

Date February 20, 2023

RESOLUTION SETTING HEARING ON REQUEST FROM HUBBELL REALTY COMPANY (OWNER), REPRESENTED BY CALEB SMITH (OFFICER), FOR REVIEW AND APPROVAL OF PUD FINAL DEVELOPMENT PLAN FOR “GRAY’S STATION TELUS CONDOS,” FOR PROPERTY LOCATED IN THE VICINITY OF 1300 TUTTLE STREET TO ALLOW DEVELOPMENT OF THE PROPERTY WITH THE CONSTRUCTION OF TWO CONDO BUILDINGS CONTAINING 84 RESIDENTIAL UNITS

WHEREAS, the City Plan and Zoning Commission has advised that at a public hearing held on February 2, 2023, its members voted 8-1-1 in support of a motion to recommend approval of a request from Hubbell Realty Company (Owner), represented by Caleb Smith (Officer), to approve the PUD Final Development Site Plan for “Gray’s Station Telus Condos” for property located in the vicinity of 1300 Tuttle Street to allow development of the property with the construction of two condo buildings containing 84 residential units, subject to compliance with all administrative review requirements and the following:

1. Provision of a “band” of architectural concrete masonry unit materials from grade up to 2’ for the standalone garages that matches the concrete masonry units proposed for the condo buildings.
2. Provision of a sidewalk connection from the southeastern corner of “Building 2” that crosses the internal vehicular drive to link up with the north-south pedestrian pathway that bisects this development area.
3. Provision of more-detailed exterior façade materiality information that matches the standards outlined within the PUD Conceptual Plan.
4. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25; and

WHEREAS, the Property is legally described as follows:

OUTLOTS Y AND Z AND A PART OF LOTS 6, 7 AND 9, CENTRAL DES MOINES INDUSTRIAL PARK, AN OFFICIAL PLAT AND PART OF LOTS 80, 81, 82, 85 AND 86 IN FACTORY ADDITION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 9, CENTRAL DES MOINES INDUSTRIAL PARK HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 575161.83 AND EASTING 1602813.57; THENCE SOUTH 89° (DEGREES) 48' (MINUTES) 50" (SECONDS) EAST ALONG THE NORTHERLY LINE OF SAID LOT 9, A DISTANCE OF 339.93 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°46'52" EAST CONTINUING ALONG SAID NORTHERLY



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LINE, 419.55 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2 ALSO BEING A POINT ON THE WEST RIGHT OF WAY LINE OF SW 14TH STREET; THENCE SOUTH 00°01'02" EAST CONTINUING ALONG SAID NORTHERLY LINE, 69.98 FEET TO THE SOUTHWEST CORNER OF STREET LOT B, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°35'21" EAST CONTINUING ALONG SAID NORTHERLY LINE, 70.00 FEET TO THE NORTHWEST CORNER OF LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 00°08'06" WEST CONTINUING ALONG SAID NORTHERLY LINE, 423.70 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 89°19'18" EAST CONTINUING ALONG SAID NORTHERLY LINE, 307.20 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8, ALSO BEING THE NORTHEAST CORNER OF SAID LOT 9; THENCE NORTH 00°08'11" WEST ALONG THE WESTERLY LINE OF SAID LOT 7, CENTRAL DES MOINES INDUSTRIAL PARK, 333.39 FEET; THENCE NORTHERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 804.20 FEET, WHOSE ARC LENGTH IS 93.82 FEET AND WHOSE CHORD BEARS NORTH 03°29'07" WEST, 93.77 FEET; THENCE NORTH 06°58'06" WEST CONTINUING ALONG SAID WESTERLY LINE, 15.78 FEET TO THE NORTHWEST CORNER OF SAID LOT 7 ALSO BEING THE SOUTH RIGHT OF WAY LINE OF TUTTLE STREET; THENCE NORTH 81°10'49" EAST ALONG THE NORTH LINE OF SAID LOT 7, A DISTANCE OF 411.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 7; THENCE NORTH 00°05'48" WEST ALONG THE WEST LINE OF SAID LOT 6, CENTRAL DES MOINES INDUSTRIAL PARK, 72.11 FEET TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE NORTH 81°52'47" EAST ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 347.62 FEET TO THE SOUTHEAST CORNER OF LOT 4, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE NORTH 00°31'45" WEST ALONG THE WESTERLY LINE OF SAID OUTLOT Y, CENTRAL DES MOINES INDUSTRIAL PARK, 63.43 FEET; THENCE NORTH 87°29'10" EAST CONTINUING ALONG SAID WESTERLY LINE, 10.37 FEET; THENCE NORTH 00°12'49" WEST CONTINUING ALONG SAID WESTERLY LINE, 554.99 FEET TO THE NORTHEAST CORNER OF LOT 5, SAID CENTRAL DES MOINES INDUSTRIAL PARK AND HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 575907.16 AND EASTING 1604699.48; THENCE SOUTH 89°04'27" EAST ALONG THE NORTH LINE OF SAID OUTLOT Y, 15.36 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT Y; THENCE NORTH 00°21'12" WEST ALONG THE WEST LINE OF SAID LOT 85, FACTORY ADDITION, 8.59 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF MARTIN LUTHER KING JR PARKWAY; THENCE NORTH 86°10'40" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 100.23 FEET; THENCE NORTH 84°40'04" EAST CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 199.44 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SW 11TH STREET; THENCE SOUTH 15°27'22" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, 173.21 FEET; THENCE SOUTH 74°42'29" WEST, 99.77 FEET; THENCE SOUTH



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15°25'34" EAST, 75.29 FEET; THENCE NORTH 74°32'27" EAST, 99.81 FEET TO SAID WESTERLY RIGHT OF WAY LINE; THENCE SOUTH 15°27'22" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, 344.37 FEET TO A CORNER ON THE EASTERLY LINE OF SAID LOT 81; THENCE SOUTH 39°15'32" WEST ALONG SAID EASTERLY LINE, 97.08 FEET; THENCE SOUTH 79°27'19" WEST, 73.56 FEET TO THE EASTERLY LINE OF THE WEST HALF OF SAID LOT 81; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 716.25 FEET, WHOSE ARC LENGTH IS 712.02 FEET AND WHOSE CHORD BEARS SOUTH 06°02'51" WEST, 683.06 FEET; THENCE SOUTH 67°48'12" WEST, 51.41 FEET TO A POINT ON THE EAST LINE OF THE WEST 100 FEET OF SAID LOT 80, FACTORY ADDITION; THENCE SOUTH 00°01'40" EAST ALONG SAID EAST LINE, 767.72 FEET; THENCE SOUTH 45°36'19" EAST, 692.69 FEET TO THE WESTERLY LINE OF SAID LOT 81; THENCE SOUTH 76°09'29" EAST, 50.00 FEET TO SAID EASTERLY LINE OF THE WEST HALF OF LOT 81, HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 573317.97 AND EASTING 1605461.84; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 740.65 FEET, WHOSE ARC LENGTH IS 76.04 FEET AND WHOSE CHORD BEARS SOUTH 17°00'55" WEST, 76.01 FEET; THENCE NORTH 70°20'25" WEST, 50.00 FEET TO SAID WESTERLY LINE OF LOT 81; THENCE NORTH 45°36'19" WEST, 663.55 FEET TO SAID EAST LINE OF THE WEST 100 FEET OF LOT 80; THENCE SOUTH 00°01'40" EAST ALONG SAID EAST LINE, 439.03 FEET TO THE NORTH BANK AND MEANDER LINE OF THE RACCOON RIVER; THENCE NORTH 71°44'57" WEST AND ALONG SAID MEANDER LINE AND THE SOUTHERLY LINE OF SAID OUTLOT Z, CENTRAL DES MOINES INDUSTRIAL PARK, 888.50 FEET; THENCE NORTH 83°01'49" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 463.82 FEET; THENCE NORTH 89°10'53" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 291.24 FEET; THENCE SOUTH 82°06'06" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 296.82 FEET; THENCE SOUTH 72°02'02" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 228.32 FEET TO THE SOUTHWEST CORNER OF SAID OUTLOT Z; THENCE NORTH 00°03'17" EAST ALONG THE WEST LINE OF SAID CENTRAL DES MOINES INDUSTRIAL PARK, 1647.05 FEET TO THE POINT OF BEGINNING AND CONTAINING 83.73 ACRES (3,647,186 SQUARE FEET) AND IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

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

1. That the attached communication from the Plan and Zoning Commission is hereby received and filed.
2. That the meeting of the City Council at which the proposed Review and Approval of "Gray's Station Telus Condos" PUD Final Development Plan is to be considered shall be held on March 6, 2023 at 5:00 PM in the Council Chambers, City Hall, 400 Robert D. Ray Dr., Des Moines, IA 50309.



Roll Call Number

Agenda Item Number

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3. That the City Clerk is hereby authorized and directed to cause notice of said proposal in the accompanying form to be given by publication once, not less than seven (7) and not more than twenty (20) days before the date of the hearing, all as specified in Sections 362.3 and Section 414.4 of the Iowa Code.

Moved by _____ to adopt. Second by _____

APPROVED AS TO FORM:

/s/ Chas M. Cahill
Chas M. Cahill
Assistant City Attorney

(SITE-2022-000152)

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
BOESEN				
GATTO				
MANDELBAUM				
SHEUMAKER				
VOSS				
WESTERGAARD				
TOTAL				
MOTION CARRIED			APPROVED	

CERTIFICATE

I, LAURA BAUMGARTNER, 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

February 14, 2023

Communication from the City Plan and Zoning Commission advising that at their February 2, 2023 meeting, the following action was taken regarding a request from Hubbell Realty Company (owner), represented by Caleb Smith (officer), for the following regarding property located in the vicinity of 1300 Tuttle Street:

- A) Review and approval of a 1st amendment to the Gray's Station PUD Conceptual Plan, to update the realignment of Southwest 13th Street and to allow administrative review of future development site plans in leu of public review by the Plan and Zoning Commission and City Council.
- B) Review and approval of a PUD Final Development Plan "Gray's Station Telus Condos," to allow for the construction of two condo buildings containing 84 residential units.
- C) Review and approval of a PUD Final Development Plan "Gray's Station Plat 5 Townhomes and Clubhouse," to allow for the construction of 65 townhomes and a clubhouse amenity building.

COMMISSION RECOMMENDATION:

After public hearing, the members voted 8-1-1 as follows.

Commission Action:	Yes	Nays	Pass	Absent
Francis Boggus				X
Dan Drendel	X			
Leah Rudolphi	X			
Carol Maher		X		
Abby Chungath				X
Kayla Berkson	X			
Chris Draper			X	
Todd Garner				X
Johnny Alcivar	X			
Justyn Lewis	X			
Carolyn Jenison				X
William Page	X			
Andrew Lorentzen				X
Emily Webb	X			
Katie Gillette	X			

APPROVAL of Part A) Approval of the request to amend the Gray's Station PUD Conceptual Plan to update the realignment of Southwest 13th Street.

Furthermore, Staff recommends limited approval of the request to amend the Gray's Station PUD Conceptual Plan to revise the 'Notes' section to allow administrative review of future development site plans in lieu of public review by the Plan and Zoning Commission and City Council, as follows:

- Any final development plan for a new row home type development or a minor revision to an existing development is subject to administrative (by staff) review and approval.
- Any final development plan for a mixed-use building or a multiple-household residential building is subject to review and approval by the Plan and Zoning Commission, with any appeal of that decision considered by the City Council.

Part B) Approval of the proposed PUD Final Development Plan "Gray's Station Telus Condos," subject to compliance with all administrative review comments, plus the following conditions:

1. Provision of a "band" of architectural concrete masonry unit materials from grade up to 2' for the standalone garages that matches the concrete masonry units proposed for the condo buildings.
2. Provision of a sidewalk connection from the southeastern corner of "Building 2" that crosses the internal vehicular drive to link up with the north-south pedestrian pathway that bisects this development area.
3. Provision of more-detailed exterior façade materiality information that matches the standards outlined within the PUD Conceptual Plan.
4. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25.

Part C) Approval of the proposed PUD Final Development Plan "Gray's Station Plat 5 Townhomes and Clubhouse," subject to compliance with all administrative review comments, plus the following conditions:

1. Provision of a sidewalk connection from the clubhouse's outdoor recreation area/dog park that crosses a private drive to link up with a proposed courtyard space in between lots "40" and "41."
2. Verification that any proposed rooftop mechanical equipment will be screened from view from all sides.
3. Provision of additional information regarding mechanical equipment and associated screening (both ground- and roof-mounted) for the clubhouse building.
4. Provision of more-detailed materiality information for the clubhouse building that matches the standards outlined within the PUD Conceptual Plan.

5. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25.

STAFF RECOMMENDATION TO THE P&Z COMMISSION

Part A) Staff recommends approval of the request to amend the Gray's Station PUD Conceptual Plan to update the realignment of Southwest 13th Street.

Furthermore, Staff recommends limited approval of the request to amend the Gray's Station PUD Conceptual Plan to revise the 'Notes' section to allow administrative review of future development site plans in lieu of public review by the Plan and Zoning Commission and City Council, as follows:

- Any final development plan for a new row home type development or a minor revision to an existing development is subject to administrative (by staff) review and approval.
- Any final development plan for a mixed-use building or a multiple-household residential building is subject to review and approval by the Plan and Zoning Commission, with any appeal of that decision considered by the City Council.

Part B) Staff recommends approval of the proposed PUD Final Development Plan "Gray's Station Telus Condos," subject to compliance with all administrative review comments, plus the following conditions:

1. Provision of a "band" of architectural concrete masonry unit materials from grade up to 2' for the standalone garages that matches the concrete masonry units proposed for the condo buildings.
2. Provision of a sidewalk connection from the southeastern corner of "Building 2" that crosses the internal vehicular drive to link up with the north-south pedestrian pathway that bisects this development area.
3. Provision of more-detailed exterior façade materiality information that matches the standards outlined within the PUD Conceptual Plan.
4. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25.

Part C) Staff recommends approval of the proposed PUD Final Development Plan "Gray's Station Plat 5 Townhomes and Clubhouse," subject to compliance with all administrative review comments, plus the following conditions:

1. Provision of a sidewalk connection from the clubhouse's outdoor recreation area/dog park that crosses a private drive to link up with a proposed courtyard space in between lots "40" and "41."
2. Verification that any proposed rooftop mechanical equipment will be screened from view from all sides.

3. Provision of additional information regarding mechanical equipment and associated screening (both ground- and roof-mounted) for the clubhouse building.
4. Provision of more-detailed materiality information for the clubhouse building that matches the standards outlined within the PUD Conceptual Plan.
5. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25.

STAFF REPORT TO THE PLANNING COMMISSION

I. GENERAL INFORMATION

1. **Purpose of Request:** The applicant is requesting an amendment to the Gray's Station PUD Conceptual Plan, which would alter the alignment of Southwest 13th Street between Tuttle Street and Grays Parkway. Further, the applicant is proposing to amend the PUD's 'Notes' to remove the requirement that "All Final Development Plans are subject to review and approval by the Plan & Zoning Commission and the City Council," which would instead allow administrative review in lieu.

Additionally, the developer is seeking to subdivide the 'Gray's Station Plat 5' area within the PUD to allow the development and construction of 65 one-household residential lots containing row homes, a clubhouse amenity building, a lot containing two condo buildings with 84 residential units, and two outlots.

2. **Size of Site:** Gray's Station PUD – 84.4 acres; Plat 5 Area – 11.1 acres.
3. **Existing Zoning (site):** Gray's Station PUD, Planned Unit Development District.
4. **Existing Land Use (site):** The area is currently undeveloped land.
5. **Adjacent Land Use and Zoning:**

North – "DX2"; Uses are Tuttle Street, open space, and vacant industrial buildings.

South – "Gray's Station PUD" & "F"; Uses are open space, a city stormwater management facility, the Raccoon River, and Gray's Lake Park.

East – "Gray's Station PUD"; Uses are townhomes and multiple-household dwelling units.

West – "Gray's Station PUD" & "DX2"; Uses are industrial warehousing and undeveloped land.

6. **General Neighborhood/Area Land Uses:** The subject property is located generally to the south of West Martin Luther King, Jr. Parkway and to the west of Southwest 11th Street in the southern fringes of Downtown. The site's vicinity consists of mixed-use and medium-density residential development, parkland, and undeveloped parcels. The Raccoon River flanks the southern boundary of the site. Gray's Lake Park lies further south of the river.

- 7. Applicable Recognized Neighborhood(s):** The subject property is located within the Downtown Des Moines Neighborhood Association. All neighborhood associations were notified of the public hearing by emailing of the Preliminary Agenda on January 13, 2023, and by emailing of the Final Agenda on January 27, 2023. Additionally, separate notifications of the hearing for this specific item were mailed on January 13, 2023 (20 days prior to the public hearing) and January 23, 2023 (10 days prior to the public hearing) to the Downtown Des Moines Neighborhood Association and to the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the site.

All agendas and notices are mailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Services Department on the date of the mailing. The Sheridan Gardens Neighborhood does not have a mailing address on file. The Brook Run Neighborhood Association mailings were sent to Brandon Brown, 120 Southwest 5th Street, Unit 101, Des Moines, IA 50309.

The applicant can provide a summary of the neighborhood outreach at the public hearing.

- 8. Relevant Zoning History:** The subject property was rezoned to "PUD" on August 14, 2017, at which time a general "PUD" Conceptual Plan was adopted.
- 9. PlanDSM: Creating Our Tomorrow Plan Land Use Plan Designation:** Downtown Mixed Use and Neighborhood Mixed Use.
- 10. Applicable Regulations:** Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, 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. 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 "PUD" Conceptual Plan 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 the City Code and with recognized principles of civic design, land use planning, and landscape architecture. After the hearing, the Commission may vote to recommend either approval or disapproval of the amended "PUD" Conceptual Plan 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.

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, 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.

Pursuant to Section 135-9.1.1.B of the Planning and Design Ordinance, the site plan review requirements of Chapter 135 are designed to ensure the orderly and harmonious development of property in a manner that shall:

- Promote the most beneficial relation between present and proposed future uses of land and the present and proposed future circulation of traffic throughout the city;
- Permit present development of property commensurate with fair and orderly planning for future development of other properties in the various areas of the city with respect to the availability and capacity, present and foreseeable, of public facilities and services. The factors to be considered in arriving at a conclusion concerning proposed present development of property shall include the following:
 - The maximum population density for the proposed development, the proposed density of use, and consideration of the effect the proposal will have on the capacity of existing water and sanitary sewer lines to the end that existing systems will not become overloaded or capacity so substantially decreased that site use will inhibit or preclude planned future development;
 - Zoning restrictions at the time of the proposal;
- The city's comprehensive plan;
- The city's plans for future construction and provision for public facilities and services; and

- The facilities and services already available to the area which will be affected by the proposed site use;
- Encourage adequate provision for surface and subsurface drainage, in order to ensure that future development and other properties in various areas of the city will not be adversely affected;
- Provide suitable screening of parking, truck loading, refuse and recycling disposal, and outdoor storage areas from adjacent residential districts;
- Encourage the preservation of canopied areas and mature trees and require mitigation for the removal of trees; and
- Consider the smart planning principles set forth in Iowa Code Chapter 18B.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Gray's Station PUD Conceptual Plan:** If the proposed amendment to the Gray's Station "PUD" is approved by the City Council, the applicant must submit to the Planning and Urban Design Administrator a revised version of the "PUD" Conceptual Plan that reflects any conditions of approval.
2. **Realignment of Southwest 13th Street:** The proposed amendment to the PUD incorporates a slight realignment of Southwest 13th Street. The initial alignment proposed for Southwest 13th Street was straight north-south between Tuttle Street and Grays Parkway. With the proposed realignment, the southern portion of the street curves slightly east to join Grays Parkway. The slight realignment would not change or impact the design of the PUD in any significant manner.
3. **Review and Approval:** Per the existing PUD Conceptual Plan, all final development plans within the PUD are currently subject to review and approval by the Plan and Zoning Commission and the City Council. The proposed amendment would eliminate the need for a Commission and Council review for future development plans and would allow administrative-only review. While an administrative review is appropriate for minor changes within the existing development plans and for row homes, a more-comprehensive review, including approval by the Plan and Zoning Commission, is necessary for larger mixed-use and multi-family residential developments. The PUD is well-established to allow developments such as row homes. However, there is some ambiguity relating to larger mixed-use and multi-family buildings which might be potentially sited in the southern portion of the PUD. Staff feels a public process is reasonably necessary to allow comprehensive review of those future development plans and other larger, mixed-use, and multiple-household residential buildings.
4. **Preliminary Plat:** The proposed preliminary plat would involve the creation and extension of public and private streets to serve the development. As an infill, Downtown site, the street layouts (both public and private) are proposed to complement the City street grid (in terms of both layout and construction) that already exists in this area. Murphy Street and Grays Parkway are proposed to extend to the west, with additional westward extensions of already-existing east-west private streets. A new segment of Southwest 13th Street is proposed to be constructed from Tuttle

Street to Grays Parkway. Additional east-west private streets are proposed in the southern portion of the development.

65 one-household lots would be created for clustered, rowhome-style development. Additionally, larger lots would be created for a neighborhood "clubhouse" building and open space, as well as a lot that would contain (2) 3-story residential buildings for a total of 84 dwelling units.

All new streets would be constructed with urban cross-sections generally consistent with the construction of streets within the Gray's Station area and overall Downtown. Public utilities (sanitary sewer, water service) are proposed to be extended both within public rights-of-way and within private streets. Public storm sewer is also proposed within the development, and the area's overall stormwater management has been contemplated and accounted for with the existing Gray's Station city stormwater facility that sits to the south of this development area.

On-street and off-street pedestrian connections are proposed that would provide linkages both within this development, as well as with the Gray's Station Trail to the south and the recently-platted area to the east. The Tuttle Street Cycle Track project is proposed to be extended through the northern border of this development area. A pedestrian "Paseo" is proposed to be extended from the east and bisect the northern half of the development.

- 5. Development Plan – "Gray's Station Telus Condos":** The Telus condos development plan consists of (2) 3-story residential buildings that would contain 84 dwelling units, as well three standalone garage buildings for motor vehicle parking.

The northern building ("Building 1") is proposed to frame the corner of Tuttle and Southwest 13th Streets, with the southern building ("Building 2") proposed to frame the corner of Murphy and Southwest 13th Streets. The aforementioned Paseo is proposed between the two buildings before intersecting with Southwest 13th Street. A motor vehicle parking area would sit behind the proposed residential buildings. A total of 137 motor vehicle parking spaces (53 uncovered, 84 in garages) are proposed. 20 bicycle parking spaces are proposed adjacent to the Paseo in between the residential buildings.

Building and site design is required to conform to the design criteria set forth in the Gray's Station PUD, specifically the criteria for "High Density Residential" buildings. The buildings are proposed to be clad in a mix of brick, concrete masonry units, fiber cement board, and architectural metal paneling in a manner consistent with the material palette stipulated within the PUD Conceptual Plan. Buildings are proposed to sit abutting street-facing lot lines, with street-facing entrances. Proposed floor plans demonstrate a stacking action amongst the units, with ground floor units opening to the street, and upper-floor units with street- or internal-facing balconies.

- 6. Development Plan – "Gray's Station Plat 5 Row Homes and Clubhouse":** The development plan for the row homes and clubhouse demonstrates 17 individual clusters of 3-5 row homes, as well as a larger area within the southern portion of the development area for the clubhouse and outdoor recreation areas. Each rowhome would sit on its own lot.

Row homes are proposed to be oriented toward either a public street or a designated pedestrian way. Rear-loading garages for motor vehicle parking are proposed for each rowhome. These garages would have space for up to 2 vehicles and are proposed to be accessed from the development's private drives that would function as alleys. Additional motor vehicle parking facilities are proposed to be either on street in a parallel fashion or off of a private drive directly abutting the clubhouse/outdoor recreation area. 20 bicycle parking spaces are demonstrated in a clumped fashion oriented around the outdoor recreation area.

The outdoor recreation area is proposed to consist of a swimming pool, dog park, pickleball courts, landscaping arrangements, and other unprogrammed open space. The clubhouse is designed as a flexible, general-use entertainment space that would open up to the pool area.

Building and individual site design is required to conform to the design criteria set forth in the Gray's Station PUD, specifically the criteria for "Low-Medium Residential" buildings. With the exception of the clubhouse, all buildings that are a part of this development plan are proposed to be at least 2 stories. Variations of 5 different rowhome "product types" are proposed to be placed in clusters throughout the area of this development plan. These product types differ in their building heights, exterior façade materials mixes, color palettes, entryway configurations, and proposed floor plans. Similar to the condo buildings, a mix of fiber cement board paneling, fiber cement board lap siding, architectural metal paneling, brick, stone, and finished concrete surfaces are proposed for the exterior of the row homes. Material placement and percentages differ by specific product type. Individual townhouse clusters are positioned between approximately 5 to 12 feet from the edges of streets or other pedestrian ways. Row homes would contain stoops/porches that would orient toward their respective streets/pedestrian ways.

SUMMARY OF DISCUSSION

Nick Tarpey presented staff report and recommendation.

Chris Draper asked how large a project would need to be before it would come before the commission if the staff recommendation is adopted.

Nick Tarpey stated multi-family or mixed-use projects. Any one household residential project would be administratively reviewed.

Chris Draper asked if there are any future concerns with connectivity to broadband.

Jason Van Essen stated the question of broadband is outside the scope of this PUD. Amendments before the commission would not have an impact.

Will Page asked if the provision "to allow administrative review of future development site plans in lieu of public review by the Plan and Zoning Commission and City Council" is applicable to this project only.

Jason Van Essen stated there is an understood development pattern for the rowhomes and that staff supports reviewing those administratively. Other new project types should

have a public hearing, but staff believes that could be limited to just the Commission, eliminating the need to go before the City Council. These amendments would take effect for future projects.

Johnny Alcivar asked if there was a threshold for rowhome development being administratively reviewed.

Jason Van Essen stated if the staff recommendation is adopted, rowhome development would only be reviewed administratively.

Chris Draper asked if there were thoughts of how different a rowhome development would need to be before its reviewed publicly.

Jason Van Essen stated within the PUD, the developer has created several different designs. City staff feels comfortable reviewing proposed changes given the existing standards within the PUD and past negotiations on previous iterations.

Carol Maher asked if that would give city staff the ability to approve type 2 deign alternatives.

Jason Van Essen stated no, the development will need to match the standards within the PUD. If city staff and the developer disagreed on those standards, it would come before the commission.

Dan Drendel asked if it would be developed under the same PUD if another developer bought out future phases.

Jason Van Essen stated it is possible for another builder to follow the standards within the current PUD. If they wanted to go a different direction, amendments to the PUD would be needed to accommodate new designs.

Chris Draper asked if the existing powerlines would be undergrounded.

Jason Van Essen stated there are a few major lines that will remain.

Caleb Smith, Hubbell Realty Company, 6900 Westown Parkway, WDM stated after a simple restriping plan for the LINC, they thought it would make sense to suggest removing the clause that requires review by the Plan and Zoning Commission and City Council. City staff has come forward with a reasonable approach given the size, style and scope of the townhomes have been well established. It does make sense for the commission to review multi-family projects due to the variety they will have. The overhead utility line is a massive transmission line that would be a multi-million dollar project and something Mid-American Energy isn't supportive of. These plans do include utility easement corridors that will provide all units with telecom communication.

Will Page asked if they could explain their thoughts of darker colors being more appropriate for urban settings.

Caleb Smith stated they learned a lot during the first phase of this development and noticed those darker colors sold better. They also have a network of builders across the country that allows them to see these types of trends.

Carol Maher asked if these are all rental units.

Calen Smith stated there are no rental properties in this phase of the project.

Carol Maher asked about parking around the multi-family development.

Ryan Hardisty, Civil Design Advantage, 4121 NW Urbandale Drive, Urbandale, IA stated the TELUS project has 84 total units with 137 parking spaces. There are 84 total garages with a few being detached.

Carol Maher asked why the parking ratio is more than 1 to 1.

Ryan Hardisty stated given the success of the LINC project, parking issues started to occur once the building was fully rented. Based on those issues, they revamped parking for TELUS.

Carol Maher asked if a parking space is included with purchase of a unit.

Michael Bialas, Hubbell Realty Company, 6900 Westown Parkway, WDM stated the parking spaces and garages will be sold separately. If they are not sold, those spaces would be turned over to the association.

Carol Maher asked if they would offer indoor bike storage.

Michael Bialas stated that is something they are exploring. If all the garages are not sold, they would likely convert one to bike storage.

Carol Maher stated they are only focused on how to fit more cars, instead of encouraging other means of transportation. They should be more forward thinking and include adequate bike parking and EV charging stations.

Emily Webb stated she understands the need for more parking. She lives in an urban rowhouse setting and just having a garage makes it challenging for others to visit you.

Justyn Lewis stated there are parking issues around this area, but he would like to see this development promote bicycling and walkability.

Ryan Hardisty stated they are providing 20 bike parking spaces at the main entrance.

Justyn Lewis asked if that's inside the building.

Ryan Hardisty stated they're exterior, located off SW 13th Street.

Will Page asked if they agree with staff recommendations.

Caleb Smith stated yes.

CHAIRPERSON OPENED THE PUBLIC HEARING

Troy Hall, 2530 University Avenue stated he is generally supportive of this development and would like to continue seeing densification of downtown. He would encourage the developer to embrace architectural diversity and encourage different means of transportation.

CHAIRPERSON CLOSED THE PUBLIC HEARING

Chris Draper stated he hopes we aren't straying away from the underlying strategies within tax abatement that would reduce parking ratios.

COMMISSION ACTION:

Will Page made a motion for:

Part A) Approval of the request to amend the Gray's Station PUD Conceptual Plan to update the realignment of Southwest 13th Street.

Furthermore, Staff recommends limited approval of the request to amend the Gray's Station PUD Conceptual Plan to revise the 'Notes' section to allow administrative review of future development site plans in lieu of public review by the Plan and Zoning Commission and City Council, as follows:

- Any final development plan for a new row home type development or a minor revision to an existing development is subject to administrative (by staff) review and approval.
- Any final development plan for a mixed-use building or a multiple-household residential building is subject to review and approval by the Plan and Zoning Commission, with any appeal of that decision considered by the City Council.

Part B) Approval of the proposed PUD Final Development Plan "Gray's Station Telus Condos," subject to compliance with all administrative review comments, plus the following conditions:

1. Provision of a "band" of architectural concrete masonry unit materials from grade up to 2' for the standalone garages that matches the concrete masonry units proposed for the condo buildings.
2. Provision of a sidewalk connection from the southeastern corner of "Building 2" that crosses the internal vehicular drive to link up with the north-south pedestrian pathway that bisects this development area.
3. Provision of more-detailed exterior façade materiality information that matches the standards outlined within the PUD Conceptual Plan.
4. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25.

Part C) Approval of the proposed PUD Final Development Plan "Gray's Station Plat 5 Townhomes and Clubhouse," subject to compliance with all administrative review comments, plus the following conditions:

1. Provision of a sidewalk connection from the clubhouse's outdoor recreation area/dog park that crosses a private drive to link up with a proposed courtyard space in between lots "40" and "41."
2. Verification that any proposed rooftop mechanical equipment will be screened from view from all sides.
3. Provision of additional information regarding mechanical equipment and associated screening (both ground- and roof-mounted) for the clubhouse building.
4. Provision of more-detailed materiality information for the clubhouse building that matches the standards outlined within the PUD Conceptual Plan.
5. Verification that all exterior façade glazing contains a minimum 50% transmittance factor and a reflectance factor of no more than .25.

Motion passed: 8-1-1

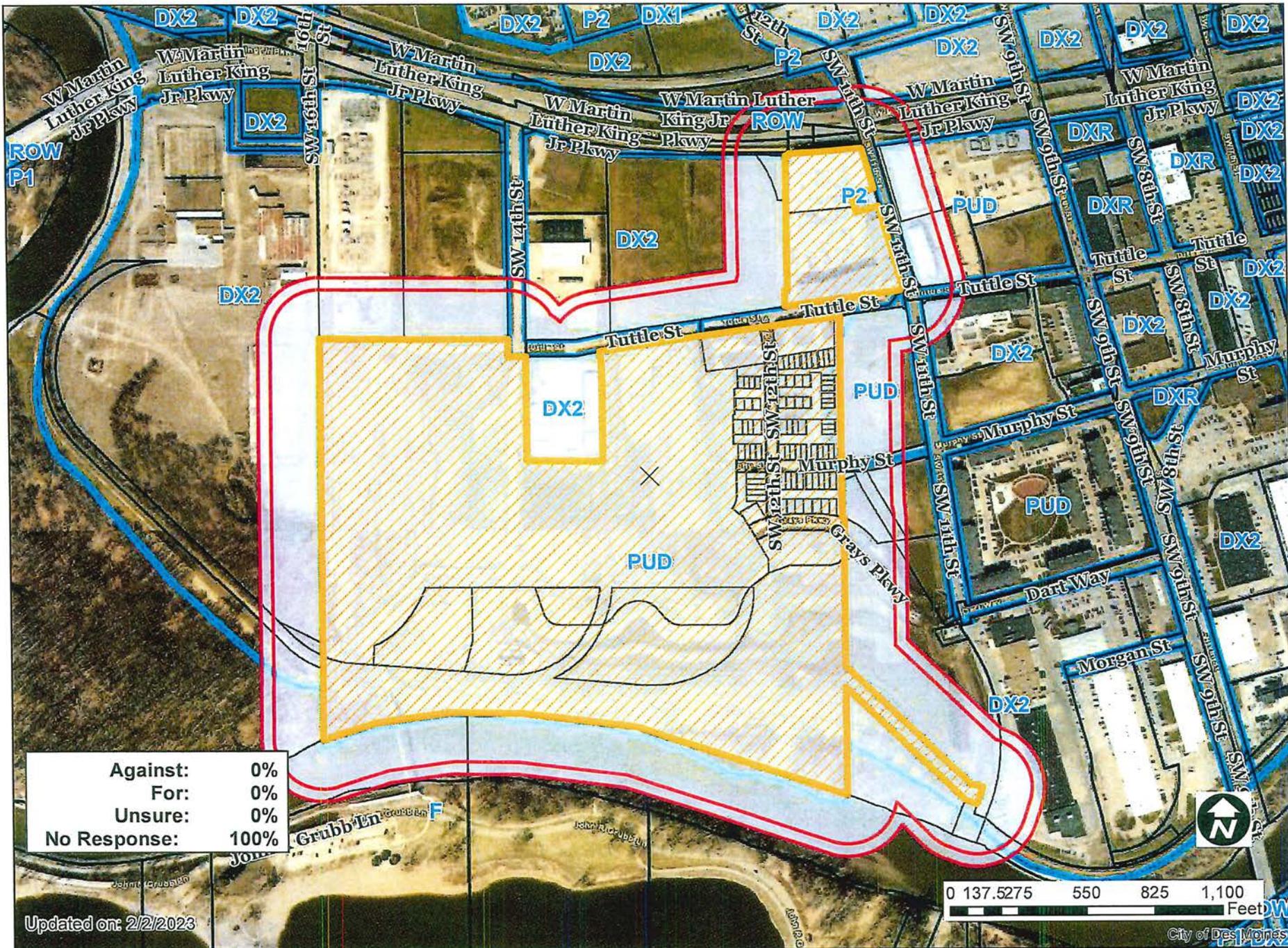
Respectfully submitted,



Jason Van Essen, AICP
Planning & Urban Design Administrator

JMV:tjh

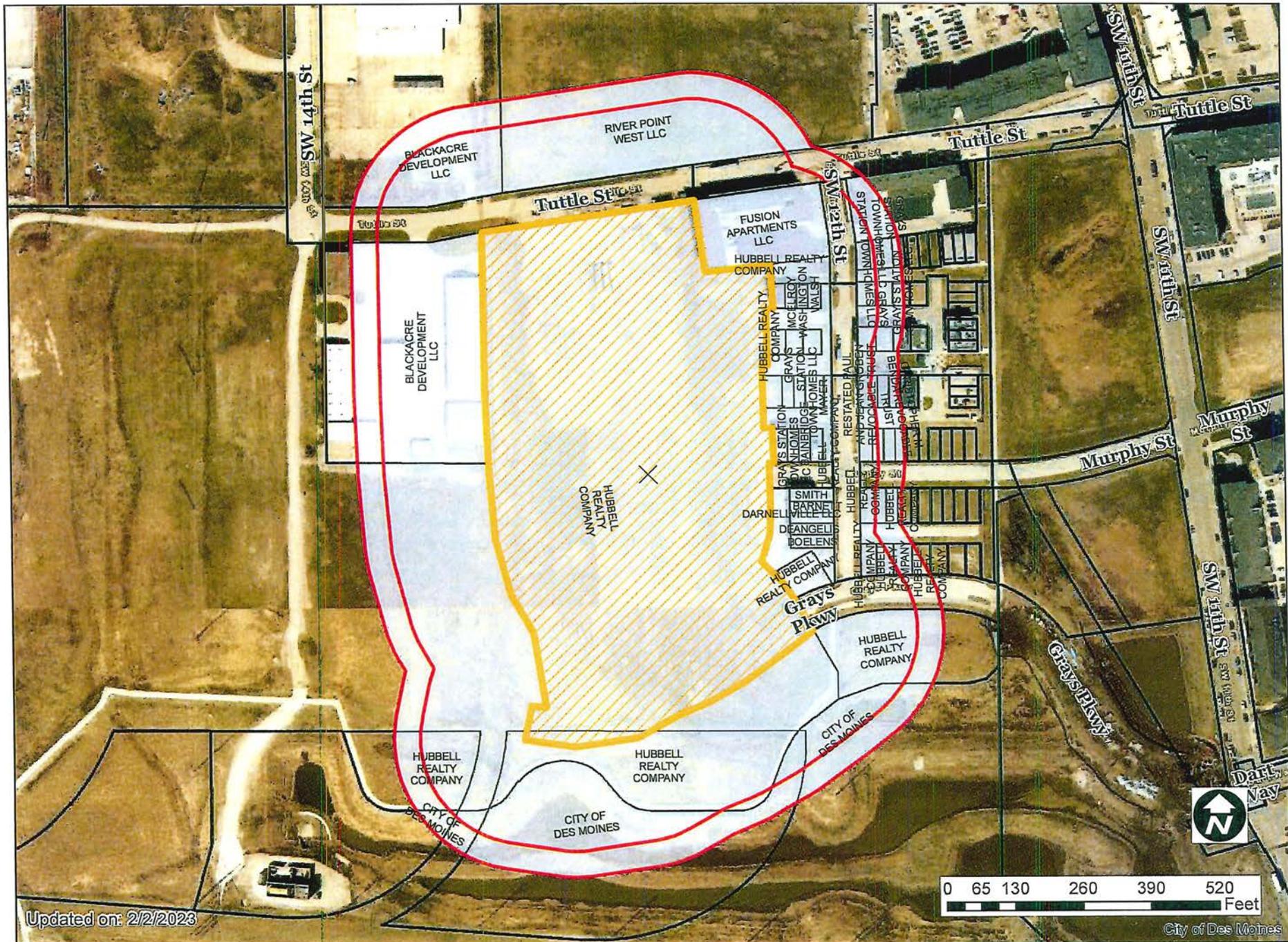




Against:	0%
For:	0%
Unsure:	0%
No Response:	100%

Updated on: 2/2/2023

1 inch = 517 feet



Hubbell Realty Company, 1300 Tuttle Street

ZONG-2022-000095

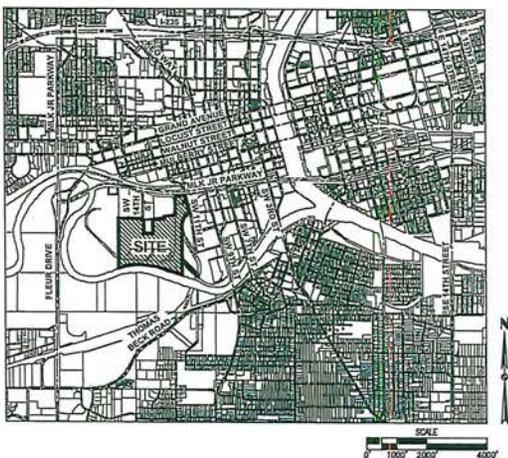


1 inch = 517 feet

CONCEPTUAL PLAN, FIRST AMENDMENT GRAY'S STATION

A PLANNED UNIT DEVELOPMENT IN THE CITY OF DES MOINES, COUNTY OF POLK, STATE OF IOWA

VICINITY MAP (1"=2000')



DEVELOPER

HUBBELL REALTY COMPANY
CONTACT: JOE PIETRUSZYNSKI
36900 WESTOWN PARKWAY
WEST DES MOINES, IOWA 50266
PH. (515) 243-3228

OWNER

NORFOLK SOUTHERN RY
TAX DEPT
3 COMMERCIAL PLACE, SUITE 29
NORFOLK, VIRGINIA 23510

CITY OF DES MOINES
400 ROBERT D RAY DRIVE
DES MOINES, IOWA 50309

SHEET INDEX

- 1 PLANNED UNIT DEVELOPMENT (COVER SHEET)
- 2 PLANNED UNIT DEVELOPMENT (BASE MAP)

CITY PRE-APPLICATION MEETING DATE

MAY 2, 2017

ZONING

- EXISTING:**
- C-3B CENTRAL BUSINESS MIXED USE DISTRICT
 - FW FLOODWAY DISTRICT
 - DOWNTOWN OVERLAY DISTRICT
 - SMOULING GAMES PROHIBITION OVERLAY DISTRICT

PROPOSED:

- P.U.D.

PLAN DSM LAND USE

DOWNTOWN MIXED USE

ENGINEER

CIVIL DESIGN ADVANTAGE, LLC
CONTACT: RYAN HARDESTY
4121 NW URBANDALE DRIVE
URBANDALE, IOWA 50222
PH. (515) 389-4400

NEIGHBORHOOD MEETINGS & MEETING DATE

The Gray's Station site is located such that it does not have many citizen neighbors to speak of. Hubbell Realty Company determined that the best way to solicit input related to the potential vision and development of the Gray's Station neighborhood was to invite community leaders to participate in a Steering Committee for the neighborhood. This Steering Committee included members of City Staff, members of the Urban Land Institute Iowa District Council, downtown neighborhood associations, a City Council member, and other individuals whose input would assist Hubbell Realty Company to create a unique new neighborhood for Des Moines. This group met twice in the Summer of 2016 to engage in making the vision for the neighborhood and to review early concepts for Gray's Station. Their participation has influenced the resulting Conceptual Development Plan for Gray's Station.

Steering Committee Meeting #1 - June 14, 2016

- o Location: 800 Planning & Design 301 and Avenue Des Moines, Iowa 50309
- o Time: 2 PM - 4 PM

Steering Committee Meeting #2 - August 15, 2016

- o Location: 800 Planning & Design 301 and Avenue Des Moines, Iowa 50309
- o Time: 2 PM - 4 PM

Neighborhood Open House - August 15, 2016

- o Location: Cityville on 8th/ Common Room 909 SW 8th ST Des Moines, Iowa 50309
- o Time: 5:30 PM - 8:30 PM

P.U.D. PROPERTY DESCRIPTION

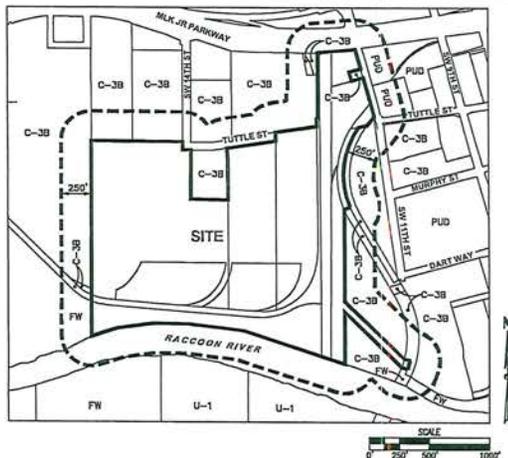
OUTLOTS Y AND Z AND A PART OF LOTS 6, 7 AND 9, CENTRAL DES MOINES INDUSTRIAL PARK, AN OFFICIAL PLAT AND PART OF LOTS 68, 61, 62, 65 AND 66 IN FACTORY ADDITION, AN OFFICIAL PLAT ALL BEING IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 9, CENTRAL DES MOINES INDUSTRIAL PARK HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHERING 575161.83 AND EASTING 1602813.57; THENCE SOUTH 89° (DEGREES) 40' (MINUTES) 50" (SECONDS) EAST ALONG THE NORTHERLY LINE OF SAID LOT 9, A DISTANCE OF 338.93 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID CENTRAL DES MOINES INDUSTRIAL PARK THENCE SOUTH 89°45'25" EAST CONTINUING ALONG SAID NORTHERLY LINE, 418.55 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2 ALSO BEING A POINT ON THE WEST RIGHT OF WAY LINE OF SW 14TH STREET, THENCE SOUTH 00°01'02" EAST CONTINUING ALONG SAID NORTHERLY LINE, 89.95 FEET TO THE SOUTHWEST CORNER OF STREET LOT B, SAID CENTRAL DES MOINES INDUSTRIAL PARK THENCE SOUTH 89°35'21" EAST CONTINUING ALONG SAID NORTHERLY LINE, 70.00 FEET TO THE NORTHWEST CORNER OF LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK THENCE SOUTH 00°08'00" WEST CONTINUING ALONG SAID NORTHERLY LINE, 423.70 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8, THENCE SOUTH 89°19'18" EAST CONTINUING ALONG SAID NORTHERLY LINE, 307.20 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8, ALSO BEING THE NORTHEAST CORNER OF SAID LOT 9, THENCE NORTH 00°01'11" WEST ALONG THE WESTERLY LINE OF SAID LOT 7, CENTRAL DES MOINES INDUSTRIAL PARK, 333.39 FEET; THENCE NORTHERLY CONTINUING ALONG SAID WESTERLY LINE, 15.78 FEET TO THE NORTHWEST CORNER OF SAID LOT 7 ALSO BEING THE SOUTH RIGHT OF WAY LINE OF TUTTLE STREET; THENCE NORTH 81°04'49" EAST ALONG THE NORTH LINE OF SAID LOT 7, A DISTANCE OF 411.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 7; THENCE NORTH 02°05'48" WEST ALONG THE WEST LINE OF SAID LOT 6, CENTRAL DES MOINES INDUSTRIAL PARK, 72.11 FEET TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE NORTH 81°52'47" EAST ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 347.62 FEET TO THE SOUTHEAST CORNER OF LOT 4, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE NORTH 00°31'45" WEST ALONG THE WESTERLY LINE OF SAID OUTLOT Y, CENTRAL DES MOINES INDUSTRIAL PARK, 63.43 FEET; THENCE NORTH 87°29'10" EAST CONTINUING ALONG SAID WESTERLY LINE, 10.37 FEET; THENCE NORTH 00°24'49" WEST CONTINUING ALONG SAID WESTERLY LINE, 554.59 FEET TO THE NORTHEAST CORNER OF LOT 5, SAID CENTRAL DES MOINES INDUSTRIAL PARK AND HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHERING 575907.16 AND EASTING 1604668.40; THENCE SOUTH 89°04'27" EAST ALONG THE NORTH LINE OF SAID OUTLOT Y, 15.36 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT Y; THENCE NORTH 00°21'12" WEST ALONG THE WEST LINE OF SAID LOT 85, FACTORY ADDITION, 8.59 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF MARTIN LUTHER KING JR PARKWAY; THENCE NORTH 80°10'40" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 100.23 FEET; THENCE NORTH 84°40'04" EAST CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 184.44 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SW 11TH STREET; THENCE SOUTH 15°27'22" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, 173.21 FEET; THENCE SOUTH 74°42'29" WEST, 89.77 FEET; THENCE SOUTH 15°25'34" EAST, 75.29 FEET; THENCE NORTH 74°32'27" EAST, 98.61 FEET TO SAID WESTERLY RIGHT OF WAY LINE; THENCE SOUTH 15°27'22" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, 344.37 FEET TO A CORNER ON THE EASTERLY LINE OF SAID LOT 81; THENCE SOUTH 38°15'32" WEST ALONG SAID EASTERLY LINE, 87.08 FEET; THENCE SOUTH 79°27'19" WEST, 73.58 FEET TO THE EASTERLY LINE OF THE WEST HALF OF SAID LOT 81; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 718.25 FEET, WHOSE ARC LENGTH IS 51.41 712.02 FEET AND WHOSE CHORD BEARS SOUTH 02°02'51" WEST, 683.08 FEET; THENCE SOUTH 67°45'14" WEST, 51.41 712.02 FEET TO A POINT ON THE EAST LINE OF THE WEST 100 FEET OF SAID LOT 80, FACTORY ADDITION; THENCE SOUTH 00°01'40" EAST ALONG SAID EAST LINE, 781.72 FEET; THENCE SOUTH 45°35'19" EAST, 692.09 FEET TO THE WESTERLY LINE OF SAID LOT 81; THENCE SOUTH 78°05'29" EAST, 50.05 FEET TO SAID EASTERLY LINE OF THE WEST HALF OF LOT 81, HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHERING 57317.87 AND EASTING 1605461.84; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 740.65 FEET, WHOSE ARC LENGTH IS 78.04 FEET AND WHOSE CHORD BEARS SOUTH 17°00'59" WEST, 78.01 FEET; THENCE NORTH 79°20'25" WEST, 50.00 FEET TO SAID WESTERLY LINE OF LOT 81; THENCE NORTH 45°38'19" WEST, 683.55 FEET TO SAID EAST LINE OF THE WEST 100 FEET OF LOT 80; THENCE SOUTH 00°01'40" EAST ALONG SAID EAST LINE, 436.00 FEET TO THE NORTH BANK AND MEANDER LINE OF THE RACCOON RIVER; THENCE NORTH 77°44'57" WEST AND ALONG SAID MEANDER LINE AND THE SOUTHERLY LINE OF SAID OUTLOT Z, CENTRAL DES MOINES INDUSTRIAL PARK, 888.50 FEET; THENCE NORTH 83°01'49" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 453.82 FEET; THENCE NORTH 89°16'53" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 291.24 FEET; THENCE SOUTH 82°00'00" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 286.82 FEET; THENCE SOUTH 72°02'02" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 228.32 FEET TO THE SOUTHWEST CORNER OF SAID OUTLOT Z, THENCE NORTH 00°03'17" EAST ALONG THE WEST LINE OF SAID CENTRAL DES MOINES INDUSTRIAL PARK, 1947.49 FEET TO THE POINT OF BEGINNING AND CONTAINING 63.74 ACRES (3,847,186 SQUARE FEET) AND IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

NOTES

1. 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 OUTLINE A CUSTOM APPROACH TO TREE REMOVAL AND MITIGATION FOR THE GRAY'S STATION PLANNED UNIT DEVELOPMENT. NO TREE SURVEY OR CANOPY AREA METHOD INFORMATION WAS SUBMITTED FOR REVIEW. THIS INFORMATION WILL BE PROVIDED WITH THE FINAL DEVELOPMENT PLAN.
2. ALL REQUIRED STORM-WATER MANAGEMENT CAN BE ACHIEVED UNDER THE PROPOSED CONCEPT. (NO DESIGN SUBMITTED)
3. ANY DEVELOPMENT PLAN REVIEW IS SUBJECT TO PROVIDING A TRAFFIC IMPACT ANALYSIS REVIEWED BY THE CITY TRAFFIC ENGINEER.
4. THE SITE SHALL BE PLATTED TO PRESERVE PUBLIC TRANSPORTATION CORRIDORS IN GENERAL CONFORMANCE WITH THE MASTER PLAN.
5. ALL SANITARY SEWER CONNECTIONS ARE AVAILABLE TO SERVICE THE PROPOSED CONCEPT.
6. NO LESS THAN SEVENTY-FIVE PERCENT (75%) OF THE LOW-MEDIUM DENSITY RESIDENTIAL UNITS SHALL HAVE A MINIMUM OF 2 STORES.
7. NO MORE THAN TWENTY-FIVE PERCENT (25%) OF THE LOW-MEDIUM DENSITY RESIDENTIAL UNITS SHALL HAVE A MINIMUM HEIGHT OF 1 STORY.
8. NO MORE THAN TWO 1-STORY LOW-MEDIUM DENSITY RESIDENTIAL UNITS SHALL BE CONSTRUCTED ON ADJOINING SITES.
9. THE 75%-25% MINIMUM HEIGHT RATIO FOR THE LOW-MEDIUM DENSITY RESIDENTIAL UNITS SHOULD BE AGREED WITH EACH PHASE OF THE PUD PROJECT. SOME VARIATION CAN BE CONSIDERED WITH EACH DEVELOPMENT PLAN.
10. AN EMPHASIS ON TALLER BUILDING HEIGHTS SHALL BE PROVIDED FOR LOW-MEDIUM DENSITY RESIDENTIAL UNITS THAT FRONT PRIMARY STREETS.

ZONING OF ADJACENT PROPERTIES (1"=500')



PUB. CONCEPTUAL PLAN APPROVAL

REVIEWED BY THE PLAN & ZONING COMMISSION ON JULY 8, 2017, AND JULY 20, 2017.

REVIEWED BY THE CITY COUNCIL ON JULY 24, 2017 (ROLL CALL NUMBER 17-1295), AND AUGUST 2, 2017, ROLL CALL NUMBER 17-1307).

APPROVED BY THE CITY COUNCIL ON AUGUST 14, 2017, BY ROLL CALL NUMBER 17-1407, ORDINANCE NO. 15,800.

IN ACCORDANCE WITH SECTION 134-895 OF THE DES MOINES CODE, AS AMENDED.

DATE _____ PLANNING DIRECTOR _____

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

RYAN A. HARDESTY, P.E. DATE _____
2017

BY LICENSE RENEWAL DATE IS DECEMBER 31, 2023
PAGES OR SHEETS COVERED BY THIS SEAL:
SHEETS 1 & 6

DATE _____

REVISIONS _____

4121 NW URBANDALE DRIVE
URBANDALE, IOWA 50222
PHONE: (515) 389-4400 FAX: (515) 389-4410

TECH: _____

ENGINEER: _____

CIVIL DESIGN ADVANTAGE

DES MOINES, IOWA

GRAY'S STATION
PLANNED UNIT DEVELOPMENT (COVER SHEET)

1 / 2

2202.113

Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa

Sheet 2A of 20



DEVELOPMENT NARRATIVE:

The vision for Gray's Station is that of a vibrant and vital neighborhood where people enjoy a unique and essential combination of urban and natural amenities every day. With a focus on wellness the Gray's Station neighborhood will be built on a green framework that promotes the safe movement of pedestrians and bicyclists over the efficient movement of motorists. Physical and social connection among all people is fostered through the integration of lush greenways, ample neighborhood parks, and intimate passages throughout the neighborhood.

Long-time residents and those passing through on their way to Gray's Lake or Downtown Des Moines will stroll and bike along a naturalized detention area that has been engineered to clean and cool the stormwater that falls within the watershed that encompasses the Western Gateway area of Downtown and the Neighborhood. While this feature will be skillfully designed, most of those who linger along its edge and enjoy the summer evening song of the wealth of wildlife who call it home will believe it is a wetland that Gray's Station was delicately built around.

Gray's Station will be known as the neighborhood with the best views in town. The golden dome of the Iowa State Capitol in the morning, the verdant wetland, Raccoon River, and Gray's Lake throughout the day, and the striking Downtown Skyline at night will all contribute to this reputation. Whether walking on foot, riding on a bike, in a bus, or in a car each route for mobility has been laid out to provide optimal aesthetic views to points of interest that are both urban and natural. Whether in your first floor living room or gazing out of your home many stories above the plaza below there will always be something to catch your eye.

The abundance of walking paths, sidewalks, and bike facilities within the neighborhood combined with the strong connections to the Downtown and Gray's Lake will ensure a constant flow of people on foot and bike. This stream of children, women, and men will ensure interactions between people of all kinds and that is as it should be. These interactions mixed with the most positive attributes of the neighborhood will imbue Gray's Station with the sense of meaning necessary to solidify it as the Place for people who want to live well in Des Moines.

LAND DEDICATION & ANTICIPATED LONG TERM MAINTENANCE:

- Enhanced Stormwater Basin
 - o Dedicated to City of Des Moines;
 - o Maintained by City of Des Moines.
- Raccoon River Levy and Shoreline
 - o Dedicated to City of Des Moines;
 - o Maintained by City of Des Moines.
- Pedestrian Bridge Landing Area
 - o Dedicated to City of Des Moines;
 - o Maintained by City of Des Moines.
- Pedestrian Bridge Landing Plaza
 - o Maintained by Commercial Association.
- Neighborhood Parks
 - o Maintained by Home Owner's Association
- Neighborhood Greenways
 - o Maintained by Home Owner's Association.

DESIGN GUIDELINES

- L. Overall Neighborhood Character
 - A. Development shall establish a new "visionary" mixed use urban neighborhood including medium density residential, high density residential, and medium density commercial uses. The area must be the building height and at the intersection of 201st Street and Market after Gray Parkway shall accommodate residential and commercial uses.
 - B. Development shall create a sense of neighborhood and allow for its own identity in contrast to the downtown.
 - C. The neighborhood shall connect to a pedestrian bridge and landing plaza at Gray's Lake.
 - D. The development shall utilize methods to minimize the impact on existing infrastructure, including but not limited to existing street connections, power lines, water mains, sanitary sewer mains, storm sewers, and storm water basins and related mechanicals.
 - E. Development shall use public and private partnerships to modify existing storm water basins and have them help public amenities located on water quality and site improvement.
 - F. Housing should diversity in form and scale that are appropriate to an urban setting is encouraged. There shall be varying urban densities with compatible forms in a blended neighborhood, encouraging a mix of residential.
 - G. Detached urban townhomes shall be concentrated along green space areas and neighborhood park areas and be limited to the address as indicated on the Conceptual Rezoning Map (Plan on Sheet 3).
 - H. Green corridors are encouraged to minimize impact of storm water, provide urban pathways for wildlife, and promote recreation, wellness, and pedestrian usability.
 - I. Development design shall encourage proximity of uses to each other to create an urban form.
 - J. Development shall provide an opportunity for housing that could include personal garages, larger units, small parks, and gardens, areas may bring access, and other landscape amenities.
 - K. Housing shall offer sweeping views towards the river, waterworks park, Gray's Lake, and downtown is encouraged.
 - L. Development shall promote shared responsibility to encourage walking and cycling over a road network for motor vehicles.
 - M. Development shall create a unique place-making identity for the neighborhood through creative design in both the private and public realm.
 - N. All components and phases shall relate to, and integrate with, each other and previous components.
 - O. Development shall establish vehicular, mass transit, bicycle, and pedestrian linkages with the following:
 1. Downtown Central Business District;
 2. Gray's Lake;
 3. Development of the DCD site.
 - P. Each project development shall provide consistency and compatibility of character across the development.
- M. Street Character
 - A. All components of Development shall provide a unified streetscape system that address the same materials, design elements, and equipment throughout the development area. New vehicles are allowed from street to street to create street identity or highlight local areas of the plan (e.g., the streetcar along the Pedestrian Bridge Landing Plaza), but the overall design of each street shall still maintain a neighborhood identity.
 - B. 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 on-street or light-walking lanes.
 2. Development shall include human scaled, user friendly elements.
 3. Development shall provide a streetscape system that is walkable and that provides safety, comfort, and convenience for pedestrians.
 - C. Development shall create a pedestrian friendly environment along Traffic and 201st Street that provides clear connections between the residential, mixed use, and commercial uses.
 - D. Street cross section configurations shall be as depicted in the approved Conceptual Development Plan and the Planned Unit Development (PUD) - Conceptual Plan Submittal - Street 2. Conceptual Street 2 Alley Sections.
 1. Street cross sections may vary where existing or planned utility infrastructure will constrain under build them.
- N. Building Character
 - A. Buildings shall be developed for each project phase and provide consistency and compatibility of character across the development while providing for flexibility in individual building design and form and density.
 1. Building exterior finishes A, B, H, I, O, N, J, and Z shall be used in suitable materials such as brick, metal, stone, cement board, etc.
 - a) Exterior insulation systems shall not be used.
 - b) Insulated pre-engineered buildings shall not be allowed.
 - c) Flexible mechanical equipment shall be enclosed or otherwise screened from public rights of way.
 - d. A minimum of 75% of the surface area (facades and windows and doors) of facade housing and perpendicular to a public street must be glass, brick, concrete panels, architectural concrete block (with or without or finished block), architectural metal panels or stone. Floor concrete or wood panels are also acceptable. Vinyl is prohibited.
 - B. Primary location of windows and commercial storefronts shall be primarily parallel to the public right-of-way except in the instances of W and Z.
 - C. Open space between building facades along Traffic Street shall enhance a human scale.
 1. Chain-link fencing shall not be allowed.
 2. Vinyl fencing shall not be allowed.
 3. Visual Fencing shall not be allowed if grade on a rooftop except for an access in a fence or wall.
 - D. Attached and Detached Residential uses shall have minimal setbacks from public streets to encourage neighborhood interaction and define the streetscape edge.
 - E. Attached and Detached Residential: Side and Corner Lots
 1. Lots with side elevations at city corners should include enhancements to foundation and details distinct from side elevations interior to the block.
 2. Lots with side elevations at block corners, public streets or open space shall include enhancements to foundation, details and roof lines or existing details from side elevations interior to the block and distinct from corner side elevations.
 - F. Detached Residential uses on narrow lots shall have minimal side yard setbacks from adjacent structures to prevent density and define the edge of the public realm.
 - G. Building Height
 1. Downtown Mixed Use
 - a) Maximum height for all uses shall be four stories.
 2. High Density Residential
 - (1) Maximum height for all uses shall be as follows:
 - (i) Three stories for Subareas B, H, I, L, and O
 - (ii) Eight stories for Subareas Y and Z
 3. Medium Density Residential
 - a) Maximum height for all uses shall be one story except as indicated on the Conceptual Rezoning Map (Plan on Sheet 3).
 - H. Building Setbacks
 1. For all residential buildings, a minimum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
 2. Medium Density Residential
 - a) Attached and Detached residential buildings shall have side-yard building setbacks (i.e., building face to building face) that are at minimum 5 feet and a maximum 10 feet except where walking paths occur between buildings.
 - (1) Where walking paths occur between buildings the maximum width between buildings shall increase above the maximum separation by the width of the walking path.
 - I. Building Entrances
 1. Downtown Mixed Use
 - a) Buildings shall have entrances oriented toward primary street(s) and public plaza(s).

- N. At least one building entrance for residential uses shall directly access the street or public plaza when a residential use is located above a residential or commercial use.
2. High Density Residential
 - a) Buildings shall have entrances oriented toward primary street(s) and public plaza(s).
3. Medium Density Residential
 - a) Buildings shall have entrances oriented toward primary street(s), public plaza(s), park, greenway or alley.
- L. Building Footings
 1. Building Footings calculations evaluate the length of common walls serving multiple properties, off-oriented parking areas, and utility corridors. In Medium Density Residential areas, pedestrian connections between buildings shall also be evaluated from footing calculations.
 2. Development Mixed Use
 - a) All buildings shall have footings on principal street(s), public plaza, park or greenway or not less than 75 percent of the lot with the following exceptions:
 - (1) Footings is used for an existing utility corridor.
 - (2) The curvature of the road precludes efficient footings.
 - b) When exceptions 2.A.1 and 2.A.2 preclude a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to bring the site back to an engaging pedestrian environment.
 - c) For commercial and mixed-use buildings, at least 70 percent of the building footprint shall be within one foot of the property line with the following exceptions:
 - (1) Footings is used for a utility corridor.
 - (2) The curvature of the road precludes efficient footings along the property line.
 - d) When exceptions 2.A.1 and 2.A.2 preclude a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to bring the site back to an engaging pedestrian environment.
 3. High Density Residential
 - a) All buildings shall have footings on principal street(s), public plaza, park, greenway or alley or not less than 75 percent of the lot with the following exceptions:
 - (1) Footings is used for an existing utility corridor.
 - (2) The curvature of the road precludes efficient footings along the property line.
 - (3) When exceptions 2.A.1 and 2.A.2 preclude a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to bring the site back to an engaging pedestrian environment.
 4. Medium Density Residential
 - a) All buildings shall have footings on principal street(s), public plaza, park, greenway or alley or not less than 75 percent of the lot with the following exceptions:
 - (1) Footings is used for an existing utility corridor.
 - (2) The curvature of the road precludes efficient footings along the property line.
 - (3) When exceptions 2.A.1 and 2.A.2 preclude a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to bring the site back to an engaging pedestrian environment.
 - K. Building Signs
 1. Downtown Mixed Use
 - a) All buildings shall have a parapet or flat roof. Tower elements are allowed.
 2. High Density Residential
 - a) All buildings shall have a parapet or flat roof. Tower elements are allowed.
 3. Medium Density Residential
 - a) All building roofs shall have a contemporary, urban character.
 - V. Signs (See approved Conceptual Development Plan for Land Use Classifications)
 - A. Definitions
 1. Sign means any structure, building but not limited to a structure or display, other than buildings or landscaping, used primarily for visual communication for the purpose of having the result of bringing to the subject's attention in the absence of a person, group of persons, or the public assembly, the name "Sign" includes but is not limited to any and all existing, mobile, letters, numerals, pictorial representations, contents, trademarks, slogans, and patterns, whether affixed to a building, structure or otherwise displayed on a building, or separate from any building, building or structure shall be considered as a public installation or representation advertising on any sign on which commercial advertising is permitted.
 2. Sign area means the total area contained within the face of a sign, graphic, banner, that the area of a sign containing back-light signs or signs with an illuminated area of 48 square feet or less, attached to a single supporting structure, shall be the total area contained within the sign face. The area of a sign composed of numerous or several attached elements to a building or wall surface is the smallest rectangle which encloses the group.
 3. Sign, lighting or nighttime sign, other than a real sign, which is supported by a building wall, and further defined as follows:
 - a) Sign, tower means a sign that is not attached to a building or wall surface and is supported by a tower.
 - b) Sign, illuminated means a building or wall sign other than a facade sign.
 - c) Sign, directional means a sign for the purpose of traffic control which is located on private property.
 - d) Sign, decorative means a sign including the name of a building, complex or center and one or more identification signs which name site, color and general design, located on one corner or four face identification signs.
 - e) Sign, electronic display means any portion of a sign which operates, photographs or records information continuously or intermittently on a display screen (computer or light emitting diodes (LEDs), thin layer, liquid crystal or other illumination devices, including but not limited to programmable microprocessor controlled electronic displays) and the operation of images or messages with these characteristics by any other means on the sign face.
 - f) Sign, face means all of the surface of a sign used or designed for the presentation of a single visual display, including signs, banners and text, and excluding the supporting structure. Each separate surface of a sign used or designed for the presentation of a separate visual display shall constitute a separate sign face.
 - g) Sign, horizontal means a sign not attached to any building wall or further defined as follows:
 - 1) Sign, portable means a sign not permanently attached or secured.
 - 2) Sign, monument means a sign affixed to a structure such as a gate, having a solid support base, consisting of brick, stone, concrete block or other durable construction that encloses the entire or a portion of the sign face and extending from grade to the bottom of the sign face across the entire width of the sign face. The height of the sign face must be less than the length of the face or 25 percent of the total sign height. Monument signs are sometimes referred to in this chapter as monumental signs.
 - 3) Sign, park means a horizontal sign which is not a portable sign nor a monument sign.
 4. Sign, identification means a facade sign.
 5. Sign, illuminated means a sign that displays an image or message on a screen, a monitor, a television, and not attached to the supporting structure.
 6. Sign, illuminated means a sign that displays an image or message on a screen, a monitor, a television, and not attached to the supporting structure.
 7. Sign, illuminated means a sign illuminated by artificial light reflecting from the sign face, the light source not visible from any street right-of-way.
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- 16. Signs, on-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located, and/or
 - b) The historical or noncommercial views of an occupant of the premises.
- 17. Signs, not means a sign erected upon or above a roof or parapet of a building.
- 18. Signs, sandwich board means a sign with two faces that are adjacent at the top and displayed at an angle, which is not permanently attached or secured.
- 19. Signs, service means a sign identifying services and other service facilities.
- 20. Signs, temporary means a sign intended for a limited period of display.
- 21. Signs, Type A means a sign which shall conform to all aspects with the following:
 - a) It shall be either non-illuminated or indirectly lighted with non-glaring white light.
 - b) It shall have not more than two sign faces, each sign face to be parallel.
- 22. Signs, Type B means a sign which shall conform to all of the requirements for Type A signs, except that Type B signs may be indirectly illuminated.
- 23. Signs, Type C Identification Signs A and Type B signs shall conform to all aspects with the following:
 - a) Any visible exposed lamp or light shall have any combination thereof, provided that the exposed lamp does not exceed 1/2 watt or the total gas tube does not exceed 25 milliwatts. Where leads to exposed lamps or exposed lamps with a glowing screen are used, no lamp shall exceed 25 watts.
 - b) Identification of illumination by reflected lamps or by external reflection is prohibited.
- 24. Signs, window means a sign where a building which is located and placed so as to evidence an intent for the sign to be viewed from a public right-of-way.
 - 1. Signs shall be in accordance with the following:
 - a) Any combination of two on-premise Type A, Type B or Type C Identification and/or advertising signs per occupant of a building not to exceed one and one-half square feet in area per linear foot of building facade per occupant, and not to exceed a maximum of 100 square feet per occupant, shall be permitted. If building facade consists of 25 percent or less of the total lot coverage, the occupant or occupants of that building shall be permitted, in total of the above, one square foot in area per linear foot of facade per lot and not to exceed a maximum of 100 square feet per occupant. Such signs shall be permitted on public or private canopies attached to and supported by a building.
 - b) All building or wall signs shall project no more than seven feet from the building, unless such projection is over the street right-of-way, in which case such sign shall project no more than 36 inches. Such projecting signs shall be not less than ten feet from the ground in areas in which there is no pedestrian traffic, and not less than 15 feet from the ground in areas in which there is pedestrian traffic. Signs shall be not more than 25 square feet in area per occupant and shall extend more than ten feet above the building. Projecting signs may be attached to the roof of a building.
 - c) The permitted types of free-standing signs are non-illuminated and sandwich board signs. Pole signs and portable signs other than sandwich board signs are not permitted.
 - d) One sandwich board sign shall be permitted per building front for identification and on-premise advertising. Such signs shall comply with signs and signs requirements outlined in the city building code. Sandwich board signs are permitted upon the sidewalk with the public right-of-way, subject to the following:
 - (1) Such signs are permitted only during the hours the business is open, no more than one and must be located adjacent to the premises.
 - (2) Such signs shall be placed no closer than ten feet from the back of the street curb.
 - (3) Such signs shall be no more than ten square feet in area on each side, no more than five feet in height, and no more than three feet in width.
 - (4) There shall be no electrical service to such signs.
 - e) One non-illuminated building or wall identification sign per occupant, not to exceed two square feet in area, shall be permitted on buildings where occupants have no occupant facilities, and shall be located immediately adjacent to the principal entrance to said occupant premises.
 - f) Ten on-premise Type B identification signs shall be permitted on building marquees. The total sign area per marquee shall not exceed 100 square feet.
- 2. Off-premise advertising signs are not permitted.
- 3. Medium Density Residential Signs
 - 1. Signs shall be in accordance with the following:
 - a) One on-premise Type A, Type B or Type C Identification sign not to exceed one square foot in area shall be permitted for each of the following uses: Single-family detached dwellings, apartment group residences, and family homes.
 - b) One on-premise Type B Identification sign not to exceed 24 square feet in area per sign face shall be permitted for each lot containing the following uses: churches, cathedrals and temples, and similar places of worship; public and parochial schools (including boarding schools, nursery schools, and child care centers); city-owned facilities, and publicly owned parks, playgrounds, golf courses, and recreation areas.
 - c) One non-illuminated building sign, indirectly or internally illuminated, not to exceed 24 square feet in area, shall be permitted per building. No such sign shall extend higher than eight feet above ground level.
 - d) One on-premise Type A Identification sign not to exceed one square foot in area shall be permitted for each of the uses described with a two-family residence.
 - e) One on-premise Type B Identification and/or advertising sign per lot building, not to exceed four square feet in area per sign face, shall be permitted for each multiple dwelling.
 - (1) In addition to the signage permitted by subsection c) through f) of this section, a home occupation may be permitted one additional square foot of signage.
 - (2) In lieu of the Identification sign and the illuminated building sign, a church or school may combine into one sign Type A or Type B Identification sign and an illuminated building sign. The sign may be indirectly or internally illuminated. It shall not exceed 75 square feet per sign face nor extend more than eight feet above the ground. It shall not be located in any required front or side yard.
- 4. Parking Requirements
 - A. General
 - 1. Surface parking spaces shall not exceed 3.75 spaces per 1000 GSF of commercial area.
 - 2. Surface parking shall have an emphasis of trees, shrubs and other plantings placed around the perimeter of any parking area and within large parking lots to create a more attractive area. The landscape plan shall generally enhance the visual appearance of the building, parking area and any pedestrian areas. Design of surface parking landscape shall be reviewed by the Planning & Zoning Commission and the City Council.
 - B. Vehicular use areas with 50 or more car stalls require interior landscape areas as detailed below:
 - a) Interior landscaping shall be a minimum consist of one planting bed no smaller than 11' by 15' for every 25 stalls.
 - b) Required landscaping and planting beds may be clustered but there may be no more than 25 spaces in a single row, or 25 spaces in a double row without an intervening planting bed.
 - c) Trees planted in Parking Lot Interior Planting areas to be a minimum of 1 1/2" caliper.
 - d) Use of evergreen trees is required to increase shade and reduce "urban heat island" effect.
 - e) A minimum of one (1) tree per 100 stalls and three (3) shrubs for every ten-to-be (10) spaces minimum of tree planting required in interior landscape areas.
 - f) Corner islands beyond the 7' perimeter landscape strip may be planted interior planting requirements even though they are contiguous with perimeter landscape areas.
 - g) The 7' perimeter landscape area may not be created toward interior planting requirements.
 - h) Perimeter landscape areas in excess of 7' may partially be created toward interior planting requirements.
 - i) Interior planting islands that are at least 6'x17' should be spaced no farther than 20' parking spaces or 100 stalls.
 - C. Vehicular use areas require perimeter landscape areas as detailed below:
 - a) Vehicular use areas having up to 20 stalls require a 5' perimeter landscape area (7' car overhang, 5' landscape area) measured from the right-of-way line along parking lots having public rights-of-way. (Public land cannot be created toward fulfillment of this obligation).
 - b) Barrier curbs of concrete or stone shall be a minimum of 5" in height and a maximum of 12" in width, and shall be evenly finished toward the perimeter landscape area and be maintained in good condition.
 - c) Soil shall be placed the entire width of perimeter landscape area, including the car overhang area.
 - d) The landscape area shall contain 1 tree and 10 shrubs (2 1/2" minimum mature established height, and be no less than 18" tall per 40 square feet of perimeter landscape area with groundcover or a decorative bed of three mats of stone, brick, glass tiles, concrete blocks, colored gravel, colored pebbles, gravel, or a combination of these materials, located at the lot line. Wood is not allowed except for an accent material. Chain link fences are not allowed. Width shall be no larger than 20", and no shorter than 2".
 - e) Groundcover or tree planting is required in the car overhang area where minimums will be provided. Otherwise grass, or turfweed shaded cloth, is required.
 - f) Host plants are recommended every 100' throughout the perimeter landscape area.
 - g) Trees shall be planted a minimum of 20' from any curb.
 - h) Unequal tree spacing is acceptable with groupings of lighter spacing and larger openings between groupings.
 - i) The spacing or siting of perimeter area trees with parking lanes is encouraged.
 - j) Trees planted in the perimeter landscape area are a separate requirement, and do not count toward other the planting required in the parking lot interior plantings.
- 5. Planting beds adjacent to public streets shall be screened by walls, fences, hedges, landscaping or a combination thereof. Unscreened surfaces shall be landscaped to meet the Des Moines Landscape Standards for zoning districts C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, C-13, C-14, C-15, C-16, C-17, C-18, C-19, C-20, C-21, C-22, C-23, C-24, C-25, C-26, C-27, C-28, C-29, C-30, C-31, C-32, C-33, C-34, C-35, C-36, C-37, C-38, C-39, C-40, C-41, C-42, C-43, C-44, C-45, C-46, C-47, C-48, C-49, C-50, C-51, C-52, C-53, C-54, C-55, C-56, C-57, C-58, C-59, C-60, C-61, C-62, C-63, C-64, C-65, C-66, C-67, C-68, C-69, C-70, C-71, C-72, C-73, C-74, C-75, C-76, C-77, C-78, C-79, C-80, C-81, C-82, C-83, C-84, C-85, C-86, C-87, C-88, C-89, C-90, C-91, C-92, C-93, C-94, C-95, C-96, C-97, C-98, C-99, C-100, C-101, C-102, C-103, C-104, C-105, C-106, C-107, C-108, C-109, C-110, C-111, C-112, C-113, C-114, C-115, C-116, C-117, C-118, C-119, C-120, C-121, C-122, C-123, C-124, C-125, C-126, C-127, C-128, C-129, C-130, C-131, C-132, C-133, C-134, C-135, C-136, C-137, C-138, C-139, C-140, C-141, C-142, C-143, C-144, 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Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa

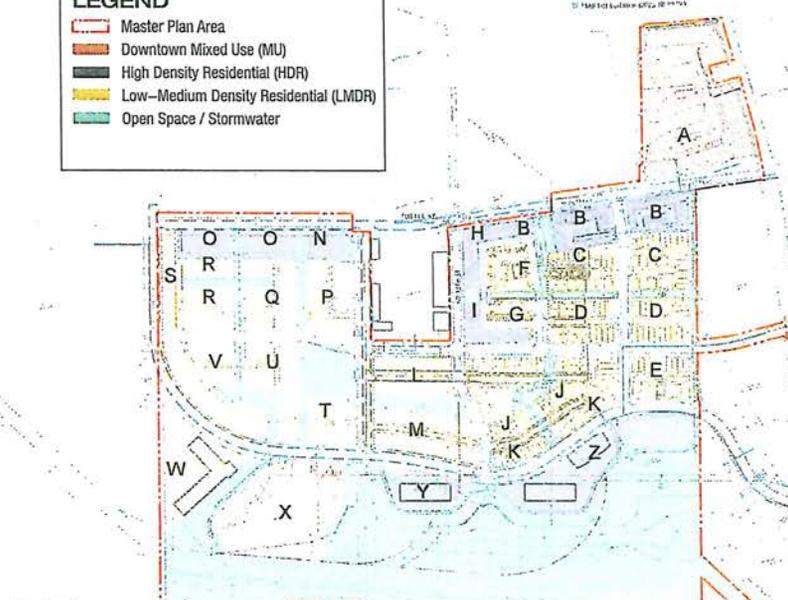
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GRAY'S STATION

LEGEND

- Master Plan Area
- Downtown Mixed Use (MU)
- High Density Residential (HDR)
- Low-Medium Density Residential (LMDR)
- Open Space / Stormwater



Principal Uses

Principal Uses	Plan Subarea																											
	MU	HDR	DR	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
Residential Use Category																												
1-unit dwelling																												
2-unit dwelling																												
3-unit dwelling																												
Multi-unit dwelling (4+ units)																												
Efficiency/Micro Units																												
Bed & Breakfast																												
Group Living																												
Group Living for Health Reasons																												
Hotel/Apartment Hotel																												
Residential Care, Large																												
Residential Care, Small																												
Civic & Institutional Category																												
Assembly, Neighborhood (<10,000 sf)																												
Assembly, General (>10,000 sf)																												
Government/Higher Education/Hospital																												
Library/Museum																												
Police/Fire																												
School: Pre-K, elementary, Intermediate																												
Transit Station																												
Open Space Category																												
Community Garden																												
Intensive Park Uses																												
Park																												
Urban Farm																												
Retail Use Category																												
Neighborhood Retail																												
General Retail																												
Beer/Wine/Liquor Sales																												
Convenience Store																												
Service Use Category																												
Neighborhood Service																												
General Service																												
Adult Day Care																												
Child Day Care (>12 children)																												
Community Service																												
Drinking Places																												
Eating Places																												
Entertainment Assembly																												
Private Club																												
Tattoo/Piercing Parlor																												
Employment Use Category																												
Office																												
Craftsman/Studio																												

X Permitted
All uses not listed on this sheet are prohibited.

Accessory & Temporary Uses

Category	Plan Subarea																											
	MU	HDR	DR	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
Residential Accessory																												
Category																												
Accessory Dwelling Unit																												
Home Child Care																												
Home Occupation																												
Room Rental - Long-Term (> 3 months)																												
Room Rental - Short-Term (< 21 days)																												
Commercial Accessory																												
Category																												
Drive-Through Facility																												
Outdoor Café																												
Outdoor Display																												
Parking																												
Temporary Use Category																												
Voting Place																												
Temporary Outdoor Event																												
Farmers Market																												

X Permitted
All uses not listed on this sheet are prohibited.

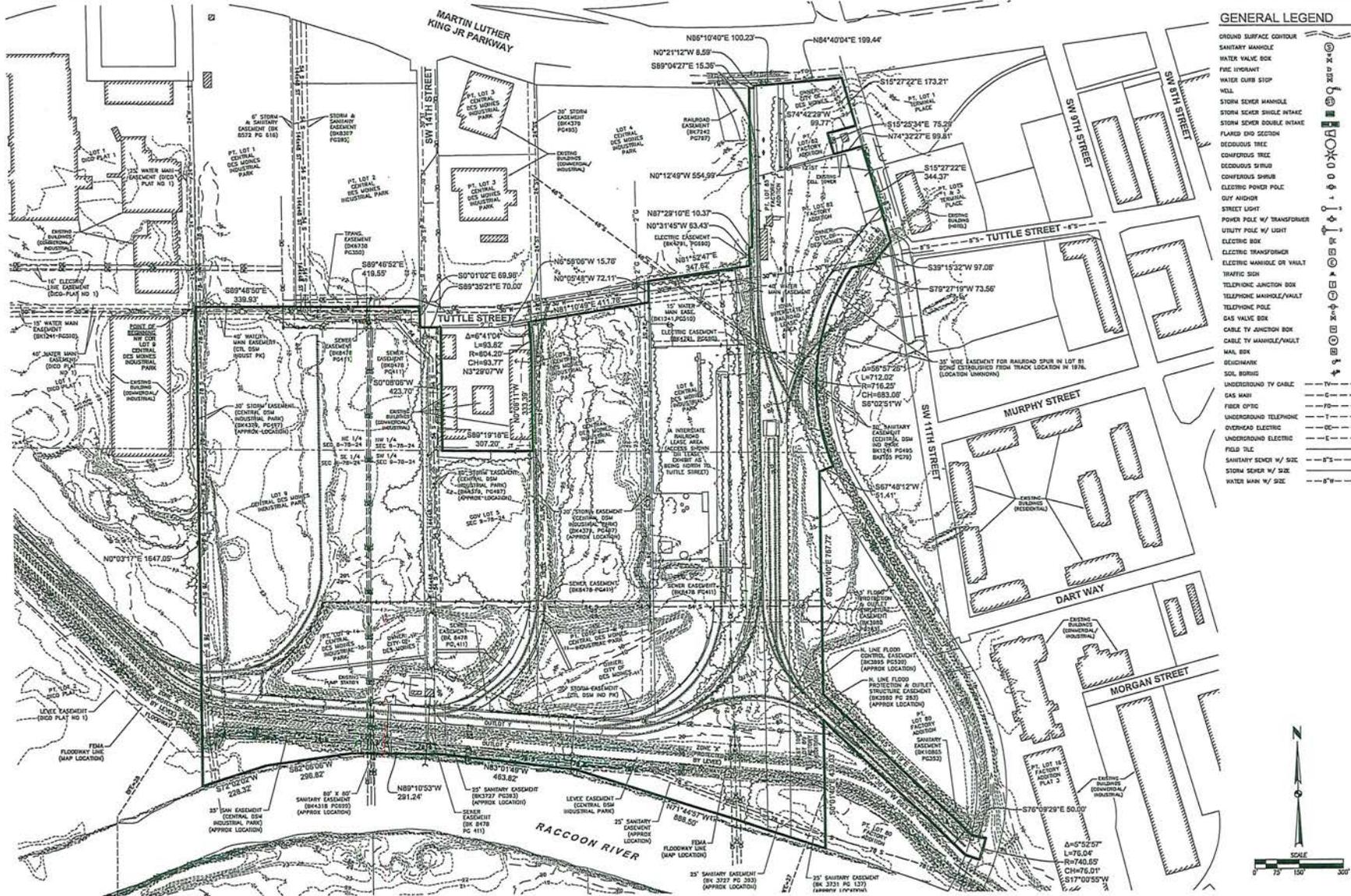
PERMITTED LAND USES
OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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GRAY'S STATION



GENERAL LEGEND

GROUND SURFACE CONTOUR	--- 1' ---
SANITARY MANHOLE	⊙
WATER VALVE BOX	⊕
FIRE HYDRANT	⊙
WATER CURB STOP	⊕
WELL	⊕
STORM SEWER MANHOLE	⊙
STORM SEWER SHIELD INTAKE	⊕
STORM SEWER DOUBLE INTAKE	⊕
PLANNED END SECTION	---
DECIDUOUS TREE	⊙
CONIFEROUS TREE	⊙
DECIDUOUS SHRUB	⊙
CONIFEROUS SHRUB	⊙
ELECTRIC POWER POLE	⊕
CUT ANCHOR	⊕
STREET LIGHT	⊕
POWER POLE W/ TRANSFORMER	⊕
UTILITY POLE W/ LIGHT	⊕
ELECTRIC BOX	⊕
ELECTRIC TRANSFORMER	⊕
ELECTRIC MANHOLE OR VAULT	⊕
TRAFFIC SIGN	⊕
TELEPHONE JUNCTION BOX	⊕
TELEPHONE MANHOLE/VAULT	⊕
TELEPHONE POLE	⊕
GAS VALVE BOX	⊕
CABLE TV JUNCTION BOX	⊕
CABLE TV MANHOLE/VAULT	⊕
MAIL BOX	⊕
BENCHMARK	⊕
SOIL BORING	⊕
UNDERGROUND TV CABLE	--- TV ---
GAS MAIN	--- G ---
FIBER OPTIC	--- FO ---
UNDERGROUND TELEPHONE	--- T ---
OVERHEAD ELECTRIC	--- OE ---
UNDERGROUND ELECTRIC	--- UE ---
POLE SIZE	--- P ---
SANITARY SEWER W/ SIZE	--- SS ---
STORM SEWER W/ SIZE	--- SS ---
WATER MAIN W/ SIZE	--- WM ---

PLAN MAP:
 EXISTING CONDITIONS
 MAY 3, 2017

CIVIL DESIGN ADVANTAGE

RUBBELL HUBBLE REALTY COMPANY

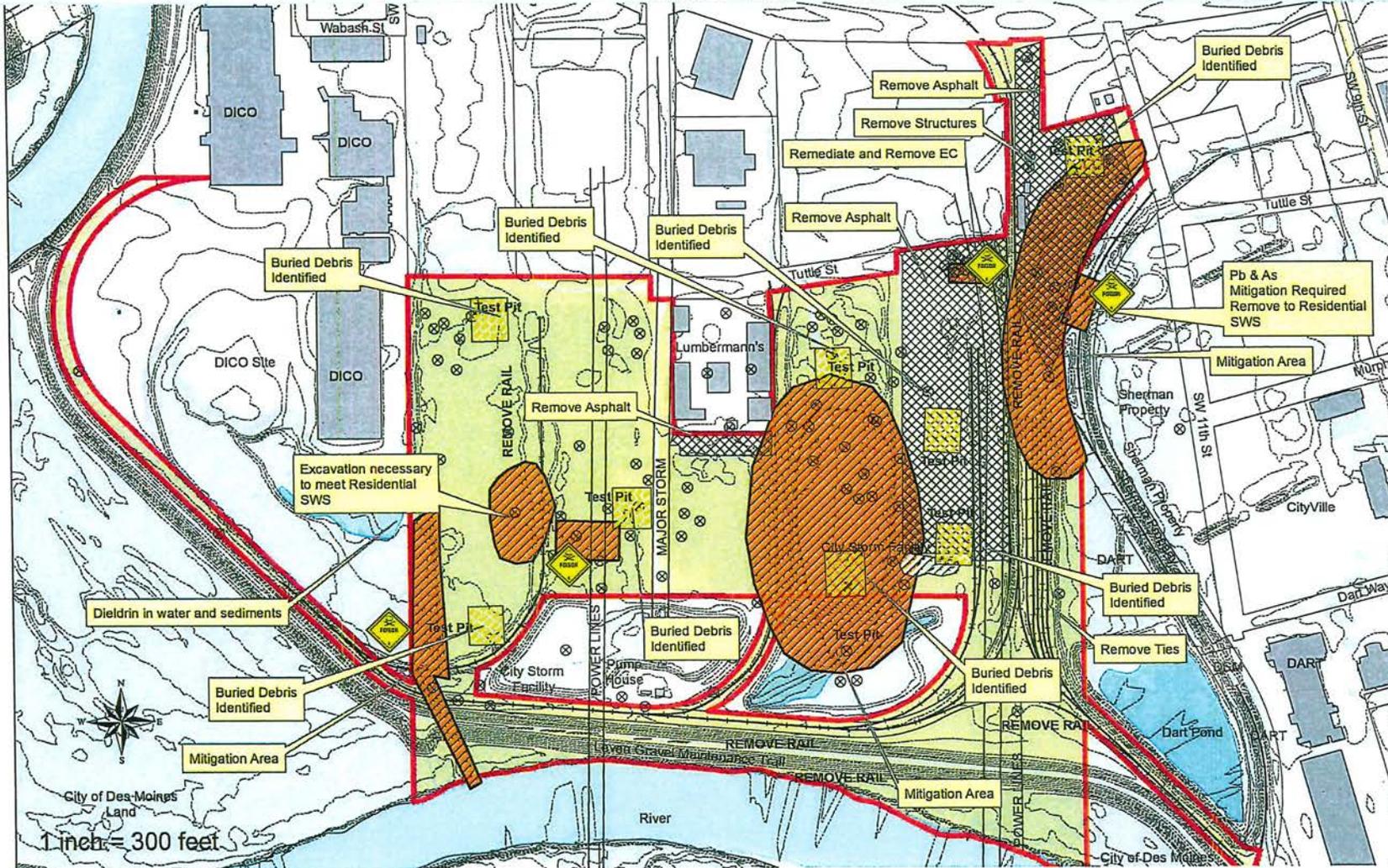
RDg
 PLANNING & DESIGN

N
 SCALE
 0 75 150 300'

Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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GRAY'S STATION



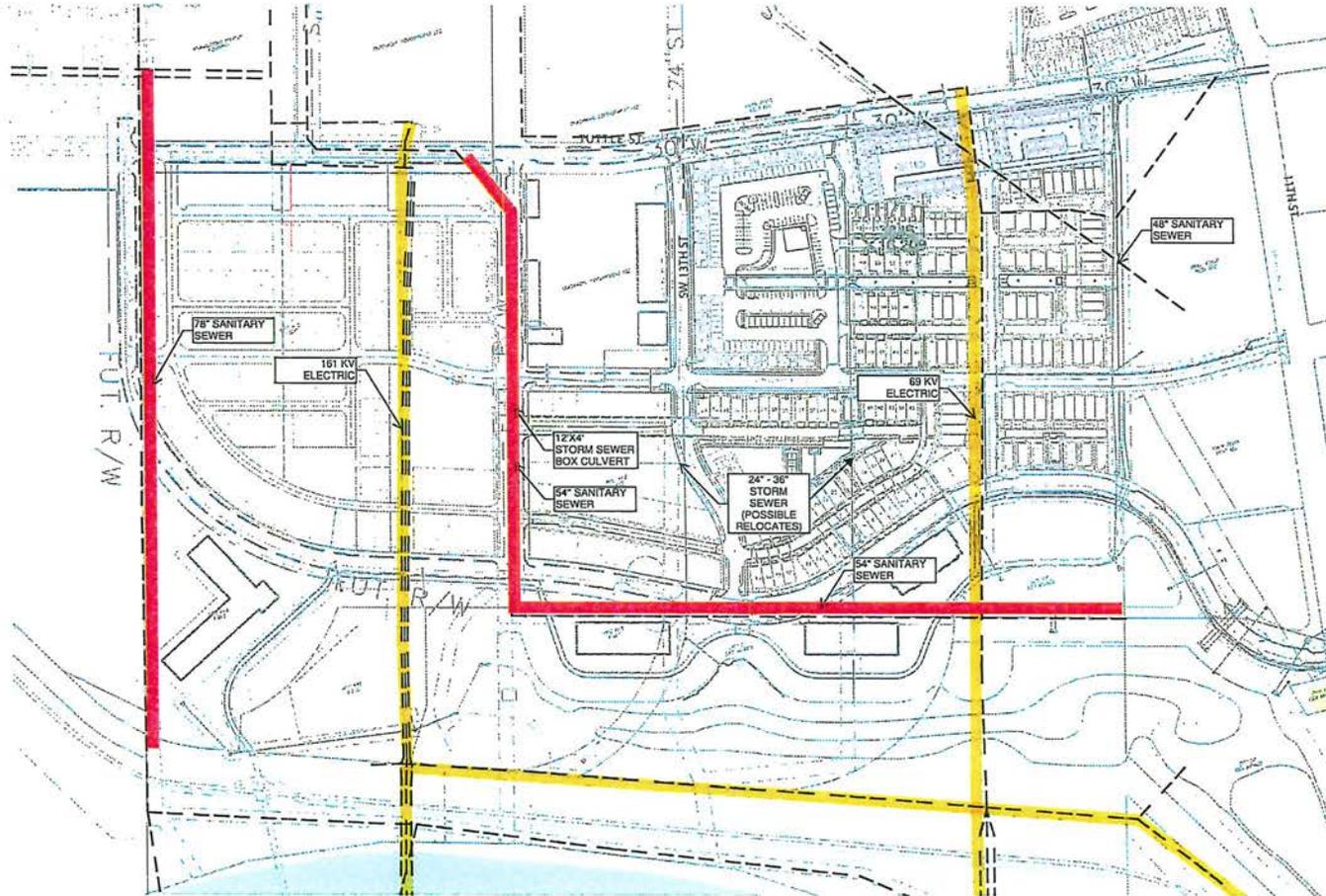
NOTES:
 1. Refer to supplemental digital content provided to the City of Des Moines for additional environmental conditions findings.



NORTH



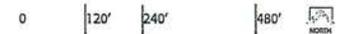
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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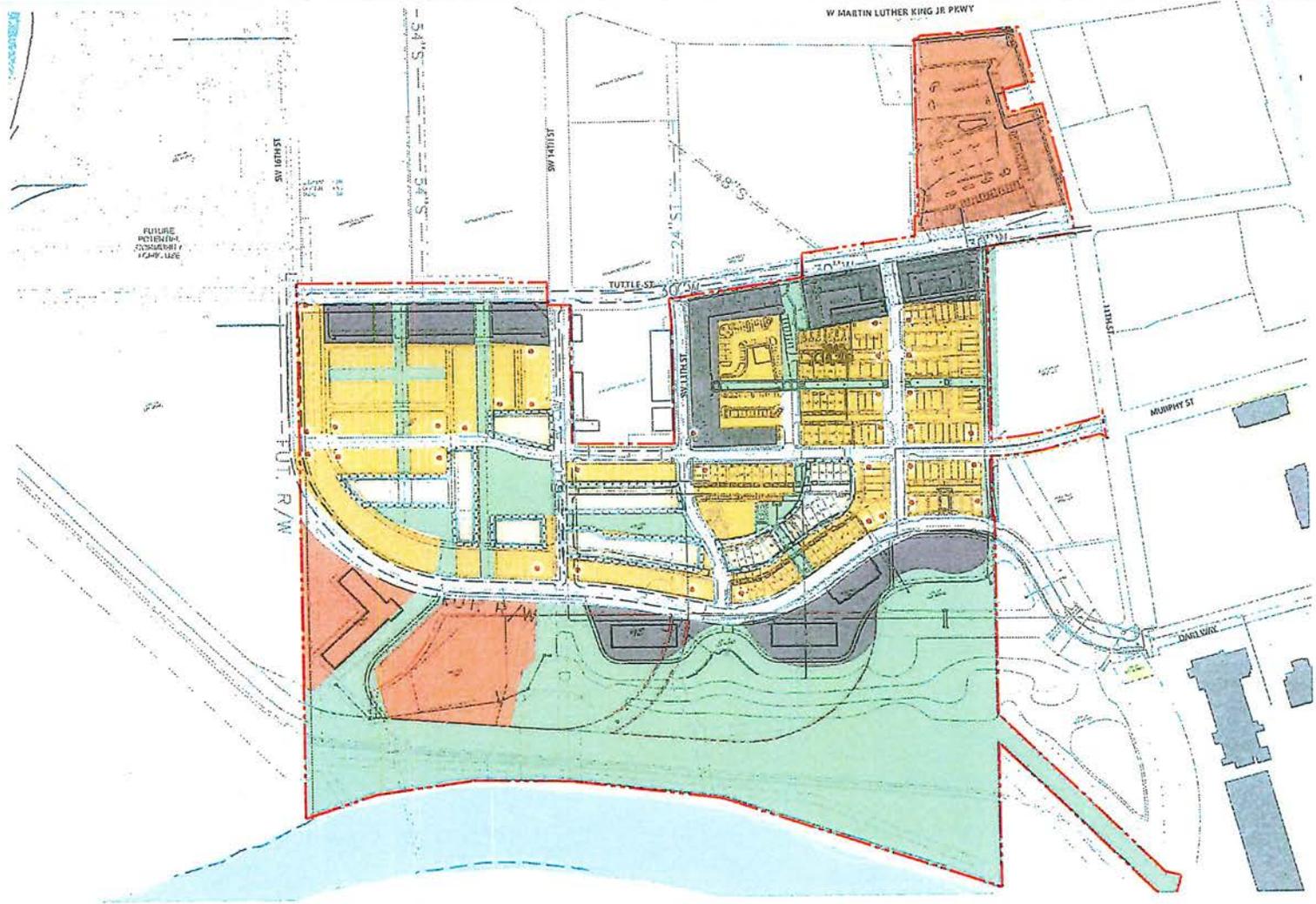
LEGEND:
— EXISTING SANITARY LINE TO REMAIN
- - - EXISTING OVERHEAD POWER LINES TO REMAIN

NOTES:
 1. The conceptual plan takes into account significant existing infrastructure features that are currently infeasible to move based on economic factors. Unless economic conditions change, future development plans should respect and sensitively integrate the existing infrastructure highlighted in the adjacent diagram and attached legend.

EXISTING INFRASTRUCTURE CONSTRAINTS
 OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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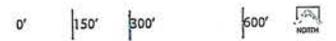


NOTES:
 1. The master plan at left is for illustrative purposes only and is provided to show general, conceptual intent and character of the development. Individual parcels, building footprints, landscape design, open space design and parking design will be determined and designed as a part of future development plans for each phase.

LEGEND

- Master Plan Area
- Downtown Mixed Use (MU)
- High Density Residential (HDR)
- Low-Medium Density Residential (LMDR)
- Open Space / Stormwater
- 2 story minimum building height at corner lots where indicated with orange circle
- Detached Urban Townhomes Subarea (Other uses permitted as per the Permitted Land Uses Chart)

CONCEPTUAL ILLUSTRATIVE MASTER PLAN
 OCTOBER 19, 2022



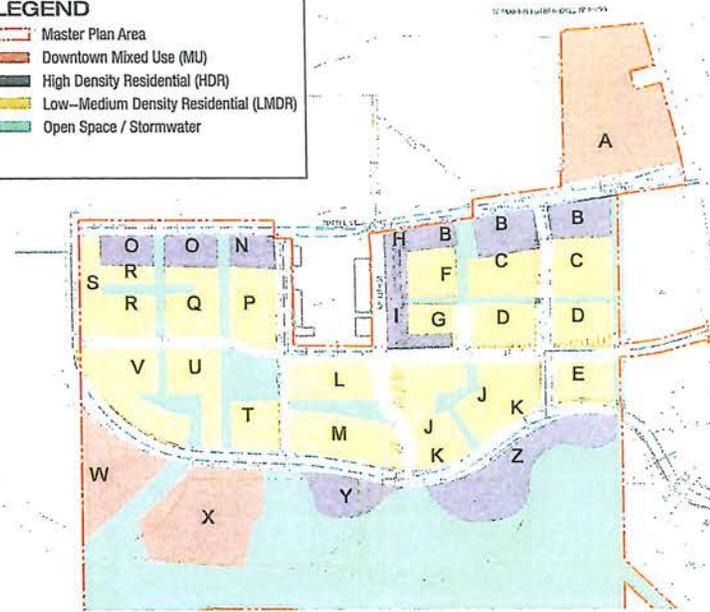
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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GRAY'S STATION

LEGEND

- Master Plan Area
- Downtown Mixed Use (MU)
- High Density Residential (HDR)
- Low-Medium Density Residential (LMDR)
- Open Space / Stormwater



Hubbell Gray's Station
Master Plan Concept
Conceptual Land Use Summary & Estimated Residential Units

AREA NAME	LAND USE	ACRES	MINIMUM DENSITY (DU/AC)	MAXIMUM DENSITY (DU/AC)
A	Mixed Use	5.3	30	50
B	HDR	1.9	30	50
C	MDR	2.0	8	35
D	MDR	1.9	8	35
E	MDR	1.0	8	35
F	MDR	0.7	8	35
G	MDR	0.7	8	35
H	HDR	0.1	18	30
I	MDR	0.8	8	35
J	MDR	1.2	7	22
K	MDR	1.7	7	22
L	MDR	1.6	8	35
M	MDR	1.6	8	35
N	HDR	0.4	18	30
O	HDR	1.2	40	55
P	MDR	1.0	8	35
Q	MDR	1.2	8	35
R	MDR	1.1	8	35
S	MDR	0.7	8	35
T	MDR	0.7	8	35
U	MDR	1.1	8	35
V	MDR	2.0	8	35
W	Mixed Use	2.0	30	50
X	Mixed Use	3.5	30	50
Y	HDR	1.0	50	70
Z	HDR	2.7	50	70
TOTAL		39.2		

Illustrative Estimate

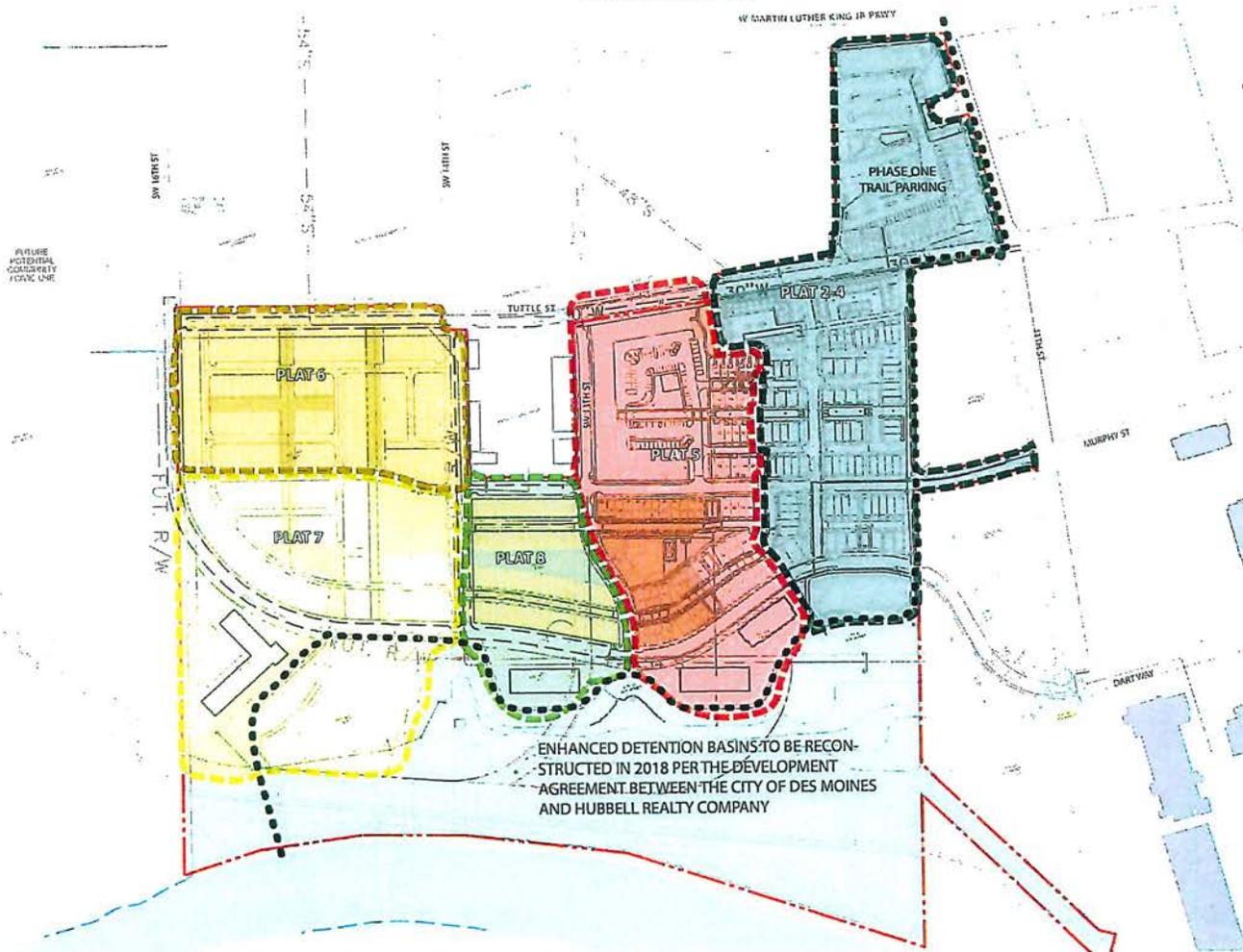
Illustrated Units	Illustrated Net Density	Assumed Multi-family residential floors	City Classification
193	37	4	High
79	41	3	High
34	17		High
34	18		High
16	16		Med
10	14		Med
11	16		Med
5	35	3	High
12	16		Med
13	11		Low-Med
22	13		Med
32	19		High
32	20		High
15	33	3	High
65	54	3	High
22	22		High
22	18		High
24	21		High
16	22		High
10	14		Med
18	16		Med
38	19		High
85	42	4	High
142	41	4	High
55	54	5	High
148	55	5	High
TOTAL	1151	29.3	

Gray's Station will achieve a minimum of 1,100 dwelling units.

MINIMUM NET DENSITY (EXCLUDING SIGNIFICANT OPEN SPACE, ROADS) **28**

Notes: 1. The assumed number of multi-family units is based on an average 1000 sf dwelling unit.

Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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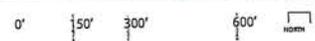
NOTES:
 Variables that will impact the anticipated phasing of the Gray's Station plan include the timing of:
 1) Redevelopment of the DICO site, and
 2) Infrastructure, improvements and street extensions completed by the City of Des Moines.

LEGEND

- Master Plan Area
- Phase One Trail - Conceptual Alignment

Anticipated Phasing:

- Plat 2-4
- Plat 5
- Plat 8
- Plat 6
- Plat 7

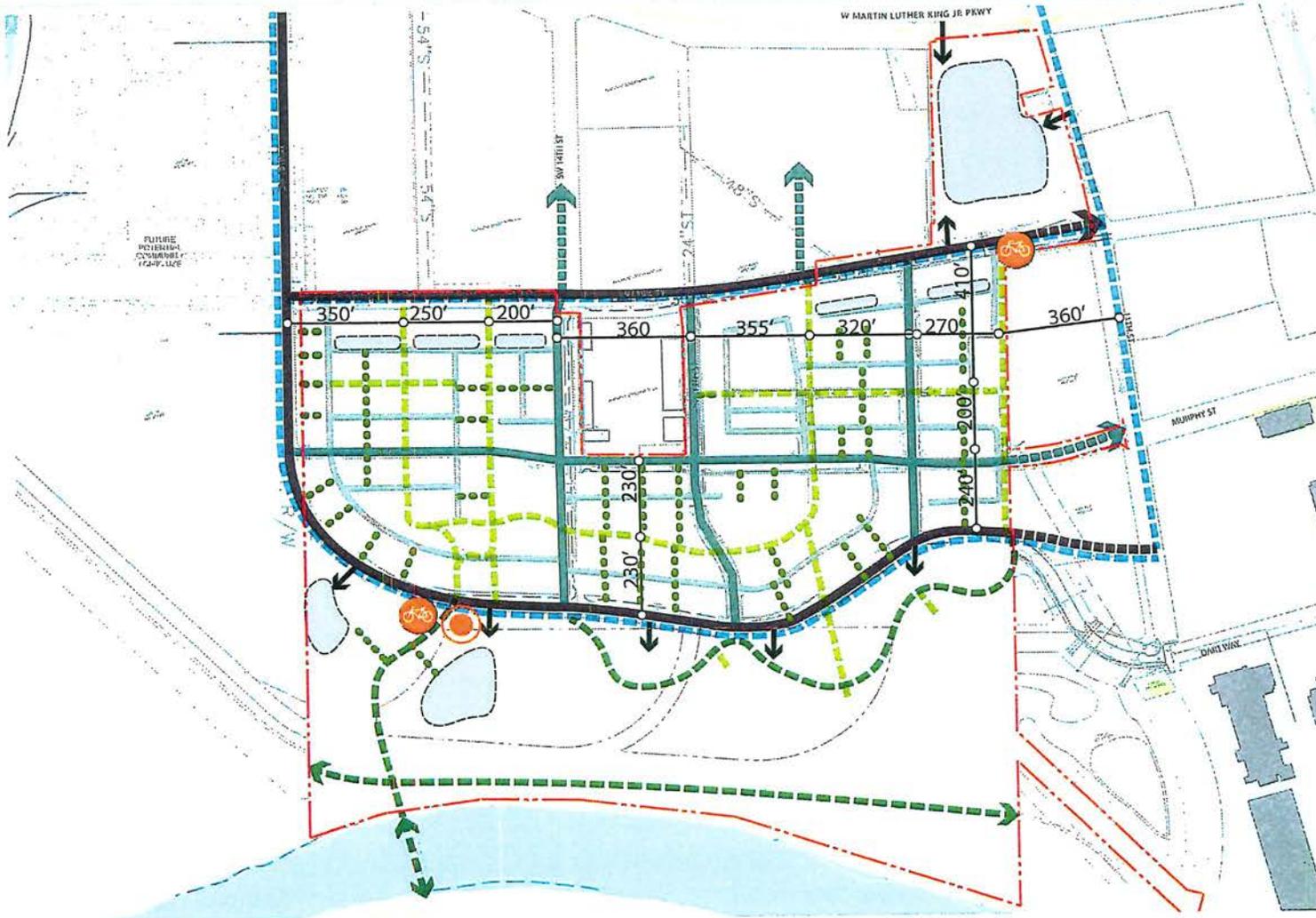


CONCEPTUAL PHASING DIAGRAM
 OCTOBER 19, 2022

Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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GRAY'S STATION



- NOTES:**
- The location of the following items are approximate and provided to show general plan intent of the circulation network:
 - Block lengths between streets and greenways;
 - Greenway locations;
 - Road centerlines;
 - Alley network;
 - Access drive location;
 - Bus stop locations;
 - Bike share locations;
 - Off-street parking areas.
 - The proposed circulation network outside of the master plan area is shown for illustrative purposes and to demonstrate the developer's intent to tie into future improvements outside the scope of this master plan.
 - The Conceptual Plan was completed while the City's Transportation Master Plan (MOVE DSM) was under development. The intent of this Conceptual Plan is to comply with the MOVE DSM plan based on the preliminary goals that have been publicly presented such as:
 - Support other City goals of safety, quality of life, and economic development.
 - Ensure that Des Moines is best positioned to provide transportation options for all citizens in every stage of life.

LEGEND

- Master Plan Area
- Proposed Collector Street
Anticipated 2 lanes travel, 2 lanes parking, bicycle facilities
- Proposed Local Street
Anticipated 2 lanes travel, 1 lane parking
- Proposed Alley
- Proposed Bicycle/Pedestrian Route – Primary
- Proposed Greenways
- Proposed On-Street Bike Facility
- Existing Regional Trail
- Existing Local Trail
- Proposed Access Drive
- Proposed Off-street Surface Parking Area
- Proposed Bus Stop
- Proposed Bike Share

CONCEPTUAL CIRCULATION DIAGRAM
 OCTOBER 19, 2022

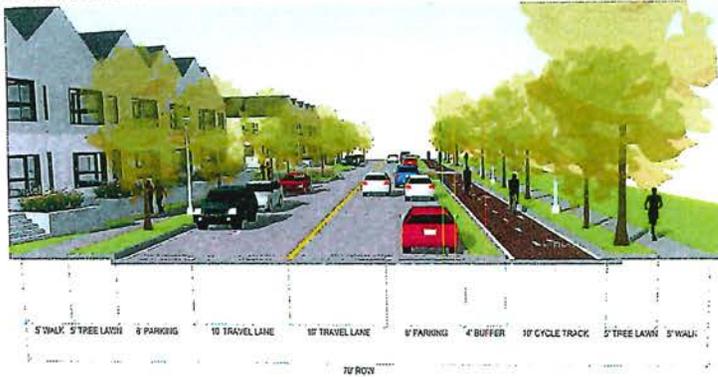


Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 12 of 20



GRAY'S STATION

CONCEPTUAL STREET SECTION: SOUTHERN ROAD/16TH STREET (COLLECTOR STREET)



CONCEPTUAL STREET SECTIONS: TUTTLE STREET - CYCLE TRACK (COLLECTOR STREET)



CONCEPTUAL ALLEY SECTION



CONCEPTUAL STREET SECTION: LOCAL STREET AT 14TH STREET



CONCEPTUAL STREET SECTION: LOCAL STREETS (EXCLUDING 14TH STREET)



NOTE: BUILDINGS SHOWN IN ALL SECTIONS FOR GENERAL MASSING ONLY. ARCHITECTURAL DESIGN IS YET TO BE DETERMINED. FINAL DEVELOPMENT PLANS TO BE REVIEWED AND

CONCEPTUAL STREET AND ALLEY SECTIONS
 OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 13 of 20

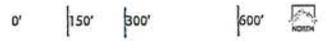


LEGEND

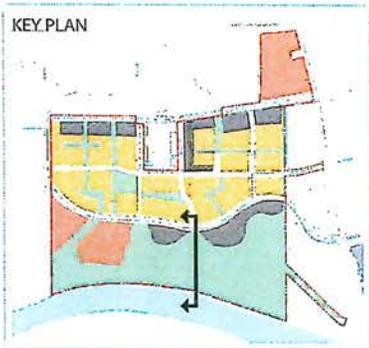
- Master Plan Area
- Proposed Public or Public Access Area
- Proposed Bicycle/Pedestrian Route – Primary
- Proposed Greenways
- Proposed On-Street Bike Facility
- Existing Regional Trail
- Existing Local Trail

NOTE: See Sheet 2A for land dedication and maintenance plans for open space areas.

CONCEPTUAL OPEN SPACE PLAN
 OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
Sheet 14 of 20



NOTE: BUILDINGS SHOWN FOR GENERAL MASSING ONLY. ARCHITECTURAL DESIGN IS YET TO BE DETERMINED. SUBJECT TO INDIVIDUAL FINAL DEVELOPMENT PLANS TO BE REVIEWED AND APPROVED BY THE PLANNING & ZONING COMMISSION AND CITY COUNCIL.

CONCEPTUAL SECTION ELEVATION THROUGH ENHANCED DETENTION BASIN
OCTOBER 19, 2022





GRAY'S STATION

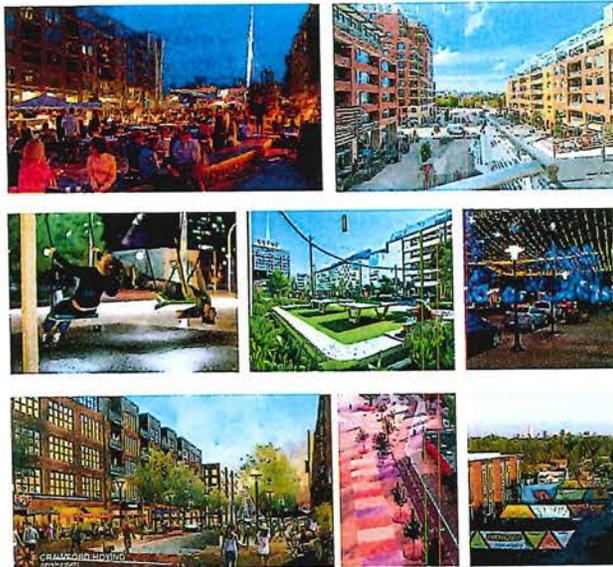
OPEN SPACE CHARACTER

The open space system at Gray's Station is intended to support a diverse, urban population with a focus on wellness; opportunities for social and physical connections; and areas for connections to nature and solitude.

PEDESTRIAN BRIDGE LANDING PLAZA

The following images and conceptual programming represent the intended character and feel of the plaza area anticipated in the Gray's Station neighborhood, but detailed programming and design of the park systems will be completed during later phases of the development. Final Development Plans to be reviewed by the Planning & Zoning Commission and by City Council.

Gathering • People-Watching • Outdoor Dining • Festival Space • Bike Connectivity



NEIGHBORHOOD PARKS

The following images and conceptual programming represent the intended character and feel of the neighborhood parks anticipated in the Gray's Station neighborhood, but detailed programming and design of the park systems will be completed during later phases of the development. Final Development Plans to be reviewed by the Planning & Zoning Commission and by City Council.

Dog Walking • Playing • Learning • Picnicking • Gathering • Community Gardening • Community Space



GREENWAYS

The following images and conceptual programming represent the intended character and feel of the greenways anticipated in the Gray's Station neighborhood, but detailed programming and design of the park systems will be completed during later phases of the development. Final Development Plans to be reviewed by the Planning & Zoning Commission and by City Council.

Connecting • Dog Walking • Playing • Biking • Neighborhood Gatherings



ENHANCED STORMWATER DETENTION BASINS

The following images and conceptual programming represent the intended character and feel of the enhanced regional stormwater detention basins anticipated in the Gray's Station neighborhood, but detailed programming and design of the park systems will be completed during later phases of the development. Final Development Plans to be reviewed by the Planning & Zoning Commission and by City Council.

Restoring • Connecting • Learning • Unpaved Trails • Signage • Seating
 The proposed enhanced detention basins will provide an attractive, educational water feature with public access and improved water quality within the Raccoon River. It is proposed to have sufficient volume to meet the water quality volume (WQV) requirements for the proposed Gray's Station development and have enough volume to address the 100-year storm event for the upstream watershed areas under full buildout conditions.

- The East Detention Basin area, formerly known as DART pond, is off-site, but is being planned for improvements concurrently with this redevelopment area. WQV requirements for areas within the proposed development will be met through permanent pool storage in the pool and marsh zones of the basin.
- The West Detention Basin area has sufficient volume to meet WQV requirements for areas within the proposed development through permanent pool storage in the pool and marsh zones of the basin.
- Permanent and well-maintained temporary access will be provided to the stormwater pump station at all times and coordinated with the City of Des Moines to ensure operation and maintenance of the station.
- A new security fence will be constructed around the stormwater pump station.

Though its primary purpose is to improve water quality, the enhanced detention basins also serve as a place to enhance the health of the community and to offer educational opportunities for the larger community. At a Master Plan level, the area features paved and unpaved trails, wetland overlook areas, and seating areas. The proposed inclusion of interpretive signage and art would allow people of all ages to understand the role of the area for the region. The use of micro-grading for the basins allows the area to be carefully shaped. This shaping breaks down the scale of the regional detention, creates places that are enjoyable, and removes the utilitarian feel of the existing basins.



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa

Sheet 16 of 20



GRAY'S STATION

PRECEDENT HOUSING CHARACTER IMAGERY

As a large neighborhood, the proposed housing character for Gray's Station is intended to be diverse and urban in form/character. The following images represent the intended character and feel of the multi-family and mixed-use residential housing types. The design of the buildings including architectural details, materials, final massing/heights and colors will be completed during later phases of the development. Final Development Plans to be reviewed by the Planning & Zoning Commission and by City Council.

Each character image represents varied features as represented by the following categories that correspond to the colors under each image:

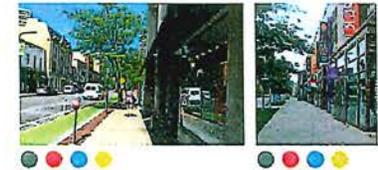
- Relationship to exterior open space (plaza, park, roof deck, etc.)
- Relationship to street
- Relationship to alley
- Building articulation/massing
- Architectural character
- Landscape character

DOWNTOWN MIXED USE (NE CORNER)



RESIDENTIAL

MULTI-FAMILY / MEDIUM-HIGH DENSITY



DOWNTOWN MIXED USE (BRIDGE LANDING)



PROPOSED BUILDING CHARACTER IMAGERY
OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 17 of 20



GRAY'S STATION

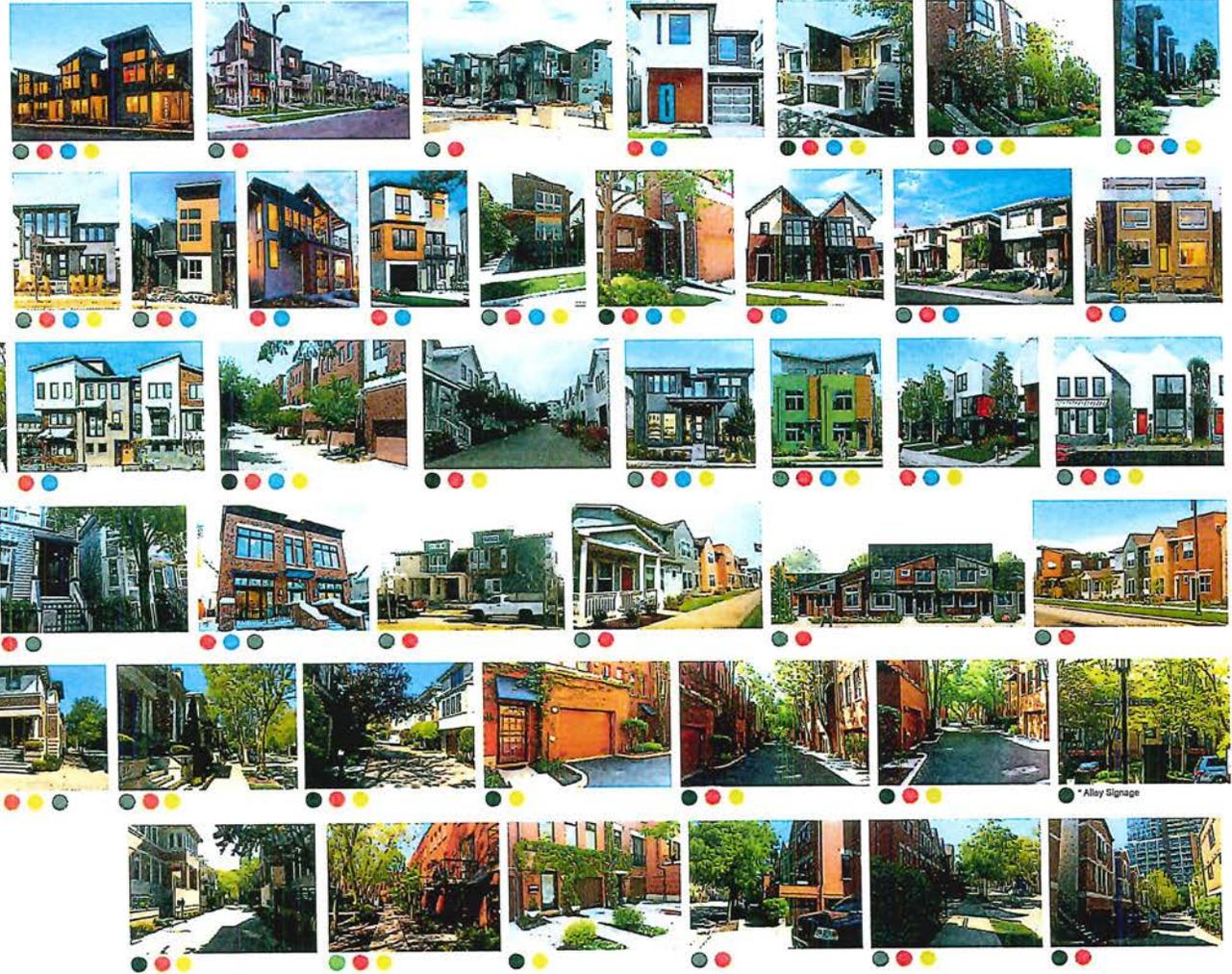
PRECEDENT HOUSING CHARACTER IMAGERY

As a large neighborhood, the proposed housing character for Gray's Station is intended to be diverse and urban in form/character. The following images represent the intended character and feel of the medium density housing types. The design of the buildings including architectural details, materials, final massing/heights and colors will be completed during later phases of the development. Final Development Plans to be reviewed by the Planning & Zoning Commission and by City Council.

Each character image represents varied features as represented by the following categories that correspond to the colors under each image:

- Relationship to exterior open space (plaza, park, roof deck, etc.)
- Relationship to street
- Relationship to alley
- Building articulation/massing
- Architectural character
- Landscape character

MEDIUM DENSITY RESIDENTIAL



PROPOSED BUILDING CHARACTER IMAGERY
 OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 18 of 20



GRAY'S STATION



DOWNTOWN MIXED USE - PROTOTYPICAL BUILDING

1. Primary facades of mixed-use and commercial structures shall be primarily parallel to the public right-of-way except in the subareas of W and X.
2. Buildings shall have entrances oriented toward primary street(s) and public plaza(s).
3. At least one building entrance for residential uses should directly access the street or public plaza when a residential use is located above street-level retail or commercial uses.
4. All buildings should have frontage on principal street(s), public plaza, park or greenway of not less than 70 percent of the lot (with exceptions as outlined in the Design Guidelines).
5. For commercial and mixed-use buildings, at least 70 percent of the building frontage should be within one foot of the property line (with exceptions as outlined in the Design Guidelines).
6. Facades of above grade structured parking (e.g., podium parking beneath commercial or residential uses) adjacent to any public right-of-way shall be architecturally and aesthetically consistent with the remainder of the building they support.
7. Minimum height for all Downtown Mixed Use buildings shall be four stories.
8. All Downtown Mixed Use buildings shall have a parapet or flat roof. Tower elements are allowed.

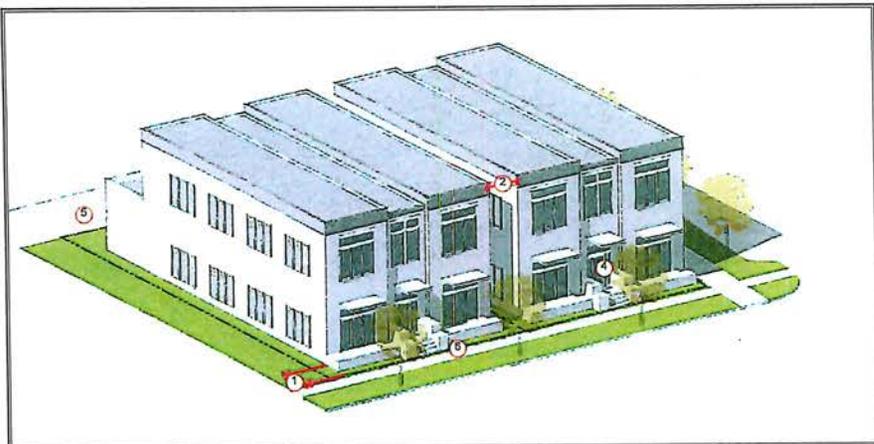


HIGH DENSITY RESIDENTIAL - PROTOTYPICAL BUILDING

1. For residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
2. Buildings shall have entrances oriented toward primary street(s) and public plaza(s).
3. All buildings should have frontage on principal street(s), public plaza, park or greenway of not less than 70 percent of the lot (with exceptions as outlined in the Design Guidelines).
4. Facades of above grade structured parking (e.g., podium parking beneath commercial or residential uses) adjacent to any public right-of-way shall be architecturally and aesthetically consistent with the remainder of the building they support.
5. Minimum height for all uses shall be as follows:
 - a) Three stories for Subareas B, H, N, and O
 - b) Eight stories for Subareas Y and Z
6. All Downtown Mixed Use buildings shall have a parapet or flat roof. Tower elements are allowed.

PROPOSED PROTOTYPICAL FORMS
 OCTOBER 19, 2022





MEDIUM DENSITY RESIDENTIAL - PROTOTYPICAL MULTI-UNIT DWELLING UNIT

1. For all residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
2. Attached and Detached residential buildings shall have side-yard building separation(s) (i.e., building face to building face) that are at minimum 5 feet and at maximum 10 feet except where walking paths occur between buildings.
 - a. Where walking paths occur between buildings the maximum width between buildings shall increase above the maximum separation by the width of the walking path.
3. Greenways shall include pedestrian pathways with a minimum width of 5'
4. Buildings shall have entrances oriented toward primary street(s), public plaza(s), parks, greenways or alleys.
5. All garages shall be oriented to an alley.
6. All buildings should have frontage on principal street(s), public plaza, park, greenways or alleys of not less than 70 percent of the lot (with exceptions as outlined in the Design Guidelines).



MEDIUM DENSITY RESIDENTIAL - PROTOTYPICAL DETACHED FORM (WITH FOURPLEX)

1. For all residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
2. Attached and Detached residential buildings shall have side-yard building separation(s) (i.e., building face to building face) that are at minimum 5 feet and at maximum 10 feet except where walking paths occur between buildings.
 - a. Where walking paths occur between buildings the maximum width between buildings shall increase above the maximum separation by the width of the walking path.
3. Greenways shall include pedestrian pathways with a minimum width of 5'
4. Buildings shall have entrances oriented toward primary street(s), public plaza(s), parks, greenways or alleys.
5. All garages shall be oriented to an alley.
6. Accessory Dwelling Units shall be allowed.
7. All buildings should have frontage on principal street(s), public plaza, park, greenways or alleys of not less than 70 percent of the lot (with exceptions as outlined in the Design Guidelines).

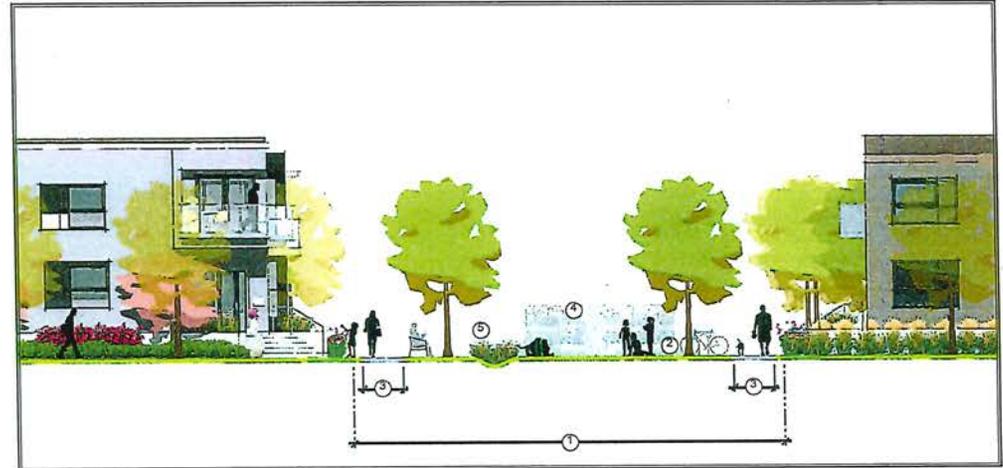


GRAY'S STATION



MEDIUM DENSITY RESIDENTIAL - PROTOTYPICAL ATTACHED FORM

1. For all residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
2. Attached and Detached residential buildings shall have side-yard building separation(s) (i.e., building face to building face) that are at minimum 5 feet and at maximum 10 feet except where walking paths occur between buildings.
 - a. Where walking paths occur between buildings the maximum width between buildings shall increase above the maximum separation by the width of the walking path.
3. Greenways shall include pedestrian pathways with a minimum width of 5'
4. Buildings shall have entrances oriented toward primary street(s), public plaza(s), parks, greenways or alleys.
5. All garages shall be oriented to an alley.
6. Accessory Dwelling Units shall be allowed.
7. All buildings should have frontage on principal street(s), public plaza, park, greenways or alleys of not less than 70 percent of the lot (with exceptions as outlined in the Design Guidelines).



GREENWAY - PROTOTYPICAL FORM

Green connections are encouraged to minimize impact of storm water, provide urban pathways for wildlife, and promote recreation, wellness, and pedestrian scale mobility.

1. Greenways shall maintain an approximate width of 40' to 50'. Exceptions may occur where infrastructure requirements necessitate and will be reviewed with the Final Development Plan.
2. Greenways shall include landscaping.
3. Greenways shall include pedestrian pathways with a minimum width of 5'. Pathway location may vary depending on context.
4. Greenways may include structural (e.g., Pergola, Shade Structure, Community Garden Features, etc.) and/or artistic elements where deemed appropriate by the developer.
5. Greenways may include stormwater quality areas, where appropriate.

SITE DEVELOPMENT PLAN FOR: GRAY'S STATION TELUS DES MOINES, IOWA

VICINITY - MAP NOT TO SCALE



DES MOINES, IOWA

ZONING

GRAY'S STATION PUD - ZON2017-00087

EXISTING/ PROPOSED USE

EXISTING: UNDEVELOPED
PROPOSED: HOUSEHOLD LIVING - 8+ HOUSEHOLDS PER LOT

DEVELOPMENT SUMMARY

TOTAL SITE AREA: 3.48 ACRES (151,395 SF)
EXISTING IMPERVIOUS AREA: 0.00 ACRES (0 SF)
OPEN SPACE CALCULATION:
TOTAL SITE: 151,395 SF (3.48 AC.)
BUILDINGS: 47,725 SF
PARKING AREAS: 66,172 SF
SIDEWALK: 14,844 SF
OPEN SPACE PROVIDED: 22,654 SF (15.0%)

UNITS:
84 UNITS (24.14 UNITS PER ACRE)

PARKING:
STANDARD: 48 SPACES
GARAGE: 84 SPACES
ADA: 5 SPACES
TOTAL: 137 SPACES

DATE OF SURVEY

08/05/2022

BENCHMARKS

- CITY BENCHMARK #725: BRASS CAP IN THE NORTHEAST TRAFFIC SIGNAL BASE AT THE SOUTHWEST CORNER OF MARTIN LUTHER KING DRIVE AND SOUTHWEST 11TH STREET. ELEVATION=+20.83
- CITY BENCHMARK #6581: BRASS TABLET IN THE CONCRETE WALL 43.8 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=+25.48

LEGAL DESCRIPTION

LOT 87, GRAY'S STATION PLAT 5, AN OFFICIAL PLAT IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND CONTAINING 3.48 ACRES (151,395 S.F.).

TAX ABATEMENT - SUSTAINABILITY

- BIKE RACKS FOR PUBLIC USE THAT PROVIDE A MINIMUM OF 10% OF THE AUTOMOBILE PARKING PROVIDED.
- 50% INCREASE IN REQUIRED LANDSCAPING.
- PRIMARY ENTRY WITHIN 1/4 MILE OF A DART TRANSIT STOP.
- REDEVELOPMENT OF A PREVIOUSLY DEVELOPED SITE.

INDEX OF SHEETS

NO.	DESCRIPTION
C0.1	COVER SHEET
C1.0-1.2	DIMENSION PLAN
C2.0-2.5	GRADING PLAN
C3.0-3.2	UTILITY PLAN
C4.0	DETAILS
L02.02 & L02.04	RDG LANDSCAPE PLAN - SITE LAYOUT PLAN
L04.02 & L04.04	RDG LANDSCAPE PLAN - SITE PLANTING PLAN
L05.01	RDG LANDSCAPE PLAN - DETAILS

GENERAL LEGEND

PROPOSED	EXISTING
PROPERTY BOUNDARY	SANITARY MANHOLE
SECTION LINE	WATER VALVE BOX
CENTER LINE	FIRE HYDRANT
RIGHT OF WAY	WATER CURB STOP
BUILDING SETBACK	WELL
PERMANENT EASEMENT	STORM SEWER MANHOLE
TEMPORARY EASEMENT	STORM SEWER SINGLE INTAKE
TYPE SW-501 STORM INTAKE	STORM SEWER DOUBLE INTAKE
TYPE SW-502 STORM INTAKE	FLARED END SECTION
TYPE SW-503 STORM INTAKE	DECIDUOUS TREE
TYPE SW-505 STORM INTAKE	CONIFEROUS TREE
TYPE SW-508 STORM INTAKE	DECIDUOUS SHRUB
TYPE SW-512 STORM INTAKE	CONIFEROUS SHRUB
TYPE SW-513 STORM INTAKE	ELECTRIC POWER POLE
TYPE SW-401 STORM MANHOLE	GUY ANCHOR
TYPE SW-402 STORM MANHOLE	STREET LIGHT
FLARED END SECTION	POWER POLE W/ TRANSFORMER
TYPE SW-301 SANITARY MANHOLE	UTILITY POLE W/ LIGHT
STORM/SANITARY CLEANOUT	ELECTRIC BOX
WATER VALVE	ELECTRIC TRANSFORMER
FIRE HYDRANT ASSEMBLY	ELECTRIC MANHOLE DR VAULT
SIGN	TRAFFIC SIGN
DETECTABLE WARNING PANEL	TELEPHONE JUNCTION BOX
WATER CURB STOP	TELEPHONE MANHOLE/VAULT
SANITARY SEWER	TELEPHONE POLE
SANITARY SERVICE	GAS VALVE BOX
STORM SEWER	CABLE TV JUNCTION BOX
STORM SERVICE	CABLE TV MANHOLE/VAULT
WATERMAIN WITH SIZE	MAIL BOX
WATER SERVICE	BENCHMARK
SAW CUT (FULL DEPTH)	SOIL BORING
SILT FENCE	UNDERGROUND TV CABLE
USE AS CONSTRUCTED	GAS MAIN
MINIMUM PROTECTION ELEVATION	FIBER OPTIC
	UNDERGROUND TELEPHONE
	OVERHEAD ELECTRIC
	UNDERGROUND ELECTRIC
	FIELD TILE
	SANITARY SEWER W/ SIZE
	STORM SEWER W/ SIZE
	WATER MAIN W/ SIZE

OWNER

HRC NPS I LLC
6900 WESTOWN PKWY
WEST DES MOINES, IA 50266

APPLICANT

HUBBELL REALTY COMPANY
CONTACT: KRIS SADDORIS
6900 WESTOWN PKWY
WEST DES MOINES, IA 50266
PH: (515) 243-3228

ENGINEER

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4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: RYAN HARDISTY
EMAIL: RYANH@CDA-ENG.COM
PH: (515) 369-4400

SURVEYOR

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4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: CHARLIE MCLOTHLEN
EMAIL: CHARLIE@CDA-ENG.COM
PH: (515) 369-4400

ARCHITECT

SIMONSON & ASSOCIATES, INC.
1717 INGERSOLL AVE SUITE #117
DES MOINES, IA 50329
CONTACT: STEPHANIE POOLE
EMAIL: SPOOLE@SIMONSONASSOC.COM
PH: (515) 440-5928

SUBMITTAL DATES

FIRST SUBMITTAL: 10/19/2022
SECOND SUBMITTAL: 01/04/2023



UTILITY WARNING

ANY UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY AND RECORDS OBTAINED BY THIS SURVEYOR. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL THE UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION SHOWN.



CIVIL DESIGN ADVANTAGE

4121 NW URBANDALE DRIVE, URBANDALE, IA 50322
PH: (515) 369-4400
PROJECT NO. 2205.350

SITE PLAN APPROVAL:

APPROVED APPROVED WITH CONDITIONS - SEE EXHIBIT "A"

IN ACCORDANCE WITH SECTION 135-9, 2019 DES MOINES MUNICIPAL CODE, AS AMENDED.

NO CHANGES TO THIS PLAN UNLESS APPROVED IN WRITING FROM THE DEVELOPER'S SERVICES DIRECTOR.

DEVELOPER'S SERVICES DIRECTOR: _____ DATE: _____

THE PROJECT REQUIRES AN IOWA NPDES PERMIT #2 AND CITY OF DES MOINES GRADING PERMIT. CIVIL DESIGN ADVANTAGE WILL PROVIDE THE PERMITS AND THE INITIAL STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THE CONTRACTORS USE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UPDATING THE SWPPP THROUGHOUT CONSTRUCTION AND MEETING LOCAL, STATE AND FEDERAL REQUIREMENTS.

ALL CONSTRUCTION MATERIALS, DUMPSTERS, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC R.O.W.

THE 2022 EDITION OF THE SDAS STANDARD SPECIFICATIONS, THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAR) AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.



PRELIMINARY
DATE: _____
PROJECT NO. 2205.350
ANY DESIGN REVISION DATE IS DECEMBER 31, 2023
PAGES OR SHEETS COVERED BY THIS SEAL:
ALL 0 SHEETS

DATE: 01/04/2023 10:58 AM

DATE	
REVISIONS	
FIRST SUBMITTAL	
SECOND SUBMITTAL	
THIRD SUBMITTAL	

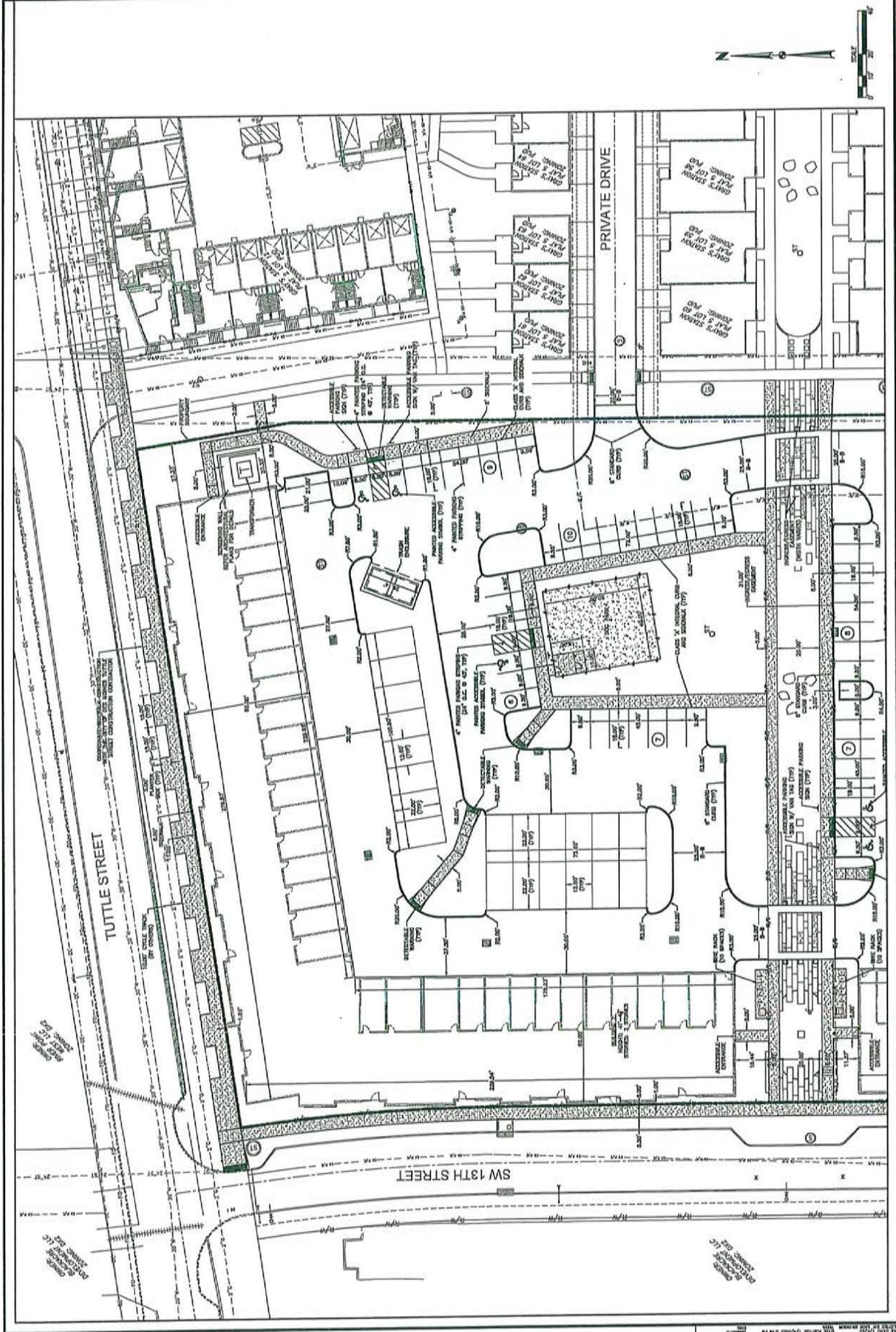
4121 NW URSDALE DRIVE
 FRENDALE, IA 50322
 PHONE: (515) 369-4400

TECH: _____
 ENGINEER: _____

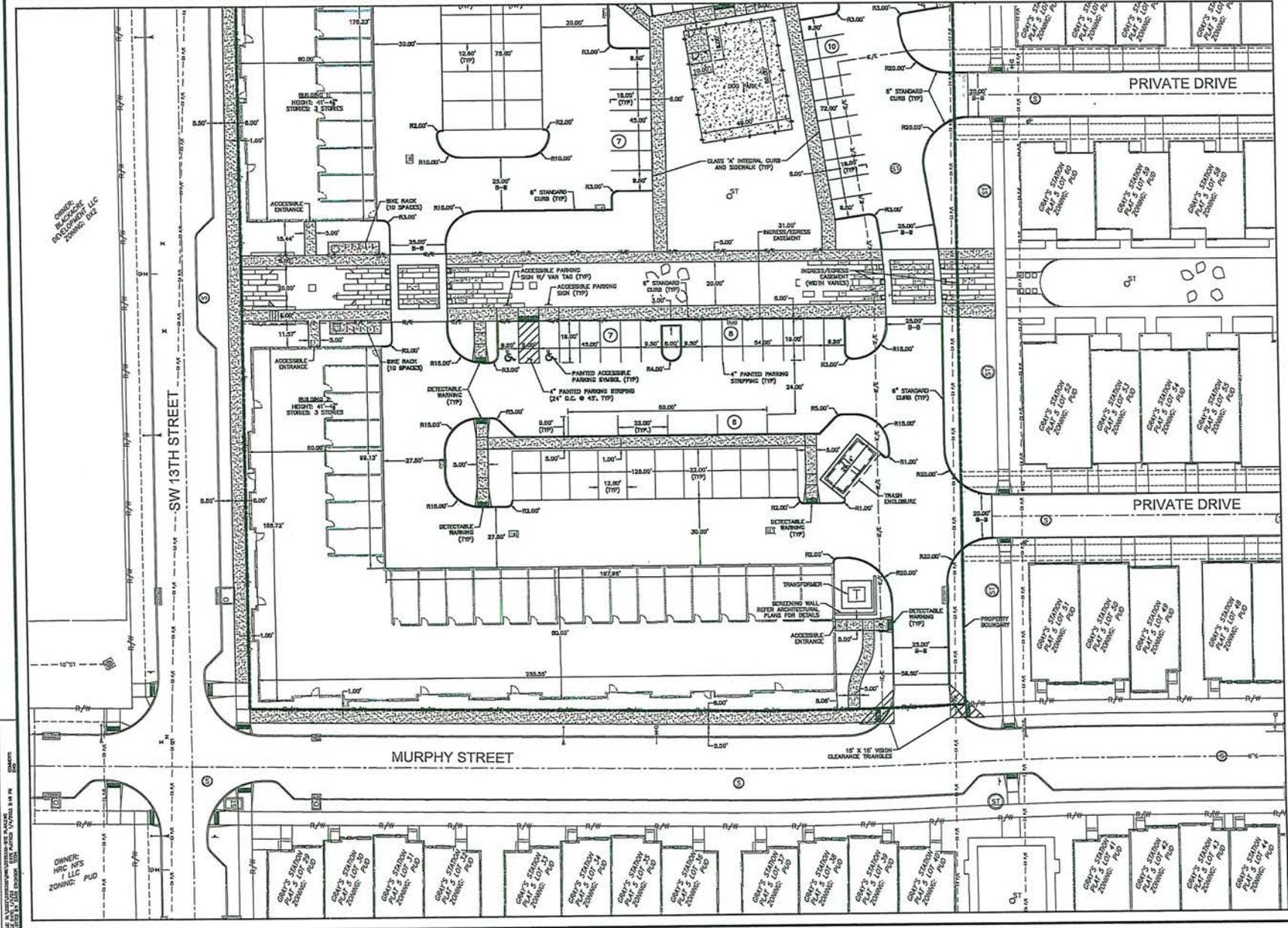
CIVIL DESIGN ADVANTAGE
 DES MOINES, IOWA

GRAY'S STATION TELUS
 DIMENSION PLAN

C1.1
 2/20/05 3:50



DATE: 2/20/05 3:50
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: GRAY'S STATION TELUS
 SHEET: C1.1



DATE: 10/20/22
 REVISIONS:
 SECOND SUBMITTAL
 FIRST SUBMITTAL
 10/20/22

OWNER:
 HRC NPS
 ZONING: PUD

OWNER:
 HRC NPS
 ZONING: PUD

4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 369-4400

TECH:
 ENGINEER:

CIVIL DESIGN ADVANTAGE

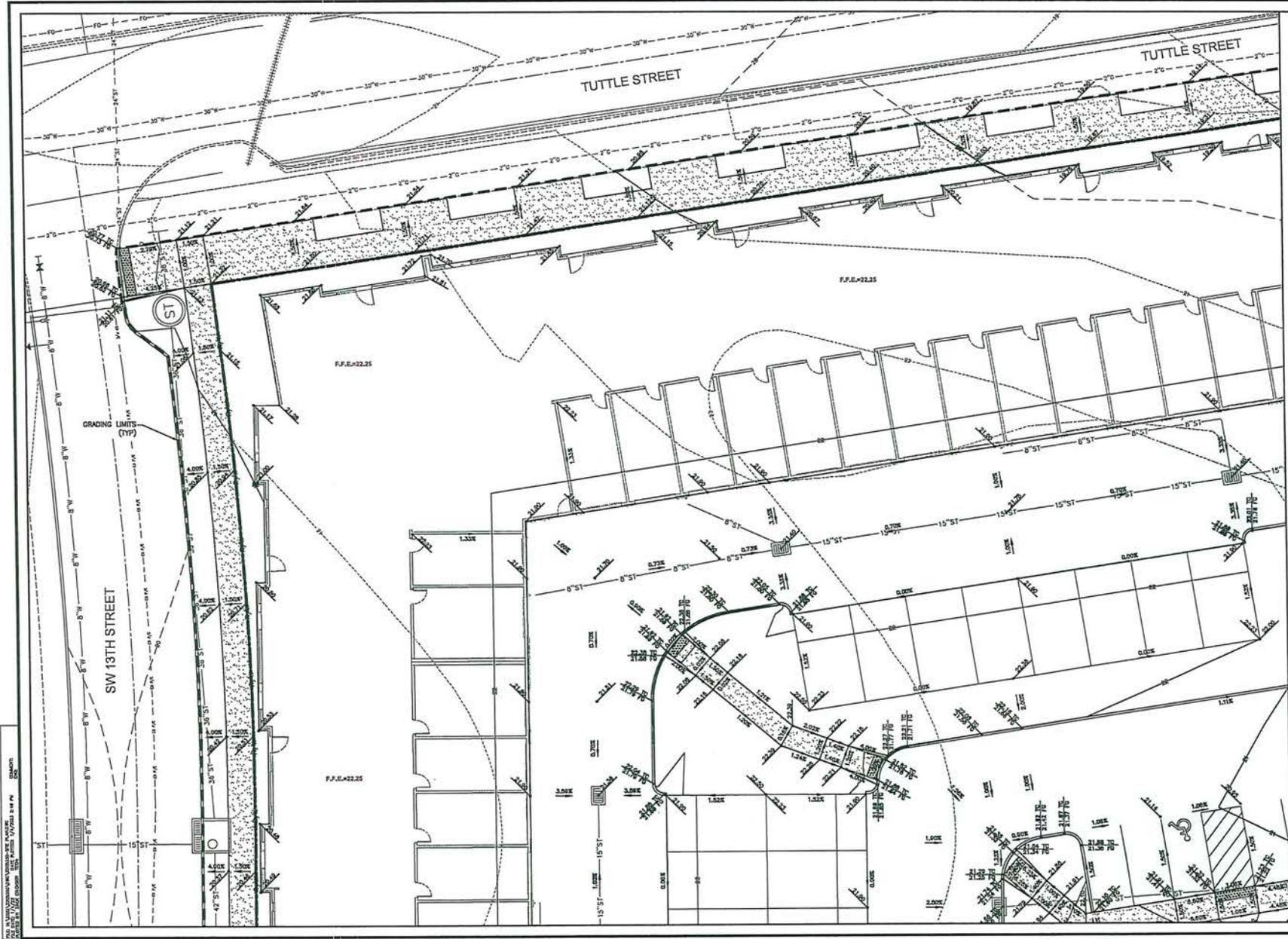
DES. MONES, IOWA

GRAY'S STATION TELUS
 DIMENSIONAL PLAN

C1.2

2205.350





DATE: 11/11/2011
 DRAWN BY: J. WOODS
 CHECKED BY: J. WOODS
 PROJECT: GRAY'S STATION TELUS

DATE	
REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR PERMITS
2	SECOND SUBMITTAL
3	FIRST SUBMITTAL

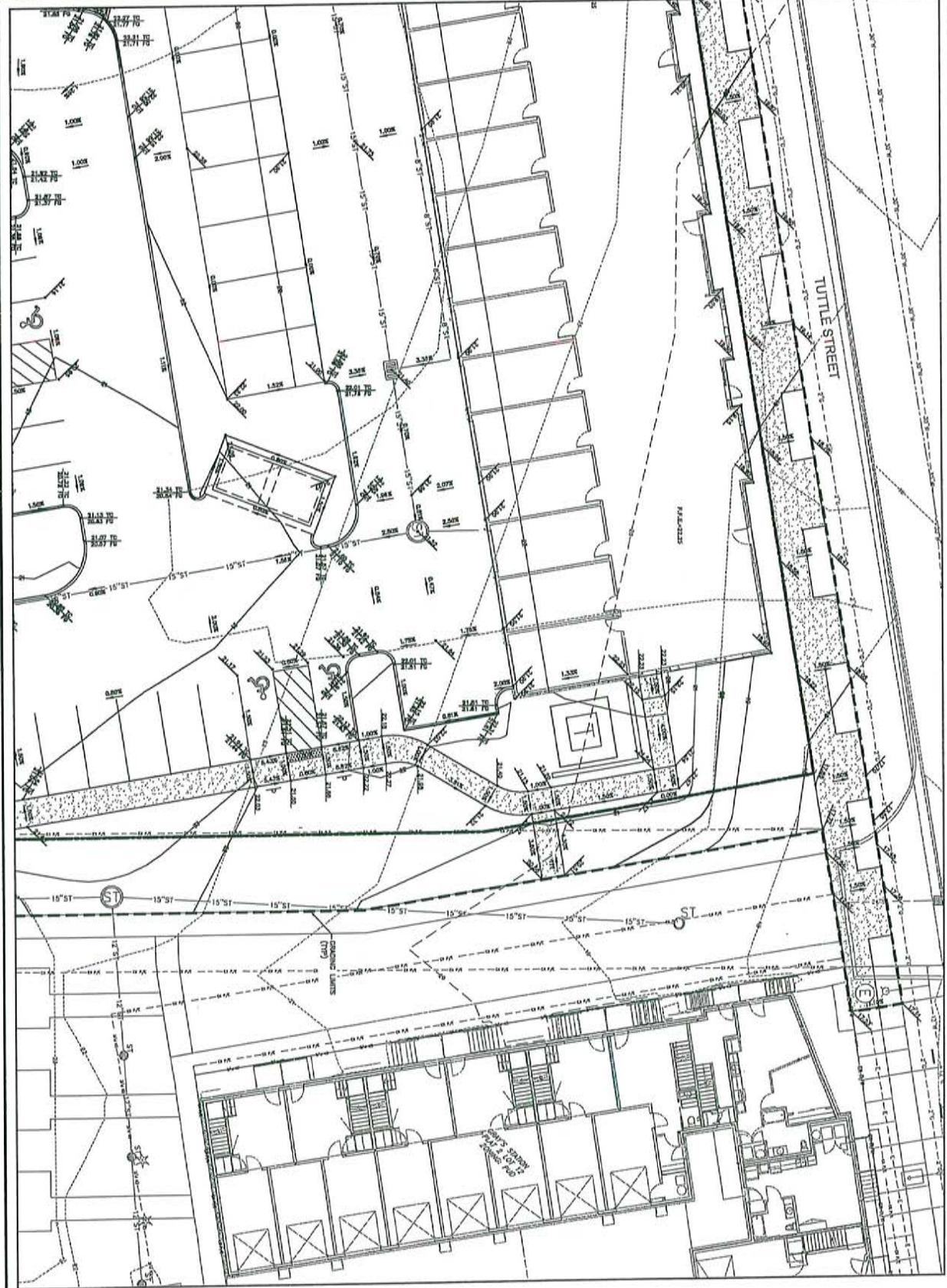
4121 NW URBANDALE DRIVE
 DES MOINES, IA 50322
 PHONE: (515) 389-4400

TECH: _____
 ENGINEER: _____

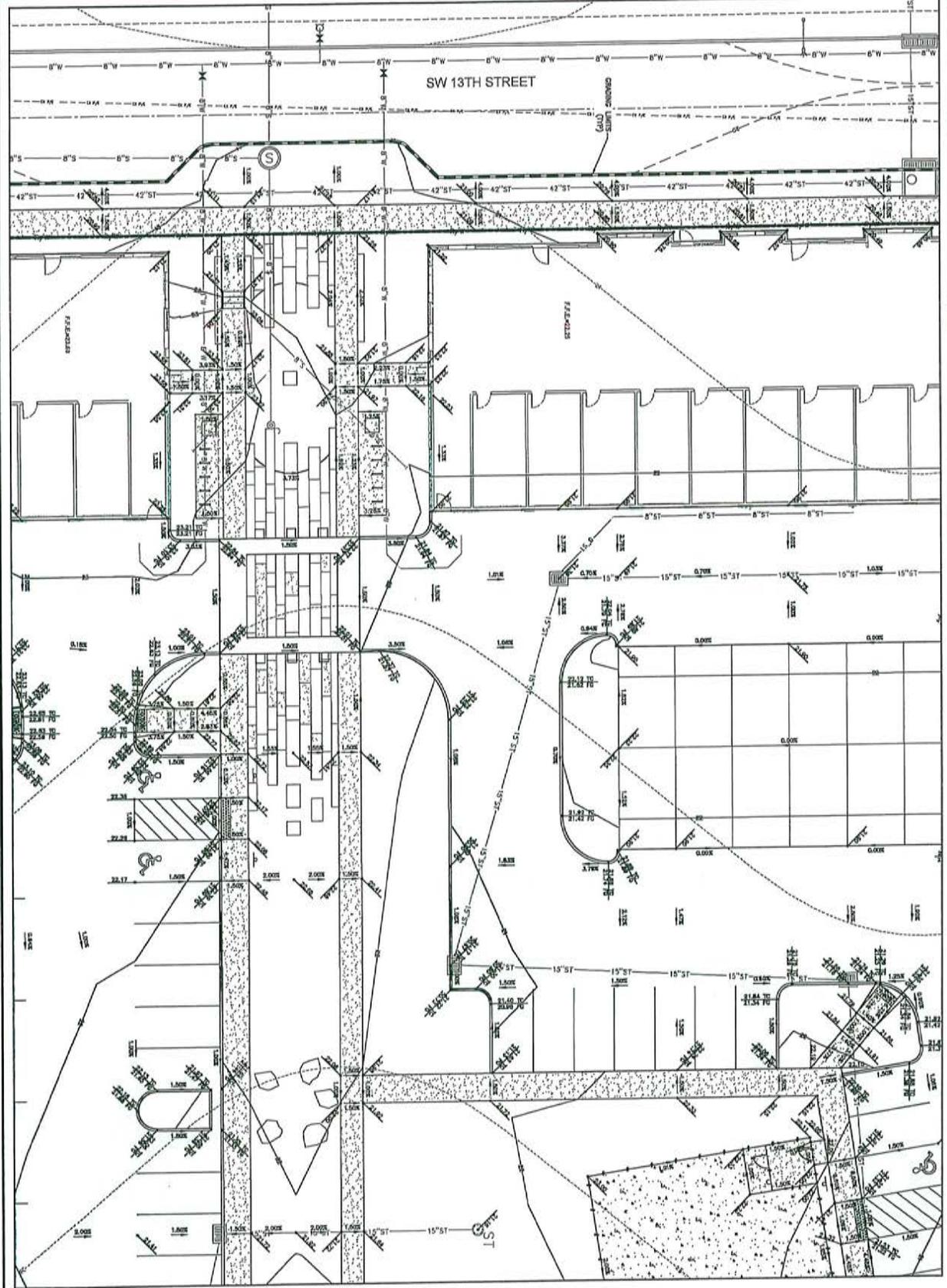
ESA
 CIVIL DESIGN ADVANTAGE

GRAY'S STATION TELUS
 GRADING PLAN

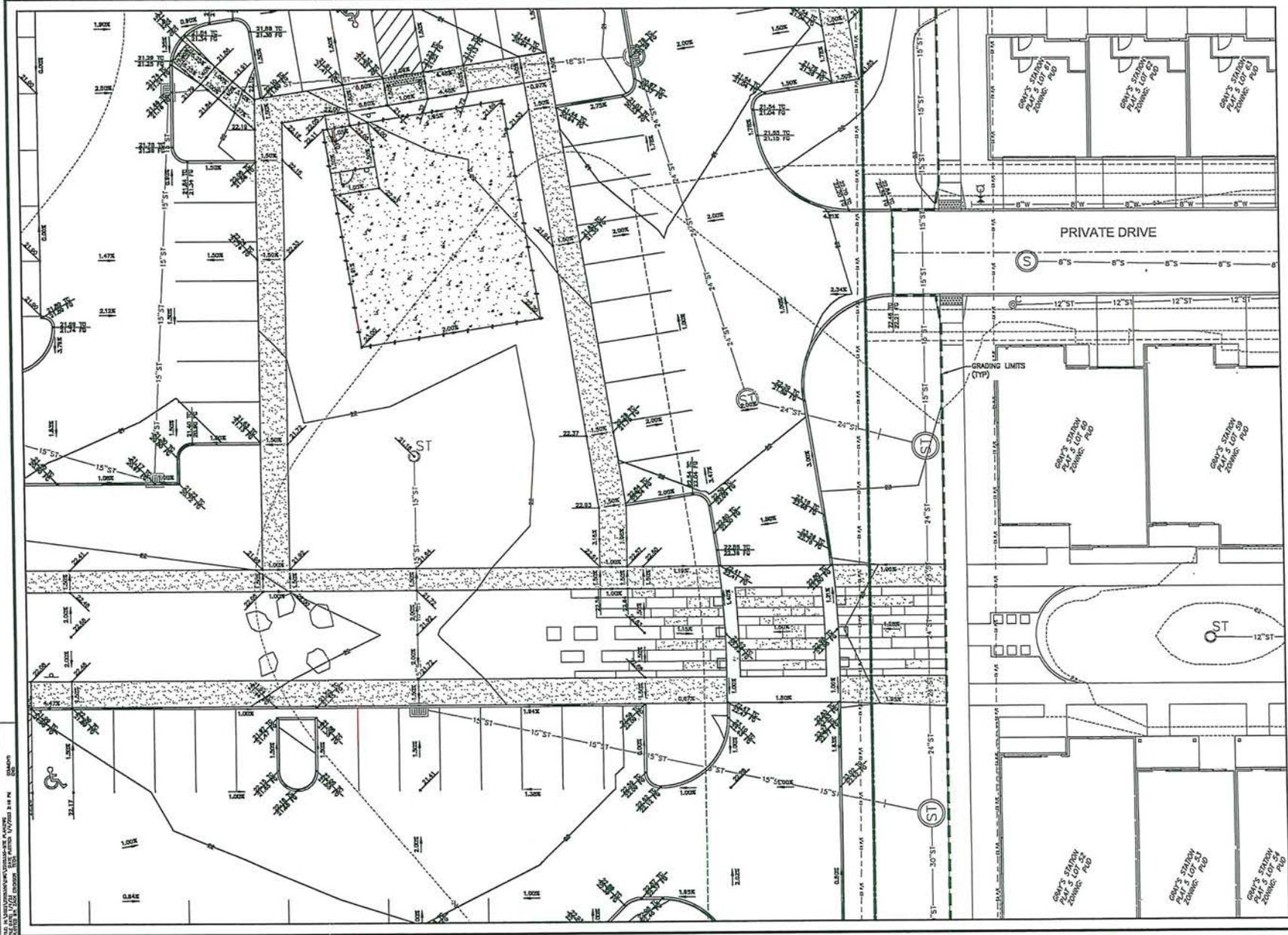
C2.1
 2205.350



 <p>C2.2 22015-0350</p>	<p>GRAY'S STATION TELUS GRADING PLAN</p> <p>DES MOINES, IOWA</p>	 <p>CIVIL DESIGN ADVANTAGE</p>	<p>4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 369-4400</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REVISIONS</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS	DATE						
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			<p>ENGINEER: _____</p>	<p>TECH: _____</p>								
			<p>SECOND SUBMITTAL: 01/04/2022</p>	<p>FIRST SUBMITTAL: 10/18/2021</p>								



	<h2 style="margin: 0;">GRAY'S STATION TELUS</h2> <h3 style="margin: 0;">GRADING PLAN</h3>		4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 965-4400	ENGINEER: _____ TECH: _____						
2205-350	C2.3	DES MOINES, IOWA	CIVIL DESIGN ADVANTAGE	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;">REVISIONS</th> <th style="width: 20%;">DATE</th> </tr> </thead> <tbody> <tr> <td>SECOND SUBMITTAL</td> <td>01/04/2023</td> </tr> <tr> <td>FIRST SUBMITTAL</td> <td>10/19/2022</td> </tr> </tbody> </table>	REVISIONS	DATE	SECOND SUBMITTAL	01/04/2023	FIRST SUBMITTAL	10/19/2022
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SECOND SUBMITTAL	01/04/2023									
FIRST SUBMITTAL	10/19/2022									



4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 369-4400

ENGINEER: _____
 TECH: _____

REVISIONS: _____
 DATE: _____

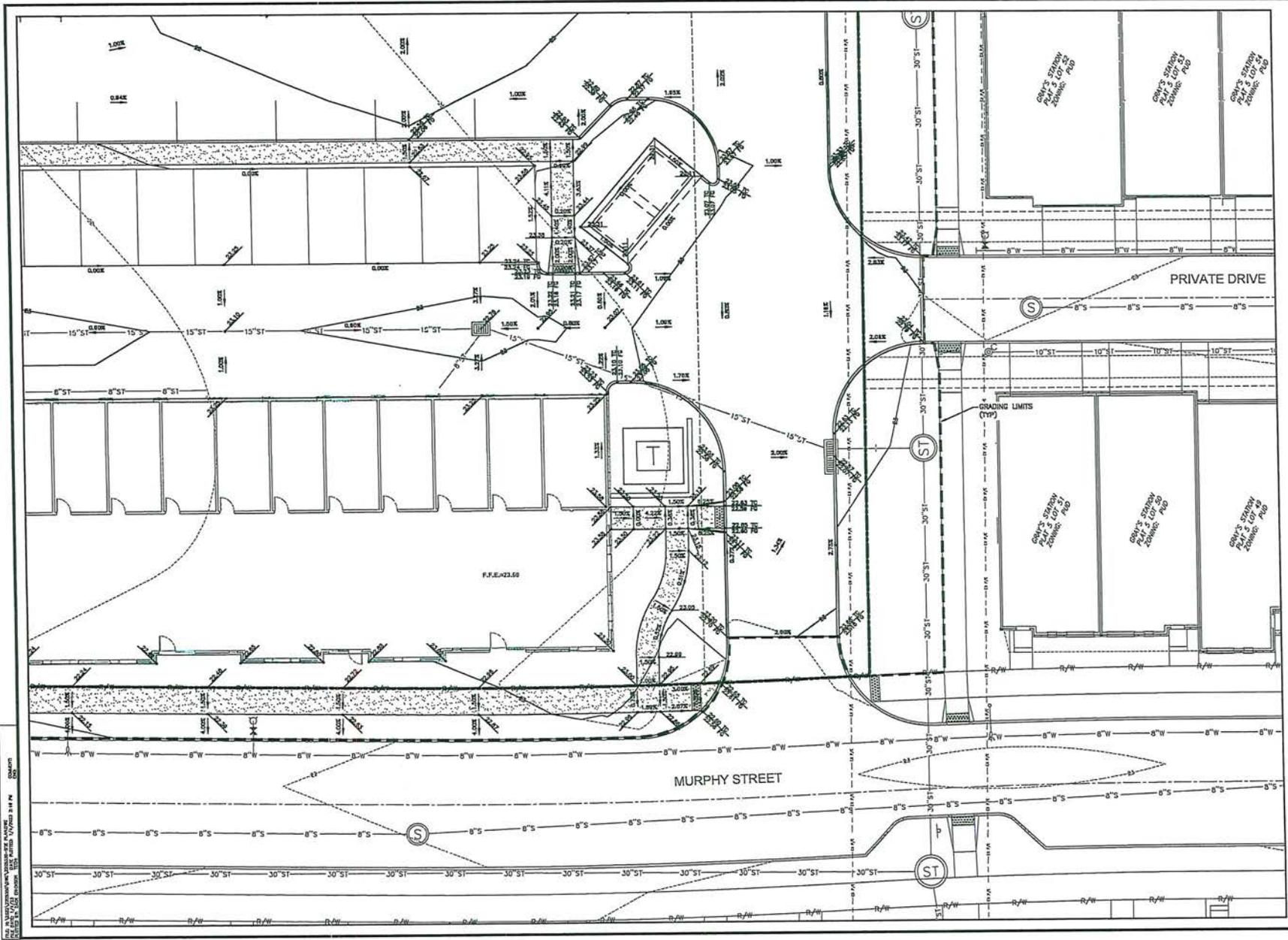
SECOND SUBMITTAL: 01/04/2022
 FIRST SUBMITTAL: 10/10/2021

GRAY'S STATION TELUS
 GRADING PLAN

DES MOINES, IOWA

EA
 CIVIL DESIGN ADVANTAGE

C2.4
 2205.350



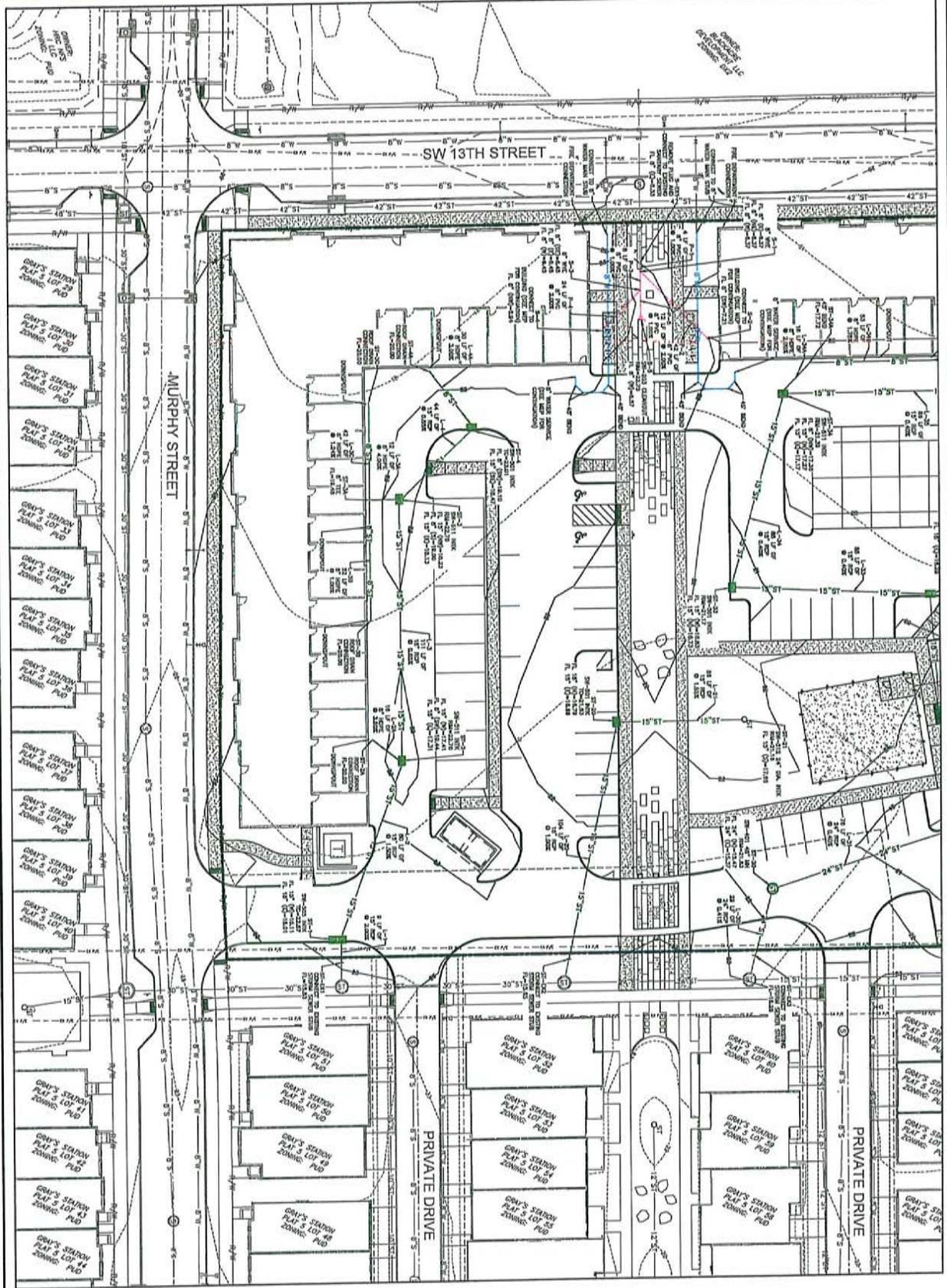
DATE: 10/12/22
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: GRAY'S STATION TELUS

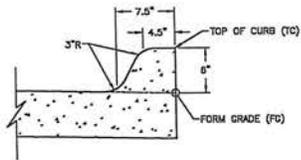


<p>GRAY'S STATION TELUS GRADING PLAN</p> <p>DES MOINES, IOWA</p> <p>C2.6</p> <p>2205.350</p>	<p>4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 369-4400</p> <p>ENGINEER: [Name]</p> <p>TECH: [Name]</p> <p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>10/12/22</td> <td>SECOND SUBMITTAL</td> </tr> <tr> <td>10/12/22</td> <td>FIRST SUBMITTAL</td> </tr> </tbody> </table>	DATE	DESCRIPTION	10/12/22	SECOND SUBMITTAL	10/12/22	FIRST SUBMITTAL
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10/12/22	SECOND SUBMITTAL						
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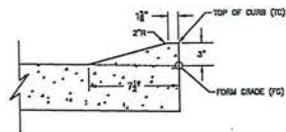


CIVIL DESIGN ADVANTAGE

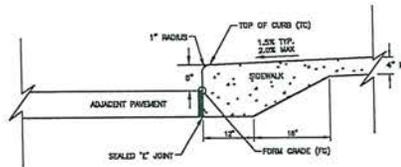




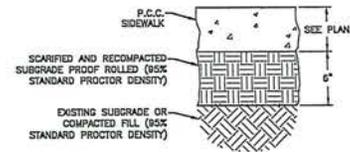
1 6" INTEGRAL CURB
NOT TO SCALE



2 3" INTEGRAL ROLLED CURB
NOT TO SCALE

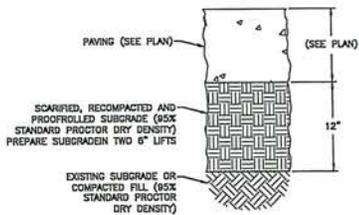


3 CLASS 'A' INTEGRAL CURB AND SIDEWALK
NOT TO SCALE



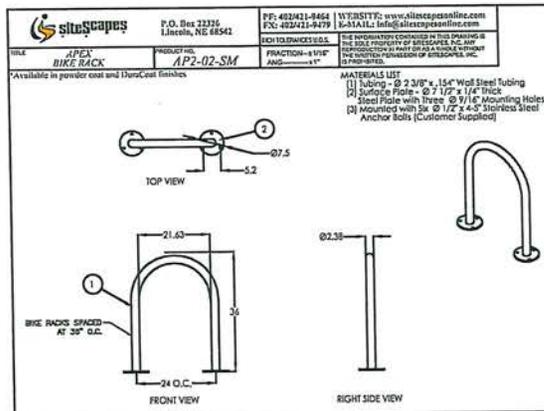
4 SIDEWALK
NOT TO SCALE

NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 12" BEYOND THE EDGE OF PAVING, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

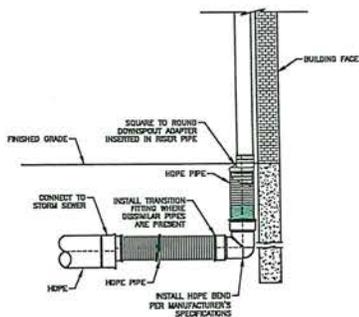


5 12" SUBGRADE PREPARATION
NOT TO SCALE

NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 24" BEYOND THE EDGE OF PAVING OR BACK OF CURB, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

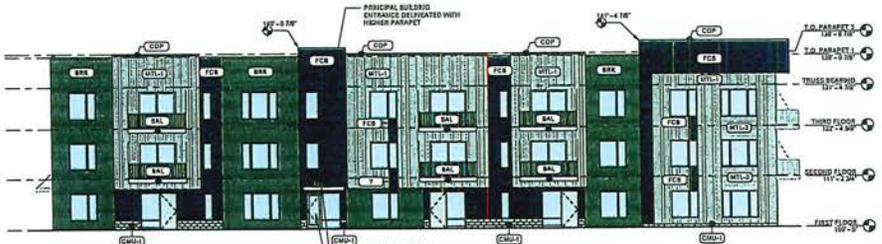


6 BIKE RACK
NOT TO SCALE

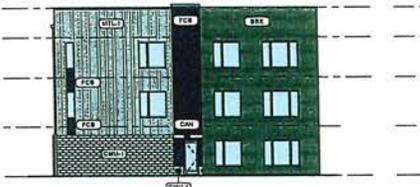


7 ROOF DRAIN CONNECTION WITH TEE
NOT TO SCALE

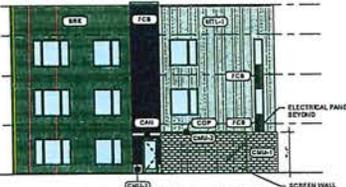
SEE ALL DIMENSIONS AND NOTES ON SHEETS 2205.350-1 THROUGH 2205.350-4 FOR COMPLETE DETAILS AND SPECIFICATIONS.



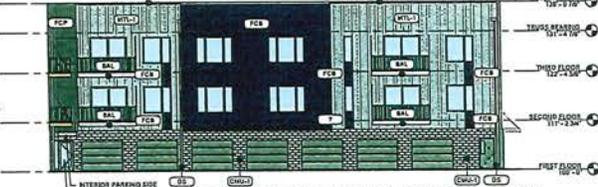
1 BUILDING #2 SW 13TH STREET
SCALE 3/8" = 1'-0"



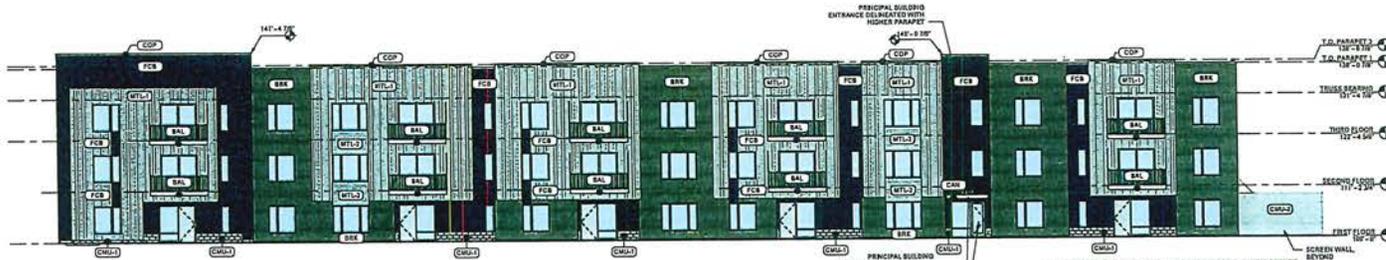
6 BUILDING #2 - SIDE (GREEN BELT)
SCALE 3/8" = 1'-0"



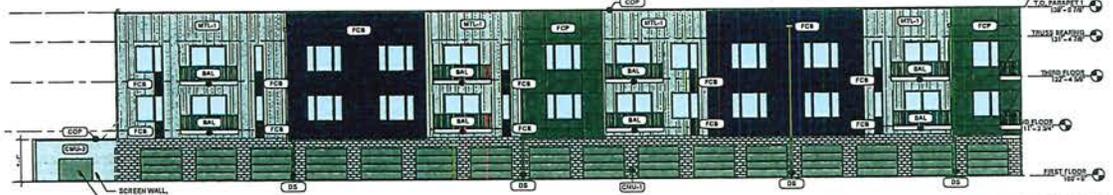
4 BUILDING #2 SIDE (EAST END)
SCALE 3/8" = 1'-0"



3 BUILDING #2 - INTERNAL ELEVATION (EAST)
SCALE 3/8" = 1'-0"



2 BUILDING #2 - MURPHY STREET
SCALE 3/8" = 1'-0"



5 BUILDING #2 - INTERNAL ELEVATION (SOUTH)
SCALE 3/8" = 1'-0"

EXTERIOR MATERIAL LEGEND	
MAT. LABEL	MATERIAL DESCRIPTION
BAL	PREPARED BALCONY CLEAR ANODIZED ALUMINUM
BRE	PULL UP OVERLAY BRICK - UNGLAZED - MORTAR COLOR - GRAY
CAN	PREPARED CANOPY - WAPES OR EDGAR COLOR - CLEAR ANODIZED
CMU1	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU2	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU3	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU4	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU5	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU6	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU7	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU8	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU9	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU10	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU11	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU12	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU13	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU14	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU15	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU16	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU17	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU18	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU19	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU20	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU21	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU22	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU23	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU24	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU25	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU26	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU27	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU28	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU29	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU30	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU31	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU32	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU33	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU34	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU35	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU36	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU37	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU38	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU39	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU40	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU41	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU42	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU43	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU44	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU45	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
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CMU47	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU48	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU49	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU50	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU51	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU52	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU53	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU54	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU55	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU56	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU57	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU58	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU59	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU60	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU61	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU62	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU63	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
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CMU65	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU66	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
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CMU70	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU71	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU72	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU73	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU74	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU75	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU76	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU77	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU78	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU79	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU80	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU81	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU82	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU83	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU84	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU85	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
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CMU98	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU99	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY
CMU100	8" CMU CONCRETE BLOCK - UNGLAZED - MORTAR COLOR - GRAY

GENERAL EXTERIOR ELEVATION NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL CORNER PILES & SERVICE LINES SHALL BE GROUPED TOGETHER IN A NEAT & ORDERLY MANNER AND SHOULD PENETRATE THE WALL AT THE LOWEST POINT AND BE SET BACK FROM THE TOP OF PARAPET. ALL OTHER CORNER & JUNCTION SIZES FOR EXTERIOR FINISHES & EQUIPMENT SHALL BE FULLY CONCEALED WITHIN THE FINISH CONSTRUCTION.
- ALL HORIZONTAL TRANSITIONS BETWEEN DIFFERENT MATERIALS AND COLORS SHALL BE FINISHED ON THE INSIDE OF THE MATERIAL AND EXTEND OVER TO THE EXTERIOR FACE OF LOWER MATERIAL WITH DRIP EDGE.
- ANY FINISHES OR BRICK ELEVATIONS NOT SHOWN SHALL BE SIMILAR IN MATERIAL AND MADE TO ADAPT TO CONDITIONS OR OTHER SIMILAR CONDITIONS.
- NO EXPOSED BASHORNTHERMAL COATINGS. BASHORNTHERMAL COATINGS AT WINDOWSPENCES ARE REQUIRED IF FINISH IS NOT DEEP ENOUGH TO PROVIDE PROTECTION OF THE BASHORNTHERMAL COATINGS AT EFFECTIVELY SEALED JOINT.
- ALL MATERIAL ABOVE CANOPIES & ANNINGS TO BE CONTINUED SOMEWHERE BEHIND THEM UNLESS NOTED OTHERWISE.
- ANY EXPOSED ROOFING WEATHERING VISIBLE FROM A PUBLIC RIGHT-OF-WAY MUST MATCH THE PRIMARY WALL MATERIAL COLOR.
- INSTALL VERTICAL EXPANSION JOINTS PER STRUCTURAL OR MANUAL AT COLUMN/JUNCTION LINES AND AT THE HEAD OF DOOR JAMB/CLOSING OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT AT MAIN STRUCTURAL BEARING LOCATIONS. VERIFY CODES WITH ARCHITECT.
- CAULK & SEAL ALL TRANSITION/CONTROL-EXPANSION AT ALL EXTERIOR MATERIALS.
- PROMOTE CAST REGRETS JUST IN FROM THE CUTS EDGE OR UNDERLAP OF FACE MATERIAL OR DRIP EDGE AT ALL OVERHANGS & COPPIES.
- INSULATE AND SEAL TO ENSURE ADEQUATE AIR BUILT/TIGHT BARRIERS AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPRAYABLE FOAM FREEZING.
- WHERE EXTERIOR FINISH ADJACENT TO BUILDING TOP OF FINISH TO BE 1/2" LOWER THAN INTERIOR FINISH FLOOR, SLOPING CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 2". WHERE DOOR SLOPE 4" UP FROM DOOR 1/2" UP ON WALK SLOPE, AFTER 4" RAMP FROM DOOR 1/2" UP ON WALK SLOPE TO BUILDING TOP. (REFER TO CODE).
- WHERE NO EXTERIOR FINISH ADJACENT TO BUILDING TOP OF FINISH TO BE 1/2" LOWER THAN INTERIOR FINISH FLOOR AND 1/2" BELOW EXTERIOR WALL, SLOPING CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 2". (REFER TO CODE).
- WHERE FINISH IS PROVIDED ON STREET SIDE OF BUILDING AND ON MONUMENT TOP, NUMBER 1 AND NUMBER 2 EACH CONTRASTING COLOR NUMBERS WITH MINIMUM 1/2" STROKE.
- IF ANY SIGNAGE ON SIGN BASE IS SHOWN IT IS FOR REFERENCE ONLY. FINAL SIGNAGE AND ALLOWANCES SHALL BE DETERMINED WITH APPROVED SIGNAGE PERMITS.

ACTUAL DETAILS & DIMENSIONS MAY VARY AND ARE SUBJECT TO CHANGE. ALL DRAWINGS ARE SUBJECT TO AUTHORITY HAVING JURISDICTION APPROVAL. SIGNAGE SHOWN DOES NOT REPRESENT ALLOWABLE SIGNAGE PERMITTING APPROVAL OF ALL SIGNAGE PER CURRENT CITY ORDINANCE BY OTHERS.

MISC EXTERIOR MATERIAL FINISHES

- TYPICAL COLOR:**
- EXPOSED CONCRETE: GRIND SMOOTH & BUSHCOAT WITH CEMENT SLURRY
 - EXPOSED UNGLAZED: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
 - METAL BALCONIES & RAILINGS: GALVANIZED & PAINTED WHITE.
 - PANES & COPPIES: METAL FINISHED TO MATCH ADJACENT EOOD COLOR.
 - COPPIES & COPPIES: METAL FINISHED TO MATCH ADJACENT EOOD COLOR.
 - CANALS & SEALANTS: COLOR MATCHED TO ADJACENT MATERIAL.
 - DOOR/FLOOR JOINTS & DOWNSPUTES: METAL FINISHED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL FINISHED TO MATCH ADJACENT MATERIAL.
 - LOUVERES: METAL FINISHED TO MATCH GRAY.
 - LIGHT FIXTURES: METAL FINISHED HOUSINGS TO MATCH ALL OPENING FRAMING.
 - MECHANICAL EQUIPMENT: SCREENED BY PARAPET.
 - EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINTED TO MATCH ADJACENT MATERIAL.
 - TRIM SIZES, TYP. U.L.C.I:
 - WOODING & DOORS: 5-1/2"
 - VERTICAL: 1-1/2"
 - HORIZONTAL: 8-1/4"

MATERIAL CALCULATIONS (CITY OF DES MOINES)	
SIDE ELEVATION (GREEN BELT)	2,868.68 SF TOTAL W/O FENESTRATIONS: 1,846.88 SF
GLASS = 373.32 SF	12.9%
BRICK = 652.13 SF	22.7%
FIBER CEMENT = 298.24 SF	10.4%
METAL PANEL = 241.99 SF	8.4%
SW 13TH STREET (STREET FACING)	4,321.42 SF TOTAL W/O FENESTRATIONS: 4,737.42 SF
GLASS = 1,474.02 SF	34.0%
BRICK = 1,115.55 SF	25.8%
FIBER CEMENT = 1,292.19 SF	29.9%
METAL PANEL = 84.23 SF	1.9%
INTERNAL ELEVATION (EAST)	3,281.58 SF TOTAL W/O FENESTRATIONS: 3,232.72 SF
GLASS = 1,188.78 SF	36.2%
BRICK = 82.57 SF	2.5%
FIBER CEMENT = 861.25 SF	26.0%
METAL PANEL = 1,189.98 SF	36.3%
CMU = 429.28 SF	13.0%
WINDOW RECESSES BY MATERIAL:	
BRICK	5.00"
CMU/FIBER	5.00"
FIBER CEMENT PANEL	5.00"
METAL PANEL	5.00"

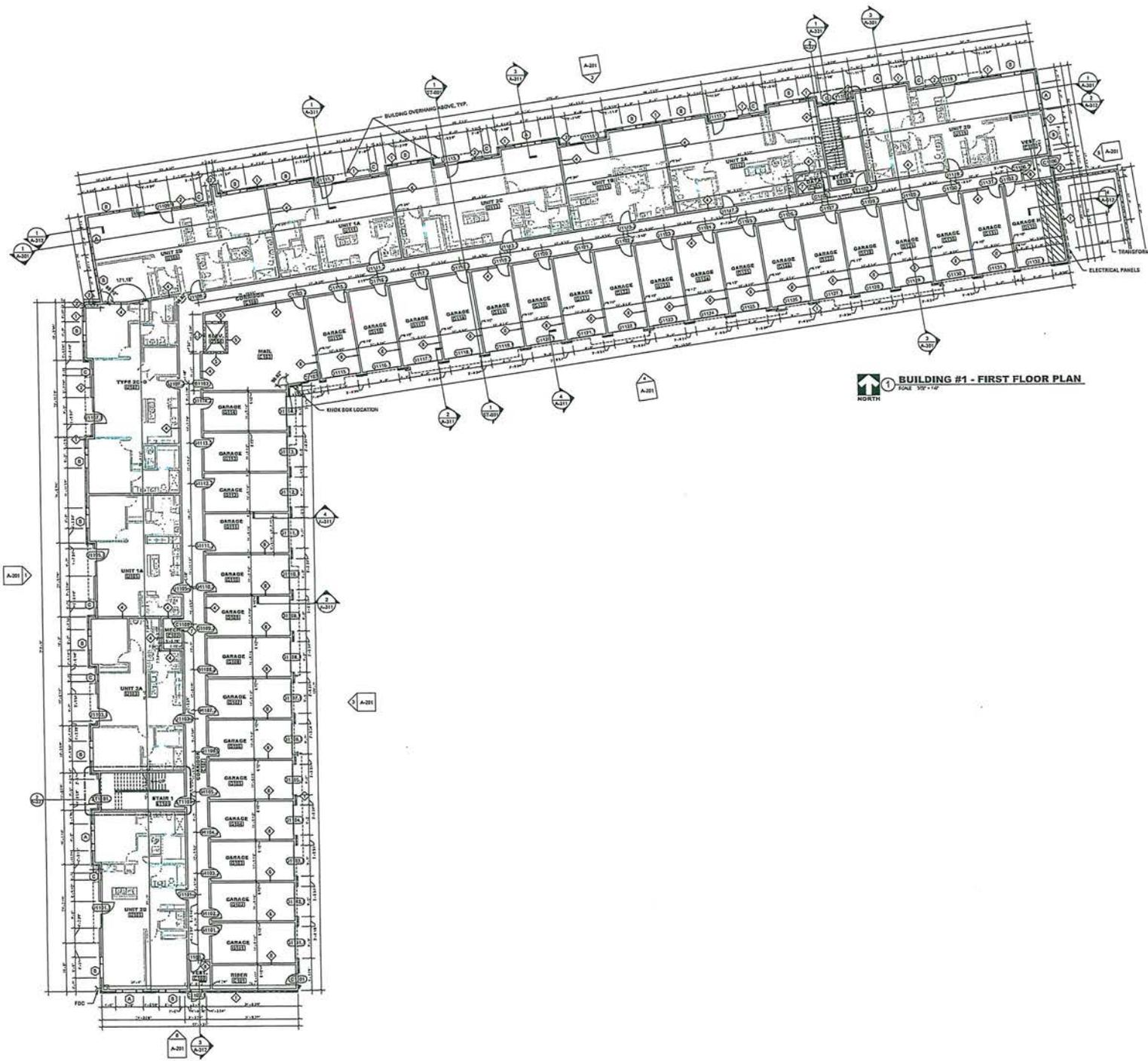
SIDE ELEVATION (EAST END)	2,868.68 SF TOTAL W/O FENESTRATIONS: 1,846.88 SF
GLASS = 373.32 SF	12.9%
BRICK = 652.13 SF	22.7%
FIBER CEMENT = 298.24 SF	10.4%
METAL PANEL = 241.99 SF	8.4%
MURPHY STREET (STREET FACING)	8,848.61 SF TOTAL W/O FENESTRATIONS: 1,919.13 SF
GLASS = 2,286.71 SF	25.8%
BRICK = 1,850.82 SF	20.9%
FIBER CEMENT = 1,659.82 SF	18.8%
METAL PANEL = 3,351.16 SF	37.9%
CMU = 139.42 SF	1.6%
INTERNAL ELEVATION (SOUTH)	8,817.47 SF TOTAL W/O FENESTRATIONS: 1,815.88 SF
GLASS = 2,286.71 SF	25.9%
BRICK = 82.57 SF	0.9%
FIBER CEMENT = 1,659.82 SF	18.8%
METAL PANEL = 3,351.16 SF	37.9%
CMU = 1,037.40 SF	11.7%

SIMONSON
SHERIDAN • ARCHITECTS • INTERIORS
1111 11TH AVE. S.W. • DES MOINES, IA 50319
563.281.1111

Hubbell
HUBBELL REALTY COMPANY

TELUS CONDOS
DES MOINES, IA

DATE: 11/11/2024
PROJECT: TELUS CONDOS
DRAWN BY: J. HUBBELL
CHECKED BY: J. HUBBELL
SCALE: AS SHOWN
FIG. NO.: 21102
REV: 01
BLDG #2 - EXTERIOR ELEVATIONS COLORED
DATE: 11/11/2024
M-202



BUILDING #1 - FIRST FLOOR PLAN
 NORTH
 SCALE 1/8" = 1'-0"

GENERAL FLOOR PLAN NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL LIFT AND OVERHEAD, FIXTURES AND EQUIPMENT SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO C.A. FOR SUPPLEMENTAL PLUMBING, MECHANICAL, ELECTRICAL, COWAN/CANONS, ELECTRIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
- EMBRASURES ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
- ALL CONCRETE, PIPES, WIRING, ETC. SHOULD BE WELDED AS TIGHT AS POSSIBLE TO THE LOOK OF FLOOR JOINTS OR SHOULD BE LEFT OPEN IN BETWEEN WALL CORNERS. JOINTING SHALL BE BELOW THE BOTTOM JOINTS OF WALL BUILDING PANELS. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PROVIDE A FINISH CONTRACTOR FINISH WALL OR CEILING AS NOTED ON THE DRAWING AND NO POWEROFF RAIN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS OBTAINED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
- INSTALL VERTICAL EXPANSION JOINT ANNUAL AT COLUMN GRID LINES AND AT THE HEAD OF DOOR AND OPENINGS OR AS OTHERWISE NOTED ON DRAWING. REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINTS/PANICOR JOINT IN LEAK BEARING AREA. STAY AWAY 2'-0" MIN.
- CRACK & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
- PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST MOISTURE SEEPAGE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL DRAIN TO APPROPRIATE RELIEF.
- PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT FORMING OF WATER ALLEGIANCY TO BUILDING OR ON PAVEMENTS.

BUILDING #1 UNIT MIX:

FIRST FLOOR

UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
TOTAL	16 (11 REG GARAGES, 1 ADA GARAGE)

SECOND FLOOR

UNIT 1A	4
UNIT 1B	4
UNIT 2A	4
UNIT 2B	4
UNIT 2C	4
UNIT 2D	4
TOTAL	32

TOTALS

UNIT 1A	10	17 1-BEDROOMS = 34%
UNIT 1B	6	
UNIT 2A	6	
UNIT 2B	6	
UNIT 2C	6	
UNIT 2D	6	
TOTAL	48	(32 GARAGES)



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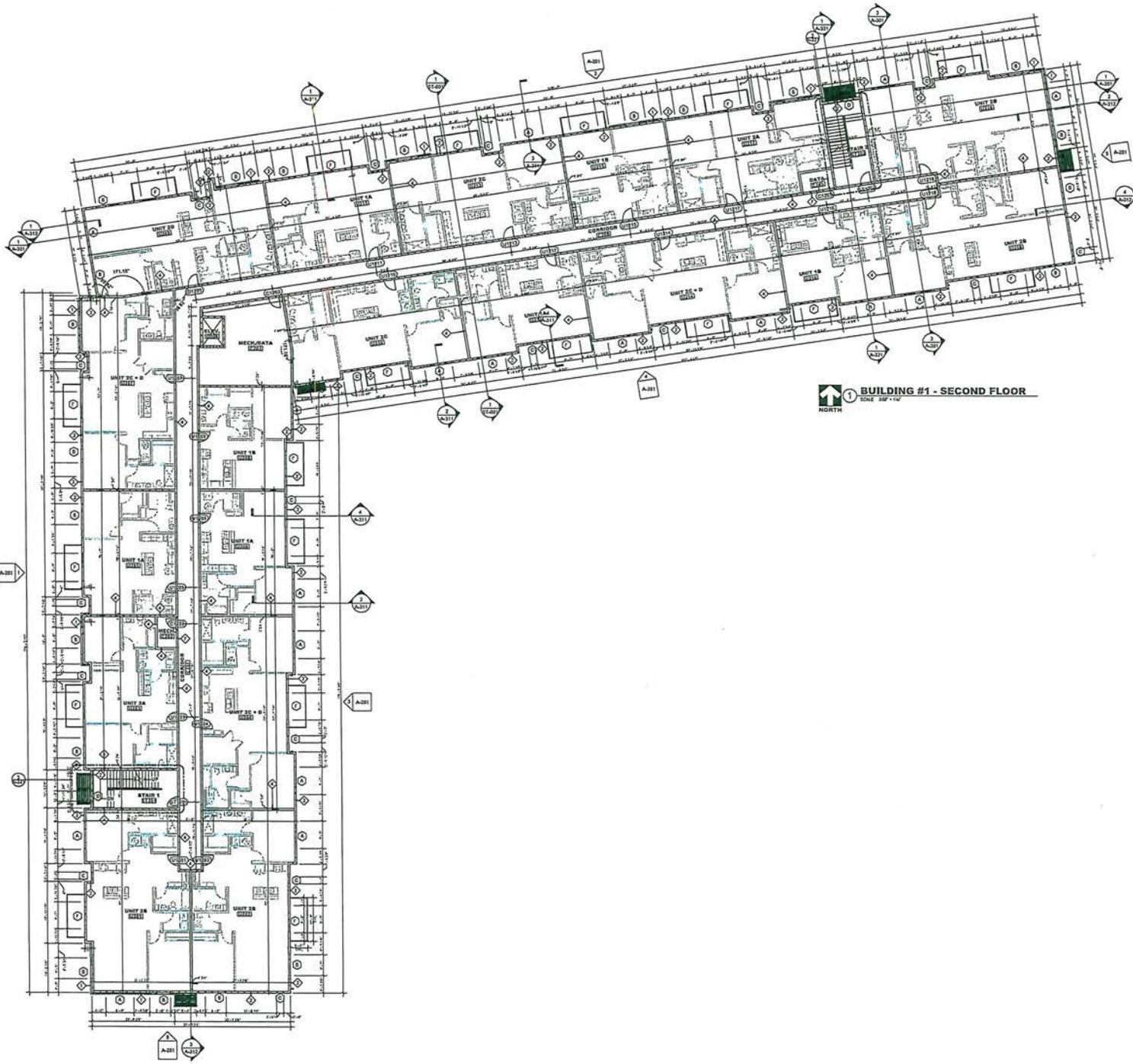


HUBBELL
 HUBBELL REALTY COMPANY

TELUS CONDOS, IA
 DES MOINES, IA

DATE	11/28/2019
SCALE	AS SHOWN
PROJECT	TELUS CONDOS, IA
CLIENT	TELUS REALTY
DESIGNER	ARCHITECTS
CHECKED	ARCHITECTS
DATE	11/28/2019

JOB NO. 21142
 SHEET NO. 01
BUILDING #1 - FIRST FLOOR PLAN
 DATE: 11/28/2019
A-101



BUILDING #1 - SECOND FLOOR
 NORTH
 SCALE 3/8" = 1'-0"

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS FOR CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONCRETE, PIPES, WIRING, ROUGH-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CHASES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISH WALL OR CEILING NOTES ON THE DRAWINGS AND NO PLUMBING RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS OBTAINED BY THE ARCHITECT OR OWNER. PLACE NOTED COORDINATION BETWEEN THE TRADES.
5. METAL VERTICAL EXPANSION JOINTS SHALL BE COLUMN GRID LINES AND AT THE HEAD OF DOOR JAMB EXPANSIONS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS. STAY AWAY 2'-4" MIN.
6. SEAL & SEAL ALL CONTROL/EXPANSION, DAMP JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL MASON UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST MOISTURE EXPOSURE. PROVIDE FOUNDATION DRAIN DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE RECEP.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT POONDING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

BUILDING #1 UNIT MIX:

FIRST FLOOR

UNIT 1A	2
UNIT 1B	1
UNIT 2A	0
UNIT 2B	1
UNIT PC-D	1
TOTAL	5 (31 REG GARAGES, 1 ADA GARAGES)

SECOND FLOOR

UNIT 1A	4
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT PC-D	3
TOTAL	13

THIRD FLOOR

UNIT 1A	4
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT PC-D	3
TOTAL	13

TOTALS

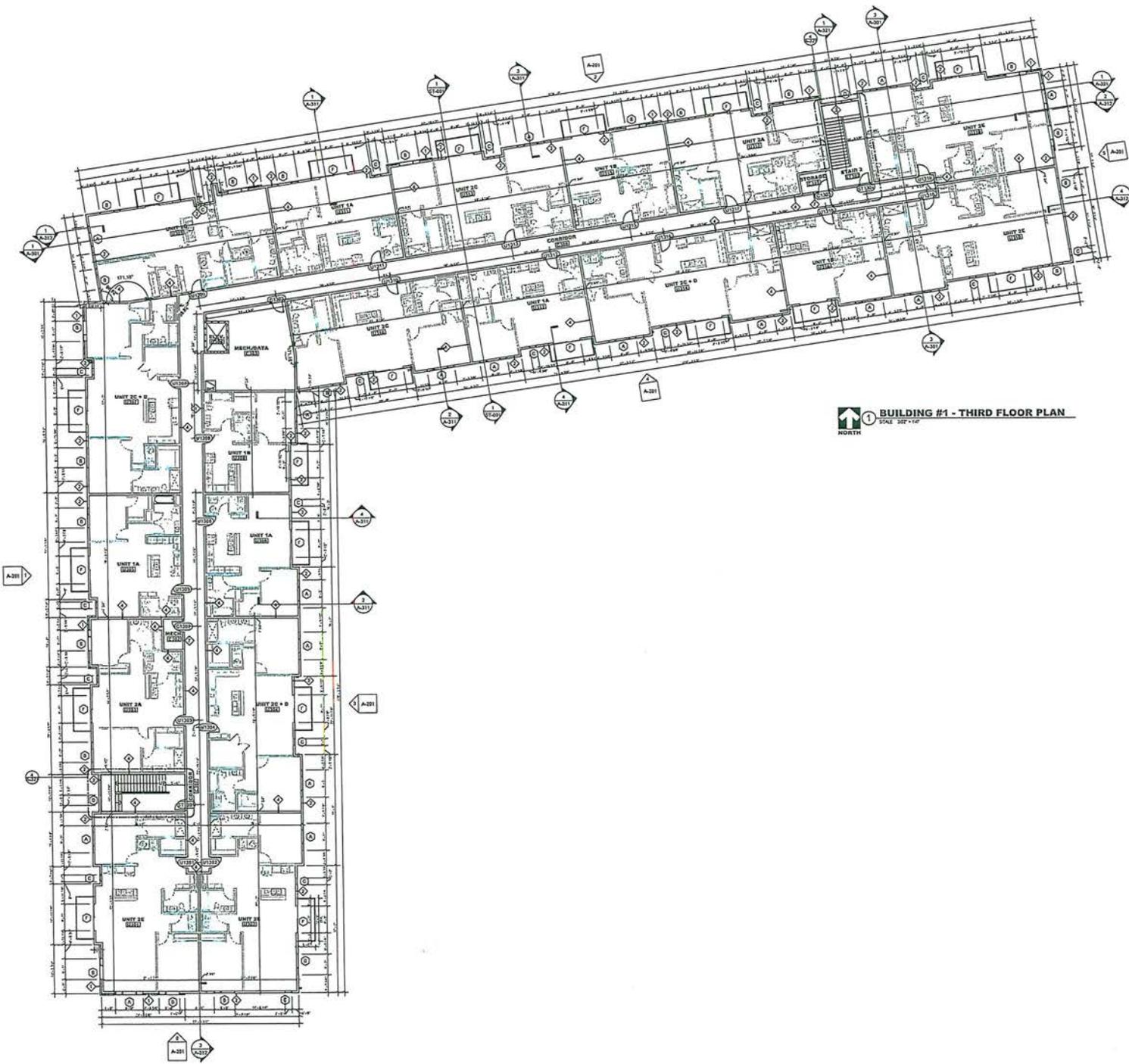
UNIT 1A	10	17 1-BEDROOMS - 33%
UNIT 1B	5	
UNIT 2A	5	
UNIT 2B	5	
UNIT PC-D	8	
TOTAL	28 (32 GARAGES)	

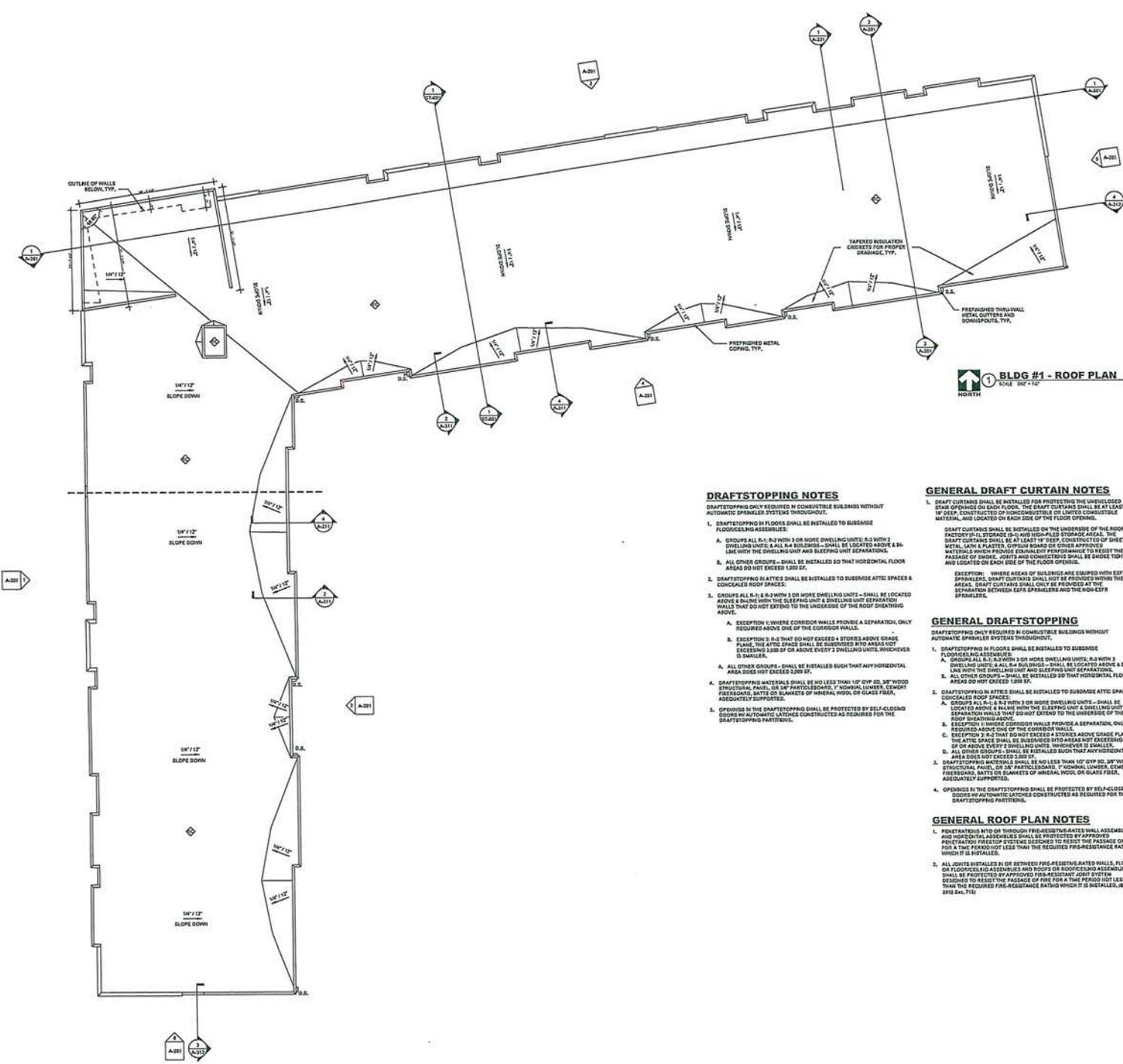


TELUS CONDOS
 DES MOINES, IA

DATE	10-20-2017
BY	DESIGNER
SCALE	AS SHOWN
PROJECT	TELUS CONDOS

Job No. Proj. No.
 21102 SP
 SHEET NO.
BUILDING #1 - SECOND FLOOR PLAN
 DATE PLOTTED





DRAFTSTOPPING NOTES

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORING ASSEMBLIES:
 - GROUPS ALL R-10 R/W/13 OR MORE DWELLING UNITS, R-10 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & B-LINE WITH THE DRILLING AND SLEEPING UNIT SEPARATION.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1,000 SF.
 - DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONCEALED ROOF SPACES.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT HORIZONTAL AREA DOES NOT EXCEED 1,000 SF.
 - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
 - EXCEPTION 2: R-2 THAT DO NOT EXCEED 2 STORES ABOVE GRADE PLANE, THE ATTIC SPACES SHALL BE SUBGRADED INTO AREAS NOT EXCEEDING 1,000 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
 - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" CPW SD, 3/4" WOOD STRUCTURAL PANEL, OR 5/8" PARTICLEBOARD, 1" NOMINAL LUMBER, CEMENT FIBERBOARD, BATTLS OR BUNKETS OF MINERAL WOOL OR GLASS FIBER, ASQUATLY SUPPORTED.
 - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.

GENERAL DRAFT CURTAIN NOTES

- DRAFT CURTAINS SHALL BE INSTALLED ON THE UNDERSIDE OF THE ROOF IN FACTORY BUILT STORAGE (FBS) AND TRUCKS STORAGE AREAS. THE DRAFT CURTAINS SHALL BE AT LEAST 1/2" CONSTRUCTED OF SHEET METAL, ALUMINUM PLASTER, GYPSUM BOARD OR OTHER APPROVED MATERIAL WHICH PROVIDE SUFFICIENT RESISTANCE TO RESIST THE PASSAGE OF SMOKE, JOISTS AND CONDUCTORS SHALL BE SAVED TIGHT, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

EXCEPTION: WHERE AREAS OF BUILDINGS ARE EQUIPPED WITH ESFR SPRINKLERS, DRAFT CURTAINS SHALL NOT BE PROVIDED WITH THESE AREAS. DRAFT CURTAINS SHALL ONLY BE PROVIDED AT THE SEPARATION BETWEEN ESFR SPRINKLERS AND THE NON-ESFR SPRINKLERS.

GENERAL DRAFTSTOPPING

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORING ASSEMBLIES:
 - GROUP ALL R-10 R/W/13 OR MORE DWELLING UNITS, R-10 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & B-LINE WITH THE DRILLING AND SLEEPING UNIT SEPARATION.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1,000 SF.
 - DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONCEALED ROOF SPACES.
 - LOCATED ABOVE & B-LINE WITH THE SLEEPING UNIT & DRILLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF PARTITION.
 - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
 - EXCEPTION 2: R-2 THAT DO NOT EXCEED 2 STORES ABOVE GRADE PLANE, THE ATTIC SPACE SHALL BE SUBGRADED INTO AREAS NOT EXCEEDING 1,000 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT HORIZONTAL AREA DOES NOT EXCEED 1,000 SF.
 - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" CPW SD, 3/4" WOOD STRUCTURAL PANEL, OR 5/8" PARTICLEBOARD, 1" NOMINAL LUMBER, CEMENT FIBERBOARD, BATTLS OR BUNKETS OF MINERAL WOOL OR GLASS FIBER, ASQUATLY SUPPORTED.
 - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.

GENERAL ROOF PLAN NOTES

- PENETRATIONS INTO OR THROUGH PRE-ENGINEERED METAL WALL ASSEMBLIES AND HORIZONTAL ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION FIRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS RATED.
- ALL UNITS INSTALLED IN OR BETWEEN PRE-ENGINEERED METAL WALLS, FLOORS OR FLOORING AND ASSEMBLIES AND ROOFS OR ROOFING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT JOIST SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS RATED, (IBC 2018 ENL. 115)

GENERAL ROOF PLAN NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER SHOP DRAWINGS.
- ALL RETEVES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE PROVIDED FOR CONSTRUCTION PURPOSES ONLY. REFER TO SEAL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL FINISHING.
- ALL ROOF PENETRATIONS FOR MAJOR ROOF VENTS AND EQUAL ITEMS MAY NOT BE SHOWN ON THE ROOF PLAN. HOWEVER, ALL ROOF FLASHINGS SHOULD BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL ROOFING WARRANTIES. REFER TO ALL OTHER CONSTRUCTION DOCUMENTS FOR ADDITIONAL ROOF PENETRATIONS REGARDING ROOF FLASHING WORK.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUB-CONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND SYSTEMS TO ACCOMMODATE EXPANSION/CONTRACTION OF THE BUILDING AND BUILDING COMPONENTS FOR A LONG-LASTING ROOF.
- CONTRACTOR SHALL KEEP ROOF CLEAN OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND ANYWORK ASSOCIATED WITH THE ROOF SHALL BE DONE AS TO NOT VOID ANY ROOF WARRANTIES.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE ENTERING THE WALL AND ROOF THROUGH JOINTS IN COPINGS & PENETRATIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
 - FLASHING SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, AT GUTTERS, WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTION AND AROUND ROOF OPENINGS, WHERE FLASHING IS NOT, THE METAL SHALL BE CORROSION RESISTANT WITH A THICKNESS OF NOT LESS THAN 16 GA. OR GALVANIZED STEEL.
 - PARAPET WALLS SHALL BE PROPERLY COPED WITH NON-COMBUSTIBLE, WEATHERPROOF MATERIALS OF A WIDTH NO LESS THAN THE THICKNESS OF THE PARAPET WALL.
- ROOF DRAINAGE:
 - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE INTL. PLUMBING CODE, PER DETAILED DESIGN OF ROOF DRAINAGE SYSTEMS TO BE BY PLUMBING CONSULTANT.
 - OVERSIZED ROOF DRAINS, GUTTERS AND/OR DOWNPOUTS SHOULD BE PROVIDED TO ELIMINATE ANY OVERTLOW ON SCAFFOLD.
 - NOT LESS THAN 2 ROOF DRAINS SHALL BE INSTALLED IN ROOF AREAS 1000 SF OR LESS AND NOT LESS THAN FOUR ROOF DRAINS SHALL BE INSTALLED IN ROOFS OVER 1000 SF IN AREA.
 - WHERE ROOF DRAINS ARE REQUIRED, SECONDARY (EMERGENCY) ROOF DRAINS OR SCUPPERS SHALL BE PROVIDED UNLESS ROOF PENETRATION CONSTRUCTION EXTENDS ABOVE THE ROOF IN SUCH A MANNER THAT WATER WILL BE ENTRAPPED BY THE PRIMARY DRAIN SYSTEM FOR ANY REASON.
 - SECONDARY ROOF DRAIN SYSTEMS SHALL HAVE THE END POINT OF DISCHARGE SEPARATE FROM THE PRIMARY SYSTEM. DISCHARGE SHALL BE SUCH THAT, IN A LOCATION THAT WOULD NORMALLY BE OCCUPIED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
 - SECONDARY SCUPPERS SHALL BE SIZES TO PREVENT THE DEPTH OF FLOWING WATER FROM EXCEEDING THAT FOR WHICH THE ROOF HAS BEEN DESIGNED. THEY SHALL HAVE AN OPENING DIMENSION OF NOT LESS THAN 12".
 - A CRACKS OR SADDLE SHALL BE INSTALLED ON THE EDGE SIDE OF ANY PENETRATION GREATER THAN 2" WIDE AS MEASURED PERPENDICULAR TO THE ROOF.
 - ALL ROOF SLOPES, INCLUDING FLATTENED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE, TO BE INTEGRATED INTO UNDERLYING ROOF SUPPORT DESIGN. PROVIDE TAPERED ROOF INSULATION TO MAINTAIN MINIMUM 1/2" ROOF SLOPE AT ALL ROOF DRAIN LOCATIONS TO AVOID POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPE.
 - PROVIDE CONCRETE FLASH BLOCKS AT ALL DOWNPOUT LOCATIONS.
- ROOF VENTILATION INTAKE & EXHAUST VENTS SHALL BE PROVIDED IN EACH & ALL OCCUPIED ATTIC AND RAFTER SPACES TO CREATE CROSS VENTILATION IN ACCORDANCE WITH CODES & THE MANUFACTURER'S INSTRUCTIONS.
- INSULATE AND SEAL TO ENSURE AROUND AN INSULATION BARRIER ALL PENETRATIONS THROUGH PENETRATIONS TO PREVENT WATER AND SPRINKLER PIPING PENETRATION.
- ROOF ACCESS & GUARDS:
 - WHERE EQUIPMENT REQUIRING ACCESS OR APPLIANCES ARE LOCATED ON AN ELEVATED STRUCTURE ON THE ROOF OF A BUILDING SUCH THAT PERSONNEL WILL HAVE TO CLIMB HIGHER THAN 10 FEET ABOVE GROUND TO ACCESS SUCH EQUIPMENT OR APPLIANCES, A PERMANENT INTERIOR OR EXTERIOR MEANS OF ACCESS SHALL BE PROVIDED. SUCH ACCESS SHALL NOT REQUIRE CLIMBING OVER OBSTRUCTIONS GREATER THAN 30" IN HEIGHT OR WALKING ON ROOFS HAVING A SLOPE GREATER THAN 4:12.
 - WHERE THE ROOF HATCH OPENING OR ROOF EQUIPMENT IS LOCATED WITHIN 6" OF THE ROOF EDGE, SUCH ROOF ACCESS OR ROOF EDGE SHALL BE PROTECTED BY GUARDS, GUARDS TO BE AT LEAST 42" ABOVE SURFACE & PREVENT THE PASSAGE OF A SPHERE 12" IN DIAMETER.
 - ANY ROOF HATCHES SHALL BE THERMALLY BROKEN.
 - SEE DETAIL FOR ACCESS POINTS FOR ADDITIONAL REQUIREMENTS.
 - ACCESS TO UNOCCUPIED SPACES:
 - GRAVEL SPACES SHALL BE PROVIDED WITH NO FLOOR THAN 1" ACCESS OPENING HEIGHT SHALL NOT BE LESS THAN 10" IF 2".
 - AN OPENING OF NOT LESS THAN 20" SHALL BE PROVIDED TO ANY ATTIC AREA HAVING A CLEAR HEIGHT OF OVER 20". CLEAR HEIGHTS OF 10" OR LESS THAN 20" SHALL BE PROVIDED IN THE ATTIC SPACE 2' ABOVE THE ACCESS OPENING.
 - ACCESS TO MEMORIAL APPLIANCES INSTALLED IN UNDER FLOOR AREAS, ATTIC SPACES AND ON ROOFS OR ELEVATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE INTL. MECHANICAL CODE.
 - ATTIC CONTAINING APPLIANCES SHALL BE PROVIDED WITH AN OPENING AND UNRESTRICTED PASSAGEWAY LARGE ENOUGH TO ALLOW REMOVAL OF THE LARGEST APPLIANCE. THE PASSAGEWAY SHALL NOT BE LESS THAN 30" IN LEW AND NOT MORE THAN 20" IN LENGTH MEMBERS BEHIND THE CENTERLINE OF THE PASSAGEWAY FROM THE OPENING TO THE APPLIANCE. THE PASSAGEWAY SHALL HAVE CONTINUOUSLY SLOPED DOWN OF LESS THAN 1/4" PER INCH. OPENING SPACE SHALL BE LESS THAN 1/4" FROM THE FRONT OF SERVICE SIDE OF THE APPLIANCE.
 - PROTECT ROOF DRAIN GUARDS/SPRAYS ABOVE ALL EXTERIOR POINTS TO BUILDING.
 - ROOF TRUSSES DESIGN BUILD BY TRUSS MANUFACTURER.
 - PROVIDE MANUFACTURED ROOF PROTECTED GATE PIPING AND CONDUIT SUPPORTS AS REQUIRED. PAINT OR GASKET YELLOW TO WEAR/PAINT CORROSION ONLY.
 - FLAT LOW SLOPE (1/4" TO 1/2") MEMBRANE ROOF:
 - ROOF WEARBANK TO EXTEND 10" AND OVER TOP OF ANY PARAPET WALLS AND SHAPE OVER FRONT OF WALLS. WEARBANK TO EXTEND UP VERTICALLY UNDER FINISH MATERIAL 12".
 - PROVIDE WALKWAY PADS ON ALL WEARBANK ROOFING FROM ROOF ACCESS POINT(S) TO EACH END OF BUILDING.
 - SINGLE-PLY MEMBRANE ROOFING:
 - ENGLISH WEAIRBANK ROOFING SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/4" IN 12" FOR DRAINAGE.

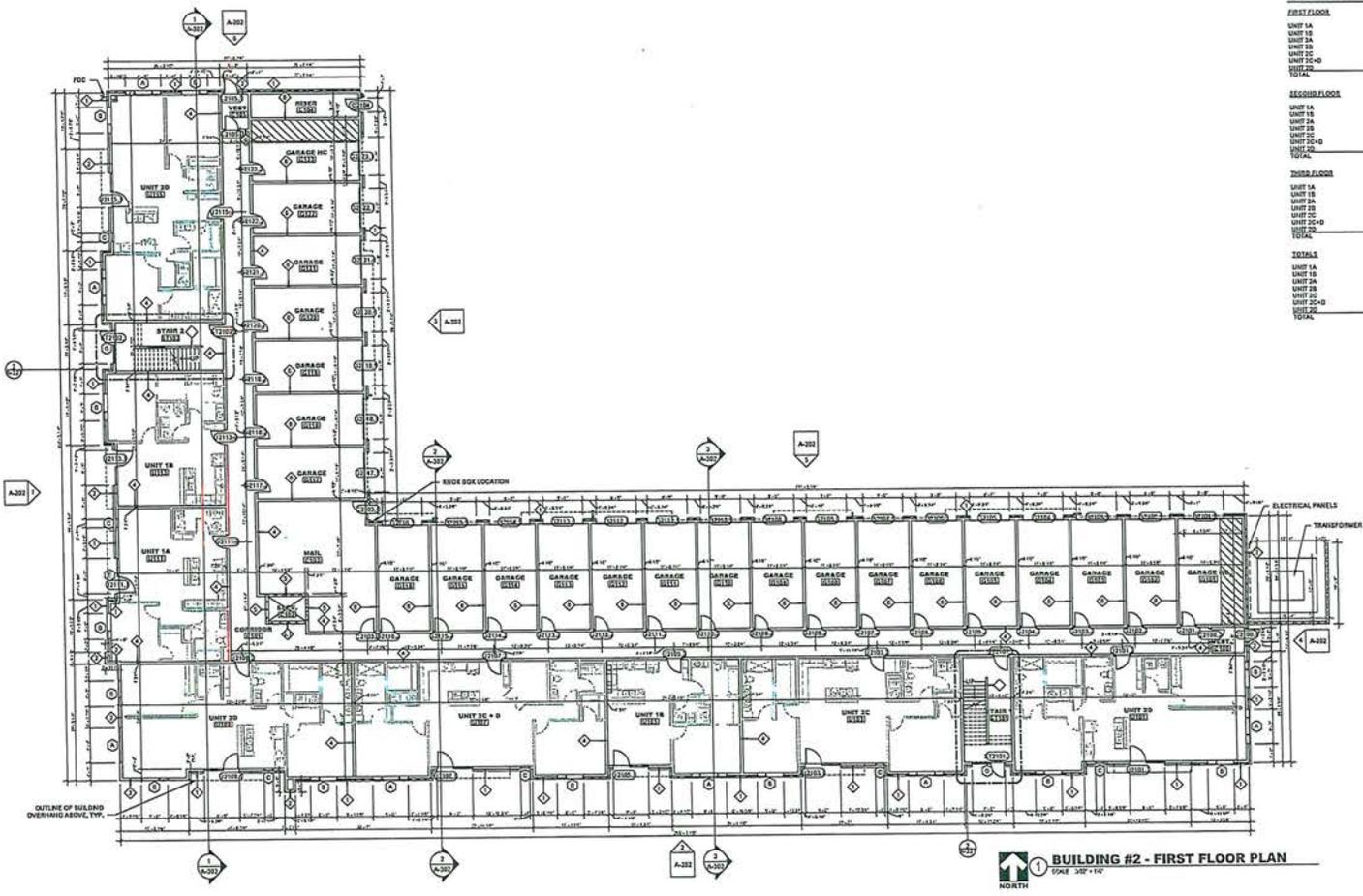
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TELUS CONDOS
 DES MOINES, IA

DATE	FILE NO.	FIG. NO.
11/13/2023	24182	57
11/13/2023	24182	57
11/13/2023	24182	57

DESIGNED BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT NO.: 24182
 SHEET NO.: 57
 BUILDING #1
 ROOF PLAN
 11/13/2023 4:03:39 PM
A-104



1 BUILDING #2 - FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
2. ALL SITE AND FINISH, MATERIALS AND EQUIPMENT SHOULD BE CONSIDERED CONCEPTUAL, AND MAY HAVE TO BE COORDINATED FOR CONSTRUCTION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONCRETE, PIPEL, WIRING, ROUGHING, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED IN FINISH SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING PIPES IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT MINIMAL AT COLUMN/ROOF LINES AND AT THE HEAD OF SCOTCH ANGLE/SPEAR OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS, STAY AWAY 2' P MIN.
6. CAULK & SEAL ALL CONTROL EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASSIVE CONCRETE.
7. PROVIDE LOWER LEVEL AVOIDOR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST MODTURE SEEPAGE. PROVIDE FOOTING WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURE AND PROTECT AGAINST MODTURE SEEPAGE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE RELIEF.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT PONDING OF WATER ADJACENT TO BUILDING OR ON PARKING.

BUILDING #2 UNIT MIX:

FIRST FLOOR

UNIT 1A	1
UNIT 1B	2
UNIT 2A	1
UNIT 2B	1
UNIT 2C	1
UNIT 2D	2
UNIT 2E	2
TOTAL	# 21 REG. GARAGE, 2 ADA GARAGES

SECOND FLOOR

UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
UNIT 2E	2
TOTAL	14

THIRD FLOOR

UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
UNIT 2E	2
TOTAL	14

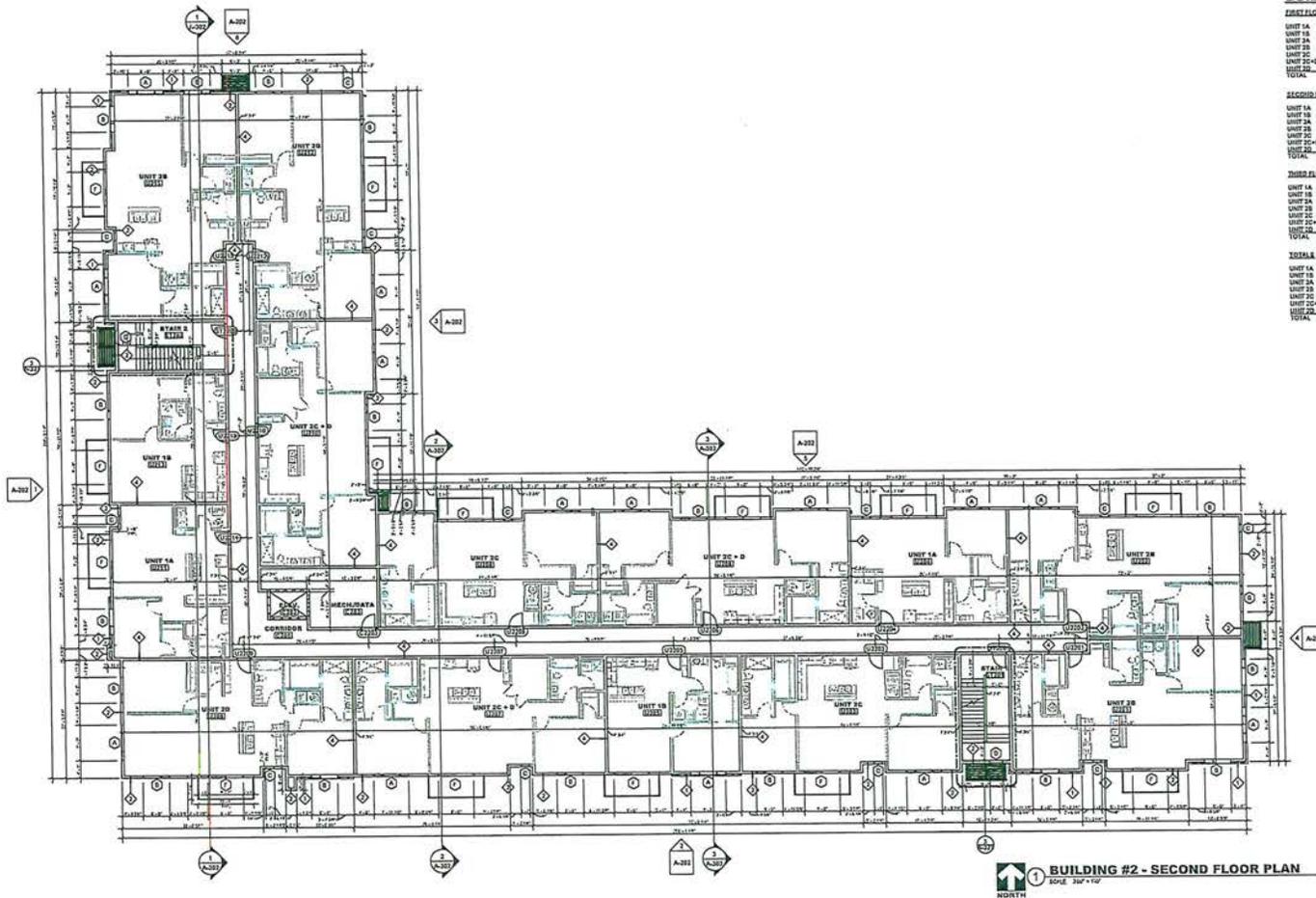
TOTALS

UNIT 1A	5	11 1-BEDROOMS + 20%
UNIT 1B	6	
UNIT 2A	6	
UNIT 2B	6	
UNIT 2C	6	
UNIT 2D	6	
UNIT 2E	6	
TOTAL	36	122 GARAGES



TELUS CONDOS
DES MOINES, IA

DATE	10/20/2023
SCALE	AS SHOWN
PROJECT	TELUS CONDOS
CLIENT	TELUS
DESIGNER	ARCHITECTS
CHECKER	ARCHITECTS
DATE	10/20/2023



BUILDING #2 - SECOND FLOOR PLAN
 SCALE: 3/8" = 1'-0"
 NORTH

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER SPECIFICATIONS DOCUMENTS.
2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE TO BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CALL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONDUITS, PIPES, WIRING, ROUGHING, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISH WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING HANGERS EXPOSED UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT NORMAL AT COLUMN/GRID LINES AND AT THE HEAD OF FLOOR ANNEALS/SPINDLES OR AS OTHERWISE NOTED OR WHEN REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. USE CONTROL JOINT/EXPANSION JOINT BY LOAD BEARING ASSES, EASY ANHY 2" x 4" MIN.
6. CAULK & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL EXTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDER-FLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST MOISTURE SEEPAGE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE BELIEF.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT PONDING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

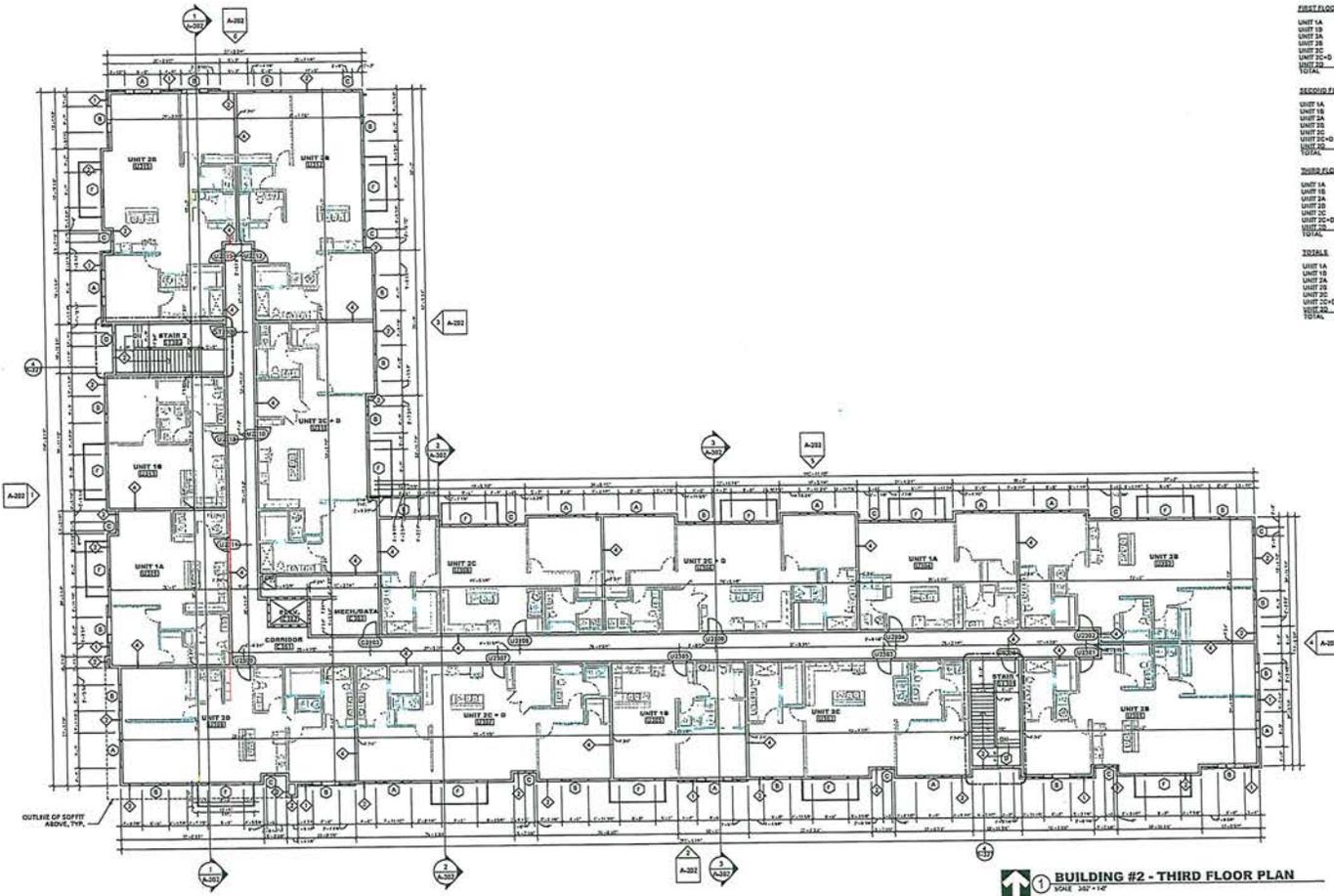
BUILDING #2 UNIT MIX:

FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	TOTAL
UNIT 1A	UNIT 1A	UNIT 1A	3
UNIT 1B	UNIT 1B	UNIT 1B	3
UNIT 2A	UNIT 2A	UNIT 2A	3
UNIT 2B	UNIT 2B	UNIT 2B	3
UNIT 2C	UNIT 2C	UNIT 2C	3
UNIT 2D	UNIT 2D	UNIT 2D	3
UNIT 2E	UNIT 2E	UNIT 2E	3
UNIT 2F	UNIT 2F	UNIT 2F	3
UNIT 2G	UNIT 2G	UNIT 2G	3
UNIT 2H	UNIT 2H	UNIT 2H	3
UNIT 2I	UNIT 2I	UNIT 2I	3
UNIT 2J	UNIT 2J	UNIT 2J	3
UNIT 2K	UNIT 2K	UNIT 2K	3
UNIT 2L	UNIT 2L	UNIT 2L	3
UNIT 2M	UNIT 2M	UNIT 2M	3
UNIT 2N	UNIT 2N	UNIT 2N	3
UNIT 2O	UNIT 2O	UNIT 2O	3
UNIT 2P	UNIT 2P	UNIT 2P	3
UNIT 2Q	UNIT 2Q	UNIT 2Q	3
UNIT 2R	UNIT 2R	UNIT 2R	3
UNIT 2S	UNIT 2S	UNIT 2S	3
UNIT 2T	UNIT 2T	UNIT 2T	3
UNIT 2U	UNIT 2U	UNIT 2U	3
UNIT 2V	UNIT 2V	UNIT 2V	3
UNIT 2W	UNIT 2W	UNIT 2W	3
UNIT 2X	UNIT 2X	UNIT 2X	3
UNIT 2Y	UNIT 2Y	UNIT 2Y	3
UNIT 2Z	UNIT 2Z	UNIT 2Z	3
TOTAL	TOTAL	TOTAL	TOTAL
			11 1-BEDROOMS + 20K
			233 GARAGES



TELUS CONDOS
 DES MOINES, IA

DATE	DESCRIPTION
10/15/2019	ISSUED FOR PERMIT
10/15/2019	ISSUED FOR CONSTRUCTION
10/15/2019	ISSUED FOR RECORD



1 BUILDING #2 - THIRD FLOOR PLAN
SCALE 3/8" = 1'-0"

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER SUPPLEMENTAL DOCUMENTS.
2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE TO BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONDUITS, PIPES, WIRING, RIGGING, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE HELD WITHIN INTERIOR WALL CHASES. RIGGING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING PANELS. NOTES SHALL BE COPIED IN PROVIDED SPACES. PROVIDE STRAPS TO PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO FLOORING SHALL BE EXTENDED INTO WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINTS MINIMAL AT COLUMN/RISE LINES AND AT THE HEAD OF DOOR JAMB/EXPANSION OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS/CRAACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS. STAY AWAY 2'-4" MIN.
6. CAULK & SEAL ALL CONTROL/EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR BAY/JOINT & CONCRETE.
7. PROVIDE LOWER LEVEL WEIR UNDER FLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST MOISTURE SEEPAGE. PROVIDE FOUNDATION DRAIN DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. SIGHT SYSTEMS SHALL OUTLET TO APPROPRIATE RESULT.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT PONDING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

BUILDING #2 UNIT MIX:

FIRST FLOOR	
UNIT 1A	1
UNIT 1B	1
UNIT 2A	1
UNIT 2B	1
UNIT 3C-D	1
UNIT 2A	1
TOTAL	6 (21 BED, GARAGES, 2 ADA GARAGES)

SECOND FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 3C-D	2
UNIT 2A	2
TOTAL	14

THIRD FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 3C-D	2
UNIT 2A	2
TOTAL	14

TOTALS	
UNIT 1A	5
UNIT 1B	5
UNIT 2A	5
UNIT 2B	5
UNIT 3C-D	5
UNIT 2A	5
TOTAL	35 (32 GARAGES)



TELUS CONDOS
DES MOINES, IA

DATE:	10/27/2017
BY:	10/27/2017
SCALE:	3/8" = 1'-0"
PROJECT:	TELUS CONDOS
DATE:	10/27/2017
BY:	10/27/2017
SCALE:	3/8" = 1'-0"
PROJECT:	TELUS CONDOS

DRAFTSTOPPING NOTES

DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORING ASSEMBLIES:
 - GROUPS ALL R-1, R-2 WITH 3 OR MORE DWELLING UNITS, R-3 WITH 3 DWELLING UNITS & ALL R-4 BUILDINGS—SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
 - ALL OTHER GROUPS—SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1,000 SF.
- DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONCEALED ROOF SPACES:
 - GROUPS ALL R-1, R-2 WITH 3 OR MORE DWELLING UNITS—SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
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GENERAL DRAFTSTOPPING

DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORING ASSEMBLIES:
 - GROUPS ALL R-1, R-2 WITH 3 OR MORE DWELLING UNITS, R-3 WITH 3 DWELLING UNITS & ALL R-4 BUILDINGS—SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
 - ALL OTHER GROUPS—SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1,000 SF.
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 - ALL OTHER GROUPS—SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1,000 SF.

GENERAL ROOF PLAN NOTES

- PENETRATIONS INTO OR THROUGH FIRE-RESISTIVE-RATED WALL ASSEMBLIES AND HORIZONTAL ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION FIRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR THE PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED. (SEE 3013.5.1.1).
- ALL JOINTS INSTALLED IN OR BETWEEN FIRE-RESISTIVE-RATED WALL, FLOORS OR FLOORING ASSEMBLIES AND ROOF OR ROOFING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT JOINT SYSTEM DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED. (SEE 3013.5.1.1).

GENERAL DRAFT CURTAIN NOTES

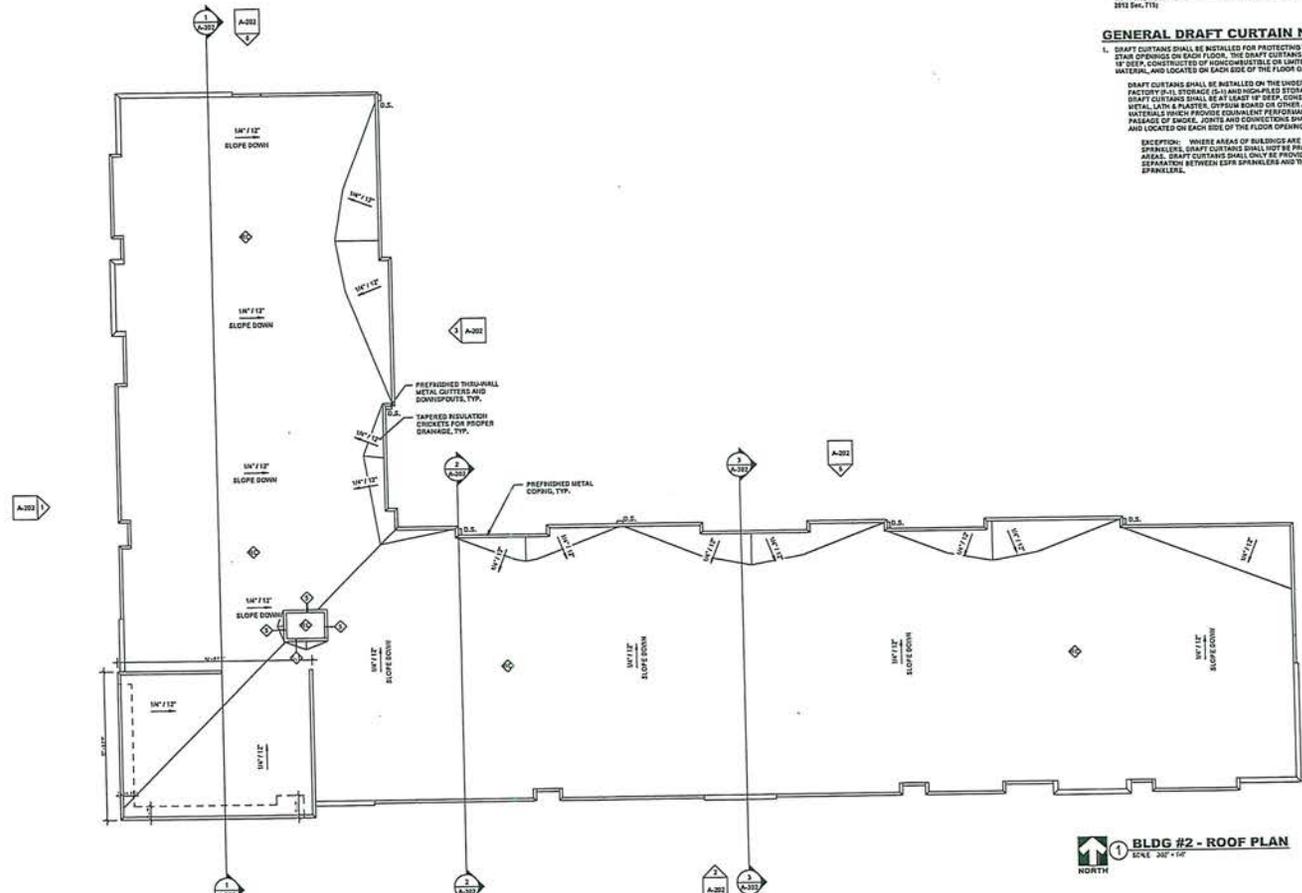
- DRAFT CURTAINS SHALL BE INSTALLED FOR PROTECTING THE UNENCLOSED STAIR OPENINGS ON EACH FLOOR. THE DRAFT CURTAINS SHALL BE AT LEAST 1/2" DEEP, CONSTRUCTED OF NONCOMBUSTIBLE OR LIMITED COMBUSTIBLE MATERIAL, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

DRAFT CURTAINS SHALL BE INSTALLED ON THE UNDERSIDE OF THE ROOF FACTORY-BUILT STORAGE (S-B) AND HIGHER STORAGE AREAS. THE DRAFT CURTAINS SHALL BE AT LEAST 1/2" DEEP, CONSTRUCTED OF SHEET METAL, LATH & PLASTER, OPTIMUM BOARD OR OTHER APPROVED MATERIALS WHICH PROVIDE COMBUSTION PERFORMANCE TO RESIST THE PASSAGE OF SMOKE, JOINTS AND CONNECTIONS SHALL BE SMOKE TIGHT, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

EXCEPTION: WHERE AREAS OF BUILDINGS ARE EQUIPPED WITH ESFR SPRINKLERS, DRAFT CURTAINS SHALL NOT BE PROVIDED AT THE SEPARATION BETWEEN ESFR SPRINKLERS AND THE NON-ESFR SPRINKLERS.

GENERAL ROOF PLAN NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL VENTILATION AND EQUIPMENT ROOMS SHOULD BE CONSIDERED CONCESSIONAL AND MAY BE REQUIRED FOR COORDINATION PURPOSES ONLY. REFER TO CALL, MECHANICAL, ELECTRICAL, PLUMBING, AND MECHANICAL, ELECTRICAL SAFETY & SECURITY DOCUMENTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL FRAMING.
- ALL ROOF PENETRATIONS FOR WHICH ROOF VENTS AND FLASHINGS MUST NOT BE INDICATED ON THE ROOF PLAN. HOWEVER, ALL ROOF FLASHINGS MUST BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL ROOF WEATHERING. REFER TO ALL OTHER CONTRACT DOCUMENTS FOR ADDITIONAL ROOF PENETRATIONS REQUIRING ROOF FLASHINGS.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUBCONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND PROTECT TO ACCOMMODATE EXPANSION/CONTRACTION OF THE BUILDING AND BUILDING COMPONENTS FOR A LONG-LASTING ROOF.
- CONTRACTOR SHALL KEEP ROOF CLEAN OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND ANY VENT OR EQUIPMENT SHALL BE DONE AS TO NOT VENT INTO ROOF VENTILATION.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT VENTILATION ENTERING THE WALL AND ROOF THROUGH JOINTS IN CORRUGATED INTERSECTIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
 - FLASHING SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, AT GUTTERS, OVERLIES, THESE BE CONSIDERED IN ROOF SLOPE OR DIRECTION AND AROUND ROOF PENETRATIONS, WHERE FLASHING IS METAL, THE METAL SHALL BE CORROSION RESISTANT WITH A THICKNESS OF NOT LESS THAN 30 GA. OR 30 GA. GALVANIZED STEEL.
 - PARAPET WALLS SHALL BE PROTECTED WITH NON-COMBUSTIBLE, VENTILATION-RESISTANT MATERIAL OF A THICKNESS NOT LESS THAN THE THICKNESS OF THE PARAPET WALL.
- ROOF DRAINAGE:
 - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE IBC PLUMBING CODE. FINAL DETAILED DESIGN OF ROOF DRAINAGE SYSTEMS TO BE BY CHASING CONSULTANT.
 - OVERSIZED ROOF DRAIN SYSTEMS AND/OR DOWNPIPES SHOULD BE PROVIDED TO ELIMINATE ANY OVERFLOW OR BACKUP.
 - NOT LESS THAN 4 ROOF DRAIN SHALL BE INSTALLED IN ROOF AREAS 10,000 SF OR LESS AND NOT LESS THAN FOUR ROOF DRAIN SHALL BE INSTALLED IN ROOFS OVER 10,000 SF IN AREA.
 - WHERE ROOF DRAIN ARE REQUIRED, SECONDARY (EMERGENCY) ROOF DRAIN OR CUPPERS SHALL BE PROVIDED WHERE THE ROOF PENETRATOR OR EXTENSION ABOVE THE ROOF IS SUBSTANTIALLY ABOVE GRADE OR WATER WILL BE ENTRAPPED IF THE PRIMARY DRAIN ALONE BUDGIP FOR ANY REASON.
 - SECONDARY ROOF DRAIN SYSTEMS SHALL HAVE THE END POINT OF DISCHARGE SEPARATE FROM THE PRIMARY SYSTEM. SUCH SYSTEMS SHALL BE ABOVE GRADE AT A LOCATION THAT USUALLY BE OBSERVED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
 - SECONDARY CUPPERS SHALL BE SIZED TO PREVENT THE DEPTH OF PONDING WATER FROM EXCEEDING THAT FOR WHICH THE ROOF WAS DESIGNED. THEY SHALL HAVE AN OPENING DIMENSION OF NOT LESS THAN 4".
 - A CRICKET OR SADDLE SHALL BE INSTALLED ON THE RIDGE SIDE OF ANY PENETRATIONS GREATER THAN 24" WIDE AS MEASURED PERPENDICULAR TO THE SLOPE.
 - ALL ROOF SLOPES, INCLUDING FLATTENED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE, TO BE INTEGRATED INTO UNDERLYING ROOF SUPPORT DESIGN. PROVIDE TAPERED RIGID INSULATION TO MAINTAIN MINIMUM 1/4" POSITIVE SLOPE AT ALL FLATTENED ROOF AREAS TO ENSURE POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPES.
 - PROVIDE CONCRETE SPLASH BLOCKS AT ALL DOWNSPOUT LOCATIONS.
 - ROOF VENTILATION INTAKE & EXHAUST VENTS SHALL BE PROVIDED IN EACH UNENCLOSED ATTIC AND RAFTER SPACES TO CREATE CROSS VENTILATION IN ACCORDANCE WITH CODES & THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
 - INSULATE AND SEAL TO ENSURE ADEQUATE AIR INSULATION BARRIER AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPRINKLER PIPE FREEZING.
 - ROOF ACCESS & GUARDS:
 - WHERE EQUIPMENT REQUIRING ACCESS OR APPLIANCES ARE LOCATED ON AN ELEVATED STRUCTURE ON THE ROOF OF A BUILDING SUCH THAT PERSONNEL WILL HAVE TO CLIMB HIGHER THAN 16 ABOVE GRADE TO ACCESS SUCH EQUIPMENT OR APPLIANCES, A PERMANENT WALKWAY OR EXTERIOR MEANS OF ACCESS SHALL BE PROVIDED. SUCH ACCESS SHALL NOT REQUIRE CLIMBING OVER OBSTRUCTIONS GREATER THAN 24" IN HEIGHT OR WALKING ON ROOFS HAVING A SLOPE GREATER THAN 4:12.
 - WHERE THE ROOF HATCH OPENING OR ROOF EQUIPMENT IS LOCATED WITHIN 6" OF THE ROOF EDGE, SLOPE ROOF ACCESS OR ROOF EDGE SHALL BE PROTECTED BY GUARDS, GUARDS TO BE AT LEAST 42" ABOVE WALKING SURFACE & PREVENT THE PASSAGE OF A SPHERE 12" IN DIAMETER.
 - ANY ROOF HATCHES SHALL BE THERMALLY BROKEN.
 - SEE DETAIL FOR ACCESS NOTES FOR ADDITIONAL REQUIREMENTS.
- ACCESS TO UNOCCUPIED SPACES
 - CRACK SPACES SHALL BE PROVIDED WITH NO FEWER THAN 1 ACCESS OPENING WHICH SHALL NOT BE LESS THAN 1 1/4".
 - AN OPENING OF NOT LESS THAN 37 1/2" SHALL BE PROVIDED TO ANY ATTIC AREA WHICH IS CLEAR HEIGHT OF OVER 30". CLEAR HEADROOM OF NOT LESS THAN 24" SHALL BE PROVIDED IN THE ATTIC SPACE AT OR ABOVE THE ACCESS OPENING.
 - ACCESS TO MECHANICAL APPLIANCES INSTALLED IN UNDER FLOOR AREAS, RAFTER SPACES AND ON ROOFS OR ELEVATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE IBC, MECHANICAL CODE.
 - ATTICS CONTAINING APPLIANCES SHALL BE PROVIDED WITH AN OPENING AND UNRESTRICTED PASSAGEWAY LARGE ENOUGH TO ALLOW REMOVAL OF THE LARGEST APPLIANCE. THE PASSAGEWAY SHALL BE AT LEAST 24" HIGH AND NOT MORE THAN 24" IN LENGTH (MEASURED ALONG THE CENTERLINE OF THE PASSAGEWAY FROM THE OPENING TO THE APPLIANCE). THE PASSAGEWAY SHALL HAVE CONTIGUOUS SOLID FLOORING NOT LESS THAN 3/4" WIDE, A LEVEL SURFACE SPACE NOT LESS THAN 24" & A LEVEL SURFACE SHALL BE PRESENT AT THE FRONT OF SERVICE SIDE OF THE APPLIANCE.
- PROVIDE ROOF EDGE GUARDS/GRADES ABOVE ALL ENTRY POINTS TO BUILDING.
- ROOF TRUSSES DESIGN BUILT BY TRUSS MANUFACTURERS.
- WHERE MANUFACTURED ROOF PROTECTED GAS PIPING AND CHIMNEY SUPPORTS AS REQUIRED, PAINT OBSTACLES "YELLOW" AT WALKWAY PAD CROSSING ONLY.
- FLAT (LOW SLOPE < 3:12) MEMBRANE ROOF:
 - ROOF MEMBRANE TO EXTEND UP AND OVER TOP OF ANY PARAPET WALLS AND SHAPE OVER FRONT OF WALL. MEMBRANE TO EXTEND UP VERTICALLY UNDER FROM MATERIALS.
 - PROVIDE WALKWAY PADS ON ALL MEMBRANE ROOFS FROM ROOF ACCESS POINTS TO EACH END OF BUILDING.
- SHED-LIKE MEMBRANE ROOFING:
 - ENCLOSED MEMBRANE ROOFS SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/8:12 (3%) FOR DRAINAGE.



BLDG #2 - ROOF PLAN
SCALE: 3/32" = 1'-0"

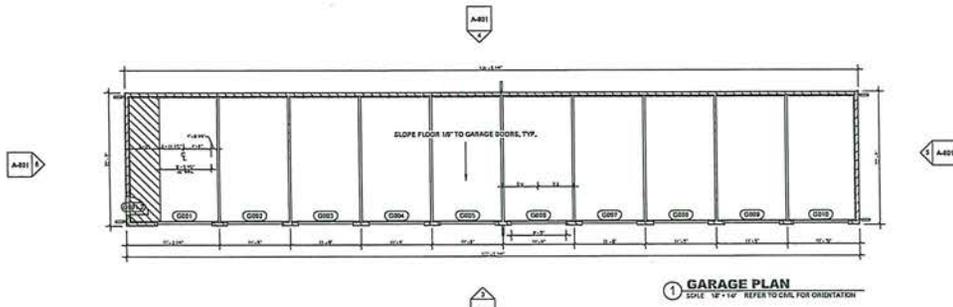
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Hubbell
HUBBELL REALTY COMPANY

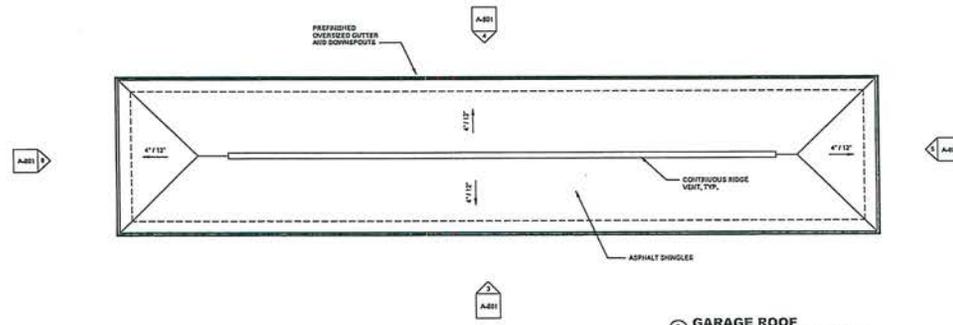
TELUS CONDOS
DES MOINES, IA

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2/16/20	

BLDG #2 - ROOF PLAN
A-114



1 GARAGE PLAN
SCALE: 1/8" = 1'-0" REFER TO CIVIL FOR ORIENTATION

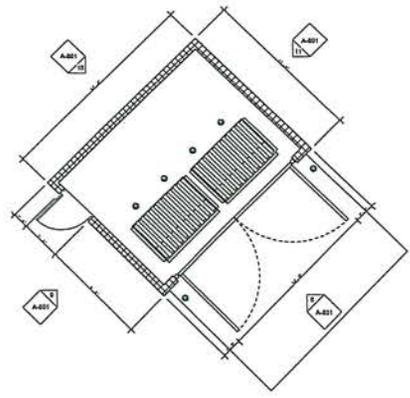


2 GARAGE ROOF
SCALE: 1/8" = 1'-0" REFER TO CIVIL FOR ORIENTATION

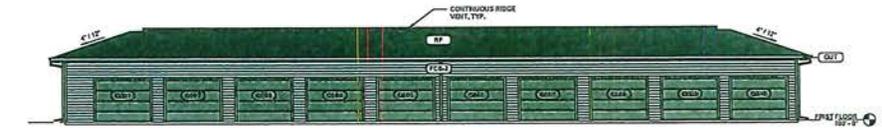
EXTERIOR MATERIAL LEGEND - GARAGE	
MAT. LABEL	MATERIAL DESCRIPTION
BA	PRE-FABRICATED BALCONY CLEAR ANODIZED ALUMINUM
BS	FULL SLOPE ROOFING FELT, INSULATION, METAL FLASHING, COLOR - GRAY
CA	PRE-FABRICATED CANTY, IMPER, OR EQUAL, COLOR, CLEAR ANODIZED
CB	4" X 8" VENEER, CMU BLOCK, MATERIAL WITH NATURAL MORTAR
CC	4" X 8" VENEER, CMU BLOCK, MATERIAL WITH NATURAL MORTAR
CD	4" X 8" VENEER, CMU BLOCK, MATERIAL WITH NATURAL MORTAR
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GA	4" X 8" VENEER, CMU BLOCK, MATERIAL WITH NATURAL MORTAR

MISC EXTERIOR MATERIAL FINISHES

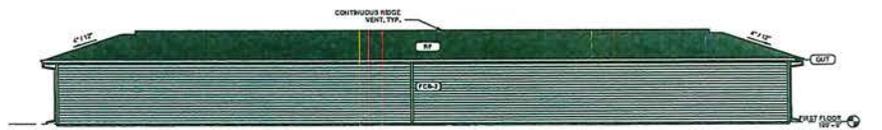
- TYPICAL U.O.M.
- EXPOSED CONCRETE: CURB SMOOTH & BURNISH WITH CEMENT SLURRY.
 - EXPOSED INTERIORS: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
 - METAL BALCONIES & RAILINGS: GALVANIZED & PAINTED WHITE.
 - FASCIA & SOFFIT: METAL PRE-FINISHED TO MATCH ADJACENT ROOF COLOR.
 - SCUPPERS, DOWNSPOUTS & DOWNPIPES: METAL PRE-FINISHED TO MATCH ADJ. MATERIAL.
 - DAUNTS & SEALANTS: COLOR MATCHED TO ADJACENT MATERIAL.
 - HOLLOW METAL SIGN DOORS & FRAMES: PAINTED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL PRE-FINISHED TO MATCH ADJACENT MATERIAL.
 - DOORWAYS: METAL PRE-FINISHED TO MATCH GRAY.
 - LIGHT FIXTURES: METAL PRE-FINISHED HORIZONAL TO MATCH ADJ. OPENING FRAMING.
 - MECHANICAL EQUIPMENT: SCREENED BY PANTRY.
 - EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINTED TO MATCH ADJACENT MATERIAL.
- TRIM SIZES, TYP. U.O.M.:
- WOODING & DOORS: 3-1/2"
 - VERTICAL: 3-1/2"
 - HORIZONTAL: 3-1/2"



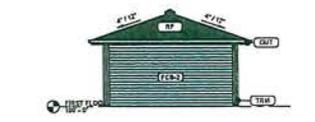
7 TRASH ENCLOSURE PLAN
SCALE: 1/8" = 1'-0"



3 GARAGE DOOR (10 STALL) ELEVATION
SCALE: 1/8" = 1'-0"



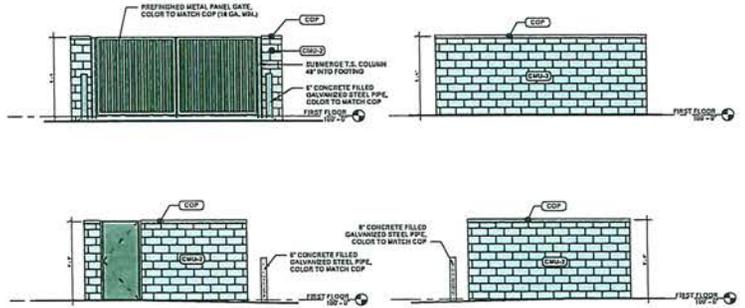
4 GARAGE (10 STALL) ELEVATION
SCALE: 1/8" = 1'-0"



5 GARAGE SIDE 1 (10 STALL) ELEVATION
SCALE: 1/8" = 1'-0"



6 GARAGE SIDE 2 (10 STALL) ELEVATION
SCALE: 1/8" = 1'-0"



SIMONSON
ARCHITECTS
1100 EAST 15TH AVENUE, SUITE 100
DENVER, CO 80202
TEL: 303.733.1100
WWW.SIMONSONARCHITECTS.COM

Hubbell
HUBBELL REALTY COMPANY

TELUS CONDOS
DES MOINES, IA

DATE	BY	CHKD.
10/13/2023	10/13/2023	10/13/2023
DESIGNED BY: J. HUBBELL	DRAWN BY: J. HUBBELL	CHECKED BY: J. HUBBELL
SCALE: AS SHOWN	SCALE: AS SHOWN	SCALE: AS SHOWN

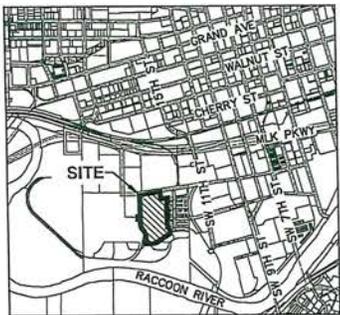
NO TITLE
2112
SF
SMITH
GARAGE & TRASH ENCLOSURE
DATE: 10/13/23
A-801
EXCISED AUTOMA PWT

PRELIMINARY PLAT / DEVELOPMENT PLAN FOR:

GRAY'S STATION PLAT 5

DES MOINES, IOWA

VICINITY MAP
NOT TO SCALE



DES MOINES, IOWA

OWNER

HRC NPS I LLC
6900 WESTOWN PKWY
WEST DES MOINES, IA 50266

APPLICANT

HUBBELL REALTY COMPANY
6900 WESTOWN PKWY
WEST DES MOINES, IA 50266
CONTACT: CALEB SMITH
PH. (515) 243-3228

ENGINEER

CIVIL DESIGN ADVANTAGE
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: RYAN HARDISTY
EMAIL: RYANH@CDA-ENG.COM
PH. (515) 298-4400

SURVEYOR

CIVIL DESIGN ADVANTAGE, LLC
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: CHARLIE MCGLOTHLEN
EMAIL: CHARLEM@CDA-ENG.COM
PH. (515) 398-4400

DATE OF SURVEY

08/05/2022

BENCHMARKS

- 1. CITY BENCHMARK #725: BRASS CAP IN THE NORTHEAST TRAFFIC SIGNAL BASE AT THE SOUTHWEST CORNER OF MARTIN LUTHER KING DRIVE AND SOUTHWEST 11TH STREET. ELEVATION=26.81
- 2. CITY BENCHMARK #558: BRASS TABLET IN THE CONCRETE WALL 43.6 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=25.46

SUBMITTAL DATES

FIRST SUBMITTAL: 10/19/2022
SECOND SUBMITTAL: 01/04/2023

LEGAL DESCRIPTION

A PART OF LOTS 6, 7, AND 8 CENTRAL DES MOINES INDUSTRIAL PARK AND A PART OF PARCEL '2019-146' OF SAID LOTS 6, 7, AND 8, AS SHOWN ON THE PLAT OF SURVEY RECORDED IN BOOK 17873, PAGE 735, BOTH OFFICIAL PLATS IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 12, GRAY'S STATION PLAT 2, AN OFFICIAL PLAT; THENCE SOUTH 68°20'42" EAST ALONG THE WEST LINE OF SAID LOT 12, A DISTANCE OF 145.50 FEET TO THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 81°30'18" EAST ALONG THE SOUTHERLY LINE OF SAID LOT 12, A DISTANCE OF 128.11 FEET TO THE NORTHWEST CORNER OF OUTLOT 'Y', SAID GRAY'S STATION PLAT 2; THENCE SOUTH 0°01'40" EAST ALONG THE WESTERLY LINE OF SAID OUTLOT 'Y' AND THE WESTERLY LINE OF GRAY'S STATION PLAT 3, AN OFFICIAL PLAT, 86.73 FEET; THENCE SOUTH 80°58'20" WEST CONTINUING ALONG SAID WESTERLY LINE OF SAID GRAY'S STATION PLAT 3, A DISTANCE OF 127.7 FEET; THENCE SOUTH 0°01'40" EAST CONTINUING ALONG SAID WESTERLY LINE, 107.81 FEET; THENCE SOUTH 89°58'20" WEST CONTINUING ALONG SAID WESTERLY LINE, 6.23 FEET; THENCE SOUTH 0°01'40" EAST, 63.00 FEET; THENCE SOUTH 89°58'20" WEST CONTINUING ALONG SAID WESTERLY LINE, 9.11 FEET; THENCE SOUTH 0°01'40" EAST CONTINUING ALONG SAID WESTERLY LINE, 146.23 FEET; THENCE SOUTHWESTERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 80.00 FEET, WHOSE ARC LENGTH IS 56.36 FEET AND WHOSE CHORD BEARS SOUTH 20°19'18" WEST, 55.20 FEET; THENCE SOUTH 48°39'41" EAST CONTINUING ALONG SAID WESTERLY LINE, 62.02 FEET; THENCE SOUTH 29°22'59" EAST CONTINUING ALONG SAID WESTERLY LINE, 105.81 FEET TO THE SOUTHWESTERLY CORNER OF STREET LOT 'A', SAID GRAY'S STATION PLAT 4; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE SOUTHWESTERLY WHOSE RADIUS IS 224.20 FEET, WHOSE ARC LENGTH IS 32.35 FEET AND WHOSE CHORD BEARS SOUTH 57°30'24" WEST, 32.34 FEET; THENCE SOUTH 54°23'40" WEST, 249.83 FEET; THENCE WESTERLY ALONG A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 368.00 FEET, WHOSE ARC LENGTH IS 302.72 FEET AND WHOSE CHORD BEARS SOUTH 77°57'44" WEST, 294.28 FEET; THENCE NORTH 79°28'18" WEST, 25.20 FEET; THENCE NORTH 11°31'44" EAST, 70.00 FEET; THENCE SOUTH 78°28'18" EAST, 22.83 FEET; THENCE NORTH 0°08'11" WEST, 61.22 FEET; THENCE NORTHERLY ALONG A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 224.20 FEET, WHOSE ARC LENGTH IS 131.34 FEET AND WHOSE CHORD BEARS NORTH 16°56'00" WEST, 129.46 FEET; THENCE NORTH 33°43'49" WEST, 43.38 FEET; THENCE NORTHERLY ALONG A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 278.00 FEET, WHOSE ARC LENGTH IS 181.83 FEET AND WHOSE CHORD BEARS NORTH 18°56'00" WEST, 159.52 FEET; THENCE NORTH 0°08'11" WEST, 58.59 FEET; THENCE NORTH 89°18'18" WEST, 43.82 FEET; THENCE NORTH 0°40'42" EAST, 52.00 FEET TO THE SOUTH LINE OF LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°18'18" EAST ALONG SAID SOUTH LINE, 43.18 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8; THENCE NORTH 0°08'11" WEST ALONG THE EAST LINE OF SAID LOT 8, A DISTANCE OF 333.17 FEET; THENCE NORTHERLY CONTINUING ALONG SAID EAST LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 804.42 FEET, WHOSE ARC LENGTH IS 84.04 FEET AND WHOSE CHORD BEARS NORTH 03°28'39" WEST, 83.88 FEET; THENCE NORTH 08°58'08" WEST CONTINUING ALONG SAID EAST LINE, 15.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 8, ALSO BEING A POINT ON THE SOUTHERLY LINE OF TITLE STREET RIGHT OF WAY; THENCE NORTH 81°10'49" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 411.78 FEET TO THE POINT OF BEGINNING AND CONTAINING 11.47 ACRES (499,715 SQUARE FEET).

THE PROPERTY IS SUBJECT TO ANY AND ALL EASMENTS OF RECORD.

ZONING

GRAY'S STATION PUD - ZON2017-00087

EXISTING/PROPOSED USE

EXISTING USE: UNDEVELOPED
PROPOSED USE: RESIDENTIAL

TAX ABATEMENT - SUSTAINABILITY

- 1. BIKE RACKS FOR PUBLIC USE THAT PROVIDE A MINIMUM OF 10% OF THE AUTOMOBILE PARKING PROVIDED.
- 2. 50% INCREASE IN REQUIRED LANDSCAPING.
- 3. PRIMARY TRAVEL WITHIN A MILE OF A DART TRANSIT STOP.
- 4. REDEVELOPMENT OF A PREVIOUSLY DEVELOPED SITE.

INDEX OF SHEETS

Table with 2 columns: NO. and DESCRIPTION. Lists sheets CO.1, C1.1, C2.0-2.4, C3.0-3.5, C4.0-4.4, C5.1-5.2, L02.01-L02.05, L04.01-L04.05, and L05.01.

DEVELOPMENT SUMMARY

TOTAL SITE AREA: 11.47 ACRES (499,715 SF)

EXISTING IMPERVIOUS AREA: 0.00 ACRES (0 SF)

OPEN SPACE CALCULATION:

Table showing calculations for Total Site, Buildings, Streets, Driveways, Sidewalks, and Open Space Provided.

UNITS:

- 05 TOWNHOME UNITS
- 84 CONDOMINIUM UNITS (LOT 67)
- 149 TOTAL UNITS (12.99 UNITS PER ACRE)

NOTES

- 1. ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENT PLANS. IF THERE ARE ANY DISCREPANCIES BETWEEN THE DEVELOPMENT PLAN AND THE PUBLIC IMPROVEMENT PLANS THE DETAILED PUBLIC IMPROVEMENT PLANS SHALL GOVERN.
- 2. THIS PROJECT IS ELIGIBLE FOR TAX ABATEMENT IN ACCORDANCE WITH THE URBAN RENAISSANCE DEVELOPMENT AGREEMENT - SECTION 5.02 (8K16929 PG251-288).

UTILITY WARNING

ANY UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY AND RECORDS OBTAINED BY THIS SURVEYOR. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL THE UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION SHOWN.



Civil Design Advantage logo and contact information: 4121 NW URBANDALE DRIVE, URBANDALE, IA 50322, PH: (515) 369-4400, PROJECT NO. 2202.113

GENERAL LEGEND

Legend table with columns: PROPOSED, EXISTING, and symbols for various features like Property Boundary, Lot Line, Right of Way, Storm Intake, Manholes, etc.

THE PROJECT REQUIRES AN IOWA NPDES PERMIT #2 AND CITY OF DES MOINES GRADING PERMIT. CIVIL DESIGN ADVANTAGE WILL PROVIDE THE PERMITS AND THE INITIAL STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THE CONTRACTORS USE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UPDATING THE SWPPP THROUGHOUT CONSTRUCTION AND MEETING LOCAL, STATE AND FEDERAL REQUIREMENTS.

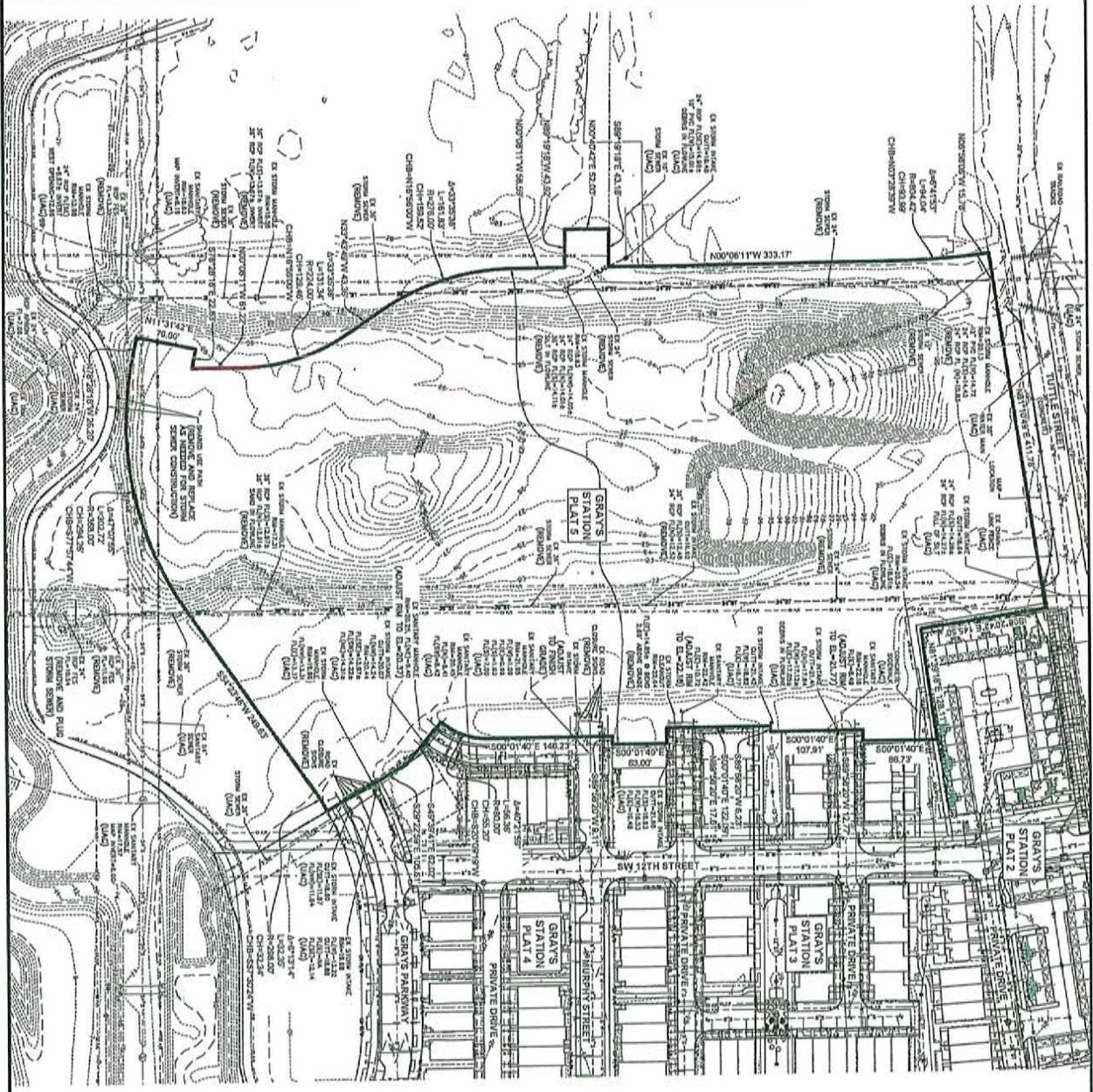
ALL CONSTRUCTION MATERIALS, DUMPSTERS, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC R.O.W.

Preliminary Plat Approval form with checkboxes for 'APPROVED' and 'APPROVED WITH CONDITIONS'.

Professional Engineer seal for Ryan Hardisty, 20211, and a 'PRELIMINARY OF CONSTRUCTION' stamp.

Site Plan Approval form with checkboxes for 'APPROVED' and 'APPROVED WITH CONDITIONS'.

Vertical text on the left margin: IOWA NPDES PERMIT #2 AND CITY OF DES MOINES GRADING PERMIT.

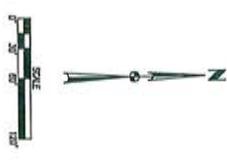


DEMOLITION NOTES

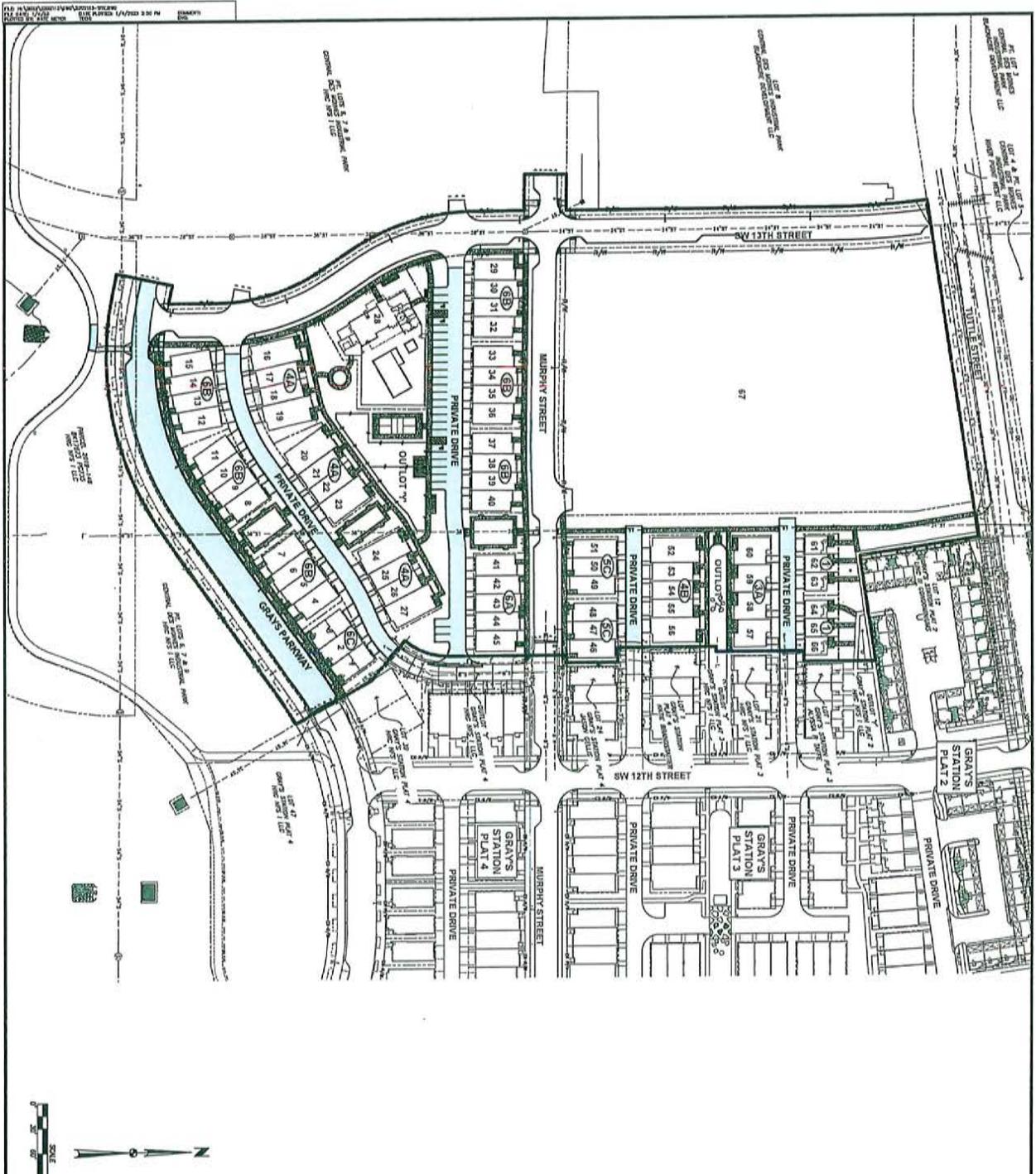
1. FROM TO AND FROM AT THE SITE, CONTRACTOR SHALL OBTAIN ANY NECESSARY PERMITS AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH PERMITS AND FOR THE COSTS OF DEMOLITION AND REDEMPTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF DEMOLITION AND REDEMPTION.
2. ALL UTILITIES SHALL BE MAINTAINED AND PROTECTED AT ALL TIMES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF MAINTENANCE AND PROTECTION OF ALL UTILITIES.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF MAINTENANCE AND PROTECTION OF ALL UTILITIES.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF MAINTENANCE AND PROTECTION OF ALL UTILITIES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF MAINTENANCE AND PROTECTION OF ALL UTILITIES.
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10. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF MAINTENANCE AND PROTECTION OF ALL UTILITIES.

TRAFFIC CONTROL NOTES

1. ALL APPROVED CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.
2. ALL APPROVED CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.
3. ALL APPROVED CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.
4. ALL APPROVED CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.
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9. ALL APPROVED CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.
10. ALL APPROVED CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.



NOTE: ALL DESIGN RESPONSIBILITIES, INCLUDING COST ESTIMATION, ARE THE RESPONSIBILITY OF THE DESIGNER. THE DESIGNER SHALL BE RESPONSIBLE FOR THE COSTS OF DEMOLITION AND REDEMPTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF DEMOLITION AND REDEMPTION.



NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE IMPROVEMENT PLANS FOR THE LOCATION AND DIMENSIONS OF ALL IMPROVEMENTS. THERE ARE ANY DISCREPANCIES BETWEEN THE DIMENSIONS SHOWN ON THIS PLAN AND THE DIMENSIONS SHOWN ON THE SEPARATE IMPROVEMENT PLANS, THE DIMENSIONS SHOWN ON THE SEPARATE IMPROVEMENT PLANS SHALL PREVAIL.

GRAY'S STATION TOWNHOME PRODUCT LIST

PLAT	PRODUCT NUMBER	PRODUCT DESCRIPTION
5	1 (LOTS 57-60)	PRODUCT 1 - 3 UNITS
5	2A (LOTS 57-60)	PRODUCT 2A - 4 UNITS
5	3A (LOTS 18-27)	PRODUCT 3A - 4 UNITS
5	4A (LOTS 58-60)	PRODUCT 4A - 4 UNITS
5	4B (LOTS 58-60)	PRODUCT 4B - 4 UNITS
5	5C (LOTS 41-43)	PRODUCT 5C - 3 UNITS
5	6A (LOTS 41-43)	PRODUCT 6A - 5 UNITS
5	6B (LOTS 41-43)	PRODUCT 6B - 4 UNITS
5	6C (LOTS 1-3)	PRODUCT 6C - 3 UNITS

GRAY'S STATION TOWNHOME PRODUCT COLOR PACKAGE

PLAT	PRODUCT NUMBER	LOT NUMBER	COLOR PACKAGE NUMBER
5	1	57-60	1
5	2A	57-60	1
5	3A	57-60	2
5	4A	58-60	2
5	4B	58-60	2
5	5C	41-43	1
5	6A	41-43	1
5	6B	41-43	1
5	6C	1-3	2

REVISIONS

NO.	DATE	DESCRIPTION

DATE

3/16/2023

10/19/2022

SECOND SUBMITTAL

FIRST SUBMITTAL

ENGINEER:

TECH:

4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 369-4400

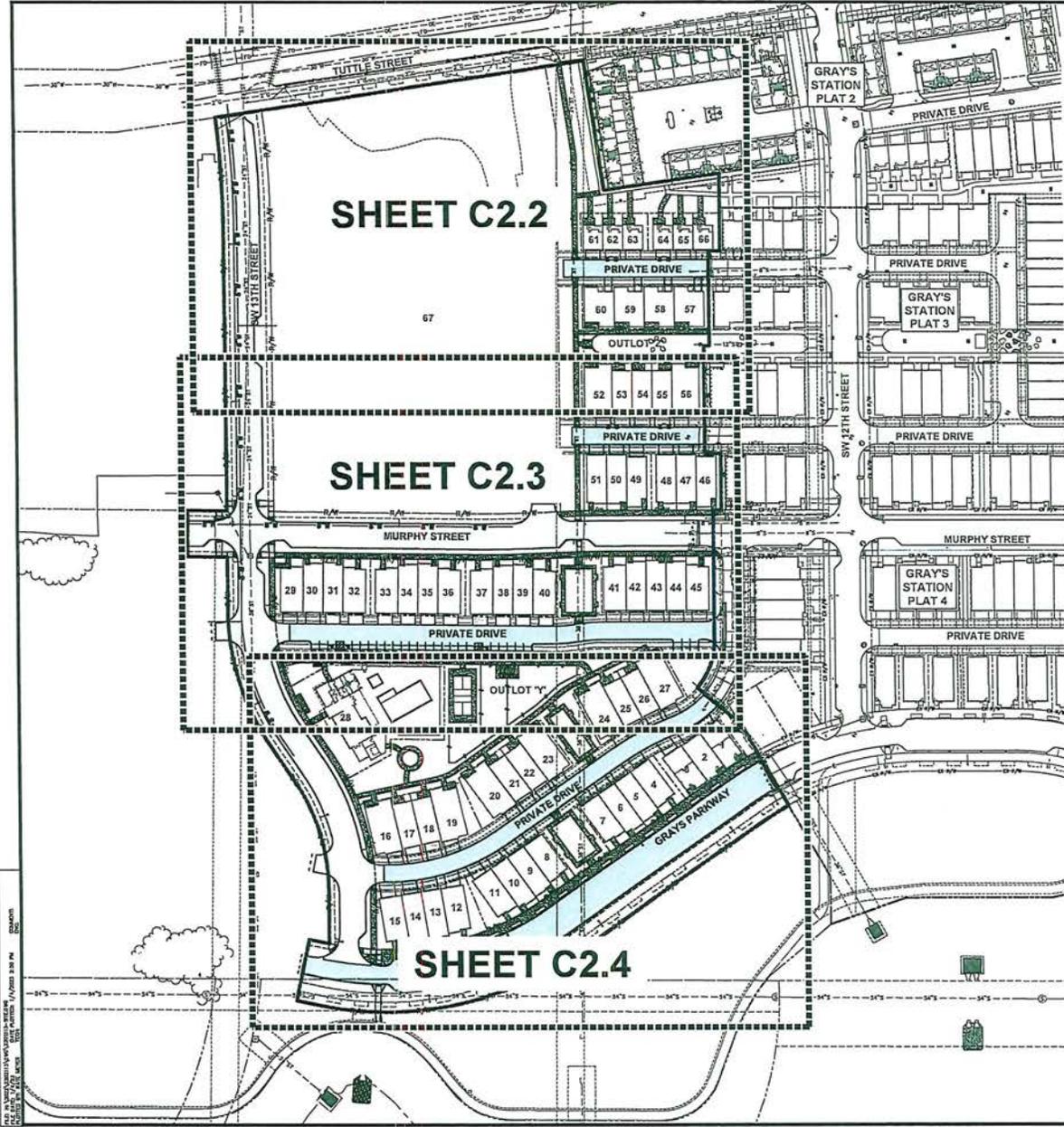
CIVIL DESIGN ADVANTAGE

DES MOINES, IOWA

C2.0

2202-113

GRAY'S STATION PLAT 5
OVERALL DIMENSION PLAN



GENERAL NOTES

1. THE 2012 EDITION OF THE IBCS STANDARD SPECIFICATIONS AND ALL CITY ORDINANCES IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL COMPLY WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES.
3. ALL WORK SHALL BE DONE WITH GRASS COVERS AND EROSION CONTROL MEASURES INDICATED ON THE DRAWINGS SHALL REMOVE THE CONTRACTOR FROM THE SITE TO ANY WORK AT THE SITE. CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER, ENGINEER, AND/OR ARCHITECT AND CONSULT WITH OWNER PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO COMPENSATION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THE REQUIREMENTS.
4. ONE WEEK PRIOR TO CONSTRUCTION WHEN CITY PLUMBING OR ANY CONNECTION TO PUBLIC SEWER CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION DIVISION. CONTRACTOR SHALL NOTIFY CITY OF DES MOINES (ENGINEERING DEPT. AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION TO COORDINATE INSPECTIONS, CALL 515-283-4777 OR 515-208-4777.
5. ALL CONSTRUCTION WITHIN PUBLIC ROW / EASEMENTS, AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE CITY'S STANDARDS. NO STEPS ARE ALLOWED IN SANITARY MANHOLES.
6. ALL DIMENSIONS ARE TO BACK OF CURB, BUILDING FACE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
7. CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
8. PLACE 3/4" HIGH EXPANSION JOINT BETWEEN ALL P.C.C. PARKWAYS/SIDEWALKS AND BUILDING. PLACE 1/2" HIGH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PARKWAYS.
9. REMOVE ALL DEBRIS SPILLED INTO R.O.W. AT THE END OF EACH WORK DAY.
10. ALL PROPERTY PINS SHALL BE PROTECTED FROM GRADING OR OTHER OPERATIONS. ANY PINS DISTURBED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
11. DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT OF WAY.
12. THE CONTRACTOR SHALL NOT DISTURB DESIGNATED GRASS AREAS AND DEGRADED TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR WILL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT ON USE THESE AREAS FOR STORAGE OF MATERIALS, STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PARKWAY OR SIDEWALK.
14. THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FEATURES TO MAINTAIN TRAFFIC FLOW THROUGH THE PROJECT. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF WORK BETWEEN SUPPLIERS AND SUBCONTRACTORS INVOLVED IN THE PROJECT, INCLUDING STAGING OF CONSTRUCTION DEVICES.
15. CONCRETE REMOVAL FOR DRIVEWAY APPROACHES SHALL BE REMOVED TO THE NEAREST TRANSVERSE JOINT. CONTRACTOR SHALL VERIFY EXISTING LIMITS WITH CITY'S CONSTRUCTION INSPECTOR PRIOR TO ANY CONCRETE REMOVAL.
16. ALL PERMITS AND ADDITIONAL FEES REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE CONTRACTOR BID.
17. CONTRACTOR SHALL APPLY FOR SPECIAL PARKING PERMIT IN ADVANCE OF WORK TO SCHEDULE PARKING METER REMOVALS.
18. ALL WORK WITHIN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT.
19. CONTRACTOR SHALL APPLY FOR A SIDEWALK/DRIVEWAY APPROACH PERMIT IN ADVANCE OF WORK.

CITY OF DES MOINES STANDARD NOTES

1. ANY AMENDMENTS OR CHANGES TO THE PROJECT SITE THAT DO NOT MEET WHAT IS SHOWN ON THE SITE PLAN NEED TO BE APPROVED WITH THE PERMIT AND DEVELOPMENT CENTER PRIOR TO INSTALLATION/CONSTRUCTION.
2. LIGHTING SHALL CONSIST OF LOW-GLARE CUT OFF TYPE FIXTURES TO REDUCE THE GLARE OF LIGHT POLLUTION ON ADJACENT PROPERTIES.
3. THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CERTIFICATE OF OCCUPANCY OR CERTIFICATE OF ZONING COMPLIANCE.
4. ALL DISTURBED AREAS SHALL BE RESTORED BY SEEDING OR SOILING.
5. THIS SITE SHALL BE MAINTAINED IN COMPLIANCE WITH ALL CITY CODES APPLICABLE ON THE DATE OF SITE PLAN APPROVAL.
6. ANY GROUND-MOUNTED OR WALL-MOUNTED UTILITIES AND METERS SHALL BE SCREENED AND NOT VISIBLE FROM A PUBLIC STREET.
7. ANY WALL-MOUNTED UTILITIES SHALL BE SCREENED ON ALL SIDES AND FINISHED TO MATCH SURROUNDING.
8. ALL UTILITIES SHALL BE UNDERGROUND.
9. ALL ROOFTOP MECHANICAL EQUIPMENT MUST BE SCREENED ON ALL SIDES WITH ARCHITECTURAL SCREENING EQUAL TO THE HEIGHT OF THE EQUIPMENT.
10. MECHANICAL EQUIPMENT SHALL NOT BE LOCATED IN THE FRONT YARD OR STREET SIDE YARD AND SHALL BE SCREENED FROM VIEW FROM ANY PUBLIC WAY WITH LANDSCAPING, FENCING, OR WALLS CONSISTENT WITH THE BUILDING DESIGN, COLORS, AND MATERIALS.
11. NO ROCK WILL BE UTILIZED AS A GROUNDCOVER MATERIAL, PER CITY CODE SECTION 132-7.2.
12. FOR TOWNSHIPS: INDIVIDUAL RESIDENTIAL NOTES FOR GRASS AND RECYCLING PICKUP WILL BE STORED INDOORS, AND PLACED AT THE CURB UPON DAY OF PICKUP.
13. ANY BUILDING OR SITE SIGNAGE SHALL CONFORM WITH THE PROVISIONS DESCRIBED IN THE GRAY'S STATION P.D.

PAVEMENT THICKNESS

1. SIDEWALKS	4" P.C.C.
2. CLASS "A" SIDEWALK	3" P.C.C.
3. CYCLE TRACKS	3" P.C.C.
4. PRIVATE DRIVES	4" P.C.C.
5. SIDEWALK RAMPS	6" P.C.C.
6. PUBLIC STREETS	7" & 8" P.C.C.

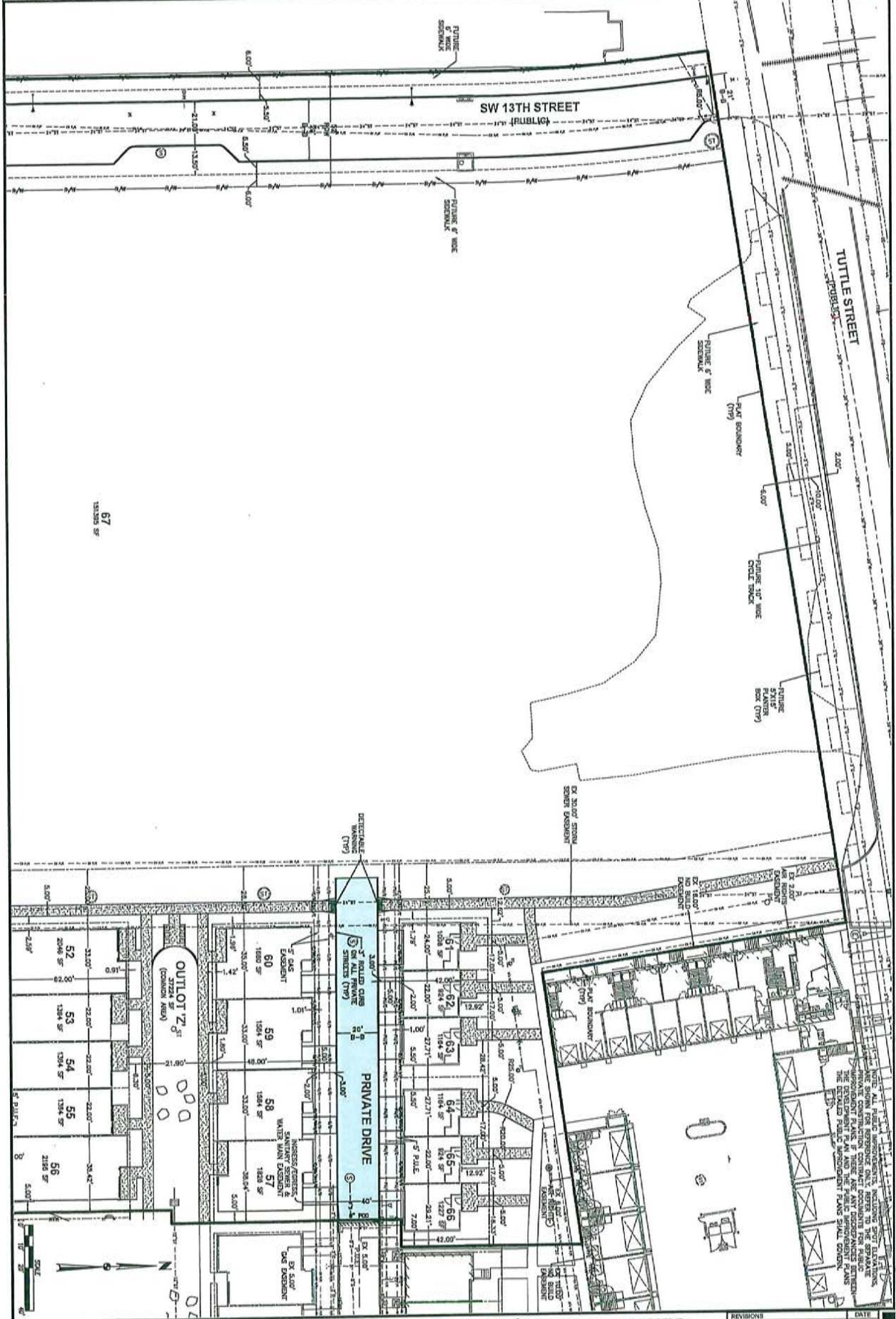
GRAY'S STATION ADDRESSING

PLAT	LOT NUMBER	ADDRESS NUMBER	STREET NAME
5	1	XXXX	XXXX
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5	66		

NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENT PLANS. IF THERE ARE ANY DISCREPANCIES BETWEEN THE DEVELOPMENT PLAN AND THE PUBLIC IMPROVEMENT PLANS THE DETAILED PUBLIC IMPROVEMENT PLANS SHALL GOVERN.

150 N. UNIVERSITY AVENUE, DES MOINES, IOWA 50319
 515.281.1111
 WWW.DESMOINESDESIGN.COM

DATE: _____
 REVISIONS: _____
 SECOND SUBMITTAL: _____
 FIRST SUBMITTAL: _____
 4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 899-4400
 TECH: _____
 ENGINEER: _____
 DES MOINES, IOWA
GRAY'S STATION PLAT 5
 DIMENSION PLAN
C2.1
 2202.113



C2.2
2202-113

GRAY'S STATION PLAT 5
DIMENSION PLAN



4121 NW URBAN DALE DRIVE
URBAN DALE, IA 50522
PHONE: (515) 369-4400

REVISIONS	DATE
SECOND SUBMITTAL	11/04/2022
FIRST SUBMITTAL	10/16/2022

DES MOINES, IOWA

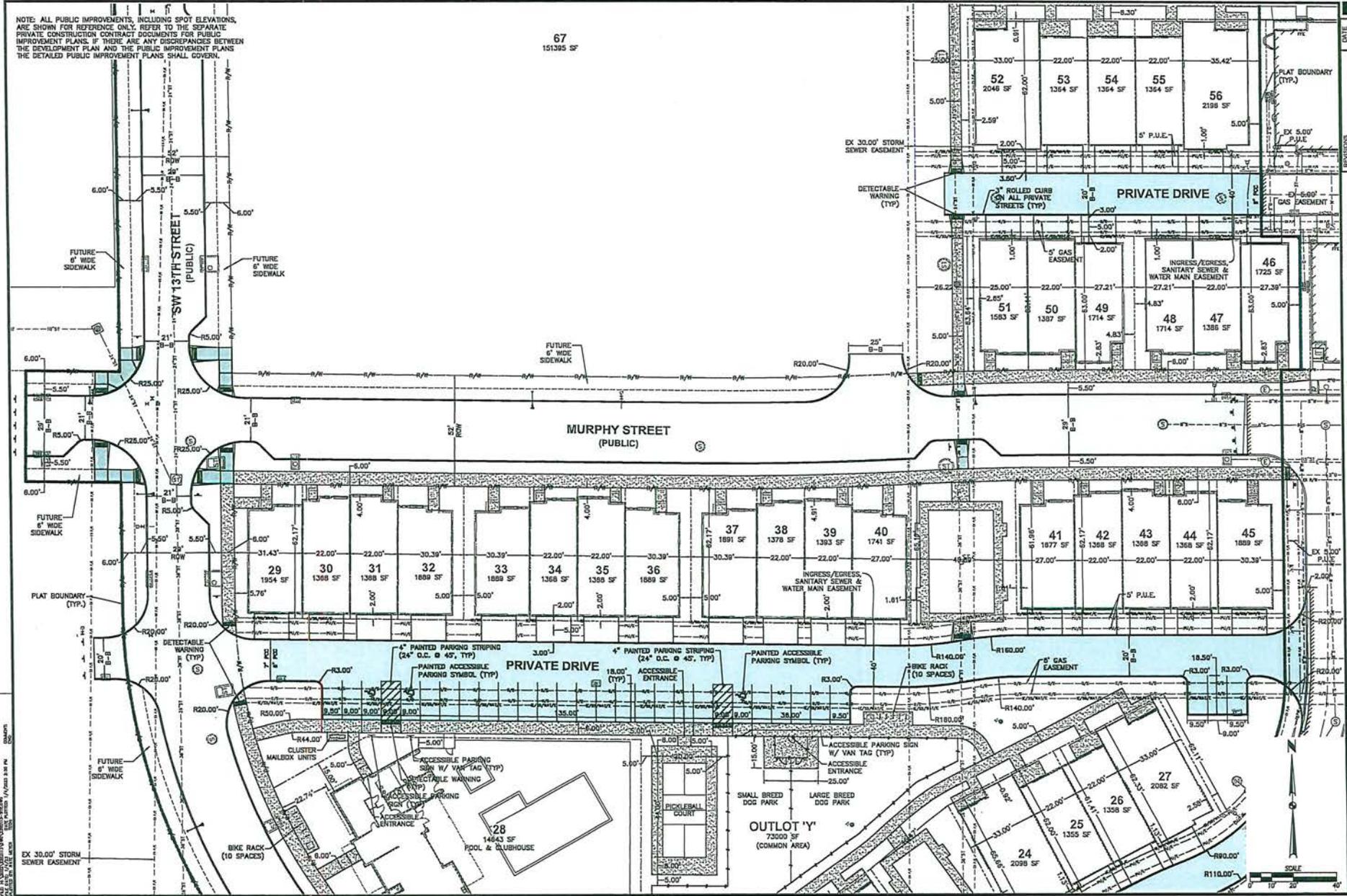
CIVIL DESIGN ADVANTAGE

ENGINEER:

TECH:

NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENT PLANS. IF THERE ARE ANY DISCREPANCIES BETWEEN THE DEVELOPMENT PLAN AND THE PUBLIC IMPROVEMENT PLANS THE DETAILED PUBLIC IMPROVEMENT PLANS SHALL COVER.

67
151395 SF



DATE	
REVISION	
SECOND SUBMITTAL	03/26/2023
FIRST SUBMITTAL	03/16/2023
TECH:	
ENGINEER:	

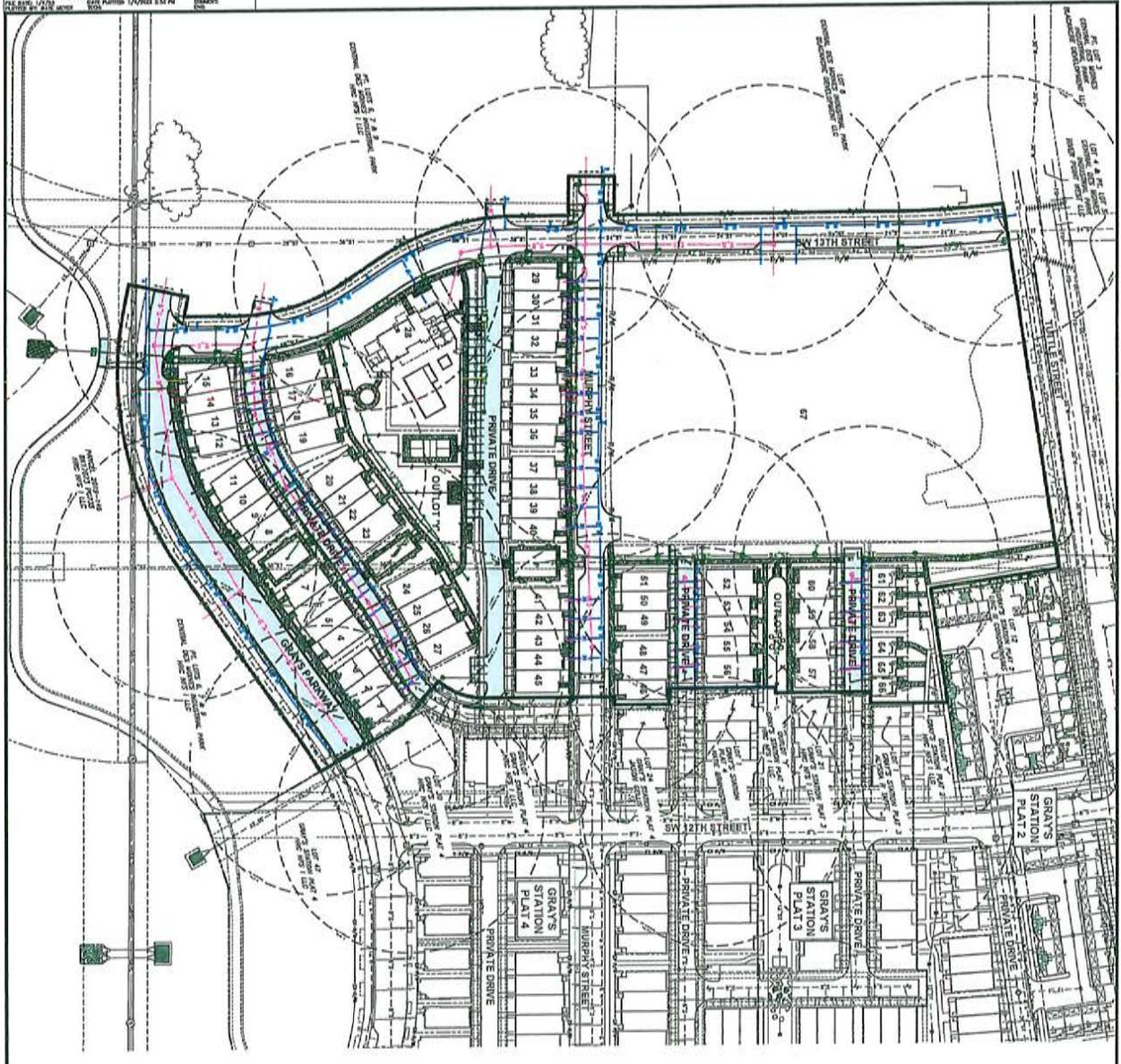
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 969-4400

EA
CIVIL DESIGN ADVANTAGE

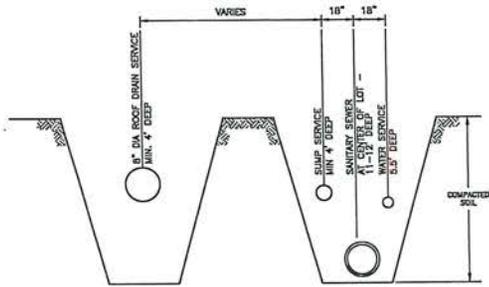
DES MOINES, IOWA

GRAY'S STATION PLAT 5
DIMENSION PLAN

C2.3
2202.113



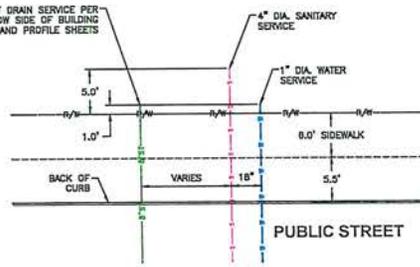
NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING STREET DIMENSIONS, SHALL BE SHOWN FOR REFERENCE ONLY. OWNER TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROPRIATE PLANS. IF THERE ARE ANY DISCREPANCIES BETWEEN THE DRAWING PUBLIC IMPROVEMENT PLANS SHALL CONSIDER THE DRAWING PUBLIC IMPROVEMENT PLANS SHALL CONSIDER.



NOTES:

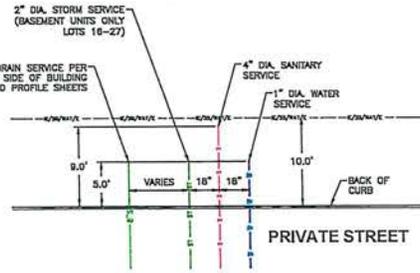
1. MARK THE LOCATION OF ALL SANITARY SEWER SERVICE STUBS AT THE TIME OF INSTALLATION BY A TWO-INCH WIDE DETECTABLE MARKING TAPE INSTALLED AT A DEPTH OF 18 INCHES TO 24 INCHES BELOW FINISHED GRADE, DIRECTLY OVER THE SERVICE STUB. FOR ITS ENTIRE LENGTH AND BROUGHT UP TO THE SURFACE AT THE END OF THE SERVICE STUB ADJACENT TO THE POST MARKING THE STUB LOCATION. THE TAPE SHALL BE GREEN IN COLOR AND MARKED "SANITARY SEWER SERVICE STUB BURIED BELOW".
2. PLACE ONE 6" BLUE STEEL POST BURIED 3' AT WATER CURB BOX.
3. PLACE ONE 6" RED STEEL POST BURIED 3' TO LOCATE STORM & ROOF DRAIN SERVICES.
4. 2" DIA STORM SERVICES SHALL BE INSTALLED ONLY FOR UNITS WITH BASEMENTS (LOTS 16-27).

ONE 6" DIA. ROOF DRAIN SERVICE PER BUILDING LOCATED ON LOW SIDE OF BUILDING AS SHOWN ON THE PLAN AND PROFILE SHEETS

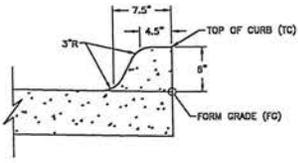


2" DIA. STORM SERVICE (BASEMENT UNITS ONLY) LOTS 16-27

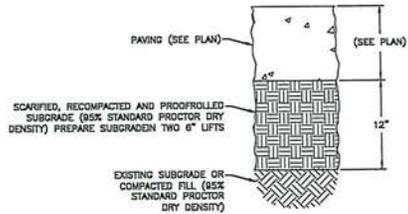
ONE 6" DIA. ROOF DRAIN SERVICE PER BUILDING LOCATED ON LOW SIDE OF BUILDING AS SHOWN ON THE PLAN AND PROFILE SHEETS



1 SERVICE LOCATION DETAIL
NOT TO SCALE

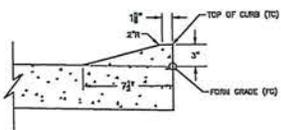


2 6" INTEGRAL CURB
NOT TO SCALE

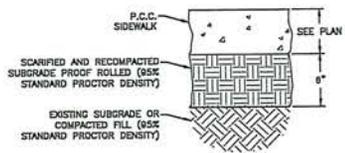


NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 24" BEYOND THE EDGE OF PAVING OR BACK OF CURB, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

3 12" SUBGRADE PREPARATION
NOT TO SCALE



4 3" INTEGRAL ROLLED CURB
NOT TO SCALE



NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 12" BEYOND THE EDGE OF PAVING, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

5 SIDEWALK
NOT TO SCALE

		P.O. Box 22316 Lincoln, NE 68542	PF: 402421-9464 FX: 402421-9477	WEBSITE: www.siloscapesonline.com EMAIL: info@siloscapesonline.com
TITLE: APEX BIKE RACK		PROJECT NO.: AP2-02-SM	HIGH TO FINISH (F.S.):	THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SILOSCAPES, INC. AND IS NOT TO BE REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF SILOSCAPES, INC.
Available in powder coat and DuraCoat finishes.		FRACTION: 1/16"	ANGLE: 1"	MAXIMUMS LIST (1) Tubing - @ 2 3/8" x 15" Wall Steel Tubing (2) Surface Plate - @ 7 1/2" x 1 1/4" Thick Steel Plate with three @ 7/16" Mounting Holes (3) Mounted with six @ 1/2" x 4-5" Stainless Steel Anchor Bolts (Customer Supplied)

6 BIKE RACK
NOT TO SCALE

DATE	
REVISIONS	
SECOND SUBMITTAL	
FIRST SUBMITTAL	

4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 859-4400

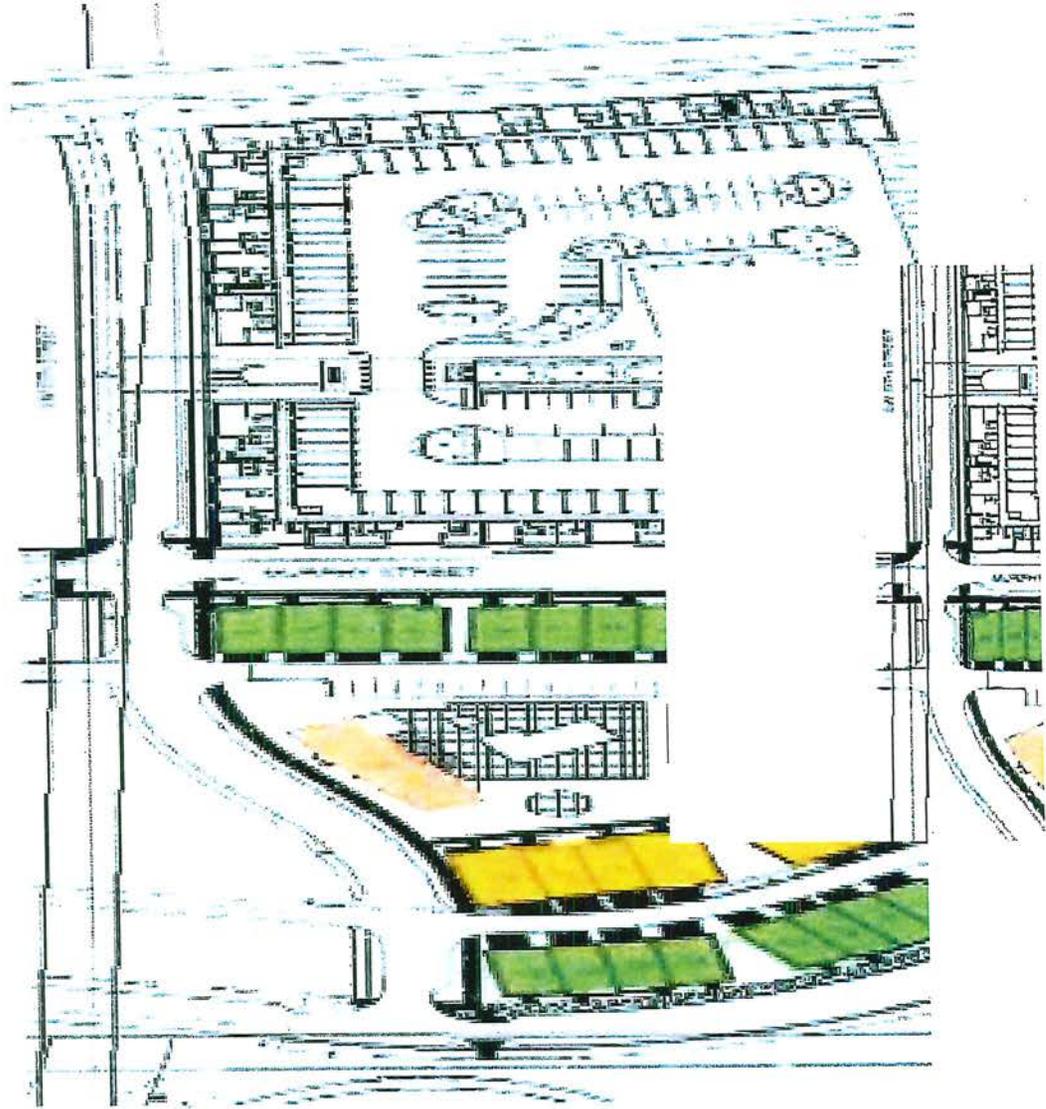


GRAY'S STATION PLAT 5
DETAILS

C5.2
2202.113

DESIGN ADVANTAGE ENGINEER
 DES MOINES, IOWA

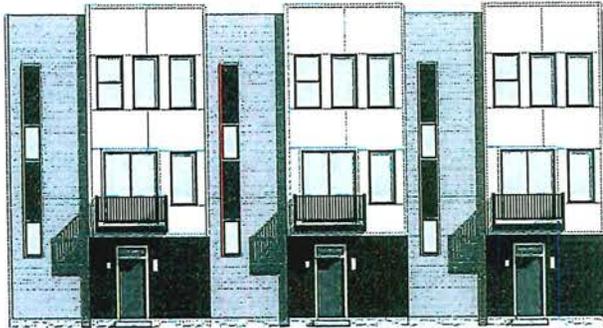
THE INFORMATION CONTAINED HEREIN IS THE PROPERTY OF SILOSCAPES, INC. AND IS NOT TO BE REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF SILOSCAPES, INC.





- ROOF MEMBRANE - CARLISLE SURE WELD TPO | GRAY
- FIBER CEMENT LAP SIDING & TRIM - HARDIE | AGED PEWTER
- FIBER CEMENT PANEL & TRIM - HARDIE | PEARL GRAY
- RAILING | BLACK
- METAL PANEL - FIRESTONE | DARK BRONZE
- PAINT - SW 7674- PEPPERCORN

NEW FRONT ELEVATION



OLD FRONT ELEVATION

Elevation Updates in Phase II

In Phase 2 we are proposing the same Product types/units as were approved for Phase 1. The floorplans for each unit type will remain the same. We made some revisions to the Elevations and Exterior Color Packages as we felt that they needed to be updated for Phase II. Some of the elevations didn't have enough intentional variations and the color packages were too light in color for an urban neighborhood.

The following pages show the new and the old front elevations of each product type and a description of the changes.

Product 1

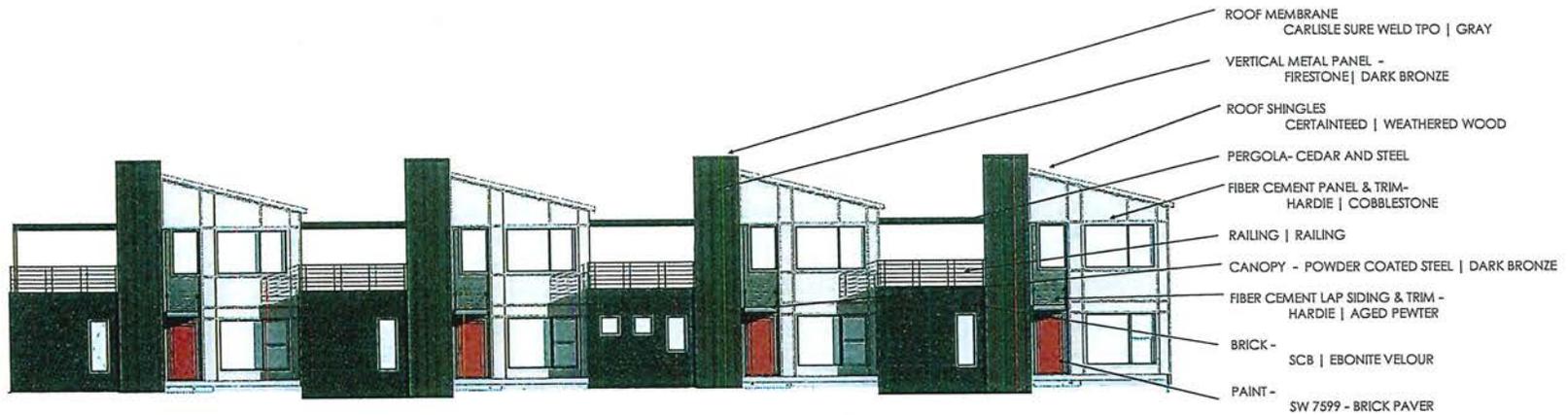
The desire was to create a darker color package for this Product and add some variation between the units.

- Increased visual interest through varying heights of the entry element clad in metal panels.
- Revised the color scheme and made it darker to achieve a more urban look.

PRODUCT 1 | COMPARISON

COLOR PACKAGE: Product 1—#1

GRAY'S STATION | 07.07.2022 | 3

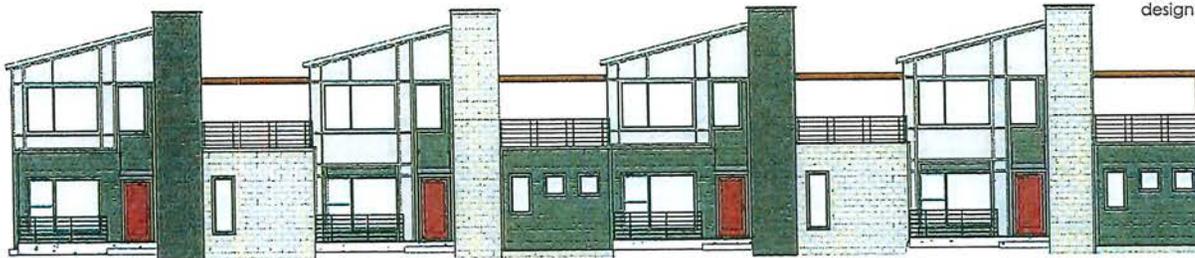


NEW FRONT ELEVATION

Product 3

This elevation looked too busy and had too many design themes and variations.

- Revised vertical elements to all be the same color and revised material to dark metal panels with a vertical pattern.
- The cube-shaped building elements were revised from Hardie lap siding/stone to all stone, to unify the overall building design.



OLD FRONT ELEVATION

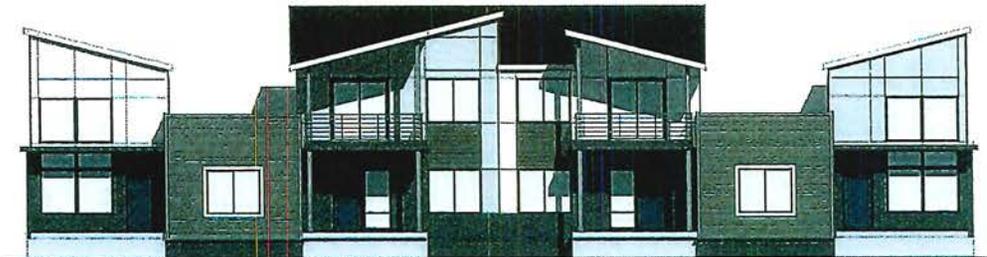
PRODUCT 3 | COMPARISON

COLOR PACKAGE: Product 3—#1

GRAY'S STATION | 07.07.2022 | 4



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 4

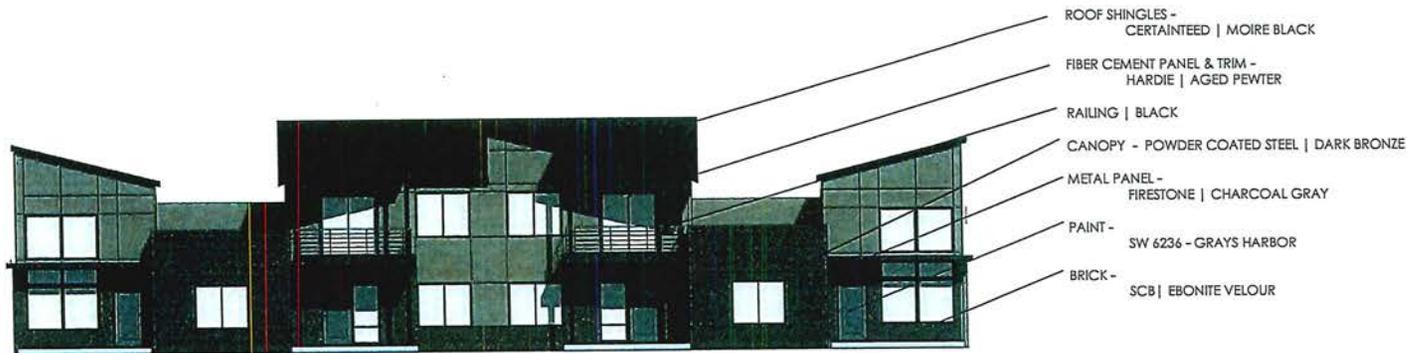
This elevation was too busy and the color scheme too light for this urban environment.

- Changed to a darker color scheme to achieve a more urban look.
- Changed Hardie lap siding on front to metal panels.
- Eliminated the white-colored Hardie panels and matched the panel color on both sides to achieve a unified appearance.
- Steel metal posts will be painted dark gray.

PRODUCT 4 | COMPARISON

COLOR PACKAGE: Product 4—#1

GRAY'S STATION | 07.07.2022 | 5

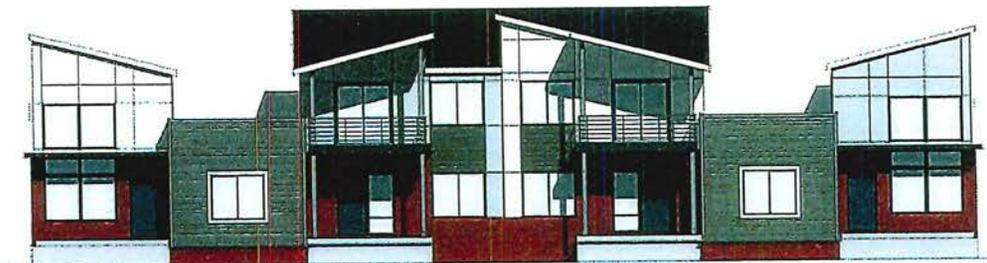


NEW FRONT ELEVATION

Product 4

This elevation was too busy and the color scheme too light for this urban environment.

- Changed to a darker color scheme to achieve a more urban look.
- Changed Hardie lap siding on front to metal panels.
- Eliminated the white-colored Hardie panels and matched the panel color on both sides to achieve a unified appearance.
- Steel metal posts will be painted dark gray.

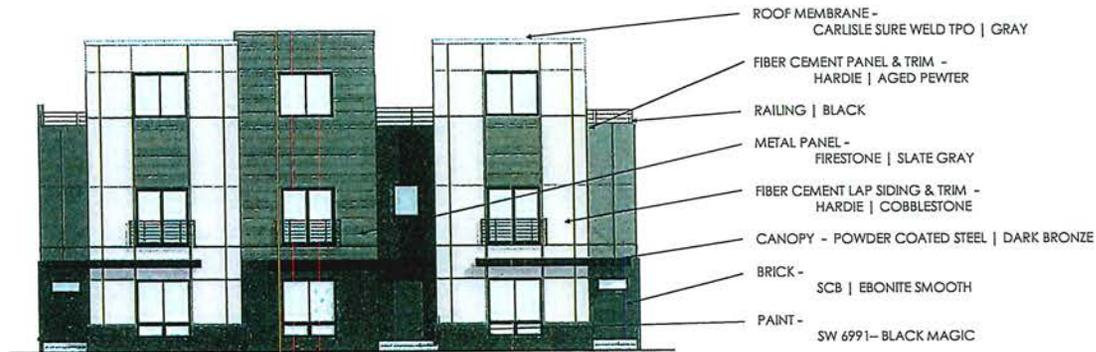


OLD FRONT ELEVATION

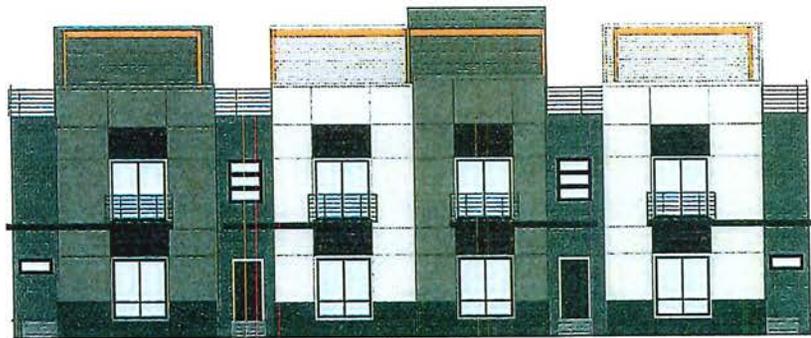
PRODUCT 4 | COMPARISON

COLOR PACKAGE: Product 4—#2

GRAY'S STATION | 07.07.2022 | 6



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 5

Elevations appear repetitive and uninspired. We only built one Product 5 building in Phase 1 so far. It was built without the 3rd level optional bonus room. We intend to build the bonus room on Product 5 in Phase 2.

- Varied the height of the brick to create diverse building elements and to reduce the effect of the stark vertical building elements.
- Replaced the Hardie panels of one of the main building elements with metal panels.
- Black windows

PRODUCT 5 | COMPARISON

COLOR PACKAGE: Product 5—#1

GRAY'S STATION | 07.07.2022 | 7



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

Elevation appeared boring and repetitive. These needed additional visual interest and a more urban look.

- Varied the height of the brick/stone to create diverse building elements and to reduce the repetitive effect of the vertical building elements.
- Introduced building elements sided in metal panels with a vertical pattern.
- Replaced the Hardie panels of one or more of the main building elements with metal panels (horizontal pattern).
- Black windows
- Darkened the color packages

PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#1

GRAY'S STATION | 07.07.2022 | 8



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

Elevation appeared boring and repetitive. These needed additional visual interest and a more urban look.

- Varied the height of the brick/stone to create diverse building elements and to reduce the repetitive effect of the vertical building elements.
- Introduced building elements sided in metal panels with a vertical pattern.
- Replaced the Hardie panels of one or more of the main building elements with metal panels (horizontal pattern).
- Black windows
- Darkened the color packages

PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#2

GRAY'S STATION | 07.07.2022 | 9



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

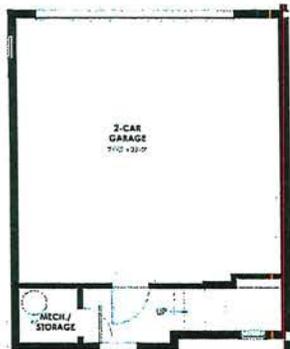
Elevation appeared boring and repetitive. These needed additional visual interest and a more urban look.

- Varied the height of the brick/stone to create diverse building elements and to reduce the repetitive effect of the vertical building elements.
- Introduced building elements sided in metal panels with a vertical pattern.
- Replaced the Hardie panels of one or more of the main building elements with metal panels (horizontal pattern).
- Black windows
- Darkened the color packages

PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#3

GRAY'S STATION | 07.07.2022 | 10



FIRST FLOOR



SECOND FLOOR

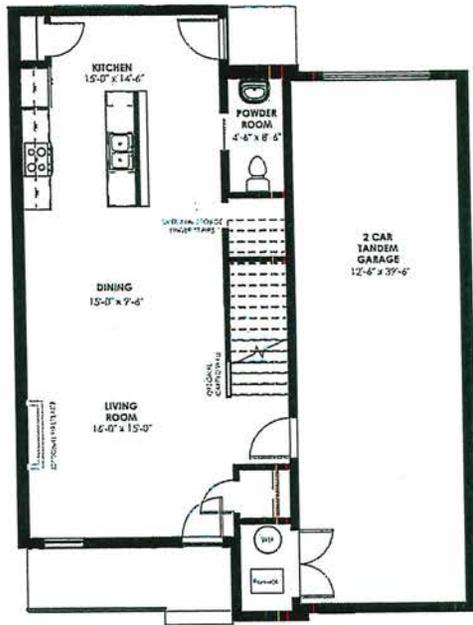


THIRD FLOOR

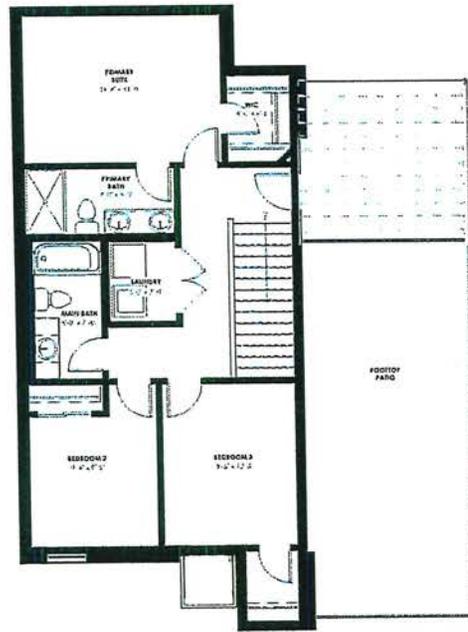
PRODUCT 1 | PRESTON

Lots: 61-63 and 64-66

GRAY'S STATION | 07.07.2022 | 45



FIRST FLOOR

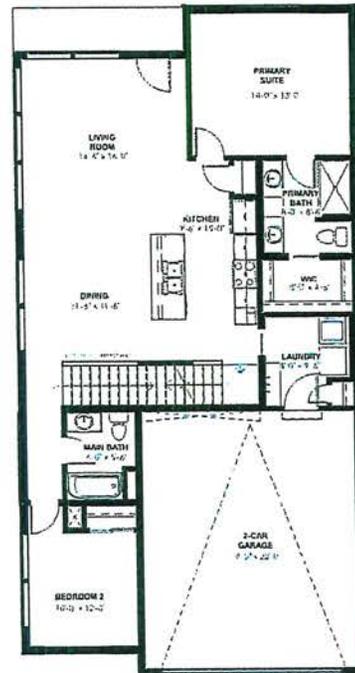


SECOND FLOOR

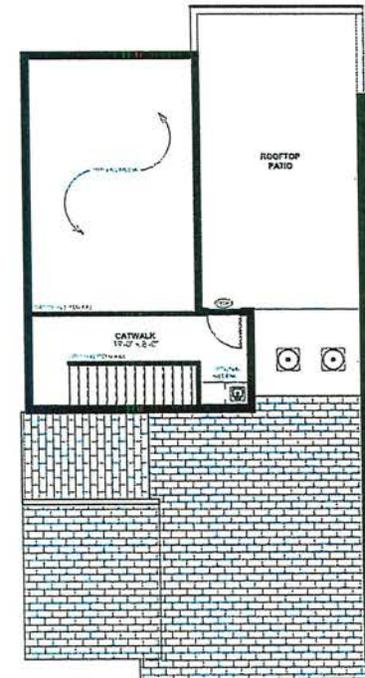
PRODUCT 3 | BEXLEY
 Lots: 57-60
 GRAY'S STATION | 07.07.2022 | 46



LOWER LEVEL

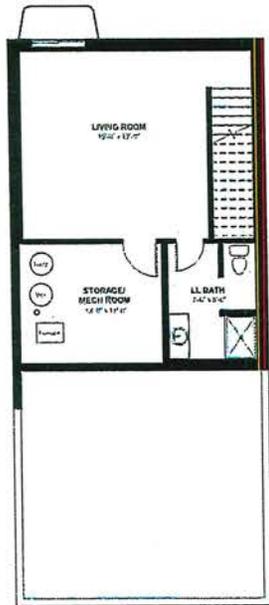


FIRST FLOOR

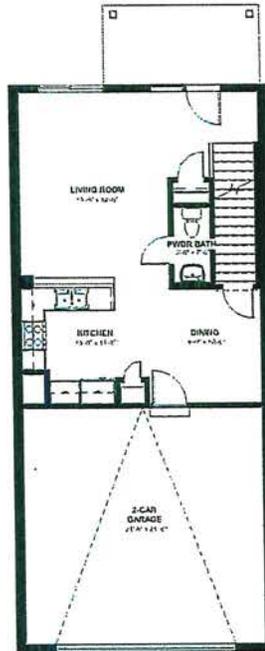


SECOND FLOOR

PRODUCT 4 | MAISON
 Lots: 16&19, 20&23, 24&27 and 52&56
 GRAY'S STATION | 07.07.2022 | 47



LOWER LEVEL



FIRST FLOOR



SECOND FLOOR

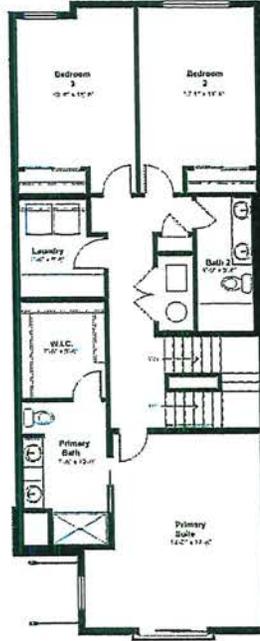
PRODUCT 4 | MARLOW

Lots: 17&18, 21&22, 25&26, and 53-55

GRAY'S STATION | 07.07.2022 | 48



FIRST FLOOR



SECOND FLOOR

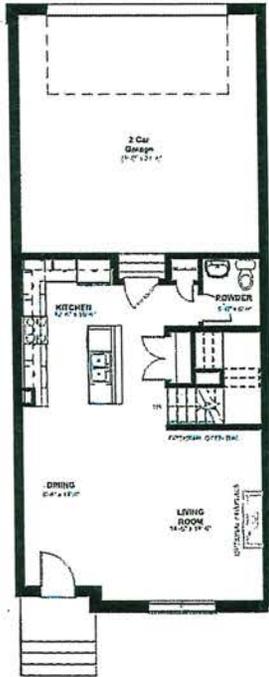


THIRD FLOOR

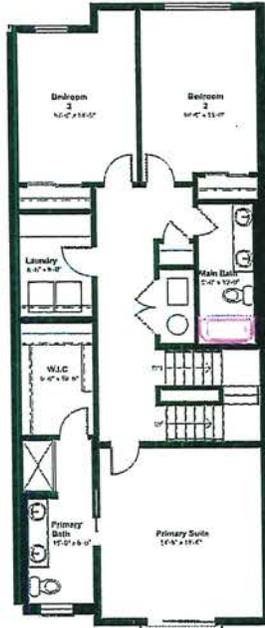
PRODUCT 5 | CHAVA

Lots: 46&48 and 49&51

GRAY'S STATION | 07.07.2022 | 49



FIRST FLOOR



SECOND FLOOR

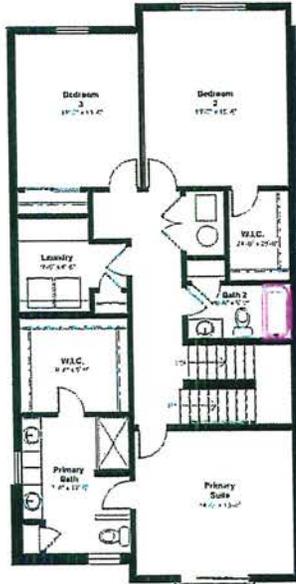


THIRD FLOOR

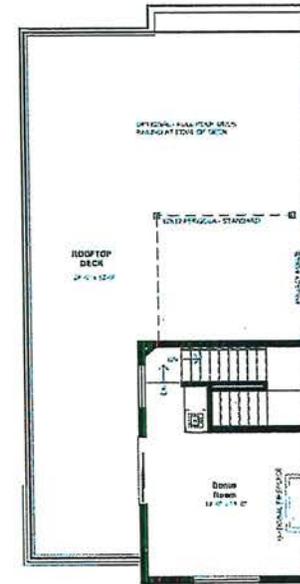
PRODUCT 5 | ASANA
 Lots: 47 and 50
 GRAY'S STATION | 07.07.2022 | 50



FIRST FLOOR



SECOND FLOOR

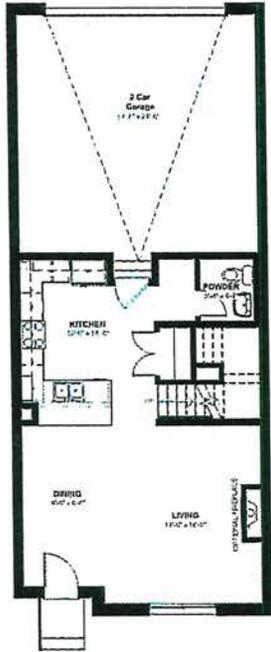


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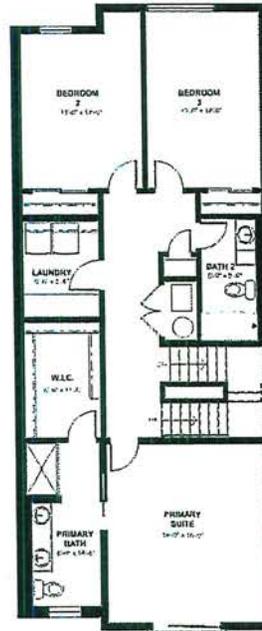
PRODUCT 6 | GRAYSON

Lots: 1&3, 4&7, 8&11, 12&15, 29&32, 33&36, 37&40, and 41&45

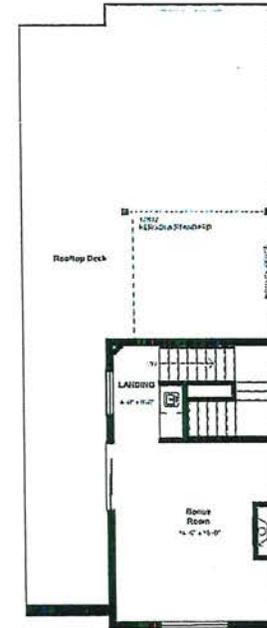
GRAY'S STATION | 07.07.2022 | 51



FIRST FLOOR



SECOND FLOOR

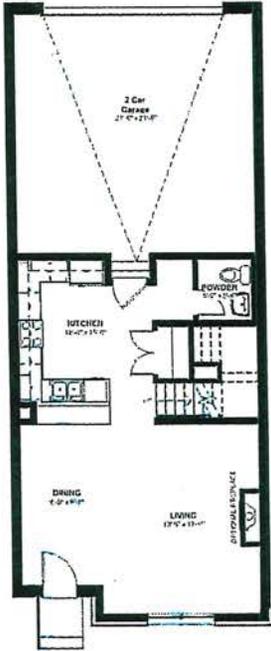


THIRD FLOOR

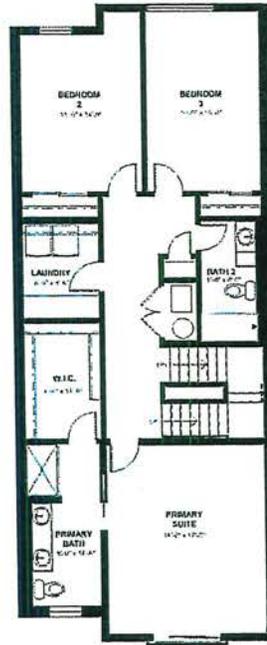
PRODUCT 6 | CORDOVA

Lots: 2, 5, 9, 13, 30, 34, 38 and 42&44

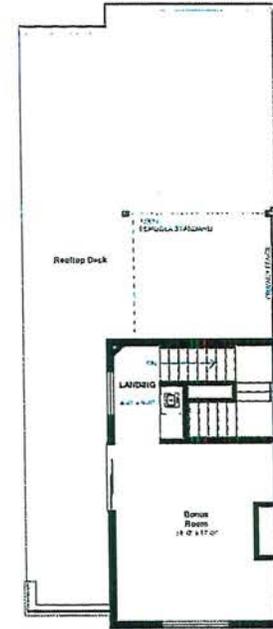
GRAY'S STATION | 07.07.2022 | 52



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

PRODUCT 6 | CORDOVA PLUS

Lots: 6, 10, 14, 31, 35, 39 and 43

GRAY'S STATION | 07.07.2022 | 53



Hubbell Homes
Des Moines, Iowa

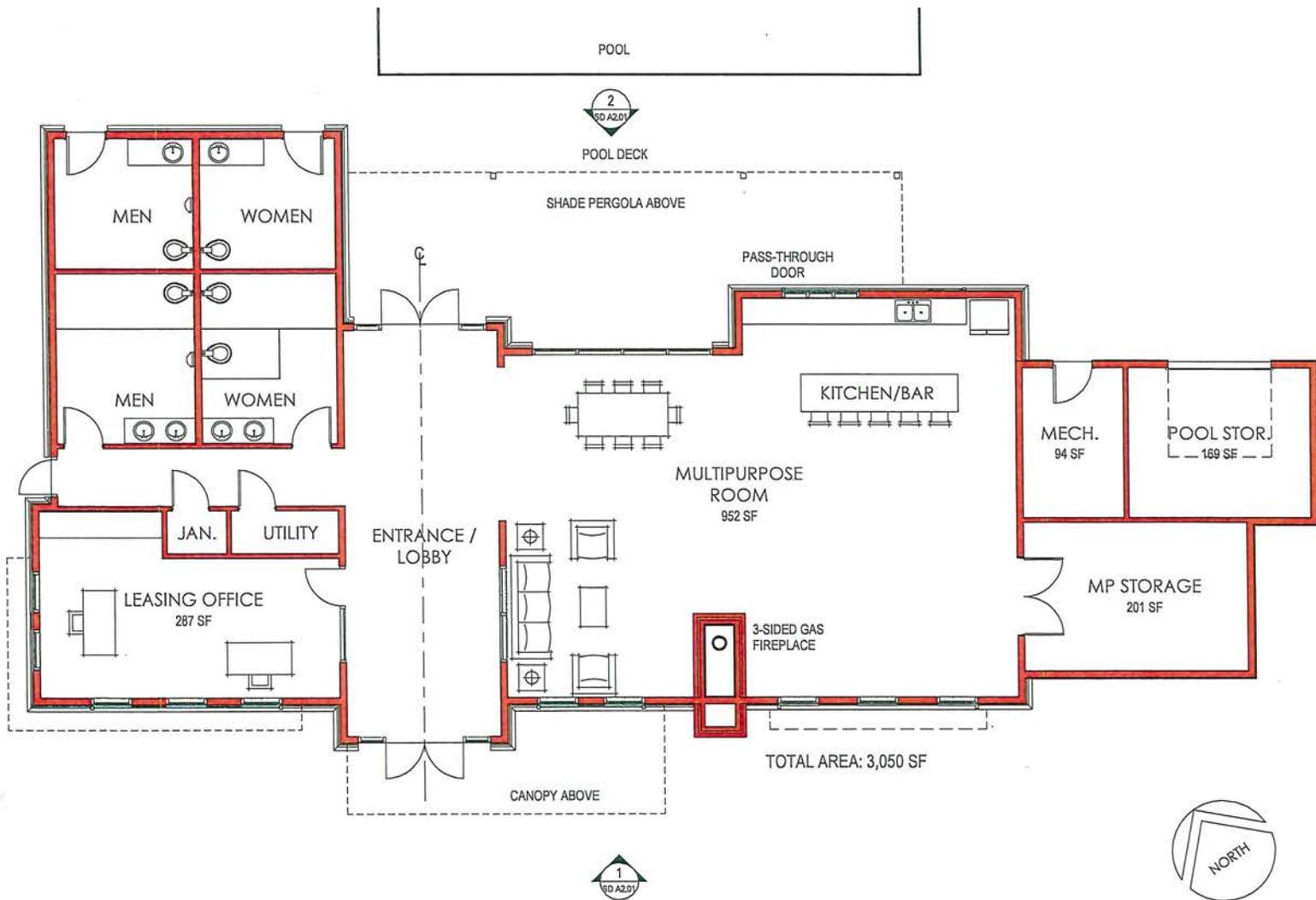
PERSPECTIVE

GRAY'S STATION CLUBHOUSE

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[AM220361]





CONCEPTUAL FLOOR PLAN 7/14/2022

GRAY'S STATION CLUBHOUSE



Hubbell Homes
Des Moines, Iowa

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[AM220361]



1 SOUTH ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"

ELEVATIONS

GRAY'S STATION CLUBHOUSE

Hubbell Homes
Des Moines, Iowa

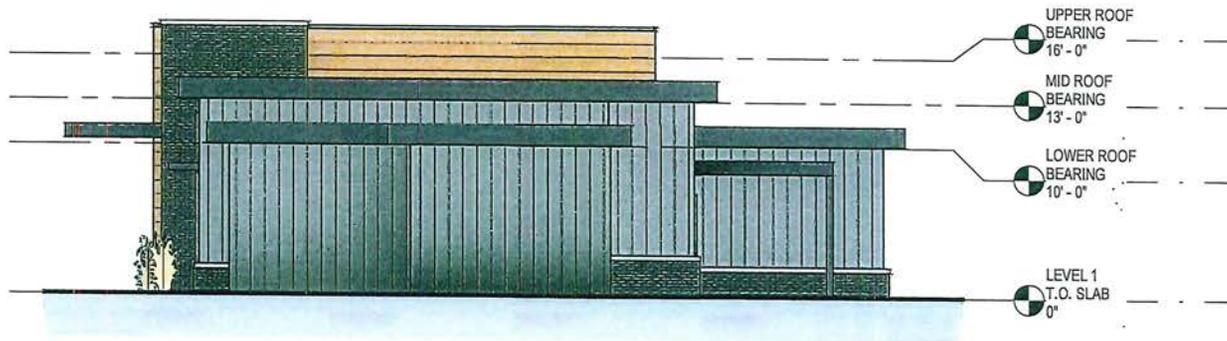


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[AM220361]



1 WEST ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"

ELEVATIONS

GRAY'S STATION CLUBHOUSE



[AM220361]