



Roll Call Number

Agenda Item Number

42 A ✓

Date May 7, 2018

RECEIVE AND FILE COMMUNICATION FROM THE PLAN AND ZONING COMMISSION REGARDING APPROVAL OF PRELIMINARY PLAT "GRAY'S STATION PLAT 1" FOR PROPERTY LOCATED AT 1300 TUTTLE STREET

WHEREAS, on April 19, 2018, the City of Des Moines Plan and Zoning Commission voted 10-0 to APPROVE a request from HRC NFS I, LLC (developer), represented by Joe Pietruszynski (officer), for Preliminary Plat "Gray's Station Plat 1" for property located in the vicinity of 1300 Tuttle Street, to allow subdivision of the property into two multiple-family residential lots, two mixed-use lots, and 76 rowhouse or detached single-family dwelling lots, subject to the conditions of (1) compliance with all administrative review comments of the City's Permit and Development Center; (2) all necessary storm water management facilities, on- and off-site, shall be operational to the satisfaction of the City Engineer before a Temporary Certificate of Occupancy may be issued and must be fully constructed before a Final Certificate of Occupancy may be issued; and (3) the plat name shall be revised to "Gray's Station Plat 2"; and

WHEREAS, the final subdivision plat will be submitted for City Council approval when completed.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Des Moines, Iowa, that the attached communication from the City Plan and Zoning Commission is hereby received and filed.

MOVED BY \_\_\_\_\_ to receive and file.

FORM APPROVED:

(Council Communication No. 18-240

Glenna K. Frank, Assistant City Attorney

(13-2018-1.39)

Table with 5 columns: COUNCIL ACTION, YEAS, NAYS, PASS, ABSENT. Rows include COWNIE, BOESEN, COLEMAN, GATTO, GRAY, MANDELBAUM, WESTERGAARD, and TOTAL.

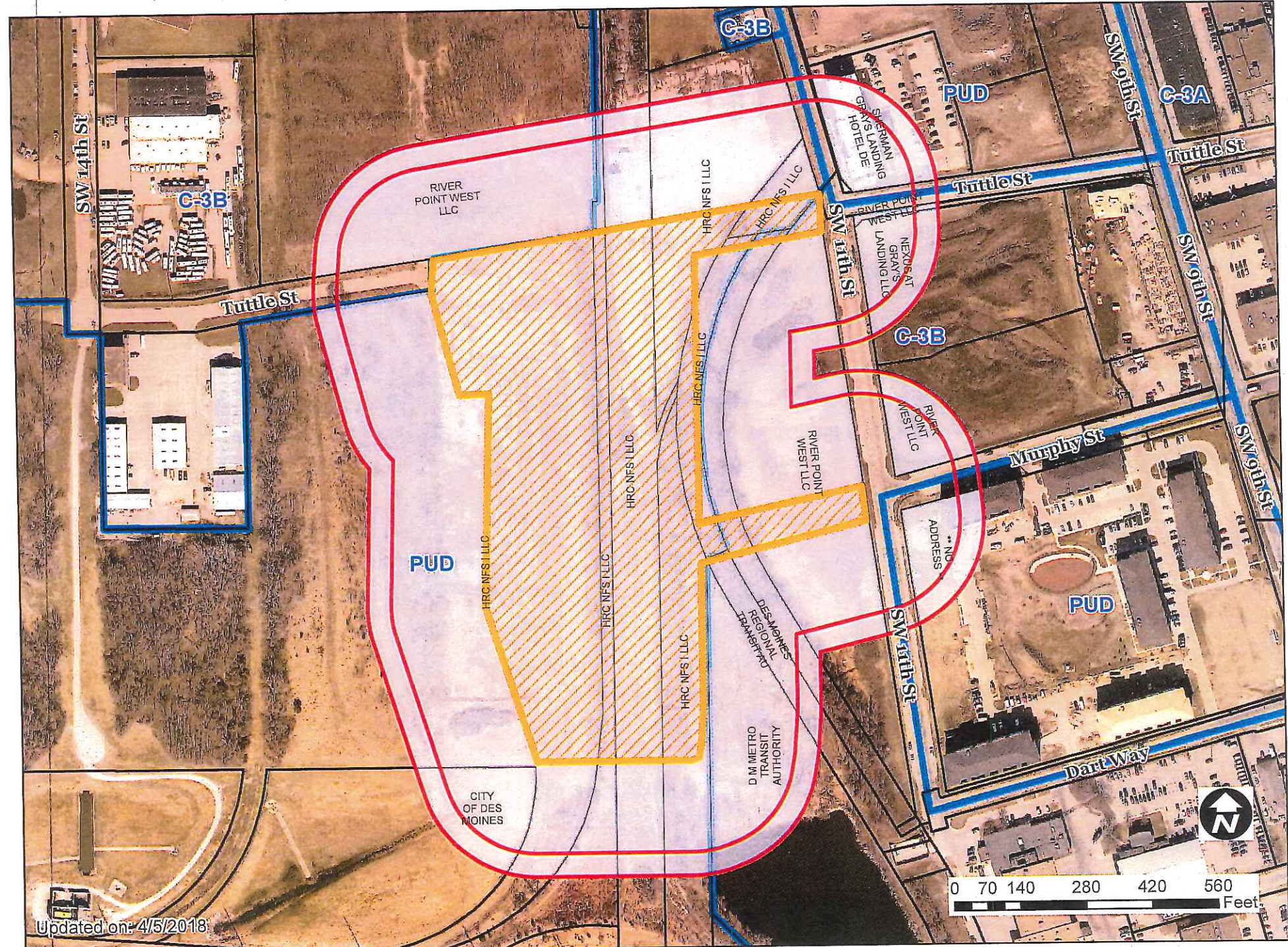
MOTION CARRIED APPROVED Mayor

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

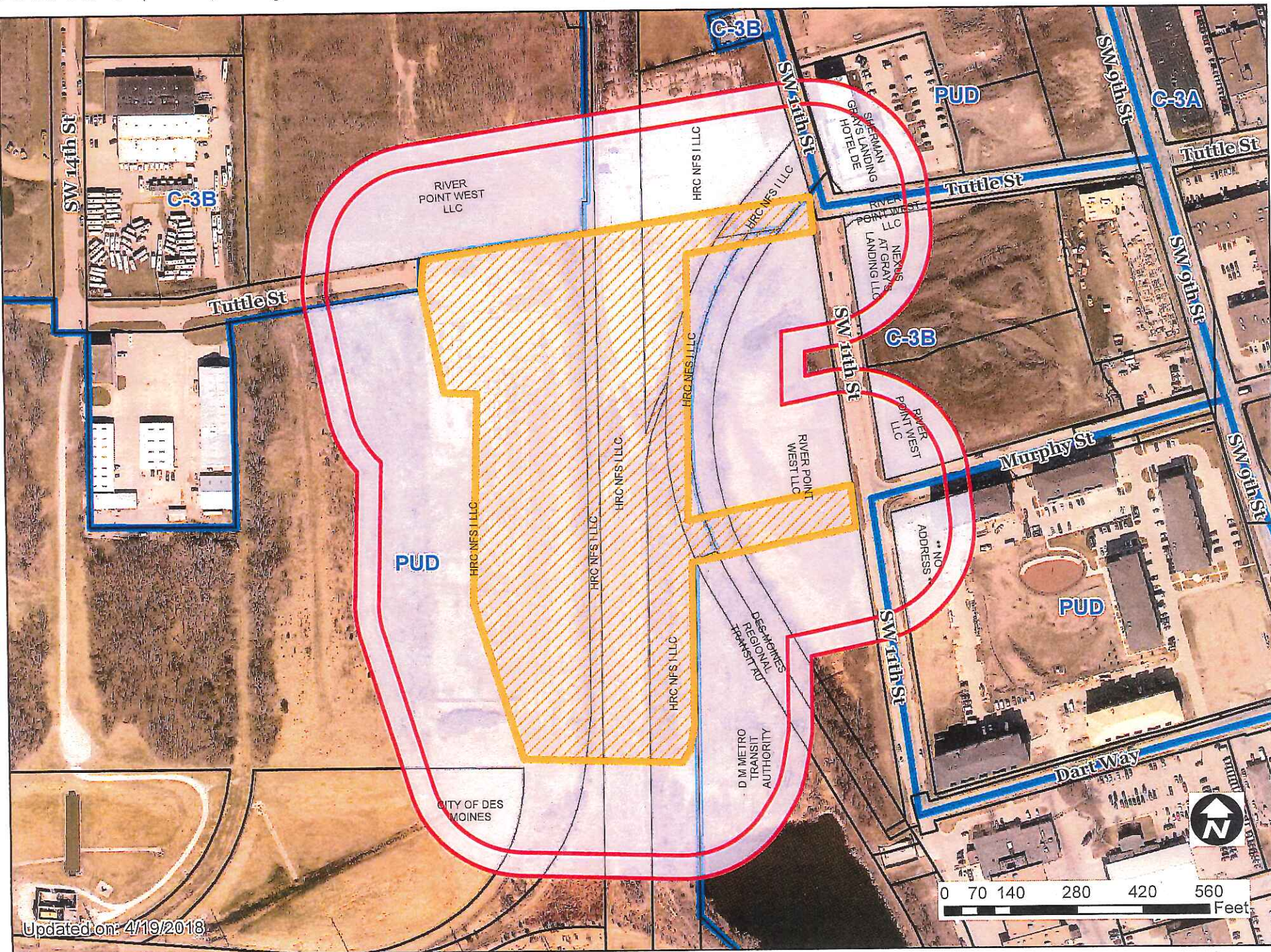
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

City Clerk



Updated on: 4/5/2018

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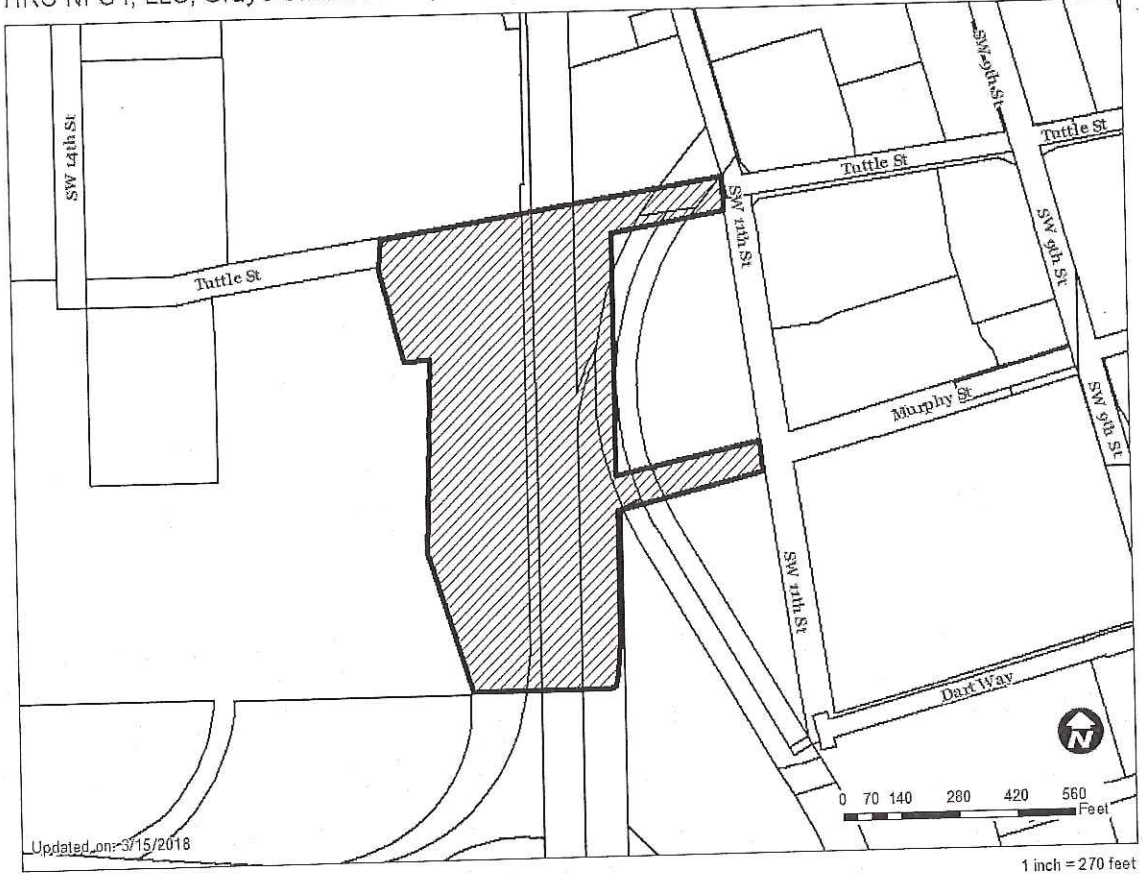


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|   |   |              |                                       |              |      |
|---|---|--------------|---------------------------------------|--------------|------|
| HRC NFS I, LLC (owner) represented by Joe Pietruszynski (officer) for property in the vicinity of 1300 Tuttle Street. |   |              |                                       | File #       |      |
|   |   |              |                                       | 13-2018-1.39 |      |
| Description of Action   | Review and approval of a Preliminary Plat "Gray's Station Plat 1" to allow the property to be divided for a multiple family residential lot, two mixed-use lots, and 81 rowhouse or detached single-family dwelling lots. |              |                                       |              |      |
| PlanDSM Future Land Use   | Current: Downtown Mixed Use and Neighborhood Mixed Use.<br>Proposed: N/A.   |              |                                       |              |      |
| Mobilizing Tomorrow Transportation Plan   | No planned improvements.  |              |                                       |              |      |
| Current Zoning District   | "PUD" Planned Unit Development, "GGP" Gambling Games Prohibition Overlay District, "D-O" Downtown Overlay District and "FSO" Freestanding Signs Overlay District.   |              |                                       |              |      |
| Proposed Zoning District  | N/A.  |              |                                       |              |      |
| Consent Card Responses  | In Favor  | Not In Favor | Undetermined                          | % Opposition |      |
| Subject Property  | 0   | 0            |                                       |              |      |
| Outside Area (200 feet)   |   |              |                                       |              |      |
| Plan and Zoning Commission Action   | Approval  | X            | Required 6/7 Vote of the City Council |              | Yes  |
|   | Denial  |              |                                       |              | No X |

HRC NFS I, LLC, Gray's Station Plat 1, Vicinity of 1300 Tuttle Street 13-2018-1.39

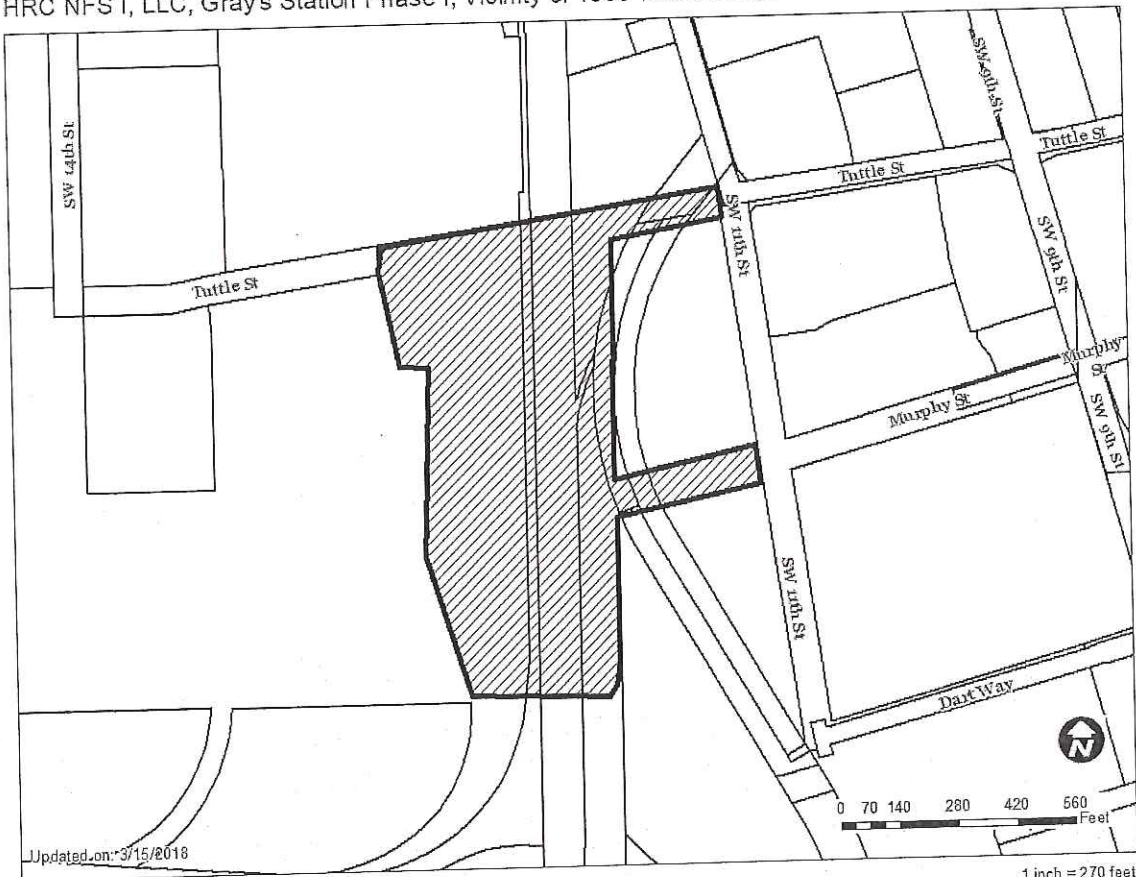


Updated on: 3/15/2018

1 inch = 270 feet

|   |  |   |              |  |              |
|---|--|---|--------------|--|--------------|
| HRC NFS I, LLC (owner) represented by Joe Pietruszynski (officer) for property in the vicinity of 1300 Tuttle Street. |  |   |              | File #                                       |              |
|   |  |   |              | 10-2018-7.89                                 |              |
| <b>Description of Action</b>  |  | Review and approval of a PUD Development Plan for "Gray's Station Phase I" to allow development of 81 rowhouses and single-family dwelling as required by the Gray's Station PUD Conceptual Plan. |              |  |              |
| <b>PlanDSM Future Land Use</b>  |  | Current: Downtown Mixed Use and Neighborhood Mixed Use.<br>Proposed: N/A.   |              |  |              |
| <b>Mobilizing Tomorrow Transportation Plan</b>  |  | No planned improvements.  |              |  |              |
| <b>Current Zoning District</b>  |  | "PUD" Planned Unit Development, "GGP" Gambling Games Prohibition Overlay District, "D-O" Downtown Overlay District and "FSO" Freestanding Signs Overlay District.                                 |              |  |              |
| <b>Proposed Zoning District</b>   |  | N/A.  |              |  |              |
| <b>Consent Card Responses</b>   |  | In Favor  | Not In Favor | Undetermined                                 | % Opposition |
| <b>Subject Property</b>   |  | 0   | 0            |  |              |
| <b>Outside Area (200 feet)</b>  |  |   |              |  |              |
| <b>Plan and Zoning Commission Action</b>  |  | Approval  | X            | <b>Required 6/7 Vote of the City Council</b> |              |
|   |  | Denial  |              | Yes  | No           |
|   |  |   |              |  | X            |

HRC NFS I, LLC, Gray's Station Phase I, Vicinity of 1300 Tuttle Street 10-2018-7.89



1 inch = 270 feet



Date May 7, 2018  
 Agenda Item 42  
 Roll Call # \_\_\_\_\_

May 4, 2018

Honorable Mayor and City Council  
 City of Des Moines, Iowa

Members:

Communication from the City Plan and Zoning Commission advising that at their meeting held April 19, 2018, the following action was taken regarding a request from HRC NFS I, LLC (owner) represented by Joe Pietruszynski (officer) for the following actions related to property in the vicinity of 1300 Tuttle Street.

**COMMISSION ACTION:**

After public hearing, the members voted 10-0 as follows:

| Commission Action:  | Yes | Nays | Pass | Absent |
|---------------------|-----|------|------|--------|
| Francis Boggus      |     |      |      | X      |
| Dory Briles         | X   |      |      |        |
| Chris Cutler        | X   |      |      |        |
| David Courard-Hauri |     |      |      | X      |
| Jacqueline Easley   | X   |      |      |        |
| Jann Freed          |     |      |      | X      |
| John "Jack" Hilmes  |     |      |      | X      |
| Lisa Howard         |     |      |      | X      |
| Carolyn Jenison     | X   |      |      |        |
| Greg Jones          | X   |      |      |        |
| William Page        | X   |      |      |        |
| Mike Simonson       | X   |      |      |        |
| Rocky Sposato       | X   |      |      |        |
| Steve Wallace       | X   |      |      |        |
| Greg Wattier        | X   |      |      |        |

**APPROVAL** of the submitted Preliminary Plat subject to the following conditions:

1. Compliance with all administrative review comments of the Permit and Development Center.
2. All necessary storm water management facilities, on- and off-site, shall be operational to the satisfaction of the City Engineer before a Temporary Certificate of Occupancy (C.O.) may be issued and must be fully construction before a Final C.O. may be issued.

3. The plat name shall be revised to "Gray's Station Plat 2."

AND approval of the proposed PUD Development Plan subject to the following conditions:

1. Compliance with all administrative comments of the Permit and Development Center.
2. All site lighting shall be directed downward and shielded from adjoining properties. Any pole mounted lighting along private walkways shall not exceed 15 feet in height and any pole mounted lighting in a parking area shall not exceed 20 feet in height. These standards do not apply to light art installations that are determined to be in compliance with the PUD Conceptual Plan by the Planning Administrator.
3. All necessary external mechanical equipment shall be roof-mounted and screened on any side that fronts a public street, trail, or green space with an architectural extension (e.g., parapet wall) of the building. Equipment may be ground mounted along alley and internal side facades if the unit does not have a flat or low-sloped roof.
4. All utility meters, transformers, and other utilities shall be placed along internal side or rear facades of the buildings.
5. Review and approval of finalized building elevations and materials by the Planning Administrator.

(10-2018-7.89 & 13-2018-1.39)

#### Written Responses

0 in Favor

0 in Opposition

#### **RECOMMENDATION TO THE P&Z COMMISSION**

Part A) Staff recommends approval of the submitted Preliminary Plat subject to the following conditions:

1. Compliance with all administrative review comments of the Permit and Development Center.
2. All necessary storm water management facilities, on- and off-site, shall be operational to the satisfaction of the City Engineer before a Temporary Certificate of Occupancy (C.O.) may be issued and must be fully construction before a Final C.O. may be issued.
3. The plat name shall be revised to "Gray's Station Plat 2."

Part B) Staff recommends approval of the proposed PUD Development Plan subject to the following conditions:

1. Compliance with all administrative comments of the Permit and Development Center.
2. All site lighting shall be directed downward and shielded from adjoining properties. Any pole mounted lighting along private walkways shall not exceed 15 feet in height and any pole mounted lighting in a parking area shall not exceed 20 feet in height. These standards do not apply to light art installations that are determined to be in compliance with the PUD Conceptual Plan by the Planning Administrator.
3. All necessary external mechanical equipment shall be roof-mounted and screened on any side that fronts a public street, trail, or green space with an architectural extension (e.g., parapet wall) of the building. Equipment may be ground mounted along alley and internal side facades if the unit does not have a flat or low-sloped roof.
4. All utility meters, transformers, and other utilities shall be placed along internal side or rear facades of the buildings.
5. The corner unit of the Type 5A and 5B units shall include a 3<sup>rd</sup> floor bonus room. Bonus rooms are optional for interior Type 5 units.
6. Review and approval of finalized building elevations and materials by the Planning Administrator.
7. ~~The submitted building designs shall be modified to address the following:~~

| ITEM | UNIT TYPE         | FACADE        | MODIFICATION  |
|------|-------------------|---------------|---|
| A    | All               | All           | <del>A masonry base shall extend around the perimeter of all facades that is generally equal in height to the height of the front step landing for the unit(s).</del>                                 |
| B    | All<br>Applicable | All           | <del>All deck and rooftop railing shall be constructed of metal.</del>  |
| C    | Type 1            | Rear          | <del>The metal panel siding along the garage doors shall extend up to meet the bottom edge of the bumpouts.</del>   |
| D    | Type 1            | Rear          | <del>Metal panel siding shall be installed between the 2<sup>nd</sup> and 3<sup>rd</sup> floor windows within the lap sided portions of the façade.</del>   |
| E    | Type 1            | Street Side   | <del>The metal panel siding that wraps around from the rear shall be adjusted to match the revised rear façade per item C.</del>  |
| F    | Type 1            | Interior Side | <del>The metal panel siding that wraps around from the front shall extend the same distance along the façade as the portion of the 2<sup>nd</sup> floor that is sided with fiber cement panels.</del> |
| G    | Type 1            | Interior Side | <del>The metal panel siding that wraps around from the rear shall extend the same distance along the façade as the corresponding metal siding on the street side façade.</del>                        |



|   |                   |               |  |
|---|-------------------|---------------|--|
| H | Type 2, 2.1 & 2.2 | Front         | One or more of the fiber cement board panel sided building planes shall be sided with metal panels or masonry.   |
| I | Type 2, 2.1 & 2.2 | Sides & Rear  | These facades shall be altered to include metal panels or masonry that corresponds to the changes made per item H.   |
| J | Type 2.1 & 2.2    | All           | The rooftop access house shall be side with metal and the side facades shall be altered as necessary to tie into this change.  |
| K | Type 3B           | Front         | The 2-story stone element of the end units shall be sided with brick and the portion of the facade below the 2 <sup>nd</sup> floor balcony of the end units shall be sided with stone.                     |
| L | Type 3B           | Interior Side | The stone siding added to the front facade per item K shall extend around to this facade a distance equal to the depth of the masonry shown on the 2 <sup>nd</sup> floor of the unit that contains a door. |
| M | Type 5B           | Interior Side | The brick siding that turns the corner shall extend a distance equal to the width of the 2-story masonry element on the street side facade.  |
| N | Type 6A & 6B      | Interior Side | The brick siding that turns the corner shall extend a distance equal to the width of the 2-story masonry element on the street side opposite end of the facade.  |
| O | Type 7            | Front         | The brick portions of the masonry deck railing shall be replaced with metal panels or standard metal railing.  |
| P | Type 7            | Front & Rear  | The portion of the 2 <sup>nd</sup> and 3 <sup>rd</sup> floors located within the "square" element shall be sided with metal panels.  |
| Q | Type 7            | Sides & Rear  | All fiber cement panels shall be replaced with metal panels.   |
| R | Type 8A           | Front         | The 2-story portion of the facade that projects forward and contains the front door shall be sided with metal panels.  |
| S | Type 8A           | Rear          | The portion of the 2 <sup>nd</sup> floor that projects outward shall be sided with metal panels.   |
| T | Type 8A           | Alley Side    | Metal panel shall be used where the siding detail extends around from the rear facade per item S.  |
| U | Type 8A           | Interior Side | The brick siding shall extend around this facade to a point equal to the depth of the corresponding 2 <sup>nd</sup> floor windows.   |
| V | Type 8B           | Front         | The portion of the front that contains the door and 2 <sup>nd</sup> and 3 <sup>rd</sup> floor windows above shall be sided with metal panels.  |
| W | Type 8B           | Rear          | The portion of the 2 <sup>nd</sup> floor that projects outward shall be sided with metal panels.   |

|    |         |               |  |
|----|---------|---------------|--|
| X  | Type 8B | Alley Side    | Metal panel shall be used where the siding detail extends around from the rear façade per item W.                                  |
| Y  | Type 8B | Interior Side | The brick siding shall extend around this façade to a point equal to the depth of the corresponding 2 <sup>nd</sup> floor windows. |
| Z  | Type 9  | Front         | The portion of the façade that contains the front door and the stack of windows above shall be sided with metal panels.            |
| AA | Type 9  | Rear          | The portion of the 2 <sup>nd</sup> floor that projects outward shall be sided with metal panels.                                   |
| BB | Type 9  | Street Side   | Metal panel shall be used where the siding detail extends around from the rear façade per item AA.                                 |
| CC | Type 9  | Interior Side | The masonry siding shall extent a distance equal to the masonry return of the corresponding detail on the Type 9 design.           |

## STAFF REPORT TO THE PLANNING COMMISSION

### I. GENERAL INFORMATION

- Purpose of Request:** The Gray's Station PUD Conceptual Plan and associated rezoning was approved by the City Council in 2017. The PUD allows 83.73 acres of former industrial land to be converted into a residential and mixed-use development. The northeast and southwest portions of the site would contain mixed-use development. A large-scale storm water basin area is proposed along the southern perimeter of the development that would include a wetland park component. The core of the development would allow for a mix of detached, semi-attached and rowhouse single-family dwellings as well as small multi-family buildings. Multi-story, multiple-family residential buildings are proposed along the north and south perimeters of the street network.

The PUD Conceptual Plan sets a minimum density for the development and basic design parameters. The exact makeup of the development would be determined by the PUD Development Plan of each phase. A total of three phases are identified on the Conceptual Plan that would have a combined total of at least 1,100 dwelling units. This equates to 13 dwelling units per gross acre (83.73 acres) or 28 dwelling units per net acre (39.2 acres).

The submitted Development Plan and Preliminary Plat represent portions of the Phase 1 area identified in the PUD Conceptual Plan. The remaining multiple-family/mixed-use portions of the Phase 1 area must be substantially completed before townhomes in Phase 2 can be initiated.

The Preliminary Plat would divide the site into 80 developable lots and 4 commonly owned outlots. The Development Plan would allow 77 of the lots to be developed with a total of 79 dwelling units consisting of a 3-unit condominium building, 7 detached townhomes and 69 attached townhomes.

The City Council's action requires all PUD Development Plans to be reviewed by the Plan and Zoning Commission and approved by the City Council. PUD Development Plans are typically reviewed administratively through the site plan review process. The subject site plan and building elevations are also being reviewed by the City's Urban Design Review Board as the applicant has entered into a development agreement with the City.

2. **Size of Site:** 11.57 acres (503,864 square feet).
3. **Existing Zoning (site):** "PUD" Planned Unit Development, "D-O" Downtown Overlay District, "GGP" Gambling Games Prohibition District and "FSO" Freestanding Sign Overlay District.
4. **Existing Land Use (site):** Vacant land.
5. **Adjacent Land Use and Zoning:**
  - East** - "C-3B"; Use is undeveloped land.
  - West** - "PUD"; Use is undeveloped land within the Gray's Station PUD.
  - North** - "C-3B" & "PUD"; Use is undeveloped land including the Linc site within the Gray's Station PUD.
  - South** - "PUD" & C-3B"; Uses are undeveloped land and City-owned storm water basins.
6. **General Neighborhood/Area Land Uses:** The subject site is located in the southwest portion of the downtown. The surrounding area consists of vacant land, commercial uses, multiple-family residential uses, light industrial uses, the Raccoon River and Gray's Lake.
7. **Applicable Recognized Neighborhood(s):** The subject property is located within the Downtown Des Moines Neighborhood. All neighborhood associations were notified of the April 5, 2018 meeting by mailing of the Preliminary Agenda for the March 19, 2018. Additionally, separate notifications of the hearing for this specific item were mailed on March 26, 2018 (10 days prior to the April 5, 2018 hearing) to the neighborhood association and to the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the subject property. A Final Agenda for the April 5, 2018 meeting was mailed to all the recognized neighborhood associations on March 30, 2018. A Final Agenda for the April 19, 2018 meeting was mailed on April 13, 2018. The Downtown Des Moines Neighborhood Association mailings were sent to Tony Filippini, 1719 Grand Avenue #210, Des Moines, IA 50309.
8. **Relevant Zoning History:** On July 24, 2017, the City Council conditionally approved the Gray's Station PUD Conceptual Plan and the first reading of the rezoning ordinance by Roll Call Number 17-1295. On August 2, 2017, the City Council approved the second reading of the rezoning ordinance by Roll Call Number 17-1307. On August 14, 2017, the City Council approved the final reading of the rezoning by Roll Call Number 17-1407, thereby approved Ordinance Number 15,600.

The rezoning and PUD Conceptual Plan were reviewed by the Plan and Zoning Commission on July 6, 2017 and July 20, 2017.

9. **PlanDSM Land Use Plan Designation:** The subject site is designated as "Neighborhood Mixed Use" on the Future Land Use Map. The balance of the Gray's Station PUD is designated a mix of "Downtown Mixed Use" and "Neighborhood Mixed Use" on the Future Land Use Map.
10. **Applicable Regulations:** Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, the Commission shall determine if such Preliminary Plat conforms to the standards and requirements outlined in Chapter 354 of the Iowa Code, and the City Subdivision Ordinance and shall approve, conditionally approve or reject such plat within 45 days after the date of submission to the City Permit and Development Center. Unless the applicant agrees in writing to an extension of time, the Preliminary Plat shall be deemed approved if the Commission does not act within such 45-day period. The Commission's action for approval or conditional approval shall be null and void unless the final plat is submitted to the City Permit and Development Center within 270 days after the date of such action; provided, however, that the Permit and Development Administrator may grant, upon written request of the applicant, up to a 90-day extension for submittal of the final plat to the City Permit and Development Center.

Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, every Development Plan and required documents submitted pursuant to Division 13 of the Zoning Ordinance shall be reviewed by the Planning Director, who shall approve the Development Plan if it complies with the standards of Division 13 and it is in compliance with the Conceptual Plan.

In this case, the Development Plan is being referred to the Plan and Zoning Commission and the City Council for review and approval in accordance with the requirements of the PUD Conceptual Plan.

## II. ADDITIONAL APPLICABLE INFORMATION

1. **PUD Conceptual Plan Standards:** The following are relevant standards from the Conceptual Plan that must be considered in the review of the proposed Development Plan and Preliminary Plat.

A) Overall Neighborhood Character

1. Detached urban townhomes shall be concentrated along green space areas and neighborhood park areas and be limited to the subareas as illustrated on the Conceptual Illustrative Master Plan on Sheet 8.

*The submitted Development Plan includes 7 detached townhomes that would be located along the north side of Gray's Parkway. These units would not front a green space or neighborhood park space. Sheet 8 of the PUD Conceptual Plan shows this area as having attached dwelling units.*

*The proposed detached units would be 3-stories tall and would be within 8 to 10 feet of each other, except in one location where two units would be separated by a private sidewalk. These units would be separated by 15 feet, which is an*

*appropriate distance to allow a pedestrian route. Staff believes the proposal is in conformance with the intent of the PUD Conceptual Plan, as the height and minimal separation between buildings would create a building wall along the street frontage that is comparable to what was originally envisioned.*

2. Green connections are encouraged to minimize impart of store water, provide urban pathways for wildlife, and promote recreation, wellness, and pedestrian scale mobility.
3. Development design shall encourage proximity of units to each other to create an urban form.
4. Development shall provide an opportunity for housing that could include personal garages, larger units, small yards, roof gardens, breeze way living spaces, and other landscape amenities.
5. All components and phases shall relate to, and integrate with, each other and previous components.
6. Development shall establish vehicular, mass transit, bicycle, and pedestrian linkages with the following:
  - a. Downtown Central Business District;
  - b. Gray's Lake; and
  - c. Development of the DICO site.
7. Each project phase/component shall provide consistency and compatibility of character across the development.

*The balance of Section II of this report covers items that impact neighborhood character including building and site design elements.*

#### B) Street Character

1. All components of the development shall provide a unified streetscape system that utilizes the same materials, design elements and equipment throughout the redevelopment area. Minor variations are allowed from street to street to create street identity or highlight focal areas of the plan, but the overall design of each street shall still contribute to the neighborhood identity.
2. Development shall provide a street system primarily related to downtown street grid that provides safety and ease of use by vehicular users.
  1. Public streets shall not have cul-de-sacs or tight winding curves.
  2. Development shall include human scaled, user friendly elements.
  3. Development shall provide a streetscape system that is walkable and that proved safety, comfort, and convenience for pedestrians.
3. Development shall create a pedestrian friendly environment along Tuttle and SW 11<sup>th</sup> Street that provides clear connections between the residential, mixed use and commercial uses.
4. Street cross section configurations shall be as depicted in the approved Conceptual Plan.– Sheet 12: Conceptual Street & Alley Sections. Street cross sections may vary where existing or planned utility infrastructure will constrain and/or limit them.

*Standards B1, B2, B3 and B4 address street design and transportation. In addition, the Conceptual Plan includes a note that states "any development plan review is subject to providing a traffic impact analysis reviewed by the City Traffic Engineer." A*

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*traffic study has been prepared and reviewed by the City's Traffic and Transportation Division.*

*The development would include three east/west public streets (Tuttle Street, Murphy Street & Gray's Parkway) all connected by a north/south street (SW 12 Street). It would rely on a private alley network for vehicular access to dwelling units. Pedestrian and bicyclist traffic would be served by a paseo along the east and south boundaries of the development, as well as a lineal green space that would run the entire east-to-west distance of the phase. A robust sidewalk network would connect these amenities with the sidewalks located in the public rights-of-way.*

*The right-of-way widths shown on the Development Plan comply with the Conceptual Plan. Tuttle Street would include a cycle track along the south side of the street that would feed into the rest of the development as it is built out. A cycle track would be constructed on the south side of Gray's Parkway when lot 58 is developed.*

- C) Building exteriors in areas A, B, H, N, O, W, X, Y and Z shall be clad in durable materials such as brick, metal, stone, cement board, etc.
1. Exterior insulation systems shall not be used.
  2. Industrial pre-engineered buildings shall not be allowed.
  3. Rooftop mechanical equipment shall be enclosed or otherwise screened from public rights of way.

*Lots 1, 80 and 58 are included in the plat but will require future Development Plans (aka: site plan & building elevations).*

- D) A minimum of 75% of the surface area (exclusive of windows and doors) of facades fronting and perpendicular to a public street must be glass, brick, concrete panels, architectural concrete block (such as split-face or burnished block), architectural metal panels or stone. Fiber cement or wood panels are also acceptable. Vinyl is prohibited.

*The proposed buildings would be sided with a mix of fiber cement board, metal, brick and stone products with quantities of each product varying across the 14 different building types and sub-types.*

*The staff recommendation in Section III of this report includes a chart identifying changes staff believes should be made. Many of the designs rely on a preponderance of fiber cement board siding. Staff's recommendations are intended to bring a balance of materials on each façade, as well as provide visual interest where façade articulation is lacking.*

- E) Attached and detached residential uses shall have minimal setbacks from public streets to encourage neighborhood interaction and define the streetscape edge.

*The proposed buildings would have minimal setback along all streets except for the units on the west side of SW 12<sup>th</sup> Street. Most of these units would setback approximately 18 feet from the back side of the public sidewalk. A few of the units would set back further due to the staggering of units to break up front façades. The*

*greater setback is due to utility conflicts including an overhead electrical transmission line. Staff believes the proposed setbacks met the intent of this guideline.*

F) Attached and Detached Residential: Side and Corner Lots

1. Lots with side elevations at alley corners should include enhancements to fenestration and details distinct from side elevations interior to the block.
2. Lots with side elevations at block corners, public streets or open spaces should include enhancements to fenestration, details and roof forms or massing distinct from side elevations interior to the block and distinct from alley corner side elevations.

*The staff recommendation in Section III of this report includes a chart identifying changes staff believes should be made in order for the proposal to be found in conformance with these standards.*

G) Detached residential uses on narrow lots shall have minimal side yard setbacks from adjacent structures to promote density and define the edge of the public realm.

*The detached units would be 3-stories tall and would be within 8 to 10 feet of each other, with the exceptions of the two units that would be separated by a private sidewalk. These units would be separated by 15 feet, which is an appropriated distance to allow the pedestrian route. Staff believes the proposal complies with this standard.*

H) Building Height – High Density Residential

1. Minimum height for all uses shall be as follows:
  - I. Three stores for Subareas B, H, N, and O
  - II. Eight stores for Subareas Y and Z.

*Development of Lots 1, 58 and 80 are subject to these standards and will be reviewed by the Plan and Zoning Commission and the City Council in the future when Development Plans are submitted for consideration.*

I) Building Height – Low-Medium Density Residential

1. No less than seventy-five (75%) percent of the low-medium density residential units shall have a minimum of 2 stories.
2. No more than twenty-five (25%) percent of the low-medium density residential units shall have a minimum height of 1 story.
3. No more than two 1-story low-medium density residential units shall be constructed on adjoining sites.
4. The 75%-25% minimum height ration for the low-medium density residential units should be achieved with each phase of the PUD project.

*The Development Plan includes 79 dwelling units consisting of a 3-unit condominium building, 7 detached townhomes and 69 attached townhomes. The condominium building would be 4 stories tall. The detached townhomes would be 3 stories tall. The attached townhomes would range in height from 1 to 3 stories. Four (4) of the attached units would consist of 1 story units, which equates to 5% of the total number of units.*

*The 1 story units would not adjoin each other and would be located in the middle of this phase. Two of them would have frontage on SW 12<sup>th</sup> Street. The units would include a mezzanine level along the street that gives the unit a two-story appearance from street. The proposal complies with these standards.*

5. An emphasis on taller building heights shall be provided for low-medium density residential units that front primary streets.

*The east/west streets are the primary streets in this phase of the development. Buildings along the south side of Tuttle Street and the south side of Gray's Parkway are not included with this Development Plan. The buildings on the north side of Gray's Parkway would be 3 or 4 stories tall. The units on the south side of Murphy Street would have a third floor that consists of a bonus room at the front portion of the unit. The bonus room would be optional for the units that front the north side of Murphy Street. Staff believes that the end units of each building should be constructed with a bonus room as a requirement. This would provide balance with the units on the south side of Murphy Street. In addition, the corners of the building set the overall character and feel of the building.*

#### J) Building Setbacks

1. For all residential buildings, a maximum setback of 15 feet from the public rights-of-way is permitted unless constrained by utility easements.
2. Low-Medium Density Residential – attached and detached residential buildings shall have side-yard building separation(s) that are at minimum 5 feet and at maximum 10 feet except where walking paths occur between buildings. Where walking paths occur between buildings the maximum width between buildings shall increase above the maximum separation by the width of the walking path.

*The submitted Development Plan complies with these standards.*

#### K) Building Entrances

1. High Density Residential – buildings shall have entrances oriented toward primary street(s) and public plaza(s).

*Development of Lots 1, 58 and 80 are subject to this standard and will be reviewed by the Plan and Zoning Commission and the City Council in the future when Development Plans are submitted for consideration.*

2. Low-Medium Density Residential – buildings shall have entrances oriented toward primary street(s), public plaza(s), parks, greenways or alleys.

*Staff believes that the submitted Development Plan meets the intent of this standard. The front façade of most of the units along SW 12 Street would not face the street. To compensate, most of the units would have direct sidewalk access to the SW 12<sup>th</sup> Street sidewalk from their front stoop and many would have entrance canopies that would extend around to the street side of the unit.*

#### L) Building Frontage



1. Building frontage calculations exclude the length of common alleys serving multiple properties, city-mandated planting areas, and utility corridors. In Low-Medium Density Residential areas, pedestrian connections between buildings shall also be excluded from frontage calculations.
2. High Density & Low-Medium Density Residential
  - a. All buildings should have frontage on principal street(s), public plaza, park or greenway of not less than 70 percent of the lot with the following exceptions:
    - i. Frontage is used for plaza space or an existing utility corridor.
    - ii. The curvature of the road precludes efficient frontage along the property line.
    - iii. Where exceptions J.2.a.1 and J.2.a.2 preclude a building from being one foot from the property line, the design of the buildings should seek a similar design intent through building and site design to frame the street/public way and create an engaging pedestrian environment.

*The submitted Development Plan complies with these standards.*

- M) Building Roof Form – High Density Residential
1. All buildings shall have a parapet or flat roof. Tower elements are allowed.

*Development of Lots 1, 58 and 80 are subject to this standard and will be reviewed by the Plan and Zoning Commission and the City Council in the future when Development Plans are submitted for consideration.*

- N) Building Roof Form – Low-Medium Density Residential
1. All building roofs shall have a contemporary, urban character.

*The proposed building would include a mix of roof styles including parapet, shed, low-slope and gable forms. Each attached townhomes building would contain a mix of roof forms and/or parapet wall heights.*

- O) Parking Requirements. Residential areas - streets designated as “local” or “collector” shall include parallel parking as depicted on the approved conceptual development plan.

*All streets would include inset parking.*

- P) Mass Transit integration
1. Development shall accommodate long term transit connections within and between neighborhoods.
  2. The Des Moines Area Regional Transit (DART) Authority shall review all streetscape plans and designate locations for transit stops and shelters.
  3. Developers and DART shall work together to establish feasible transportation linkages on a case by case basis.

*Staff understands that the applicant has been in contact with DART and that no shelters are requested at this time.*

- Q) Public amenities
1. Bicycle and Pedestrian Facilities:

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- a. Development shall provide on-street bike lanes and off-street trails that connect to existing urban system.

*Tuttle Street would include a cycle track along the south side of the street that would feed into the rest of the development as it is built out. A cycle track would be constructed along the south side of Gray's Parkway with a future Development Plan for Lot 58.*

- b. Development will include a Pedestrian Bridge connection to Gray's Lake over the Raccoon River. The Pedestrian Bridge is anticipated to be located near the southwest corner of the identified PUD boundary and west of the existing pump station associated with the enhanced stormwater basin.

*The applicant is working with the Engineering Department, the Park and Recreation Department, and the Office of Economic Development on coordinating the construction of the pedestrian bridge. A paseo will be constructed from the south side of Tuttle Street to the bridge with this phase of the PUD.*

- c. Development shall pursue the inclusion of bicycle sharing services (e.g., B-Cycle).

*Staff understands that B-cycle stations are proposed for the south side of Tuttle Street and will be incorporated into the Development Plan for Lot 1 and/or Lot 80.*

2. Public Open Space:

a. Greenways

- i. Greenways shall maintain an approximate width of 40 feet to 50. Exceptions may occur where infrastructure requirements necessitate and will be reviewed with the Final Development Plan.
- ii. Greenways shall include landscaping.
- iii. Greenways shall include pedestrian pathways with a minimum width of 5 feet.
- iv. Greenways may include structural and/or artistic elements where deemed appropriate by the developer and approved in the Final Development Plan.

*The Development Plan includes an east/west greenway in the middle of the phase. The greenway would be 46 feet wide and includes extensive landscaping and furnishings. The proposal complies with these standards.*

b. Neighborhood Parks

- i. Neighborhood parks shall be generally located per the approved conceptual plan.
- ii. Neighborhood parks shall include landscaping.
- iii. Neighborhood parks shall include pedestrian pathways with a minimum width of 5 feet.
- iv. Neighborhood parks may include structural and/or artistic elements where deemed appropriate by the developer.

*Phase 1 of the PUD does not include a neighborhood park.*

- 2. Natural Features:** Development of the site must be in compliance with the City's Tree Removal and Mitigation Ordinance (Section 42-550 of the City Code).

The PUD Conceptual Plan includes the following language:

*"This site is subject to the Tree Removal and Mitigation Ordinance of the City Code. Hubbell Realty Company is entering into a development agreement with the City of Des Moines that outlines a custom approach to tree removal and mitigation for the Gray's Station Planned Unit Development. No tree survey or canopy are method information was submitted for review; this information will be provided with the final development plan."*

A tree survey for the entire PUD has been provided and the corresponding ratio of plantings for this phase of the development has been provided on the Development Plan.

- 3. Grading & Storm Water Management:** All grading is subject to an approved grading permit and soil erosion control plan. The applicant is required to demonstrate compliance with the City's Stormwater Management requirements to the satisfaction of the City's Permit and Development Center.

The proposed stormwater management facilities for this project and future phases of the Gray's Station PUD are intended to use a new regional basin facility as shown on the PUD Conceptual Plan. Some of the land that is necessary to construct this design is owned by DART. Communication with DART is underway but has not been finalized. To ensure that the project can move forward, an alternative basin design has been provided with the Preliminary Plat that utilizes land owned by the developer to the south of Lot 58. Staff recommends approval subject to the conditions listed in Section III(A) of this report.

## **SUMMARY OF DISCUSSION**

Erik Lundy presented the staff report and revised staff recommendation.

Mike Simonson asked if the storm water basins are permanent.

Mike Ludwig stated the basin shown on the DART property is the ultimate solution but they do not yet have resolution on the ownership of the property. Hubble had to design something on their property to allow the project to move forward and we are hoping before any permanent occupancy at Gray Station there will be a resolution on the DART property.

Greg Wattier asked why staff was specifically requesting that the Type 5 units have a bonus room.

Erik Lundy stated having the bonus room on end units will give it a bigger presence from the street.

Greg Wattier asked if the Type 6 units have bonus rooms.

Mike Ludwig stated those will be 3 story units.

Jacqueline Easley asked for clarification on the private drives.

Erik Lundy stated they could accommodate visitor parking and Fire Department requirements for emergency access.

### **CHAIRPERSON OPENED THE PUBLIC HEARING**

Joe Pietruszynski, representing Hubbell Realty Company, 6900 Westown Parkway, stated they disagree with the mandatory 3 stories on the Type 5 units. The Type 5 units do have rooftop access and rooftop decks but because of cost of these buildings they need to have flexibility to have the bonus rooms as optional, not required. He presented a PowerPoint presentation that provided an overview of the development layout, architecture and landscaping.

Mike Simonson asked what the difference was from staff recommendation and their proposal.

Joe Pietruszynski stated City staff wants the bonus room to be mandatory and we're asking for it to be an option. They will still have rooftop access but would like to have the bonus rooms as an option. The bonus room adds \$45,000 of cost to each unit.

Greg Jones asked if any of those units could have a bonus room, not just the corner units.

Joe Pietruszynski stated their architects are encouraging that so they have variety of looks throughout the development.

Will Page asked if construction will be done all at once or will it be in phases.

Joe Pietruszynski stated it will be in phases with the streets being framed first.

Greg Wattier asked if the plan was to build all the pergolas no matter what.

Joe Pietruszynski stated yes.

Greg Wattier asked if they have considered increasing the size of the pergolas.

Suzanne Roush, representing Hubbell Realty, stated they don't want to increase the size of the pergolas because of the price point trying to be met for those units. If the bonus rooms were to happen on the Type #5 units, the pergolas would be moved to the North.

Greg Wattier asked if there was a prescribed number of 2 and 3 story units?

Mike Ludwig the approved PUD Concept Plan states no less than 75% of the low-medium density units shall have a minimum of 2 stories and no more than 25% of the low-medium density shall have a minimum of 1 story. The 75% and 25% ration must be met on each phase of the development.

Lillian Gunnink, 12801 Hazelwood Drive, asked if they intend to take any responsibility to the local homeless community that has been pushed from this property.

Joe Pietruszynski stated they agree homelessness is an issue in the Des Moines area and they do need a safe place to live. Most people don't know that the Gray's station site was contaminated and not a safe place for anyone to live. Hubble Realty believes they have done the right thing by protecting all citizens, cleaning up the site and making this a safe place to live.

### **CHAIRPERSON CLOSED THE PUBLIC HEARING**

#### **COMMISSION ACTION:**

Mike Simonson made a motion for approval of the submitted Preliminary Plat subject to the following conditions:

1. Compliance with all administrative review comments of the Permit and Development Center.
2. All necessary storm water management facilities, on- and off-site, shall be operational to the satisfaction of the City Engineer before a Temporary Certificate of Occupancy (C.O.) may be issued and must be fully construction before a Final C.O. may be issued.
3. The plat name shall be revised to "Gray's Station Plat 2."

AND approval of the proposed PUD Development Plan subject to the following conditions:

1. Compliance with all administrative comments of the Permit and Development Center.
2. All site lighting shall be directed downward and shielded from adjoining properties. Any pole mounted lighting along private walkways shall not exceed 15 feet in height and any pole mounted lighting in a parking area shall not exceed 20 feet in height. These standards do not apply to light art installations that are determined to be in compliance with the PUD Conceptual Plan by the Planning Administrator.
3. All necessary external mechanical equipment shall be roof-mounted and screened on any side that fronts a public street, trail, or green space with an architectural extension (e.g., parapet wall) of the building. Equipment may be ground mounted along alley and internal side facades if the unit does not have a flat or low-sloped roof.
4. All utility meters, transformers, and other utilities shall be placed along internal side or rear facades of the buildings.
5. Review and approval of finalized building elevations and materials by the Planning Administrator.

Motion passed 10-0

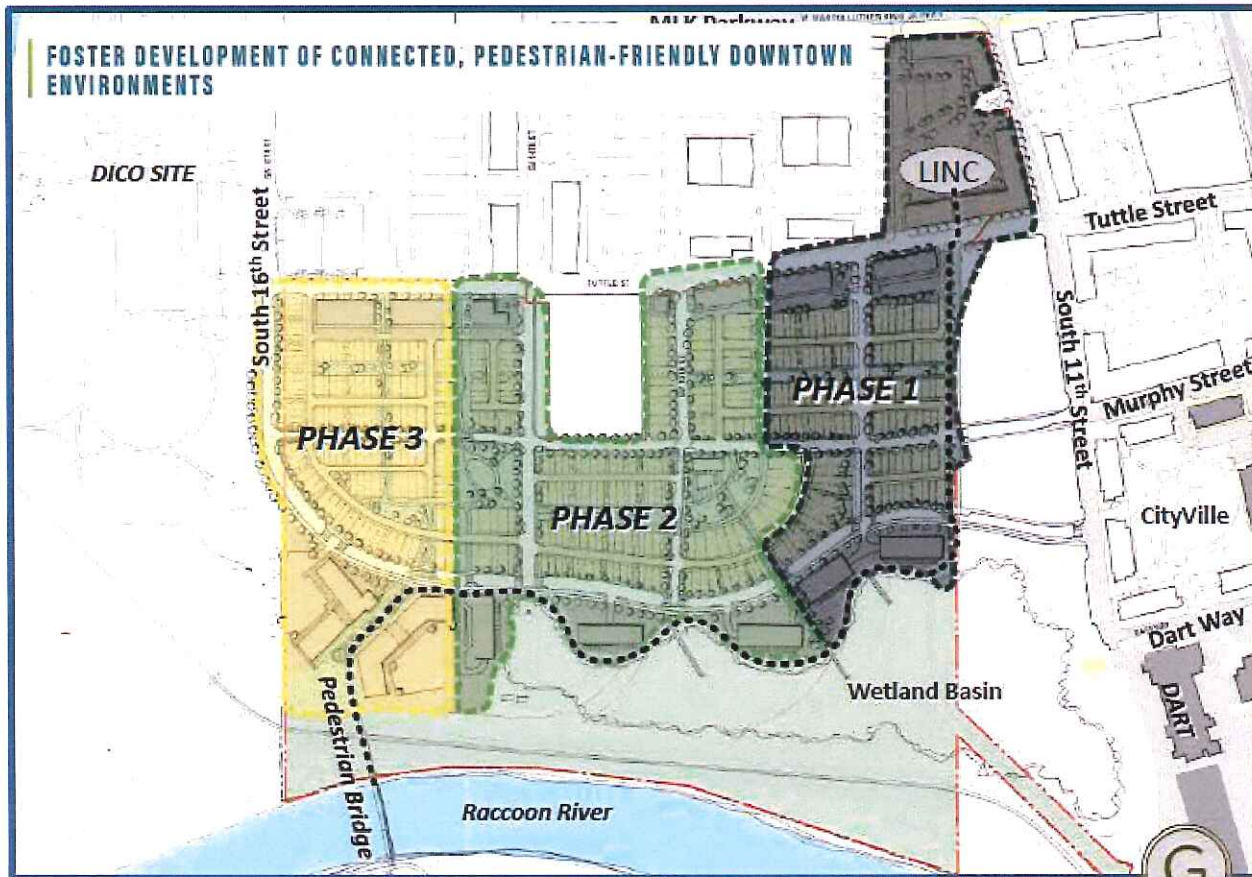
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Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Michael Ludwig".

Michael Ludwig, AICP  
Planning Administrator

MGL:tjh  
Attachments



10 to 15 Year Build out – A Quarter of a Billion in Investment

GRAY'S STATION

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