



Date September 23, 2019

RESOLUTION HOLDING HEARING ON CITY-INITIATED REQUEST TO REZONE AND APPROVE PUD CONCEPTUAL PLAN FOR PROPERTY LOCATED AT 720, 727 AND 730 EAST 2ND STREET, 827-861 EAST 2ND STREET, 205-221 MAPLE STREET, 350 MAPLE STREET, 101-284 EAST CENTER STREET, 832-848 EAST 4TH STREET, 225 EAST CENTER STREET, AND 200 DES MOINES STREET

WHEREAS, on September 9, 2019, by Roll Call No. 19-1397, the City Council received a communication from the City Plan and Zoning Commission advising that at a public hearing held on August 15, 2019, its members voted 9-0-1 in support of a motion to recommend APPROVAL of a City-initiated request to rezone real property locally known as 720, 727 and 730 East 2nd Street, 827-861 East 2nd Street, 205-221 Maple Street, 350 Maple Street, 101-284 East Center Street, 832-848 East 4th Street, 225 East Center Street, and 200 Des Moines Street (collectively "Property") from "D-R" Downtown-Riverfront District to "PUD" Planned Unit Development, and to approve the Bridge District PUD Conceptual Plan for the property, to create a unified PUD zoning district for the previously approved Velocity, Bridge District I, II, and III projects including 121 existing and future row dwelling units within "The Banks", 243 existing multiple-family dwelling units within the "Verve" and "Velocity" buildings, and 114 future multiple-family dwelling units within the 5-story "Level" building, subject to the following revisions to the PUD Conceptual Plan:

- 1. Provision of a note on Sheet 1 that states "all final development plans are subject to review and approval by the Plan and Zoning Commission, and the City Council."
2. Provision of a note that states "any structure in the PUD shall have a maximum height of 75 feet."
3. Provision of a note on Sheet 1 that is titled "PUD Intent Statement" that states:

"The intent of this PUD is to document in zoning the previously approved site plans and building elevations for the Velocity, Bridge District I, Bridge District II, and Bridge District III projects, including any conditions of approval, as well as to allow an additional 5-story multiple-family residential building to the north (Level). Any discrepancies in the PUD Conceptual Plan with previously approved site plans and building elevations is unintended."; and

WHEREAS, on September 9, 2019, by Roll Call No. 19-1397, it was duly resolved by the City Council that the City-initiated request to rezone the Property and for approval of the PUD Conceptual Plan, be set down for hearing on September 23, 2019 at 5:00 P.M., in the Council Chamber at City Hall; and

WHEREAS, due notice of said hearing was published in the Des Moines Register, as provided by law, setting forth the time and place for hearing on said proposed amendment to the Zoning Ordinance; and

WHEREAS, in accordance with said notice, those interested in said proposed rezoning and PUD Conceptual Plan, both for and against, have been given opportunity to be heard with respect thereto and have presented their views to the City Council; and

WHEREAS, the Legal Department has prepared an amendment to the Zoning Ordinance of the City of Des Moines to rezone the Property locally known as 720, 727 and 730 East 2nd Street, 827-861 East 2nd



Date September 23, 2019

Street, 205-221 Maple Street, 350 Maple Street, 101-284 East Center Street, 832-848 East 4th Street, 225 East Center Street, and 200 Des Moines Street, legally described as:

LOT 9, EXCEPT THE NORTH 12.60 FEET THEREOF, IN RIVER HILLS PLAT SEVEN, AN OFFICIAL PLAT; AND OUTLOT C IN BRIDGE DISTRICT PLAT 1, AN OFFICIAL PLAT, ALL NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA. (VELOCITY APARTMENTS)

AND

LOT 1 AND THE SOUTH 30.00 FEET OF OUTLOT A, BRIDGE DISTRICT PLAT 1, AN OFFICIAL PLAT, NOW INCLUDED IN AND FORMING A PART OF THE OF THE CITY OF DES MOINES, POLK COUNTY, IOWA. CONTAINING 2.11 ACRES. (VERVE APARTMENTS)

AND

LOTS 2 THROUGH 45 INCLUSIVE; OUTLOT A, EXCEPT THE SOUTH 30.00 FEET THEREOF; AND OUTLOT B ALL IN BRIDGE DISTRICT PLAT 1, AN OFFICIAL PLAT, NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA. CONTAINING 5.11 ACRES. (BRIDGE DISTRICT TOWNHOMES PHASE 1)

AND

LOTS 1 THROUGH 26 INCLUSIVE AND OUTLOT A IN ALL IN BRIDGE DISTRICT PLAT 2, AN OFFICIAL PLAT, NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA. CONTAINING 1.96 ACRES. (BRIDGE DISTRICT TOWNHOMES PHASE 2)

AND

LOT 3 IN RIVER HILLS PLAT SEVEN, AN OFFICIAL PLAT, NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA, EXCEPT THAT PART OF LOT 3 DESCRIBED AS PARCEL "A" ON THAT PLAT OF SURVEY FILED MAY 20, 1998, IN BOOK 7910, PAGE 438 IN THE OFFICE OF THE POLK COUNTY RECORDER; AND OUTLOT B IN BRIDGE DISTRICT PLAT 2, AN OFFICIAL PLAT, NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA. CONTAINING 3.47 ACRES. (BRIDGE DISTRICT TOWNHOMES PHASE 3)

AND

OUTLOT C IN BRIDGE DISTRICT PLAT 2 AN OFFICIAL PLAT, NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA. CONTAINING 3.53 ACRES. (LEVEL)

from "D-R" Downtown-Riverfront District to "PUD" Planned Unit Development, and to approve the Bridge District PUD Conceptual Plan for the property, to create a unified PUD zoning district for the previously approved Velocity, Bridge District I, II, and III projects including 121 existing and future row



Date September 23, 2019

dwelling units within "The Banks", 243 existing multiple-family dwelling units within the "Verve" and "Velocity" buildings, and 114 future multiple-family dwelling units within the 5-story "Level" building, subject to the revisions to the PUD Conceptual Plan.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Des Moines, Iowa, as follows:

- 1. Upon due consideration of the facts, and any and all statements of interested persons and arguments of counsel, any objections to the proposed rezoning of the Property to "PUD" Planned Unit Development District, and any objections to the proposed "Bridge District PUD Conceptual Plan" with revisions as set forth above, are hereby overruled, and the hearing is closed.
2. The proposed rezoning of the Property, as legally described above, to "PUD" Planned Unit Development District, is hereby approved, subject to final passage of an ordinance rezoning the Property as set forth herein.
3. The proposed "Bridge District PUD Conceptual Plan", as on file in the Community Development Department, is hereby found to be in conformance with the PlanDSM: Creating Our Tomorrow Land Use Plan and is hereby approved, subject to final passage of an ordinance rezoning the Property as set forth herein, and subject to the revisions to the PUD Conceptual Plan as set forth above, and subject to the Community Development Director finding that such revisions have been satisfied by amendments to the Plan.

MOVED BY _____ TO ADOPT.

FORM APPROVED:

Glenna K. Frank, Assistant City Attorney

(ZON2019-00115)

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

CERTIFICATE

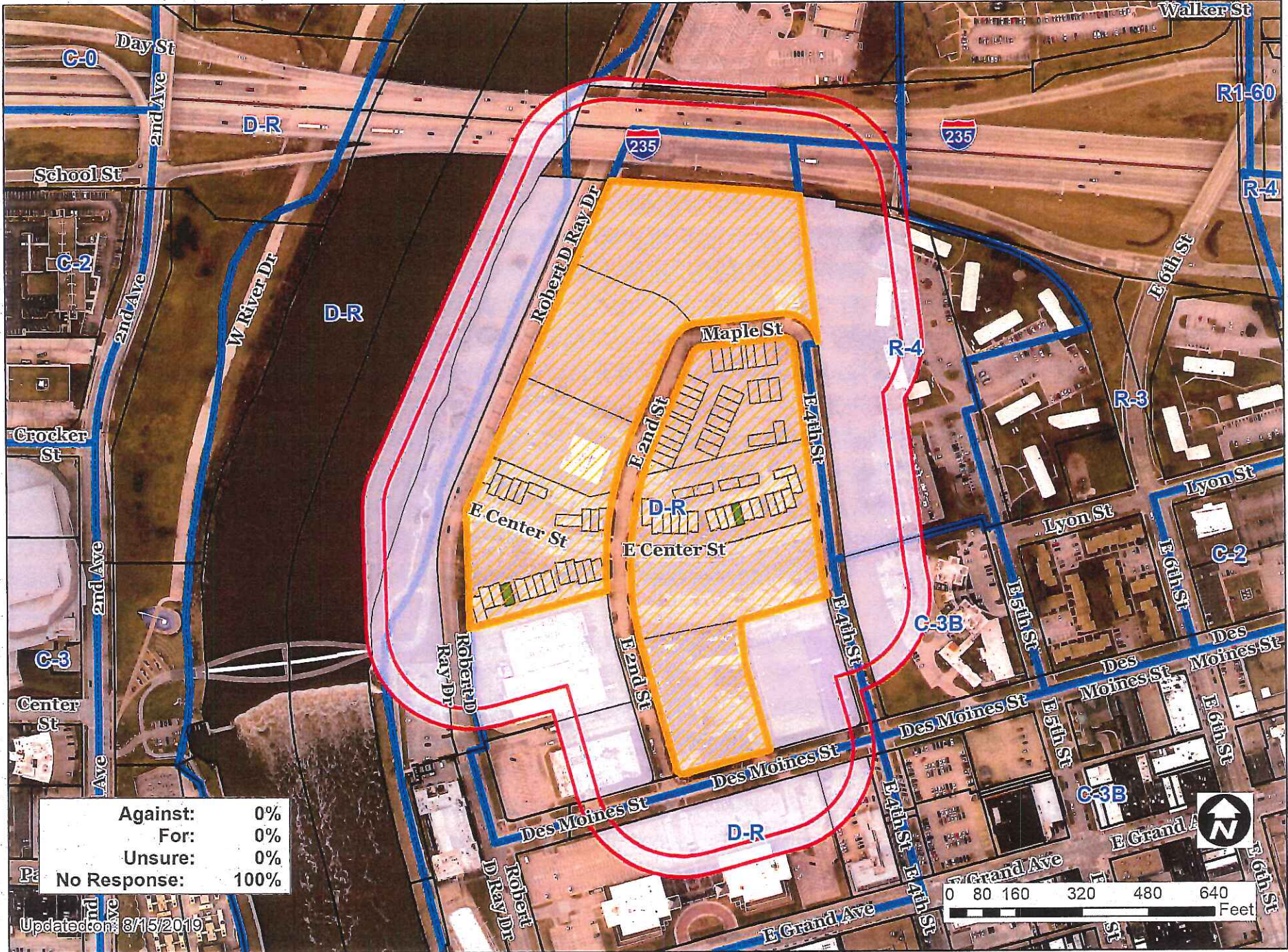
I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

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

Mayor

City Clerk

Bridge District II, LLC, Vicinity of intersection of East Maple Street and East 2nd Street ZON2019-00115



Against:	0%
For:	0%
Unsure:	0%
No Response:	100%

Updated on: 8/15/2019

1 inch = 311 feet

68



September 3, 2019

Date September 23, 2019

Agenda Item 60

Roll Call # _____

Honorable Mayor and City Council
City of Des Moines, Iowa

Members:

Communication from the City Plan and Zoning Commission advising that at their August 15, 2019 meeting, the following action was taken regarding a City initiated request to rezone the property at 720, 727 and 730 East 2nd Street, 827 – 861 East 2nd Street, 205 - 221 Maple Street, 350 Maple Street, 101 – 284 East Center Street, 832 – 848 East 4th Street, 225 East Center Street, and 200 Des Moines Street “D-R” Downtown-Riverfront District to “PUD” Planned Unit Development.

COMMISSION RECOMMENDATION:

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

Commission Action:	Yes	Nays	Pass	Absent
Francis Boggus	X			
Dory Briles	X			
Abby Chungath	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
Rocky Sposato				X
Steve Wallace	X			
Greg Wattier	X			
Emily Webb	X			

APPROVAL of Part A) the proposed rezoning is in conformance with the existing PlanDSM Creating Our Tomorrow future land use designation, Part B) **APPROVAL** of the proposed rezoning from “D-R” District to “PUD” District. And Part C) **APPROVAL** of the proposed Bridge District PUD Conceptual Plan subject to the following conditions:

1. Provision of a note on Sheet 1 that states “all final development plans are subject to review and approval by the Plan and Zoning Commission, and the City Council.”
2. Provision of a note that states “any structure in the PUD shall have a maximum height of 75 feet.”
3. Provision of a note on Sheet 1 that is titled “PUD Intent Statement” that states:

“The intent of this PUD is to document in zoning the previously approved site plans and building elevations for the Velocity, Bridge District I, Bridge District II, and Bridge District III projects, including any conditions of approval, as well as to allow an additional 5-story multiple-family residential building to the north (Level). Any discrepancies in the PUD Conceptual Plan with previously approved site plans and building elevations is unintended.”

(ZON2019-00115)

Written Responses

2 in Favor

0 in Opposition

STAFF RECOMMENDATION TO THE P&Z COMMISSION

Part A) Staff recommends that the proposed rezoning is in conformance with the existing PlanDSM Creating Our Tomorrow future land use designation.

Part B) Staff recommends approval of the proposed rezoning from “D-R” District to “PUD” District.

Part C) Staff recommends approval of the proposed Bridge District PUD Conceptual Plan subject to the following conditions:

1. Provision of a note on Sheet 1 that states “all final development plans are subject to review and approval by the Plan and Zoning Commission, and the City Council.”
2. Provision of a note that states “any structure in the PUD shall have a maximum height of 75 feet.”
3. Provision of a note on Sheet 1 that is titled “PUD Intent Statement” that states:

“The intent of this PUD is to document in zoning the previously approved site plans and building elevations for the Velocity, Bridge District I, Bridge District II, and Bridge District III projects, including any conditions of approval, as well as to allow an additional 5-story multiple-family residential building to the north (Level). Any discrepancies in the PUD Conceptual Plan with previously approved site plans and building elevations is unintended.”

STAFF REPORT TO THE PLANNING COMMISSION

60

I. GENERAL INFORMATION

1. **Purpose of Request:** The proposed rezoning would create a unified PUD zoning district for the previously approved Velocity, Bridge District I, Bridge District II, and Bridge District III projects and allow an additional 5-story multiple-family residential building to be constructed at the north end of the neighborhood.
2. **Size of Site:** 17.98 acres.
3. **Existing Zoning (site):** "D-R" Downtown Riverfront District, "CDO" Capitol Dominance Overlay District, "D-O" Downtown Overlay District, "GGP" Gambling Games Prohibition Overlay District, and "FSO" Freestanding Sign Overlay.
4. **Existing Land Use (site):** Row dwelling units, multiple-family dwelling units and vacant land.
5. **Adjacent Land Use and Zoning:**
 - North** – "D-R": Use is the Interstate 235 corridor.
 - South** - "D-R": Uses are office and light industrial.
 - East** - "C-3B" & "R-4": Uses are multiple-family residential.
 - West** - "D-R": Uses are the Des Moines River and trail.
6. **General Neighborhood/Area Land Uses:** The site is located at the northern periphery of the Historic East Village Neighborhood. The immediate area consists of a mix of residential and light industrial uses as well as vacant land. It is generally bound by Interstate 235 to the north, East 4th Street to the east, Des Moines Street to the south and Robert D. Ray Drive to the west.
7. **Applicable Recognized Neighborhood(s):** The subject property is located in the Historic East Village Neighborhood and within 250 feet of the Capitol Park Neighborhood. The neighborhoods were notified of the August 1, 2019, Commission meeting by mailing of the Preliminary Agenda on July 12, 2019 and the Final Agenda on July 26, 2019. Additionally, separate notifications of the hearing for this specific item were mailed on July 12, 2019 (20 days prior to the August 1, 2019 hearing) and July 22, 2019 (10 days prior to the August 1, 2019 hearing) to the neighborhood associations and to the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the requested rezoning.

A second 10-day notice was mailed on August 5, 2019 for the August 15, 2019 meeting to a corrected mailing list advising the neighborhood associations and the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the requested rezoning. A Final Agenda for this meeting was mailed to all neighborhood associations on August 9, 2019.

All agendas and notices are mailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood

Development Division. The Historic East Village Neighborhood Association mailings were sent to Taylor Frame, P.O. Box 93904, Des Moines, IA 50393. The Capitol Park Neighborhood Association mailings were sent to Chelsea Lepley, P.O. Box 1993, Des Moines, IA 50393.

8. **Relevant Zoning History:** On August 6, 2015, the Plan and Zoning Commission approved the Site Plan and Preliminary Plat for the Bridge District Phase 1. On August 18, 2016, the Commission approved the Velocity Site Plan. On March 1, 2018, the Commission approved the Site Plan and Preliminary Plat for Bridge District Phase 2. On November 1, 2018, the Commission approved the Site Plan and Preliminary Plat for the Bridge District Phase 3.

On December 20, 2017, the Zoning Board of Adjustment granted the applicant an Exception of 1 foot less than the minimum 8 feet of width required for 0-degree (parallel) parking spaces, an Exception of 6 feet less than the minimum 24 feet of maneuvering space required for 90-degree parking spaces within garages, and an Exception of 4 feet less than the minimum 20 feet of width required for driveways for two-way circulation.

On November 28, 2018, the Zoning Board of Adjustment granted the applicant an exception of 4 feet less than the minimum 20 feet of width required for a driveway for two-way circulation, and an Exception of 4 feet less than the minimum 24 feet of maneuvering space required for 90-degree parking stalls.

9. **PlanDSM Creating Our Tomorrow Future Land Use Plan Designation:** Downtown Mixed Use.
10. **Applicable Regulations:** The Commission reviews all proposals to amend zoning boundaries or regulations within the City of Des Moines. Such amendments must be in conformance with the comprehensive plan for the City and designed to meet the criteria in 414.3 of the Iowa Code, and taking into consideration the criteria set forth in Chapter 18B of the Iowa Code. The Commission may make recommendations to the City Council on conditions to be made in addition to the existing regulations so long as the subject property owner agrees to them in writing. The recommendation of the Commission will be forwarded to the City Council.

The application, accompanying evidence and conceptual plan required shall be considered by the Plan and Zoning commission at a public hearing. The Commission shall review the conformity of the proposed development with the standards of this division and with recognized principles of civic design, land use planning, and landscape architecture. At the conclusion of the hearing, the Commission may vote to recommend either approval or disapproval of the conceptual plan and request for rezoning as submitted, or to recommend that the developer amend the plan or request to preserve the intent and purpose of this chapter to promote public health, safety, morals and general welfare. The recommendations of the commission shall be referred to the City Council.

CP

II. ADDITIONAL APPLICABLE INFORMATION

1. **PlanDSM Creating Our Tomorrow:** The subject property is designated as "Downtown Mixed Use" on the Future Land Use Map. This designation is described as allowing "mixed-use, high density residential uses, and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown. Should include active uses (e.g. retail) on ground floor, particularly at key intersections." High density residential is further defined as "areas developed with primarily higher intensity multi-family residential up to 17 dwelling units per net acre." The density of the proposed Conceptual Plan is 20 dwelling units per acre. The proposed and existing rowhouses and multiple-family buildings have forms and massing that are appropriate for the downtown.
2. **PUD Standards:** The following are standards from Section 134-704 of the City Code that provide the foundation that all PUD Conceptual Plans should be based on.

A) All uses proposed in a PUD planned unit development district plan shall be in harmony with the existing or anticipated uses of other properties in the surrounding neighborhood and shall generally be in conformance with the city's land use plan. The design of a PUD development shall be based on harmonious architectural character; compatible materials; orderly arrangement of structures and open space; and conservation of woodlands, streams, scenic areas, open space and other natural resources.

The proposed PUD Conceptual Plan consists of rowhouses and multiple-family dwellings, which are an appropriate development pattern for this location in the downtown. The proposed uses are allowed in "D-R" and "C-3B" District, which are the primary zoning districts in the area.

B) Setbacks and other appropriate screens shall be provided around the boundary of a PUD development to protect the adjoining district properties. Only in exceptional circumstances shall such a setback be less than the amount of the setback which the adjoining district is required to maintain from the PUD development.

Setbacks and screening are discussed in Section II, subparagraphs 3 and 4 of this report.

C) A PUD development shall comply with all applicable city ordinances, specifications and standards relating to all dedicated street, sanitary sewer and storm sewer facilities and to surface drainage and floodwater retention.

All grading is subject to an approved 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 stormwater management plans for the Velocity and the Bridge Districts I, II and III have been approved.

D) The streets surrounding a PUD development must be capable of accommodating the increased traffic that would be generated by the new development. The development shall be designed to provide maximum feasible separation of

vehicular traffic from pedestrian ways and recreational areas. If turning lanes or other forms of traffic controls within or adjacent to the development are deemed necessary by the city council, the developer shall provide the necessary improvements.

The subject site is in the downtown and the proposed level of density and traffic generation is expected. The site plans for the Velocity and Bridge Districts I, II, and III were reviewed and approved by the City's Traffic and Transpiration Division. A traffic study is not required for the proposed Level project as the expected vehicle trips generated by the project does not trigger review.

- E) Off-street parking and loading spaces shall be provided as appropriate to the size and character of the development. Each off-street loading space shall be not less than ten feet in width and 25 feet in length. All off-street parking spaces shall be provided in accordance with the requirements of subsection 134-1377(g).

Off-street parking is not required in the "D-R" District. Each phase within the PUD includes surface parking and/or parking with the buildings that adequately serve the dwellings.

- F) Where appropriate to the size and character of a PUD development, provision shall be made therein for open space for recreation and other outdoor uses, and for places of worship, convenience shopping and other community services.

The proposed Conceptual Plan includes several green spaces and walking paths along with plantings throughout the site. In addition, the development has been designed to provide access to the trail system along the Des Moines River.

3. **"D-R" District Design Guidelines:** The site and the surrounding area is currently zoned "D-R" District. Development in this zoning district must comply with the "D-R" Design Guidelines found in Chapter 82 of the Municipal Code. Therefore, the proposed PUD Conceptual Plan should be evaluated against these standards so its compatibility with them is understood.

The existing multiple-family buildings and rowhouse development have been reviewed against these standards and found to comply. Therefore, the following analysis is focused on the newly proposed multiple-family building (Level).

- 1) *Building Heights.* Minimum height for all uses that are not built integral to the levee as part of the riverwalk redevelopment, should be the lesser of 36-feet or 3-stories.

The proposed apartment building would be five stories tall, which complies with this guideline. Since the site is within the "CDO" District, staff recommends that a note be added to the PUD Conceptual Plan that limits buildings to a maximum height of 75 feet.

- 2) *Riverfront setbacks:* Riverfront setbacks for all new construction (that is not built integral to the levee and as part of a riverfront park) should be a minimum of 100 (horizontal) feet from the high-water mark of the river. Redevelopment adjacent to a riverfront park (not part of the levee reconstruction) should front a continuous public

right-of-way. This could be either a road built to an urban standard, or an alternative profile of a minimum 20' width that clearly delineates a public right-of-way between new private development and the riverfront park.

The development would be separated from the river by Robert D. Ray Drive.

- 3) *Lighting:* All new exterior lighting upon private property should be pedestrian in scale. The use of private overhead floodlighting is discouraged.

This standard is applied through the Development Plan (aka, Site Plan).

- 4) *Residential building standards:* New residential buildings should also comply with the following guidelines:

- a. Building front entrances should face public rights-of-ways. Those buildings with river frontage should be oriented towards the riverfront (except when located above street level retail).
- b. At least one building entrance for the residential uses should directly access the street when located above street-level retail.
- c. Buildings should have a building frontage on the principal street of not less than 70 percent of the lot frontage on the principal street.
- d. Buildings should have a maximum setback of 15 feet from the public right-of-way.

The proposed Level building would front Maple Street and a private drive along its south façade. The building would generally setback 15 feet from these frontages. In some places the setback would be more or less than 15 feet due to the curvature of the street and private drive.

- e. Service entrances, waste disposal areas and other similar uses should be located adjacent to service lanes and away from major streets and the public right-of-way adjacent to the river.

This standard is applied through the Development Plan (aka, Site Plan). The submitted Conceptual Plan identifies the location of trash enclosures in the parking lot to the rear of the Level Building.

- 5) *Commercial building standards:* New commercial buildings should also comply with the following guidelines:

- a. Buildings should have a building frontage on the principal street of not less than 70 percent of the lot frontage on the principal street.
- b. A minimum of 70 percent of the building frontage should be set within one foot of the front lot line.
- c. Building entrances on new development sites that have river frontage (and are not integral to the levy), should be oriented both towards the riverfront and the primary street.

- 60
- d. Service entrances, waste disposal areas and other similar uses should be located adjacent to service lanes and away from major streets and the public right-of-way adjacent to the river.
 - e. Restaurants may operate outdoor cafes on public sidewalks while maintaining pedestrian circulation subject to obtaining an areaway permit.

N/A.

- 6) Storage of any and all materials and equipment should take place within completely enclosed buildings. All open areas should be paved or landscaped, properly maintained and kept free from refuse and debris. All refuse collection containers and dumpsters should be enclosed on all sides by the use of a permanent wall of wood, brick, or masonry. The enclosure, including any gates for pedestrian and/or disposal truck access, should be constructed to provide at least a 75% opaque screen of the receptacle from any street.

Outdoor storage of equipment and materials is not proposed. The submitted Conceptual Plan identifies the location of trash enclosures in the parking lot to the rear of the apartment building.

- 7) All open areas not used for off-street loading or parking should be landscaped in accordance with the Des Moines Landscape Standards.

The proposed Conceptual Plan includes several green spaces and walking paths along with plantings throughout the site. This standard is applied through the Development Plan (aka, Site Plan)

- 8) Access doors for any warehouse use and any loading docks should not front on any public street. That portion of a building fronting on a public street should be used in an office or other commercial use.

N/A.

- 4. **Downtown Overlay District Design Guidelines:** The site and the surrounding area is located in the "D-O" Downtown Overlay District. Development in this zoning district must comply with the "D-O" Design Guidelines found in Chapter 82 of the Municipal Code. Therefore, the proposed PUD Conceptual Plan should be evaluated against these standards so its compatibility with them is understood.

The existing multiple-family buildings and rowhouse development have been reviewed against these standards and found to comply. Therefore, the following analysis is focused on the newly proposed multiple-family building (Level).

- A) Projects should demonstrate understanding of the micro and macro context for the project by offering place specific solutions for materiality, massing, uses, fabric and climate that are consistent with the vision of the "What's Next Downtown Plan". In most cases, corporate prototype architecture may not be an acceptable design.

Building elevations were not provided for the Level Building with the PUD Conceptual Plan. Therefore, the architecture and materials cannot be evaluated for

compliance with this standard. Staff recommends approval of the PUD Conceptual Plan subject to all future Development Plans being reviewed and approved by the Plan and Zoning Commission and the City Council.

- B) Low impact development techniques should be utilized which implement site water quality control solutions, using materials which are locally available and creating projects which minimize energy consumption.

The subject development includes stormwater management improvements include groundwater recharge pits. Staff is not aware of any additional low impact development techniques being utilized.

- C) Connectivity between adjacent properties should be provided or demonstrated for both pedestrian and vehicular circulation.

The Conceptual Plan includes a series of shared service drives and pedestrian paths. In addition, the development has frontage on five public streets.

- D) The incorporation of 'soft (green) spaces' on site is encouraged.

- E) Where feasible, projects should provide outdoor spaces for people gathering.

The proposed Conceptual Plan includes several green spaces and walking paths along with plantings throughout the site. In addition, the development has been designed to provide access to the trail system along the Des Moines River.

- F) If feasible, connections to adjoining bike paths or on-street bike facilities and on-site bike racks should be provided in close proximity to building entrances.

The development has been designed to provide access to the trail system along the Des Moines River.

- G) Building heights. Minimum height for all uses should be the lesser of 36 feet or three stories.

The proposed apartment building would be 5 stories tall, which complies with this guideline. Since the site is within the "CDO" District, staff recommends that a note be added to the PUD Conceptual Plan that limits buildings to a maximum height of 75 feet.

- H) Bulk standards, building setbacks, orientation, frontage and residential access:

1. All buildings with river frontage should orient towards the river and have building entrances that are oriented to the river and primary street(s).
2. All buildings without river frontage should have entrances oriented toward primary street(s).
3. All buildings should have frontage on principal street(s) of not less than 70 percent of the lot.

The proposed Level building would occupy 70% of the frontage along Maple Street and a private drive that acts as a street. The main entrance would be located on this façade in the vicinity of the intersection of Maple Street and the private drive.

4. For commercial and mixed-use buildings, at least 70 percent of the building frontage should be within one foot of the property line.

N/A.

5. At least one building entrance for residential uses should directly access the street when a residential use is located above street-level retail or commercial uses.

N/A.

6. For residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless superseded by bulk regulations of the underlying zoning district (i.e. R-HD Residential Historic District, R1-60 Low Density Residential District, etc.).

The proposed Level building would front Maple Street and a private drive along its south façade. The building would generally setback 15 feet from these frontages. In some places the setback would be more or less than 15 feet due to the curvature of the street and private drive.

- I) Storage of all materials and equipment should take place within completely enclosed buildings.

No outdoor storage of materials and equipment is proposed.

- J) All refuse collection containers and dumpsters should be enclosed on all sides by the use of a permanent wall of wood, brick or masonry and steel gates which are compatible in design with the principal structure.

This standard is applied through the Development Plan (aka, Site Plan). The submitted Conceptual Plan identifies the location of trash enclosures in the parking lot to the rear of the apartment building.

- K) All open areas not used for off-street loading or parking should be landscaped in accordance with the Des Moines Landscape Standards for C-3 districts.

The proposed Conceptual Plan includes several green spaces and walking paths along with plantings throughout the site. This standard is applied through the Development Plan (aka, Site Plan).

- L) Access doors for any warehouse use and any loading docks should not front on any public street.

60

N/A.

- M) Gas stations/convenience stores should be limited to no more than six pumps and allow no more than 12 vehicles to be fueled at one time.

N/A.

- N) Gas station / convenience stores and canopies, drive-thru facilities for restaurants, banks, parking garages and other auto-dominant uses should not front or have vehicular access on or to a pedestrian corridor as designated in the downtown pedestrian corridor map on file in the office of the city clerk as approved by city council resolution.

N/A.

- O) Existing curb cuts should be consolidated to the minimum number necessary and be located as directed by the city traffic engineer and community development director.

Staff believes the proposed number of curb cuts is the minimum number necessary to adequately serve the development.

- P) Parcels proposed for development that are greater than two acres should be rezoned to a planned unit development (PUD) zoning classification.

PUD zoning is proposed.

- Q) Auto-dominant uses as described in guideline "N" above should be located in a mixed use commercial center and with buildings possessing a unified commercial design.

N/A.

- R) Parking ramps should either include ground floor retail or commercial space, be designed for conversion to retail or commercial space, or have significant architectural detail.

N/A.

SUMMARY OF DISCUSSION

Jacqueline Easley asked if any member of the audience or the commission desired to speak regarding the item. None were present or requested to speak.

COMMISSION ACTION:

Dory Briles made a motion for **APPROVAL** of Part A) the proposed rezoning is in conformance with the existing PlanDSM Creating Our Tomorrow future land use designation, Part B) **APPROVAL** of the proposed rezoning from "D-R" District to "PUD"

District. And Part C) **APPROVAL** of the proposed Bridge District PUD Conceptual Plan subject to the following conditions:

1. Provision of a note on Sheet 1 that states "all final development plans are subject to review and approval by the Plan and Zoning Commission, and the City Council."
2. Provision of a note that states "any structure in the PUD shall have a maximum height of 75 feet."
3. Provision of a note on Sheet 1 that is titled "PUD Intent Statement" that states:

"The intent of this PUD is to document in zoning the previously approved site plans and building elevations for the Velocity, Bridge District I, Bridge District II, and Bridge District III projects, including any conditions of approval, as well as to allow an additional 5-story multiple-family residential building to the north (Level). Any discrepancies in the PUD Conceptual Plan with previously approved site plans and building elevations is unintended."

Motion Carried: 10-0

Respectfully submitted,



Erik Lundy, AICP
Senior City Planner

EML:tjh

City initiated request for the following on property at 720, 727 and 730 East 2nd Street, 827 – 861 East 2nd Street, 205 -221 Maple Street, 350 Maple Street, 101 – 284 East Center Street, 832 – 848 East 4th Street, 225 East Center Street, and 200 Des Moines Street. Owners of the subject property include Bridge District II, LLC Bridge District Townhomes Owners Association, Bridge District Master Association, Bridge District Verve Condominiums, Velocity Condominium Association and other individual townhome owners.				File # ZON2019-00115
Description of Action	Rezone property from "D-R" Downtown-Riverfront District to "PUD" Planned Unit Development. Review and approval of the Bridge District PUD Conceptual Plan for 121 existing and future row dwelling units within "The Banks", 243 existing multiple-family dwelling units within the "Verve" and "Velocity" buildings, and 114 future multiple-family dwelling units within the "Level" building.			
PlanDSM Future Land Use	Current: Downtown Mixed Use. Proposed: N/A.			
Mobilizing Tomorrow Transportation Plan	No planned improvements.			
Current Zoning District	"D-R" Downtown Riverfront District, "CDO" Capitol Dominance Overlay District, "GGP" Gambling Games Prohibition Overlay District, "D-O" Downtown Overlay District, and "FSO" Freestanding Signs Overlay District.			
Proposed Zoning District	"PUD" Planned Unit Development, "CDO" Capitol Dominance Overlay District, "GGP" Gambling Games Prohibition Overlay District, "D-O" Downtown Overlay District, and "FSO" Freestanding Signs Overlay District.			
Consent Card Responses	In Favor	Not In Favor	Undetermined	% Opposition
Outside Area (200 feet)	2	0		
Within Subject Property				
Plan and Zoning Commission Action	Approval	X	Required 6/7 Vote of the City Council	Yes
	Denial			No

Bridge District II, LLC, Vicinity of intersection of East Maple Street and East 2nd Street ZON2019-00115



1 Inch = 311 feet

Item ZON2019-00115

Date 7/27/19

60

I (am) (am not) in favor of the request.

(Circle One)

RECEIVED
COMMUNITY DEVELOPMENT

JUL 31 2019

Print Name Will Oppermann

Signature [Signature]

Address 252 E. Center St

Reason for opposing or approving this request may be listed below:

Item ZON2019-00115

Date 8-9-19

I (am) (am not) in favor of the request.

(Circle One)

RECEIVED
COMMUNITY DEVELOPMENT

AUG 13 2019

Print Name Karen Schoenenberger

Signature [Signature]

Address 113 E. Center St., D.M

50309

Reason for opposing or approving this request may be listed below:

We moved here because of the
unique housing opportunities
provided by the developers. Many
of our neighbors have said the
same thing.

J:\2018 Proj\18-089\PU\18-089-PUD-1.dwg, 7/9/2019 11:49:11 AM, BGT

OWNERS/DEVELOPERS:

- VELOCITY**
VELOCITY CONDOMINIUM ASSOCIATION
- BRIDGE DISTRICT I**
BRIDGE DISTRICT HOME CONDOMINIUMS
BRIDGE DISTRICT TOWNHOMES OWNERS ASSOCIATION
- BRIDGE DISTRICT II**
BRIDGE DISTRICT II LLC
- BRIDGE DISTRICT III**
BRIDGE DISTRICT III LLC
- LEVEL**
BRIDGE DISTRICT II LLC

5900 WESTERN PARKWAY
WEST DES MOINES, IA 50325
515-243-3229

ADDRESS

720 EAST 2ND STREET

ZONING

EXISTING = D-R
PROPOSED = PUD

2020 COMMUNITY CHARACTER PLAN

EXISTING = DOWNTOWN MIXED USE
PROPOSED = DOWNTOWN MIXED USE

REGULATIONS

A) THE REGULATIONS FOR THIS PUD SHALL COMPLY WITH THAT OF D-R EXCEPT AS DENOTED.

USES NOT ALLOWED:
ADULT ENTERTAINMENT
OFF-PREMISE ADVERTISING SIGNS
Taverns and Nightclubs
Liquor Stores
FINANCIAL SERVICE CENTERS PROVIDING CHECK CASHING AND LOANS SECURED BY FIRST DATED CHECKS OR PAYROLL GUARANTEE AS PRIMARY ACTIVITY.

B) SETBACKS:

FRONT = 0'
SIDE = 0'
REAR = 0'
BUILDING SEPARATION 10'

C) PARKING:

PARKING REQUIREMENTS SHALL COMPLY WITH CITY STANDARDS OF D-R WHICH IS D. ALL RESIDENTIAL UNITS SHALL HAVE ATTACHED GARAGES. BICYCLE RACKS SHALL BE PROVIDED THROUGHOUT THE SITE.

D) LANDSCAPE REQUIREMENTS

ANY NEW CONSTRUCTION SHALL REQUIRE THE PARCEL TO COMPLY WITH THE PLANTING REQUIREMENTS FOR D-R ZONING

MINIMUM OPEN SPACE: NONE

ANY DEVELOPMENT PLAN SHALL COMPLY WITH THE CITY'S TREE PROTECTION AND MITIGATION ORDINANCE.

FENCING SHALL BE IN ACCORDANCE WITH THE FENCING STANDARDS APPLICABLE IN THE D-R DISTRICT; ANY CHAIN LINK FENCE SHALL HAVE BLACK VINYL-CLADDING

ALL ROOF TOP MECHANICAL EQUIPMENT SHALL BE SCREENED BY ARCHITECTURALLY INTEGRATED SCREENING ELEMENTS.

ALL MECHANICAL EQUIPMENT, METERS, CONDENSERS, ETC. SHALL BE APPROPRIATELY SCREENED SO THAT IT IS NOT VISIBLE FROM ANY PUBLIC STREET.

ANY TRANSFORMERS SCREENED FROM VIEW OF PUBLIC STREETS WITH LANDSCAPE PLANTINGS.

E) ARCHITECTURAL STANDARDS:

ALLOWED EXTERIOR MATERIALS:
AS SHOWN ON THE ATTACHED BUILDING ELEVATIONS.

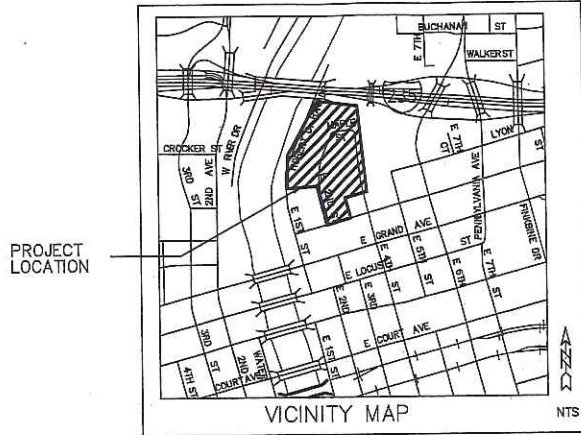
F) STORMWATER MANAGEMENT:

METHODS MAY INCLUDE BELOW GRADE STORAGE OF STORM WATER AND CONSERVATION METHODS.

G) SIGNS:

ANY SIGNAGE SHALL BE IN ACCORDANCE WITH THE REGULATIONS APPLICABLE IN THE D-R DISTRICT.

CONCEPTUAL PLAN
BRIDGE DISTRICT
A PLANNED UNIT DEVELOPMENT
IN THE CITY OF DES MOINES,
COUNTY OF POLK, STATE OF IOWA
SHEET I OF 33



SHEET LIST

- 1 - COVER
- 2 - PROJECT MAP

- 3 - LAYOUT
- 4 - EXISTING CONDITIONS
- 5 - LANDSCAPING
- 6 - BLDG-ELEV-1
- 7 - BLDG-ELEV-2
- 8 - BLDG-ELEV-3
- 9 - BLDG-ELEV-4

- BRIDGE DISTRICT II
- 10 - LAYOUT
- 11 - EXISTING CONDITIONS
- 12 - LANDSCAPING
- 13 - BLDG-ELEV-1
- 14 - BLDG-ELEV-2
- 15 - BLDG-ELEV-3

- BRIDGE DISTRICT III
- 16 - LAYOUT
- 17 - EXISTING CONDITIONS
- 18 - LANDSCAPING
- 19 - BLDG-ELEV-1
- 20 - BLDG-ELEV-2
- 21 - BLDG-ELEV-3
- 22 - BLDG-ELEV-4

LEVEL

- 23 - LAYOUT
- 24 - EXISTING CONDITIONS
- 25 - LANDSCAPING

- BRIDGE DISTRICT I
- 26 - LAYOUT-1
- 27 - LAYOUT-2
- 28 - EXISTING CONDITIONS
- 29 - LANDSCAPING-1
- 30 - LANDSCAPING-2
- 31 - LANDSCAPING-3
- 32 - BLDG-ELEV-1
- 33 - BLDG-ELEV-2

LEGAL DESCRIPTION:

Lot 9, except the North 12.60 feet thereof, in River Hills Plat Seven, an Official Plat; and Outlot C in Bridge District Plat 1, an Official Plat, all now included in and forming a part of the City of Des Moines, Polk County, Iowa. Containing 1.80 acres. [Velocity Apartments]

And

Lot 1 and the south 30.00 feet of Outlot A, Bridge District Plat 1, an Official Plat, now included in and forming a part of the City of Des Moines, Polk County, Iowa. Containing 2.11 acres. [Verve Apartments]

And

Lots 2 through 45 inclusive; Outlot A, except the south 30.00 feet thereof; and Outlot B all in Bridge District Plat 1, an Official Plat, now included in and forming a part of the City of Des Moines, Polk County, Iowa. Containing 5.11 acres. [Bridge District Townhomes Phase 1]

And

Lots 1 through 26 inclusive and Outlot A in all in Bridge District Plat 2, an Official Plat, now included in and forming a part of the City of Des Moines, Polk County, Iowa. Containing 1.35 acres. [Bridge District Townhomes Phase 2]

And

Lot 3 in River Hills Plat Seven, an Official Plat, now included in and forming a part of the City of Des Moines, Polk County, Iowa, except that part of Lot 3 described as Parcel "A" on that Plat of Survey filed May 20, 1998, in Book 7910, Page 438 in the Office of the Polk County Recorder and Outlot B in Bridge District Plat 2, an Official Plat, now included in and forming a part of the City of Des Moines, Polk County, Iowa. Containing 3.47 acres. [Bridge District Townhomes Phase 3]

And

Outlot C in Bridge District Plat 2, an Official Plat, now included in and forming a part of the City of Des Moines, Polk County, Iowa. Containing 3.53 acres. [Bridge District Northern Apartments Site]

TOTAL CONTAINING: 17.89 ACRES

APPROVED BY PLAN AND ZONING COMMISSION
ON XX/XX/2018: XX-2018-XX
APPROVED BY CITY COUNCIL ON:
XX/XX/18
ROLL CALL NO. XX-XXXX; ORDINANCE NO. XX,XXX

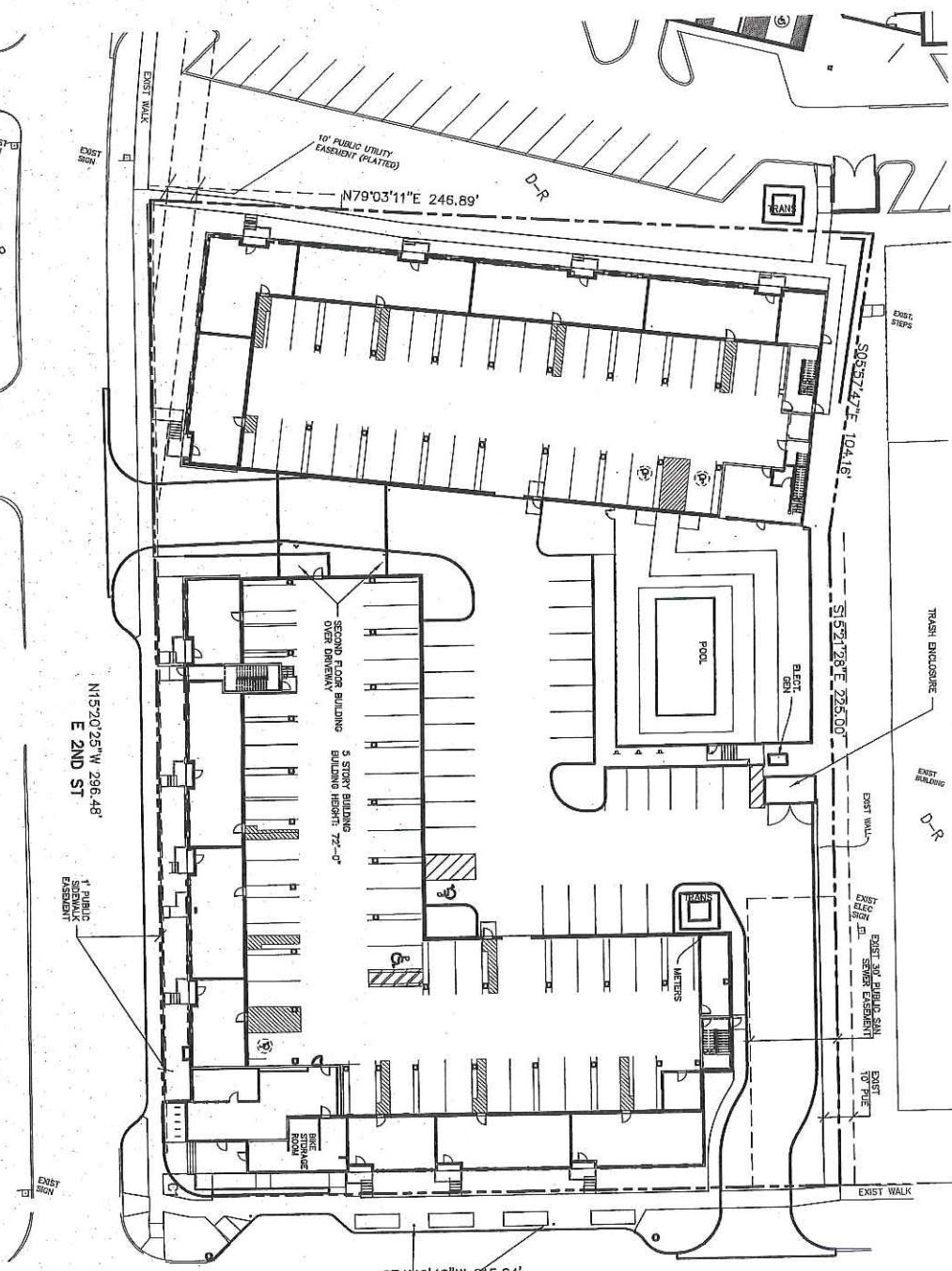
PLANNING DIRECTOR _____ DATE _____

BRIDGE DISTRICT - COVER

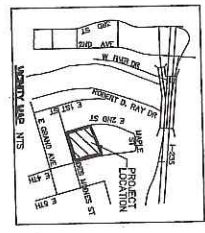
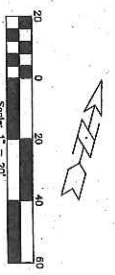
NO.	REVISION	DATE	BY	FOR	LOCATION	SCALE	DATE	FIELD BOOK	SHEET	OF	DESIGNED BY	CHECKED BY	DRAWN BY	P.W.
						1"=30'	07/03/2018	18-089-PUD-1-189	1	33				18-089

ERG
Engineering Resource Group, Inc.
2415 GRAND AVENUE
DES MOINES, IOWA 50318
(515) 283-6025

NOTES:
 1. VERIFICATION OF ALL UTILITIES INDICATED ON THE PLANS IS THE RESPONSIBILITY OF THE CONTRACTOR.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT.



CURVE DATA
 ARC = 33.33'
 RADIUS = 151.67'
 BEARING = N89°15'00\"/>



TRACT: VELOCITY

BRIDGE DISTRICT - PUD

ERG
 Engineering Resource Group, Inc.
 Engineers and Surveyors
 2415 GRAND AVENUE
 DES MOINES, IOWA 50318
 (515) 289-4693

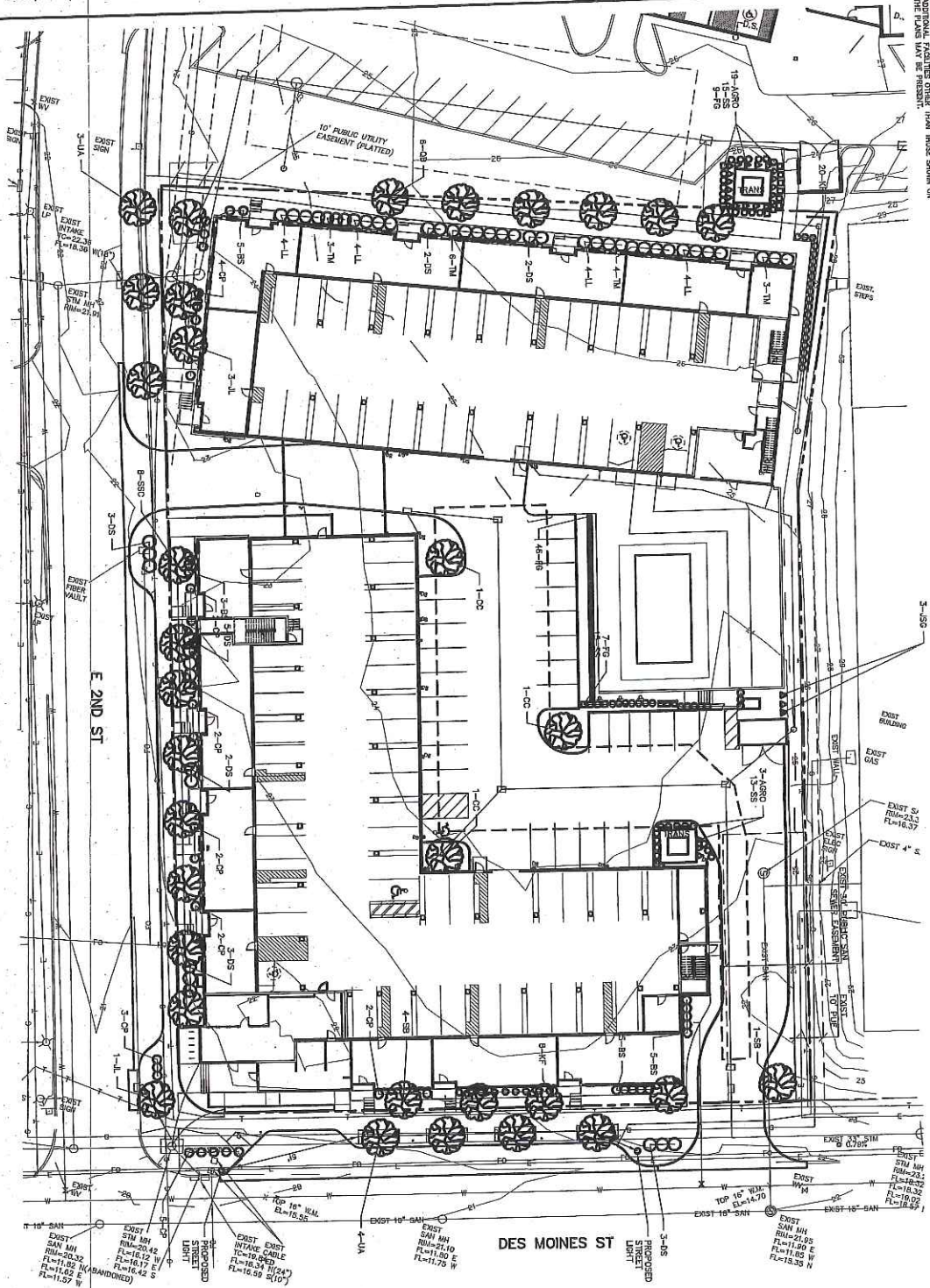
NO.	REVISION	DATE	BY	FOR:	LOCATION:	SCALE:	DESIGNED BY:	DATE:	DRAWN BY:
						1" = 20'	DJS	07/03/2019	BWS
							DWG: 16-071-PUD-LAYOUT.dwg	CHECKED BY:	
							FIELD BOOK:	SHEET 3 OF 33	FILE NO: 18-089

STORMWATER MANAGEMENT SHALL BE PROVIDED IN ACCORDANCE WITH THE APPROVED CALCULATION DATED 04/18/2017 ON FILE WITH THE PERMIT AND DEVELOPMENT CENTER. METHODS MAY INCLUDE BELOW GRADE STORAGE OF STORM WATER AND CONSERVATION METHODS.

SITE PLAN APPROVED BY P&Z COMMISSION ON 11/15/18 WITH THE FOLLOWING COMMENTS AND WALTER-FAMILY DESIGN GUIDELINES:

SITE ADDRESS:
 200 DES MOINES ST.

NOTE:
 THE LOCATION OF ALL UTILITIES NOTICED ON THE PLANS, LOCATION AND DEPTH OF ALL PUBLIC UTILITIES, MUST BE VERIFIED BY THE CONTRACTOR TO ASSURE PROPER AND APPROPRIATE FACILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE NECESSARY.



SUBSTITUTION OF SPECIES AND CHANGES TO QUANTITIES CAN BE DONE WITH APPROVAL BY CITY STAFF

PLANT SCHEDULE:

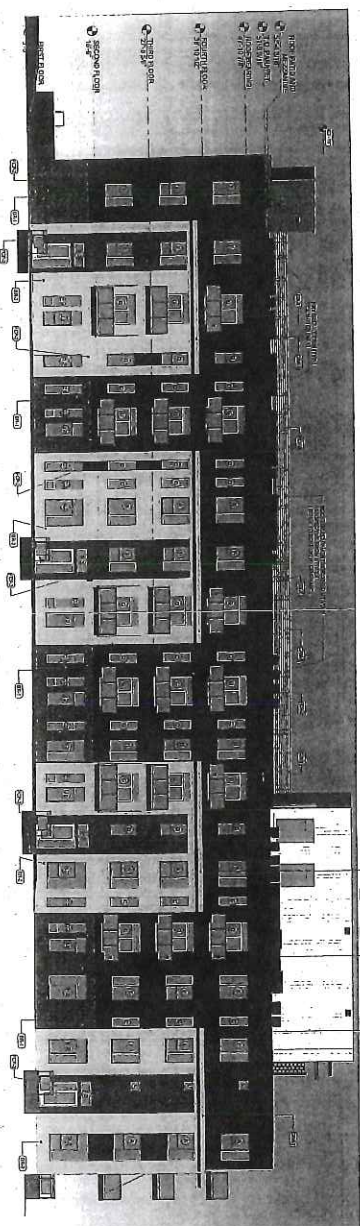
Code	Common Name	Botanical Name	Quantity	Notes
01	Common Name	Botanical Name	Quantity	Notes
02	Common Name	Botanical Name	Quantity	Notes
03	Common Name	Botanical Name	Quantity	Notes
04	Common Name	Botanical Name	Quantity	Notes
05	Common Name	Botanical Name	Quantity	Notes
06	Common Name	Botanical Name	Quantity	Notes
07	Common Name	Botanical Name	Quantity	Notes
08	Common Name	Botanical Name	Quantity	Notes
09	Common Name	Botanical Name	Quantity	Notes
10	Common Name	Botanical Name	Quantity	Notes
11	Common Name	Botanical Name	Quantity	Notes
12	Common Name	Botanical Name	Quantity	Notes
13	Common Name	Botanical Name	Quantity	Notes
14	Common Name	Botanical Name	Quantity	Notes
15	Common Name	Botanical Name	Quantity	Notes
16	Common Name	Botanical Name	Quantity	Notes
17	Common Name	Botanical Name	Quantity	Notes
18	Common Name	Botanical Name	Quantity	Notes
19	Common Name	Botanical Name	Quantity	Notes
20	Common Name	Botanical Name	Quantity	Notes
21	Common Name	Botanical Name	Quantity	Notes
22	Common Name	Botanical Name	Quantity	Notes
23	Common Name	Botanical Name	Quantity	Notes
24	Common Name	Botanical Name	Quantity	Notes
25	Common Name	Botanical Name	Quantity	Notes
26	Common Name	Botanical Name	Quantity	Notes
27	Common Name	Botanical Name	Quantity	Notes
28	Common Name	Botanical Name	Quantity	Notes
29	Common Name	Botanical Name	Quantity	Notes
30	Common Name	Botanical Name	Quantity	Notes
31	Common Name	Botanical Name	Quantity	Notes
32	Common Name	Botanical Name	Quantity	Notes
33	Common Name	Botanical Name	Quantity	Notes
34	Common Name	Botanical Name	Quantity	Notes
35	Common Name	Botanical Name	Quantity	Notes
36	Common Name	Botanical Name	Quantity	Notes
37	Common Name	Botanical Name	Quantity	Notes
38	Common Name	Botanical Name	Quantity	Notes
39	Common Name	Botanical Name	Quantity	Notes
40	Common Name	Botanical Name	Quantity	Notes
41	Common Name	Botanical Name	Quantity	Notes
42	Common Name	Botanical Name	Quantity	Notes
43	Common Name	Botanical Name	Quantity	Notes
44	Common Name	Botanical Name	Quantity	Notes
45	Common Name	Botanical Name	Quantity	Notes
46	Common Name	Botanical Name	Quantity	Notes
47	Common Name	Botanical Name	Quantity	Notes
48	Common Name	Botanical Name	Quantity	Notes
49	Common Name	Botanical Name	Quantity	Notes
50	Common Name	Botanical Name	Quantity	Notes

TRACT: VELOCITY

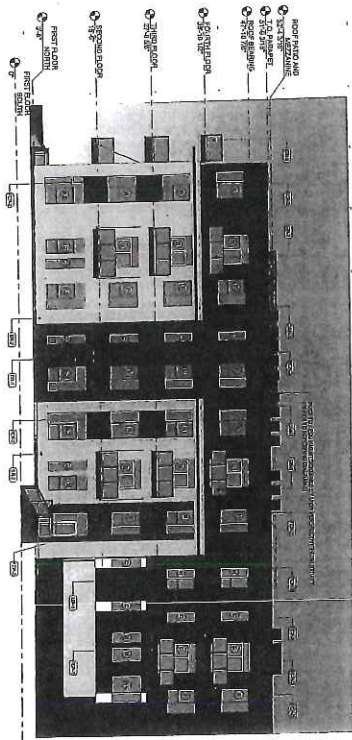
BRIDGE DISTRICT - PUD

ERG
 Engineers and Surveyors
 2415 GRAND AVENUE
 DES MOINES, IOWA 50312
 (515) 288-4023

NO.	REVISION	DATE	BY	FOR	LOCATION	SCALE:	DESIGNED BY:	DRAWN BY:
						1" = 20'	DJS	BWS
DATE: 07/03/2019						DWG: 16-071-PUD-LND.dwg	CHECKED BY:	FILE NO.: 16-089
						FIELD BOOK:	SHEET 5 OF 33	



0 NORTH ELEVATION
NTS



0 NORTH ELEVATION
NTS

NO.	DESCRIPTION	DATE
1	FOUNDATION	07/03/2019
2	FLOOR	07/03/2019
3	ROOF	07/03/2019
4	MECHANICAL	07/03/2019
5	ELECTRICAL	07/03/2019
6	PLUMBING	07/03/2019
7	MECHANICAL	07/03/2019
8	ELECTRICAL	07/03/2019
9	PLUMBING	07/03/2019
10	MECHANICAL	07/03/2019
11	ELECTRICAL	07/03/2019
12	PLUMBING	07/03/2019
13	MECHANICAL	07/03/2019
14	ELECTRICAL	07/03/2019
15	PLUMBING	07/03/2019
16	MECHANICAL	07/03/2019
17	ELECTRICAL	07/03/2019
18	PLUMBING	07/03/2019
19	MECHANICAL	07/03/2019
20	ELECTRICAL	07/03/2019
21	PLUMBING	07/03/2019
22	MECHANICAL	07/03/2019
23	ELECTRICAL	07/03/2019
24	PLUMBING	07/03/2019
25	MECHANICAL	07/03/2019
26	ELECTRICAL	07/03/2019
27	PLUMBING	07/03/2019
28	MECHANICAL	07/03/2019
29	ELECTRICAL	07/03/2019
30	PLUMBING	07/03/2019
31	MECHANICAL	07/03/2019
32	ELECTRICAL	07/03/2019
33	PLUMBING	07/03/2019
34	MECHANICAL	07/03/2019
35	ELECTRICAL	07/03/2019
36	PLUMBING	07/03/2019
37	MECHANICAL	07/03/2019
38	ELECTRICAL	07/03/2019
39	PLUMBING	07/03/2019
40	MECHANICAL	07/03/2019
41	ELECTRICAL	07/03/2019
42	PLUMBING	07/03/2019
43	MECHANICAL	07/03/2019
44	ELECTRICAL	07/03/2019
45	PLUMBING	07/03/2019
46	MECHANICAL	07/03/2019
47	ELECTRICAL	07/03/2019
48	PLUMBING	07/03/2019
49	MECHANICAL	07/03/2019
50	ELECTRICAL	07/03/2019
51	PLUMBING	07/03/2019
52	MECHANICAL	07/03/2019
53	ELECTRICAL	07/03/2019
54	PLUMBING	07/03/2019
55	MECHANICAL	07/03/2019
56	ELECTRICAL	07/03/2019
57	PLUMBING	07/03/2019
58	MECHANICAL	07/03/2019
59	ELECTRICAL	07/03/2019
60	PLUMBING	07/03/2019
61	MECHANICAL	07/03/2019
62	ELECTRICAL	07/03/2019
63	PLUMBING	07/03/2019
64	MECHANICAL	07/03/2019
65	ELECTRICAL	07/03/2019
66	PLUMBING	07/03/2019
67	MECHANICAL	07/03/2019
68	ELECTRICAL	07/03/2019
69	PLUMBING	07/03/2019
70	MECHANICAL	07/03/2019
71	ELECTRICAL	07/03/2019
72	PLUMBING	07/03/2019
73	MECHANICAL	07/03/2019
74	ELECTRICAL	07/03/2019
75	PLUMBING	07/03/2019
76	MECHANICAL	07/03/2019
77	ELECTRICAL	07/03/2019
78	PLUMBING	07/03/2019
79	MECHANICAL	07/03/2019
80	ELECTRICAL	07/03/2019
81	PLUMBING	07/03/2019
82	MECHANICAL	07/03/2019
83	ELECTRICAL	07/03/2019
84	PLUMBING	07/03/2019
85	MECHANICAL	07/03/2019
86	ELECTRICAL	07/03/2019
87	PLUMBING	07/03/2019
88	MECHANICAL	07/03/2019
89	ELECTRICAL	07/03/2019
90	PLUMBING	07/03/2019
91	MECHANICAL	07/03/2019
92	ELECTRICAL	07/03/2019
93	PLUMBING	07/03/2019
94	MECHANICAL	07/03/2019
95	ELECTRICAL	07/03/2019
96	PLUMBING	07/03/2019
97	MECHANICAL	07/03/2019
98	ELECTRICAL	07/03/2019
99	PLUMBING	07/03/2019
100	MECHANICAL	07/03/2019

A2.2

Velocity
@ Bridge District
200 Des Moines Street



simonson
simonson & associates architects llc
1112 13th Street NW, Suite 200, Des Moines, IA 50319
515.281.4144 www.simonsonarch.com

TRACT: VELOCITY

BRIDGE DISTRICT - PUD

ERG
Engineering Resource Group, Inc.
Engineers and Surveyors
2415 GRAND AVENUE
DES MOINES, IOWA 50312
(515) 285-4823

NO.	REVISION	DATE	BY	FOR:

SCALE: 1" = 30'	DESIGNED BY: DJS	DRAWN BY: PJV
DWG#-071-PUD-BLDG-ELEV-2	CHECKED BY:	DATE: 07/03/2019
FIELD BOOK:	SHEET 7 OF 33	FILE NO.: 18-009

69