



**Date** February 20, 2023

**RESOLUTION SETTING HEARING ON REQUEST FROM HUBBELL REALTY COMPANY (OWNER), REPRESENTED BY CALEB SMITH (OFFICER), FOR REVIEW AND APPROVAL OF THE PUD FINAL DEVELOPMENT PLAN FOR “GRAY’S STATION PLAT 5 TOWNHOMES AND CLUBHOUSE,” FOR PROPERTY LOCATED IN THE VICINITY OF 1300 TUTTLE STREET TO ALLOW FOR CONSTRUCTION OF 65 TOWNHOMES AND A CLUBHOUSE AMENITY BUILDING**

**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 Plat 5 Townhomes and Clubhouse” for property located in the vicinity of 1300 Tuttle Street to allow development of the property with the construction of 65 townhomes and a clubhouse amenity building, subject to compliance with all administrative review requirements and the following:

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; 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;



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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 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



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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 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:



**Roll Call Number**

**Agenda Item Number**

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**Date** February 20, 2023

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 Plat 5 Townhomes and Clubhouse" 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.
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-2022-000153)

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 1<sup>st</sup> amendment to the Gray's Station PUD Conceptual Plan, to update the realignment of Southwest 13<sup>th</sup> Street and to allow administrative review of future development site plans in lieu 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 13<sup>th</sup> 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 11<sup>th</sup> 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 5<sup>th</sup> 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 13<sup>th</sup> Street:** The proposed amendment to the PUD incorporates a slight realignment of Southwest 13<sup>th</sup> Street. The initial alignment proposed for Southwest 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> Streets, with the southern building ("Building 2") proposed to frame the corner of Murphy and Southwest 13<sup>th</sup> Streets. The aforementioned Paseo is proposed between the two buildings before intersecting with Southwest 13<sup>th</sup> 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 design 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 13<sup>th</sup> 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:

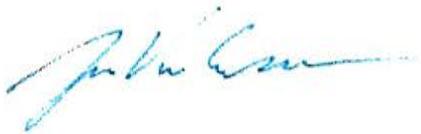
1. Provision of a "band" of architectural concrete masonry unit materials from grade up to 2' for the standalone garages that matches the concrete masonry units proposed for the condo buildings.
2. Provision of a sidewalk connection from the southeastern corner of "Building 2" that crosses the internal 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,

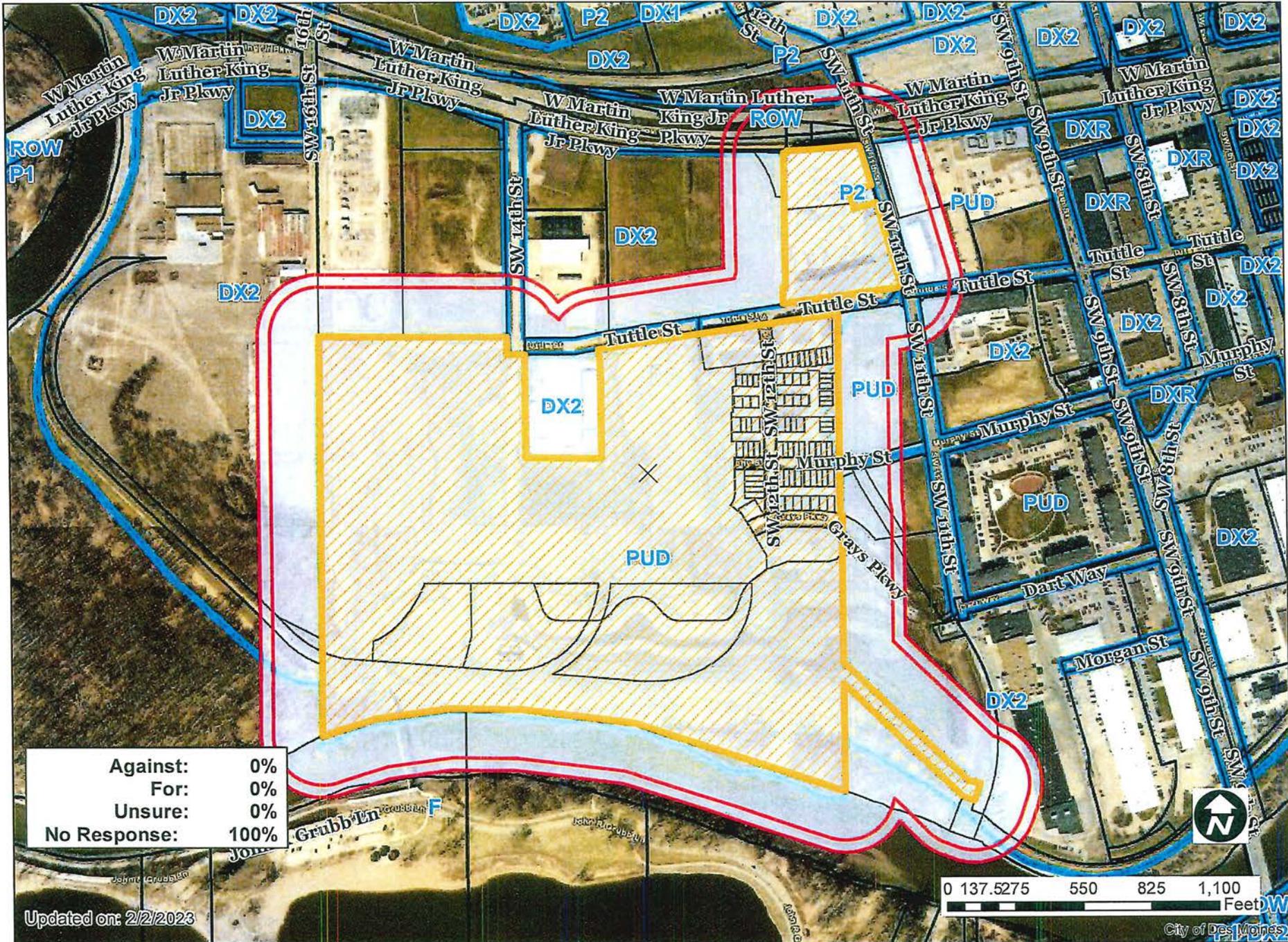


Jason Van Essen, AICP  
Planning & Urban Design Administrator

JMV:tjh

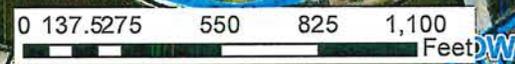


1 inch = 517 feet



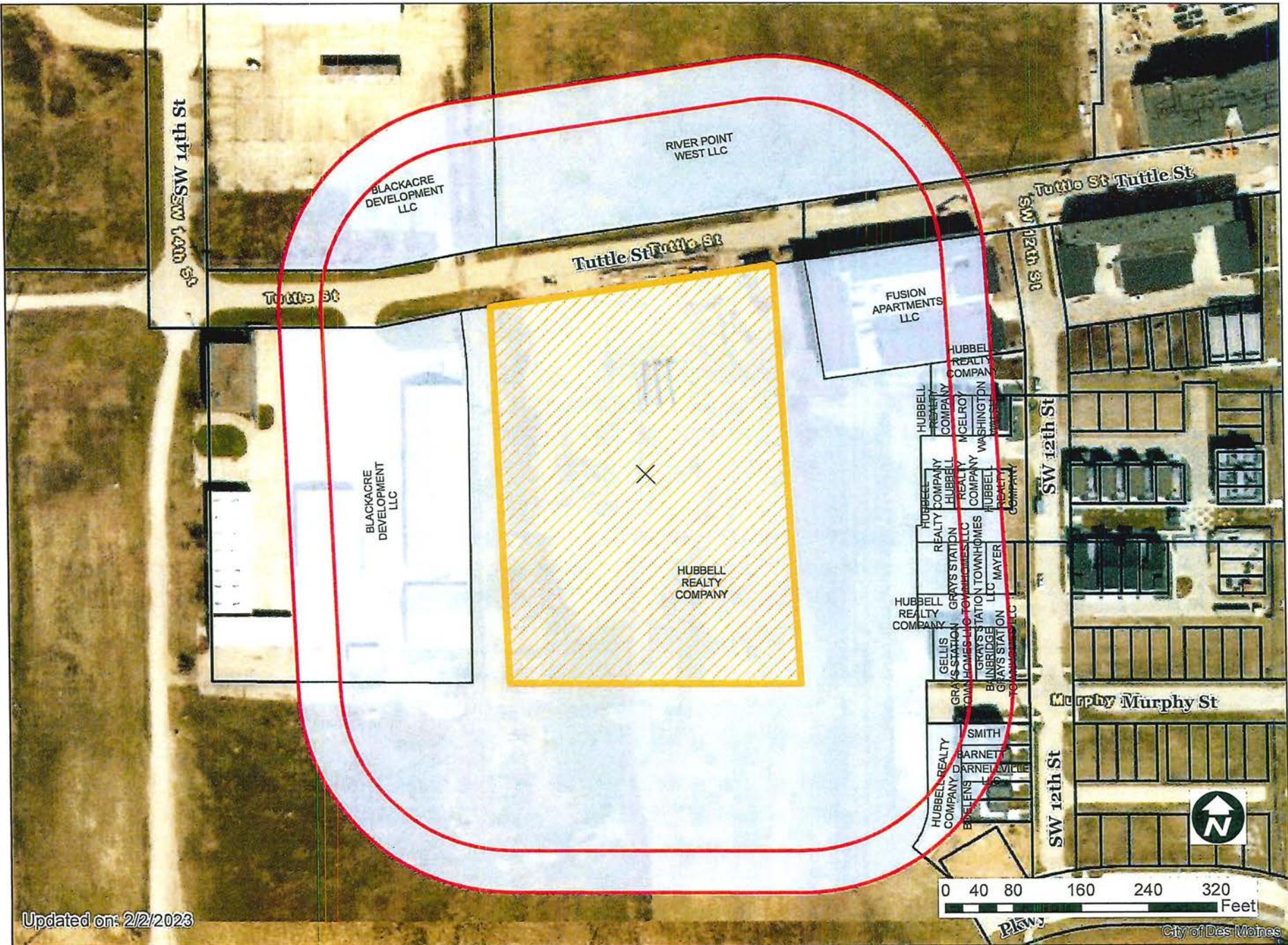
Against:	0%
For:	0%
Unsure:	0%
No Response:	100%

Updated on: 2/2/2023



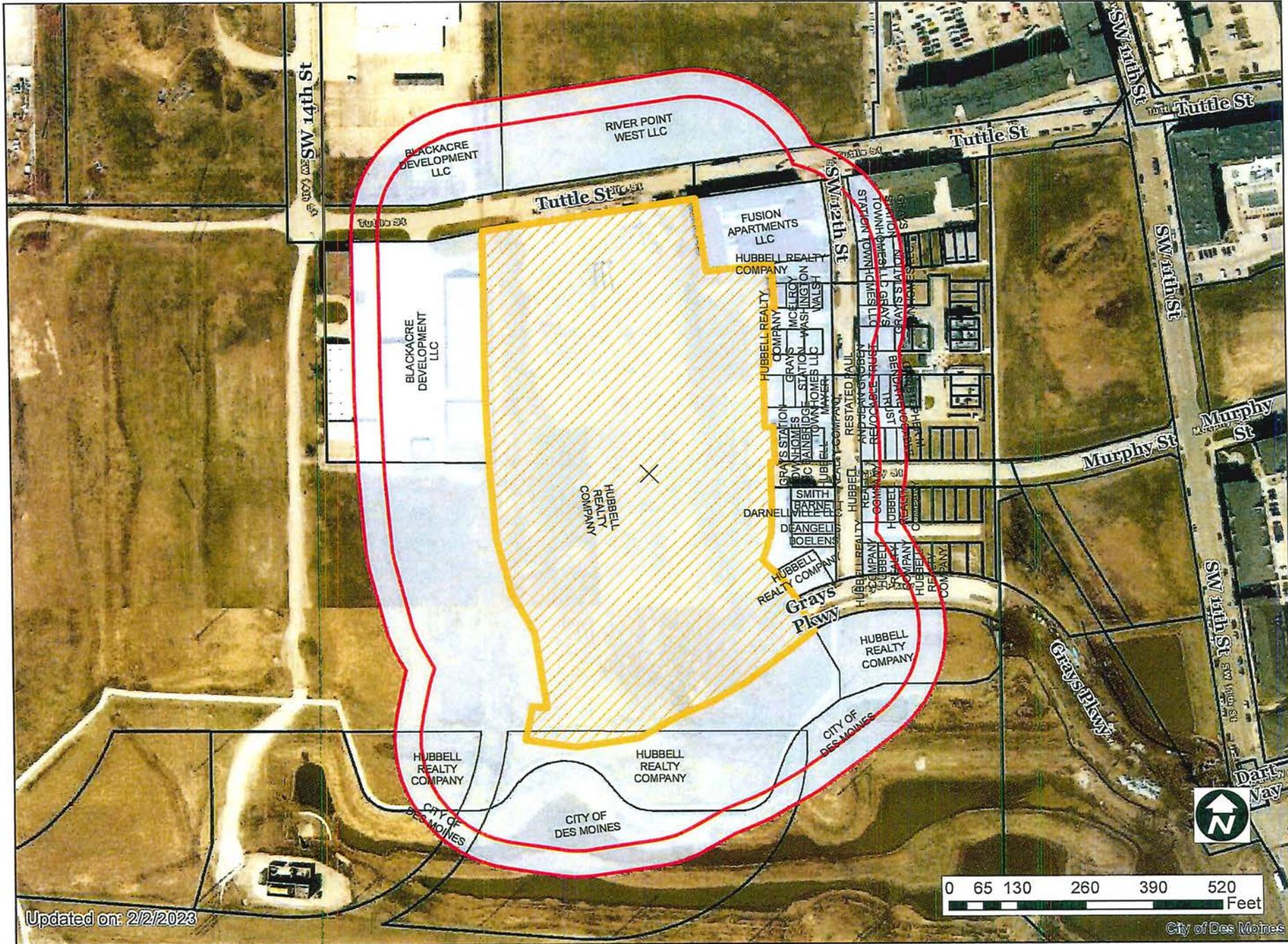
City of Des Moines

1 inch = 517 feet



Updated on: 2/2/2023

1 inch = 151 feet

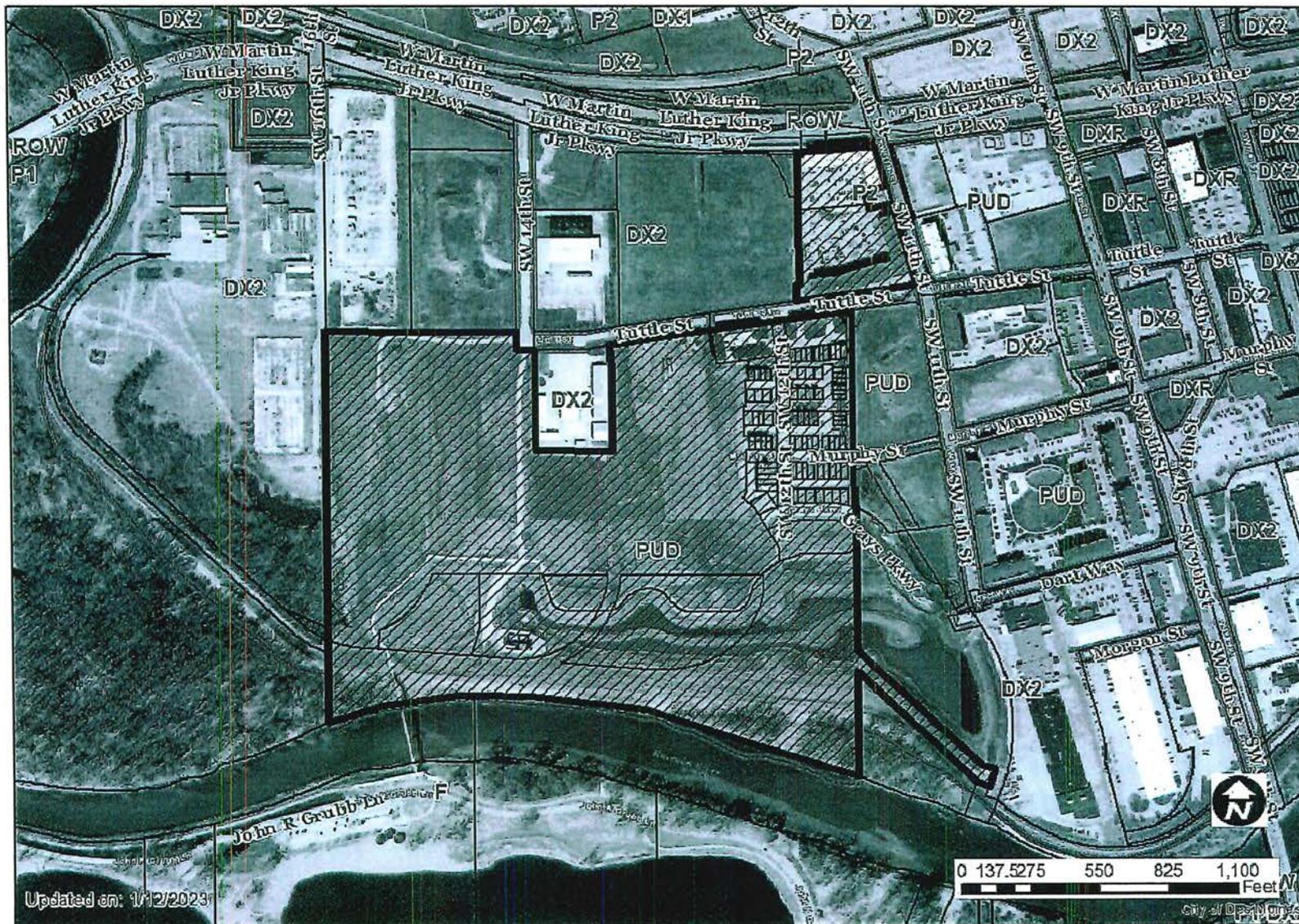


Updated on: 2/2/2023

1 inch = 243 feet

Hubbell Realty Company, 1300 Tuttle Street

ZONG-2022-000095



1 inch = 517 feet

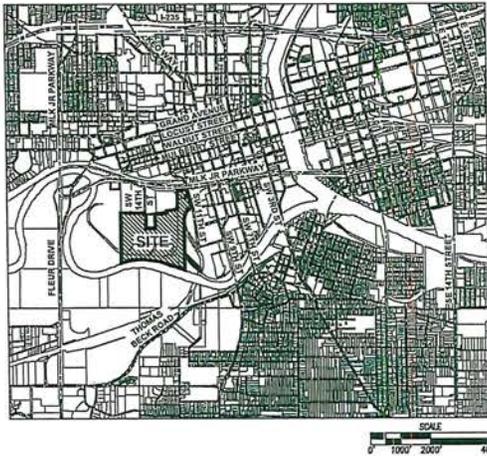


# CONCEPTUAL PLAN, FIRST AMENDMENT

# 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 PIETRUSZYNISKI  
 5660 WESTOWN PARKWAY  
 WEST DES MOINES, IOWA 50266  
 PH. (515) 243-3228

**OWNER**

NORFOLK SOUTHERN RY  
 TAX DEPT  
 3 COMMERCIAL PLACE, SUITE 28  
 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
  - GAMBLING GAMES PROHIBITION DISTRICT

**PROPOSED:**

- P.U.D.

**PLAN DSM LAND USE**

DOWNTOWN MIXED USE

**ENGINEER**

CIVIL DESIGN ADVANTAGE, LLC  
 CONTACT: RYAN HARGISTY  
 4121 NW URBANDALE DRIVE  
 URBANDALE, IOWA 50322  
 PH. (515) 388-4400

**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 setting 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: RIDG Planning & Design, 301 and Avenue Des Moines, Iowa 50309
- o Time: 2 PM - 4 PM

**Steering Committee Meeting #2 - August 15, 2016**

- o Location: RIDG 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, 550 SW 9th ST, Des Moines, Iowa 50309
- o Time: 5:30 PM - 8:30 PM

**P.U.D. PROPERTY DESCRIPTION**

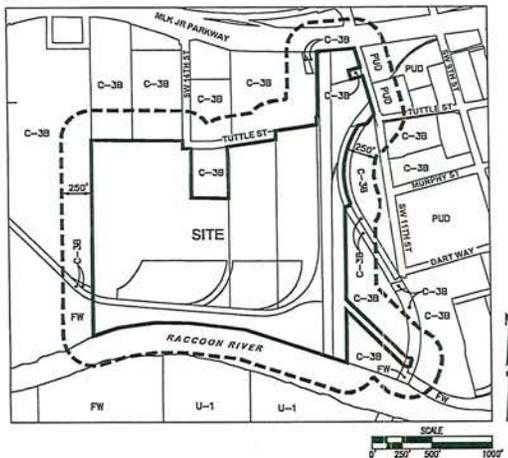
OUTLOTS Y AND Z AND A PART OF LOTS 6, 7 AND 8, CENTRAL DES MOINES INDUSTRIAL PARK, AN OFFICIAL PLAT AND PART OF LOTS 80, 81, 82, 85 AND 86 IN FACTORY ADDITION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 9, CENTRAL DES MOINES INDUSTRIAL PARK HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 679161.83 AND EASTING 1628283.57; THENCE SOUTH 89° (00'00"00") 40' (MINUTES) 50" (SECONDS) EAST ALONG THE NORTHERLY LINE OF SAID LOT 9, A DISTANCE OF 338.63 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°46'52" EAST CONTINUING ALONG SAID NORTHERLY LINE, 419.56 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°01'52" EAST CONTINUING ALONG SAID NORTHERLY LINE, 69.98 FEET TO THE SOUTHWEST CORNER OF STREET LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°52'21" 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°08'04" WEST CONTINUING ALONG SAID NORTHERLY LINE, 423.70 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 89°18'19" 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 604.20 FEET, WHOSE ARC LENGTH IS 43.82 FEET AND WHOSE CHORD BEARS NORTH 02°20'11" WEST, 93.77 FEET; THENCE NORTH 08°30'56" 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°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 00°04'48" WEST ALONG THE WEST LINE OF SAID LOT 8, CENTRAL DES MOINES INDUSTRIAL PARK, 72.11 FEET TO THE NORTHEAST CORNER OF SAID LOT 8; THENCE NORTH 81°52'47" EAST ALONG THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 347.62 FEET TO THE SOUTHEAST CORNER OF LOT 4, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE NORTH 02°01'45" WEST ALONG THE WESTERLY LINE OF SAID OUTLOT Y, CENTRAL DES MOINES INDUSTRIAL PARK, 63.43 FEET; THENCE NORTH 87°28'10" EAST CONTINUING ALONG SAID WESTERLY LINE, 10.37 FEET; THENCE NORTH 01°12'48" WEST CONTINUING ALONG SAID WESTERLY LINE, 554.89 FEET TO THE NORTHEAST CORNER OF LOT 6, SAID CENTRAL DES MOINES INDUSTRIAL PARK AND HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 5759071.0 AND EASTING 1604669.48; THENCE SOUTH 89°42'27" EAST ALONG THE NORTH LINE OF SAID OUTLOT Y, 15.36 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT Y; THENCE NORTH 00°11'12" WEST ALONG THE WEST LINE OF SAID LOT 6, FACTORY ADDITION, 8.59 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF MARTIN LUTHER KING JR PARKWAY; THENCE NORTH 88°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, 188.44 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SW 11TH STREET; THENCE SOUTH 15°22'22" 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, 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 8; THENCE SOUTH 38°13'32" WEST ALONG SAID EASTERLY LINE, 67.08 FEET; THENCE SOUTH 78°27'19" WEST, 73.56 FEET TO THE EASTERLY LINE OF THE WEST HALF OF SAID LOT 8; 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°25'51" WEST, 680.65 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°14'00" EAST ALONG SAID EAST LINE, 767.72 FEET; THENCE SOUTH 43°56'19" EAST, 692.69 FEET TO THE WESTERLY LINE OF SAID LOT 8; THENCE SOUTH 78°04'28" 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 573317.87 AND EASTING 1605461.84; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 746.85 FEET, WHOSE ARC LENGTH IS 76.04 FEET AND WHOSE CHORD BEARS SOUTH 17°00'59" 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, 663.50 FEET TO SAID EAST LINE OF THE WEST 100 FEET OF LOT 80; THENCE SOUTH 00°14'00" EAST ALONG SAID EAST LINE, 433.03 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°01'48" 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°06'00" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 298.62 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, 1947.09 FEET TO THE POINT OF BEGINNING AND CONTAINING 83.73 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 STORIES.
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 1-2 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 ACHIEVED 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')



**PUR CONCEPTUAL PLAN APPROVAL**

REVIEWED BY THE PLAN & ZONING COMMISSION ON JULY 6, 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. HARGISTY, P.E. DATE \_\_\_\_\_  
 20811  
 IOWA

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

DATE	REVISIONS	PREPARED

4121 NW URBANDALE DRIVE  
 URBANDALE, IOWA 50322  
 PHONE: (515) 369-4400 FAX: (515) 369-4410



CIVIL DESIGN ADVANTAGE  
 DES MOINES, IOWA

**GRAY'S STATION**  
 PLANNED UNIT DEVELOPMENT (COVER SHEET)



# Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa Sheet 2B of 20



- 16. Sign, expression advertising means a sign which identifies or directs attention to:
  - a) A profession, business, service, activity, product, campaign or affiliation manufactured, sold, offered or controlled upon the premises where such sign is located, and/or
  - b) The ideological or noncommercial view of an occupant of the premises.
- 17. Sign, real means a sign installed upon or above a roof or parapet of a building.
- 18. Sign, sandwich board means a sign with two faces that are adjacent of the top and displayed at an angle, which is not permanently installed or secured.
- 19. Sign, service means a sign identifying business and other service facilities.
- 20. Sign, temporary means a sign intended for a limited period of display.
- 21. Sign, type A means a sign which shall conform to all aspects with the following:
  - a) It shall be either non-illuminated or internally lighted with non-fluorescent white light.
  - b) It shall have not more than two sign faces, each sign face to be parallel.
- 22. Sign, type B means a sign which shall conform to all of the requirements for type A sign, except that type B signs may be internally illuminated.
- 23. Sign, type C includes type A and type B signs and shall conform to all aspects with the following:
  - a) It may contain exposed lamp or incandescent tubes or any combination thereof, provided that the exposed lamp does not exceed 11 watts or the incandescent tube does not exceed 100-wattage. Where incandescent lamps or exposed lamps with a diffusing screen are used, no lamp shall exceed 25 watts.
  - b) Illumination of illumination by incandescent lamps or by internal reflection is prohibited.
- 24. Sign, 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.
- B. Downtown Mixed Use & High Density Residential Signs
  - 1. Sign shall be in accordance with the following:
    - a) Any combination of two non-permission 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 height per occupant, and not to exceed a maximum of 100 square feet per occupant, shall be permitted. (Building height consists of 25 percent or less of the total building height, the occupant or occupants of that building shall be permitted, in the case of the above, one square foot in area per linear foot of building per lot and not to exceed a maximum of 100 square feet per occupant. Such signs shall be permitted on public or private campuses situated in and occupied 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 20 inches. Such projecting signs shall not be more than five feet from the ground in areas in which there is vehicular traffic. Signs shall be not more than 10 square feet in area per occupant and shall not extend more than four feet above the window. Projecting signs may be attached to the roof or building.
    - c) The permitted types of free-standing signs are monumental 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 premises advertising. Such signs shall comply with height and area requirements outlined in this city building code. Sandwich board signs are permitted upon the sidewalk within the public right-of-way, subject to the following:
      - (1) Such signs are permitted only during the hours the business is open to the public, and must be located adjacent to the premises.
      - (2) Such signs shall be placed no closer than one foot from the back of the street curb, and no more than three feet in width.
      - (3) 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 signage, and shall be located immediately adjacent to the principal entrance to said occupant's premises.
    - f) Two non-permission type B identification panel signs shall be permitted in a building envelope. The total sign area per occupant shall not exceed 100 square feet.

- C. Modern Clearly Permitted Signs
  - 1. Signs shall be in accordance with the following:
    - a) One non-permission type A, type one identification sign not to exceed one square foot in area shall be permitted for each of the following uses: Single-family detached dwelling, non-occupied group residences, and family homes.
    - b) One non-permission type A identification sign not to exceed 24 square feet in area per sign face shall be permitted for each lot building for the following uses: Churches, schools and temples, and similar places of worship, public and private schools (including boarding schools), nursery schools, and child care centers, day-care for children, and publicly owned parks, playgrounds, golf courses, and recreation areas.
    - c) One non-illuminated building face, internally or externally illuminated, not to exceed 24 square feet in area, shall be permitted per building. The sign shall extend higher than eight feet above ground level.
    - d) One non-permission type A identification sign not to exceed one square foot in area shall be permitted for each of the two dwelling units of a two-family residence.
    - e) One non-permission 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.
    - f) In addition to the signs permitted in subsections a) through e) of this section, a home occupation may be permitted one additional square foot of signage.
    - g) Signs of the identification type and the non-illuminated building face, a church or school may combine into one sign type A or type B identification sign and an illuminated building face. The sign may be internally or externally illuminated. It shall not exceed 24 square feet per sign face nor extend more than eight feet above the ground. It shall be located in any required back or side yard.
- VI. Parking Requirements
  - A. Inter-neighborhood areas
    - 1. Surface parking spaces shall not exceed 3.75 spaces per 1000 GSF of commercial area.
    - 2. Surface parking shall have an emphasis on trees, shade and other planting placed around the perimeter of any parking area and where large parking lots are created 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 enhancements to be reviewed by the Planning & Zoning Commission under City Council.
  - 2. Vehicular use areas with 20 or more car stalls require interior landscape area as detailed below:
    - a) Interior landscaping shall be a minimum consist of one planting lot no smaller than 8' x 17' for every 20 interior spaces containing 1 overstory tree and 3 shrubs.
    - 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 with an intervening planting bed.
    - c) Trees planted in Parking Lot Behavior Plantings are to be a minimum of 1" 1/2 caliper.
    - d) Use of existing trees is required to increase shade and reduce "urban heat island" effect.
    - e) A minimum of one (1) overstory tree and three (3) shrubs for every twenty-five (25) spaces exclusive of tree planting required in perimeter landscape area.
    - f) Center islands beyond the 7' perimeter landscape area may be treated toward interior planting requirements each though they are contiguous with perimeter landscape area.
    - g) The 7' perimeter landscape area may not be covered toward interior planting requirements.
    - h) Perimeter landscape areas in excess of 7' may partially be covered toward interior planting requirements.
    - i) Interior planting islands that are at least 10' x 17' shall be spaced no further than 20 parking spaces or 100' apart.
  - 4. Vehicular use areas require perimeter landscape area as detailed below:
    - a) Vehicular use areas having up to 20 car stalls require a 7' perimeter landscape area (7' car stacking, 7' landscape area) measured from the right-of-way line along parking lots having public right-of-way. (Public land cannot be covered toward 8' of this obligation).
    - b) Vehicular use areas of 40 car stalls and over require a 7' perimeter landscape area (7' car stacking, 7' landscape area) measured from the right-of-way line along parking lots having public right-of-way. (Public land cannot be covered toward 8' of this obligation).
    - c) Barrier curbs or curbs shall be a minimum of 6" in height and a minimum of 6" in width, and shall be evenly installed around the perimeter landscape area and be maintained in good condition.
    - d) Sid shall be placed the entire width of perimeter landscape area, including the car stacking area.
    - e) The landscape area shall contain 1 tree and 10 shrubs (24" 1/2" minimum mature minimum height), and be no less than 18" tall per 40 linear feet of perimeter landscape area with granular or a decorative wet or loose media of stone, bark, split base concrete block, patterned rubber mulch or gravel paths, wrought iron, or a combination of these materials, located at the lot line. Wood is not allowed except for an insect resistant. Chain link fences are not allowed. Widths shall be no wider than 20', and no shorter than 24".
    - f) Groundcover or low planting is required in the car stacking area where maintenance will be provided. Ornamental grass, or hardwood shredded mulch, is required.
    - g) Grass lawns are recommended every 100' throughout the perimeter landscape area.
    - h) Trees shall be planted a minimum of 20' from any curb.
    - i) Overhead line spacing is acceptable with groupings of light spacing and larger groupings between groupings.
    - j) The siting or siting of perimeter area trees with pathway trees is encouraged.
    - k) Trees planted in the perimeter landscape area are a separate requirement, and do not count toward either the tree planting or the parking lot behavior obligations.

- 5. Parking lots adjacent to public streets shall be screened by walls, fences, hedges, landscaping or a combination thereof. Unscreened surfaces shall be screened to meet Des Moines Landscape Standards for zoning districts C-3, E-C-3A, Residential Areas
  - 1. Streets designated as "Local" or "Collector" shall include parallel parking as depicted in the approved conceptual development plan.
- B. Structured Parking
  - 1. Portions 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.
- VI. Mass Transit Integration
  - A. Development shall accommodate long term transit connections within and between neighborhoods.
  - B. The Des Moines Area Regional Transit (DART) Authority shall review all development plans and designs located for transit signs and shelters.
  - C. Developers and DART shall work together to establish feasible transit linkages on a case by case basis.
- VI. Public Amenities
  - A. Bicycle and Pedestrian Facilities:
    - 1. Development shall provide unobstructed bike lanes and adjacent trails that connect to existing urban system.
    - 2. Development will include a Pedestrian Bridge connection to Gray's Lake over the Racoon River.
    - a) Pedestrian bridge is anticipated to be located near the southwest corner of the identified PUD boundary and at the existing public station associated with the adjacent street bridge.
    - 3. Development shall pursue the inclusion of bicycle sharing services (e.g., B-Cycle).
    - 4. Sidewalk along streets, in common open space areas, and between buildings shall maintain a minimum width of 5'.
  - B. Public Open Space
    - 1. Greenways
      - a) Greenways that maintain an approximate width of 40' to 50', exceptions may occur where infrastructure requirements necessitate and will be reviewed with the Final Development Plan.
      - b) Greenways shall include landscaping.
      - c) Greenways shall include pedestrian pathways with a minimum width of 5'.
      - d) Greenways may include structural (e.g., Pergola, Shade Structure, etc.) and/or artistic elements where deemed appropriate by the developer and approved in the Final Development Plan.
    - 2. Neighborhood Parks
      - a) Neighborhood Parks shall be generally located per the approved conceptual development plan.
      - b) Neighborhood Parks shall include landscaping.
      - c) Neighborhood Parks shall include pedestrian pathways with a minimum width of 5'.
      - d) Neighborhood Parks may include structural (e.g., Shelter, Clubhouse, Pergola, etc.) and/or artistic elements where deemed appropriate by the developer.
    - 3. Pedestrian Bridge Landing Plaza
      - a) The Pedestrian Bridge Landing Plaza shall generally be located as depicted on the approved conceptual development plan.
      - b) The Plaza shall be designed to accommodate pedestrian and bicycle traffic associated with daily use of the Pedestrian Bridge facility.
      - c) The Plaza shall be designed as an inviting public space that is flexible enough to accommodate neighborhood events.
    - 4. Enhanced Stormwater Basin
      - a) The Enhanced Stormwater Basin (ESB) shall generally be located as depicted on the approved conceptual development plan on Sheet 2B.
      - b) The ESB shall be designed to detain stormwater from the watershed which it serves.
      - c) The ESB shall be designed to improve the quality of stormwater that flows through it.
      - d) The ESB shall be designed to be aesthetically pleasing.
      - e) The ESB shall be designed by the developer. The ESB design shall be approved by the City of Des Moines. ESB shall be constructed and owned by the City of Des Moines.

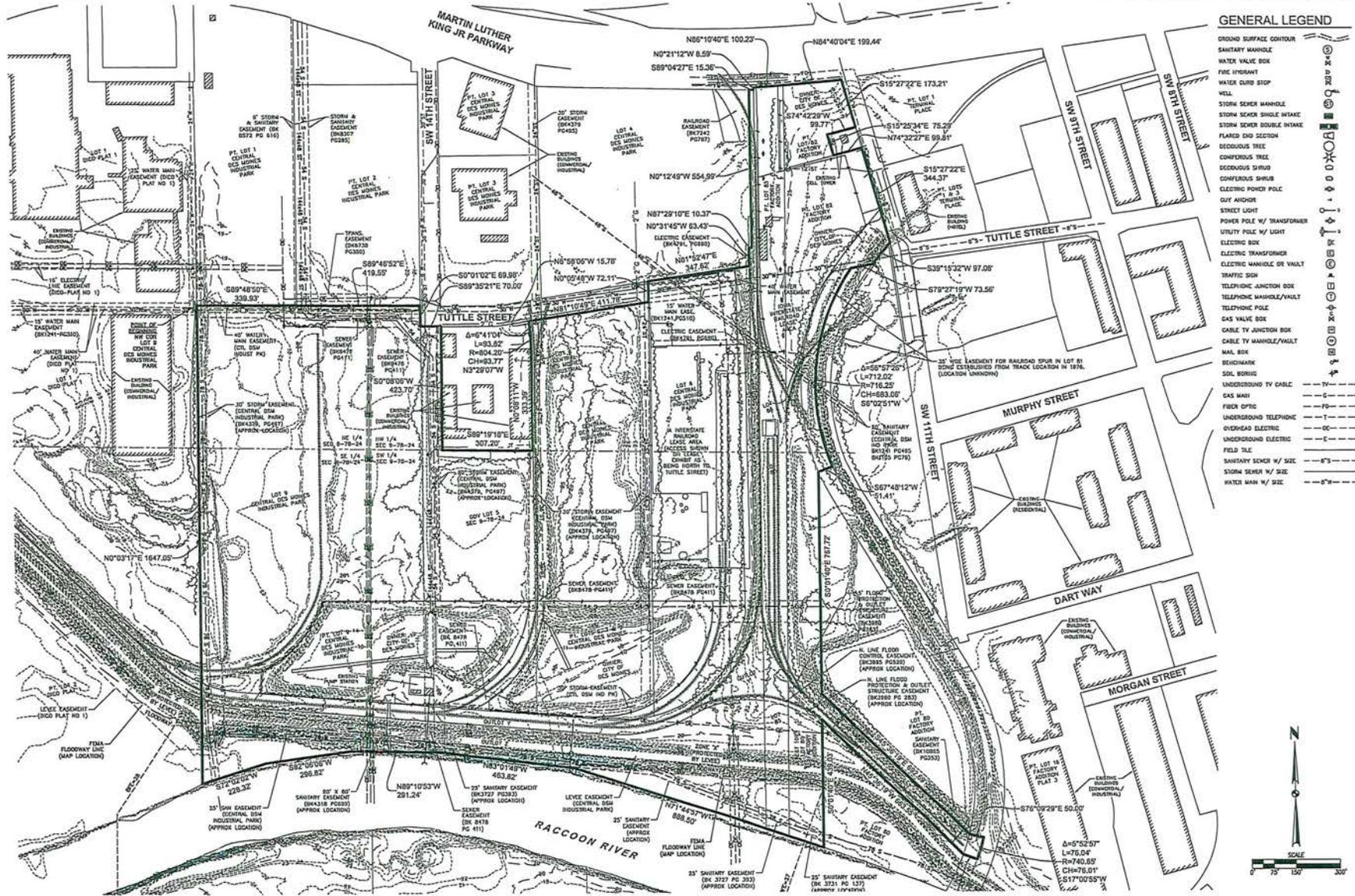




Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa  
 Sheet 5 of 20

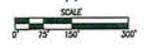


GRAY'S STATION



GENERAL LEGEND

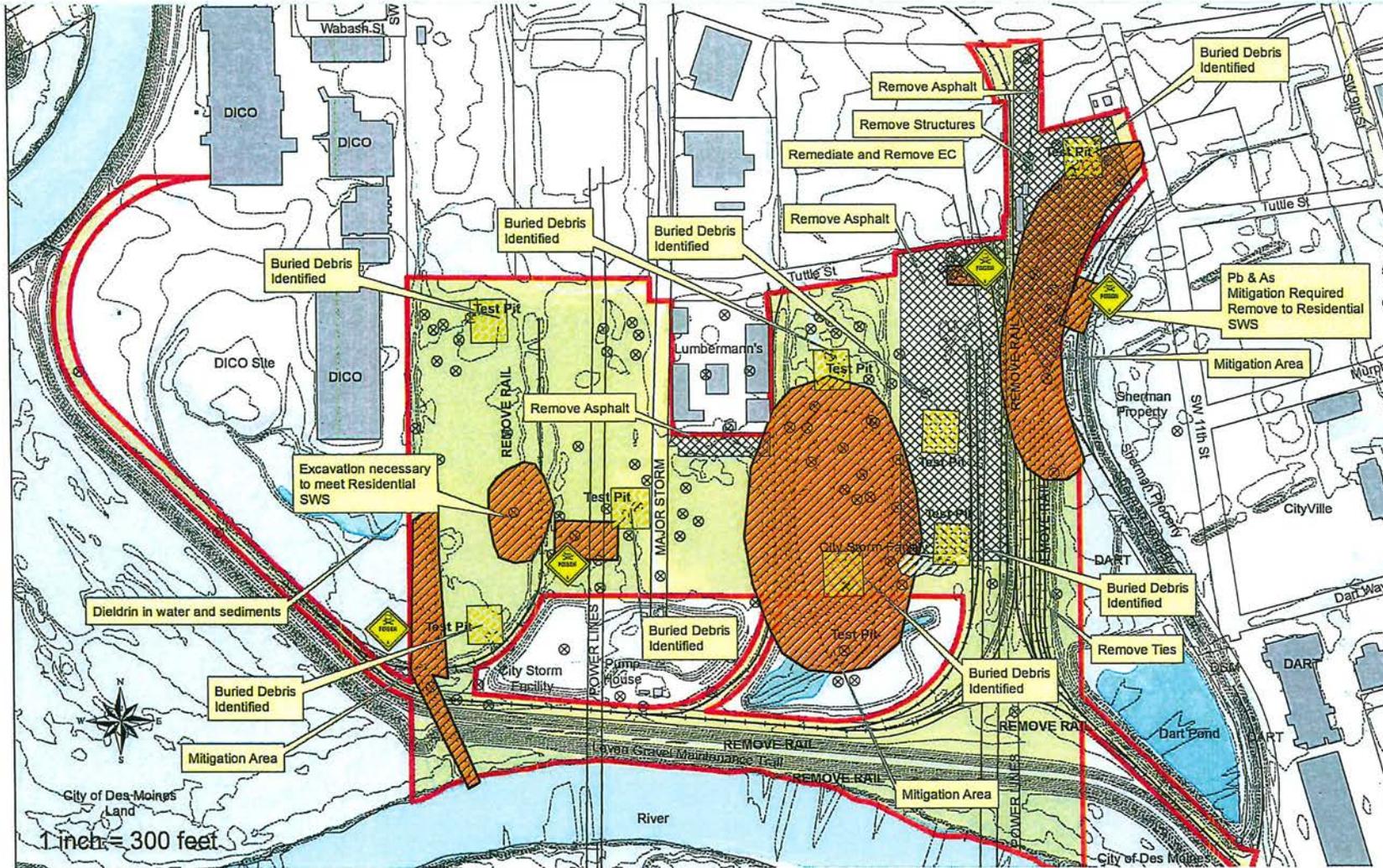
- GROUND SURFACE CONTOUR
- SANITARY MANHOLE
- WATER VALVE BOX
- FIRE HYDRANT
- WATER CURB STOP
- WELL
- STORM SEWER MANHOLE
- STORM SEWER BRICK INTAKE
- STORM SEWER DOUBLE INTAKE
- FLARED END SECTION
- DECIDUOUS TREE
- CONIFEROUS TREE
- CONIFEROUS SHRUB
- CONIFEROUS SHRUB
- ELECTRIC POWER POLE
- UTILITY POLE
- 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
- GAS MAIN
- FIBER OPTIC
- UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- FIELD TILE
- SANITARY SEWER W/ SIZE
- STORM SEWER W/ SIZE
- WATER MAIN W/ SIZE



PLAN MAP:  
 EXISTING CONDITIONS  
 MAY 3, 2017



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa  
 Sheet 6 of 20



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

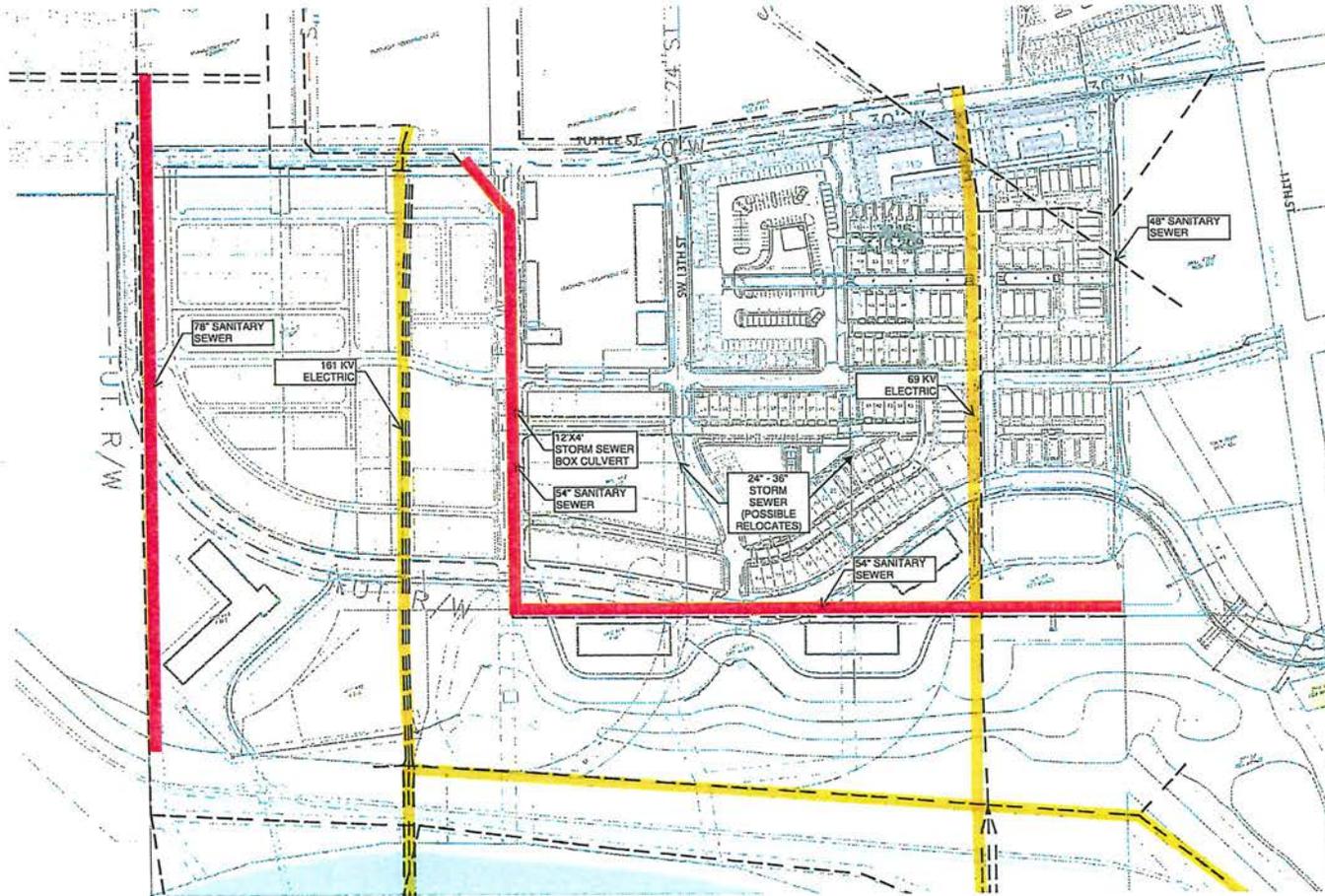
ENVIRONMENTAL CONDITIONS  
 OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa  
 Sheet 7 of 20



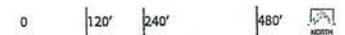
GRAY'S STATION



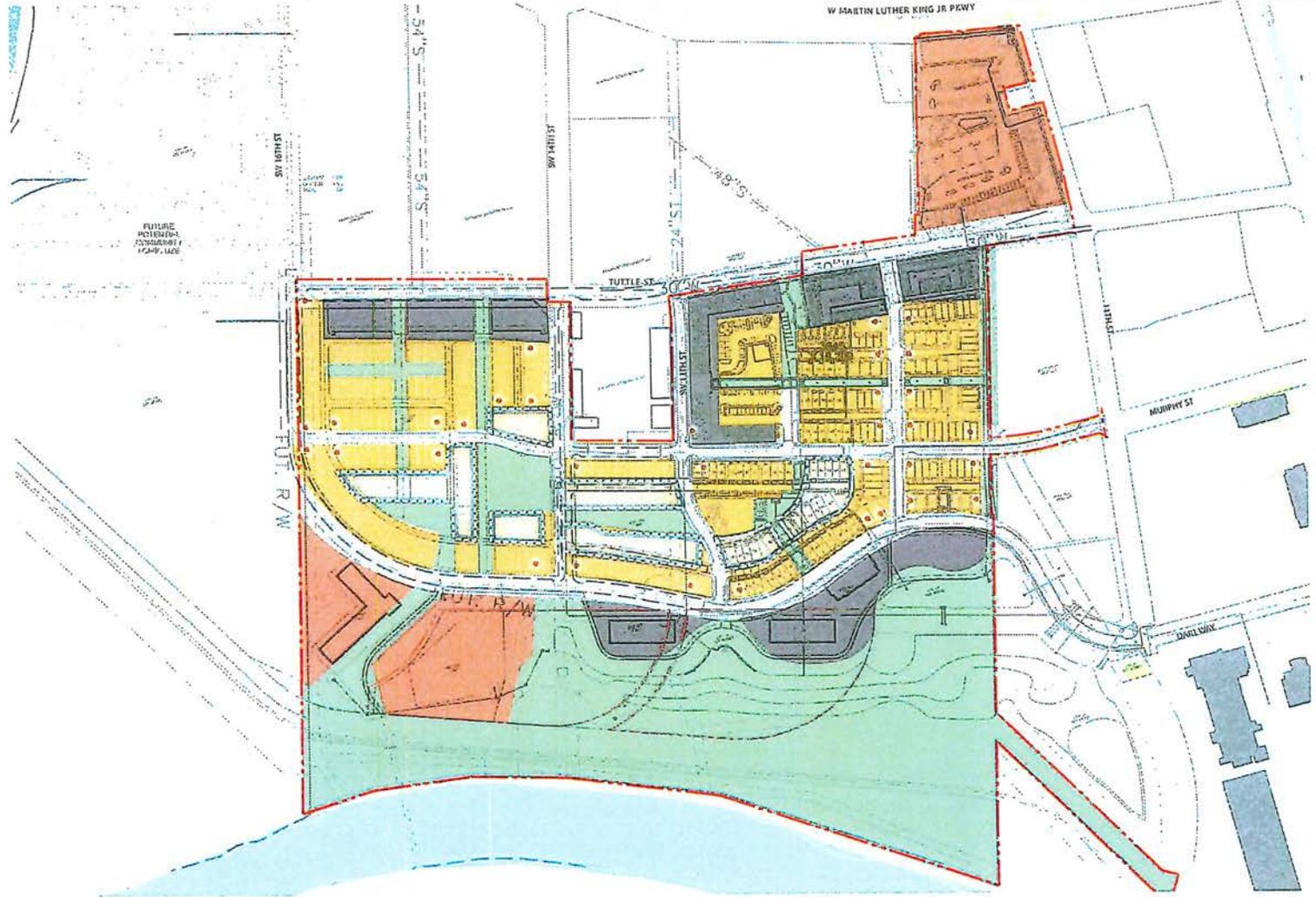
**LEGEND:**  
 ——— EXISTING SANITARY LINE TO REMAIN  
 - - - - EXISTING OVERHEAD POWER LINES TO REMAIN

**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  
 Sheet 8 of 20



**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



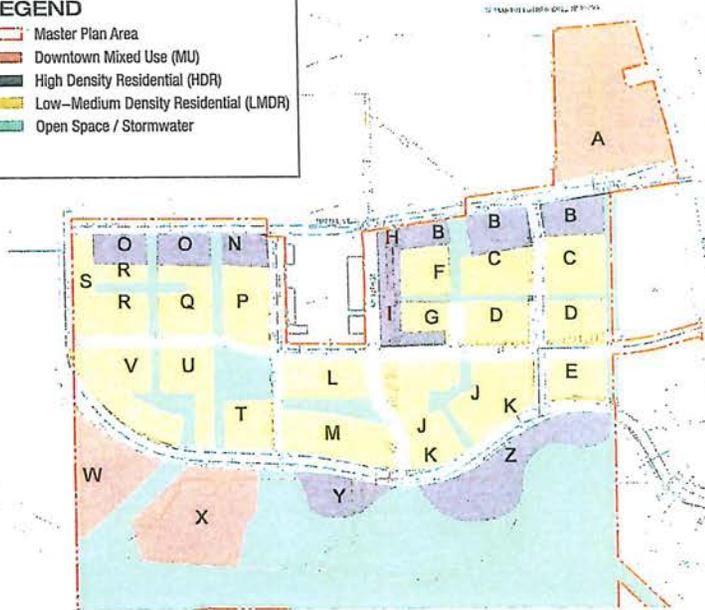
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa  
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GRAY'S STATION

**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
<b>TOTAL</b>		<b>39.2</b>		

**Illustrative Estimate**

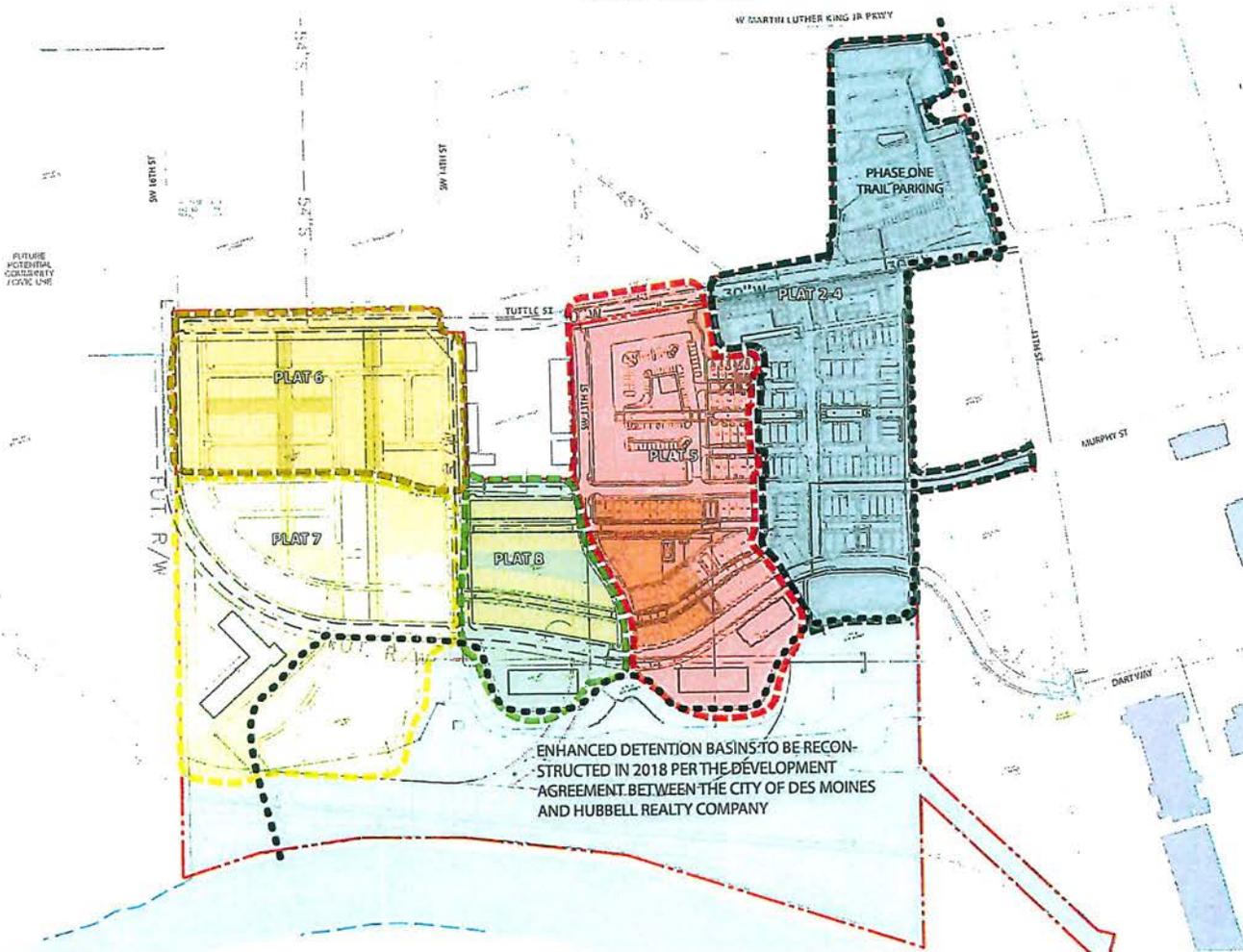
Illustrated Units	Illustrated Net Density	Assumed Multi-family residential floors	City Classification
193	37	4	High
79	41	3	High
34	17		High
34	18		High
16	16		Med
10	14		Med
11	16		Med
5	35	3	High
12	16		Med
13	11		Low-Med
22	13		Med
32	19		High
32	20		High
15	33	3	High
65	54	3	High
22	22		High
22	18		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
<b>TOTAL</b>	<b>1151</b>	<b>29.3</b>	

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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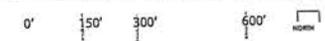
NOTES:  
 Variables that will impact the anticipated phasing of the Gray's Station plan include the timing of:  
 1) Redevelopment of the DICO site, and  
 2) Infrastructure, improvements and street extensions completed by the City of Des Moines.

**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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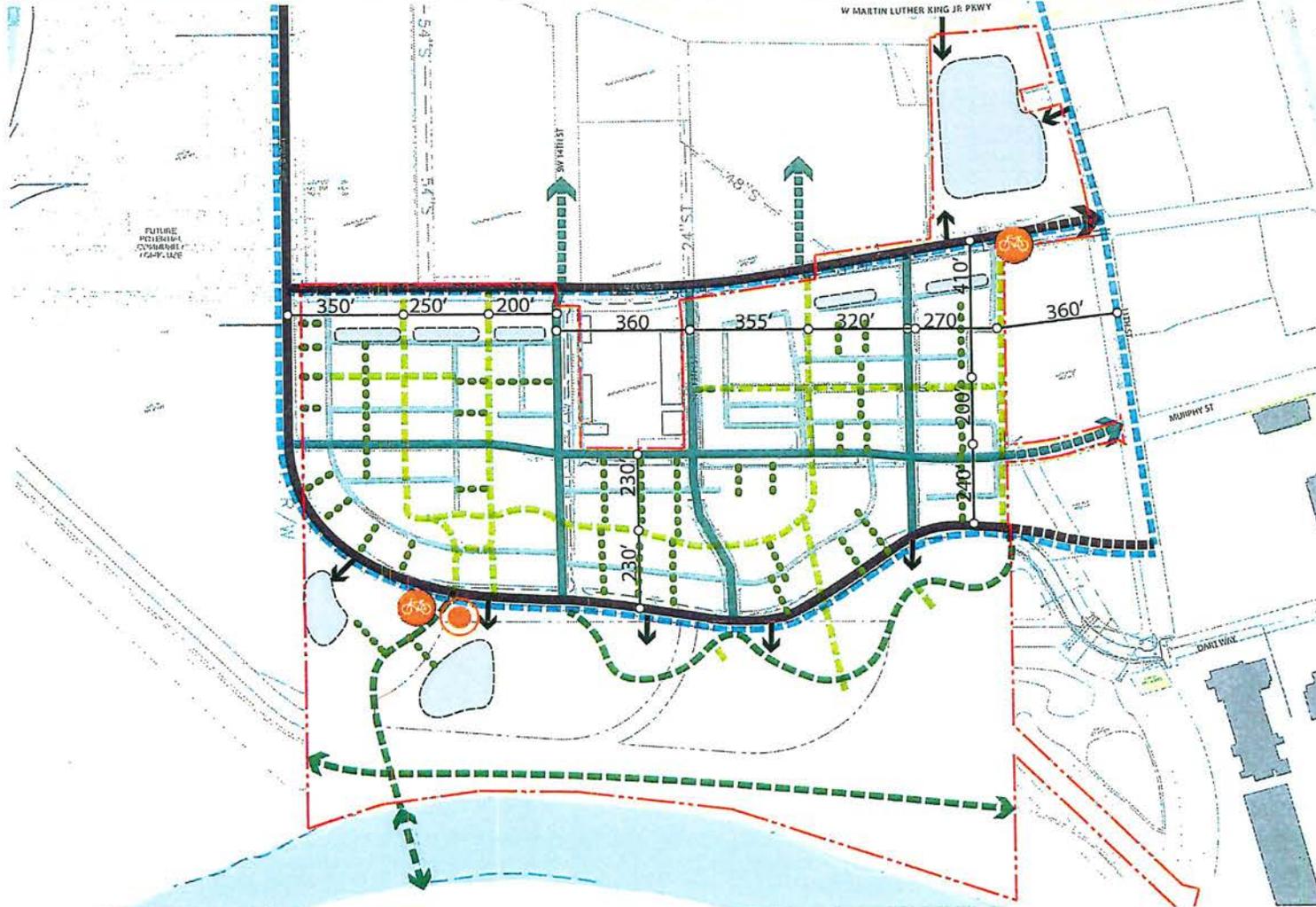
GRAY'S STATION

NOTES:

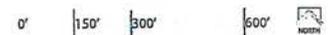
- The location of the following items are approximate and provided to show general plan intent of the circulation network:
  - Block lengths between streets and greenways;
  - Greenway locations;
  - Road centerlines;
  - Alley network;
  - Access drive location;
  - Bus stop locations;
  - Bike share 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



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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  
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**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.

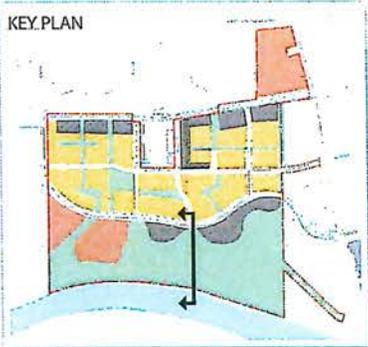
CONCEPTUAL OPEN SPACE PLAN  
 OCTOBER 19, 2022



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



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



# 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

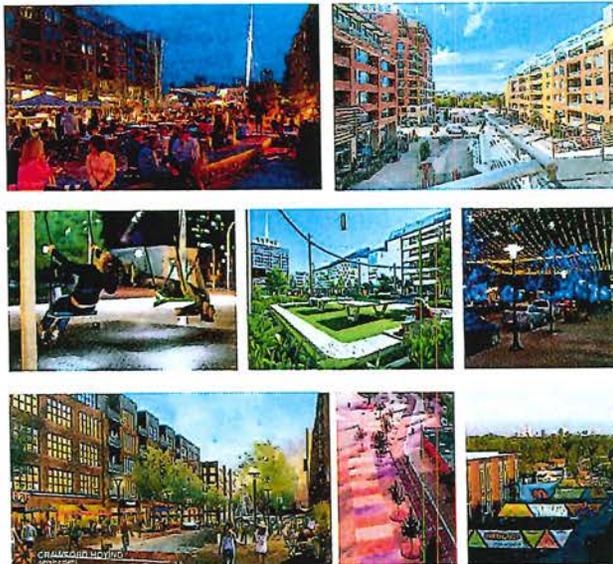
### OPEN SPACE CHARACTER

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



PROPOSED OPEN SPACE CHARACTER IMAGERY  
OCTOBER 19, 2022

### 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:

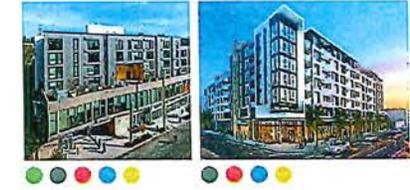
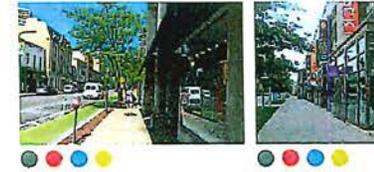
- Relationship to exterior open space (plaza, park, roof deck, etc.)
- Relationship to street
- Relationship to alley
- Building articulation/massing
- Architectural character
- Landscape character

### 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

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GRAY'S STATION

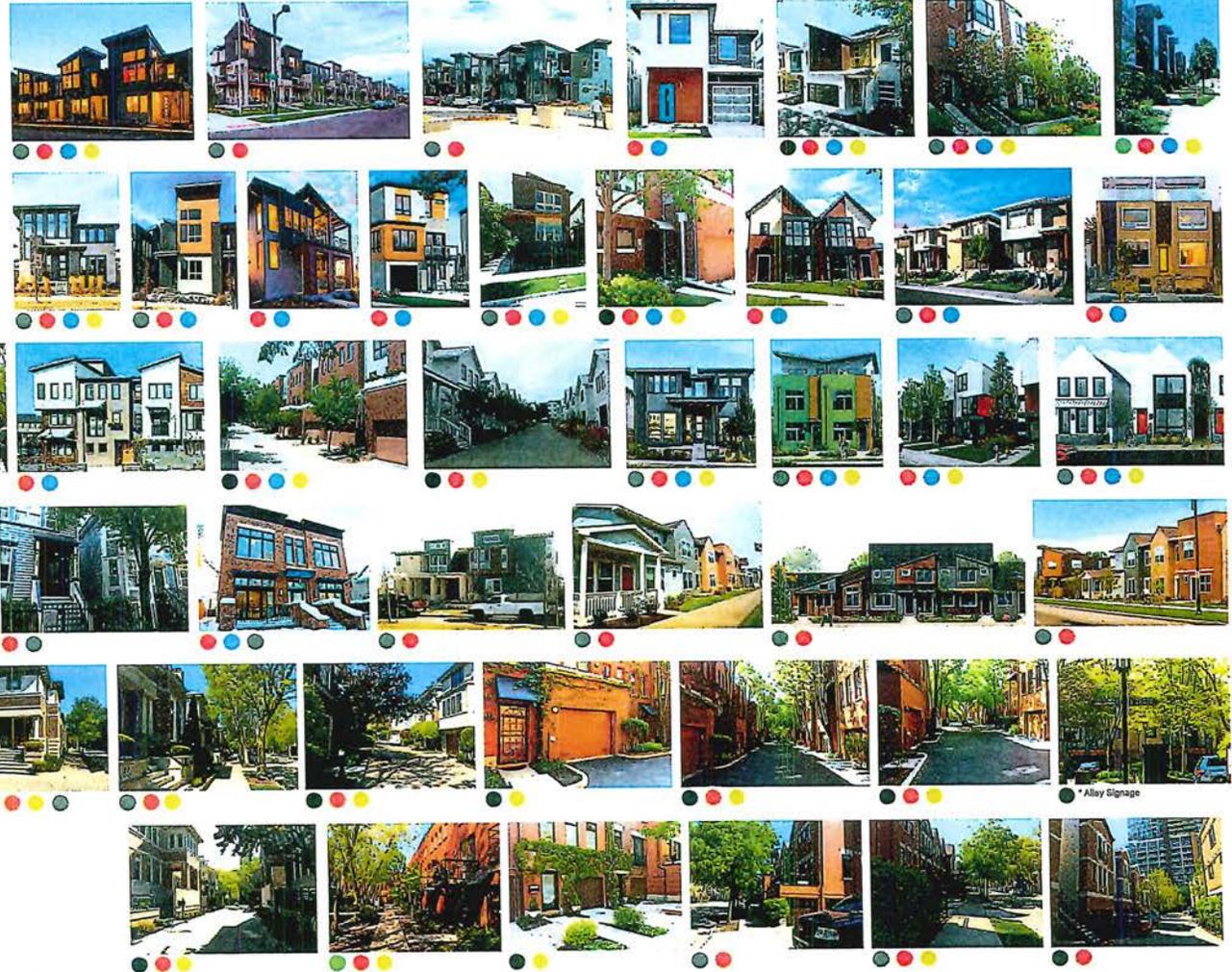
### PRECEDENT HOUSING CHARACTER IMAGERY

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

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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.

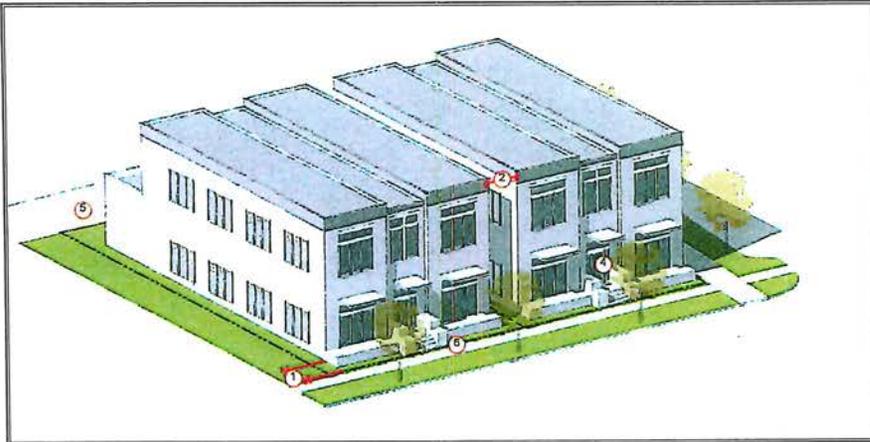


HIGH DENSITY RESIDENTIAL - PROTOTYPICAL BUILDING

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).



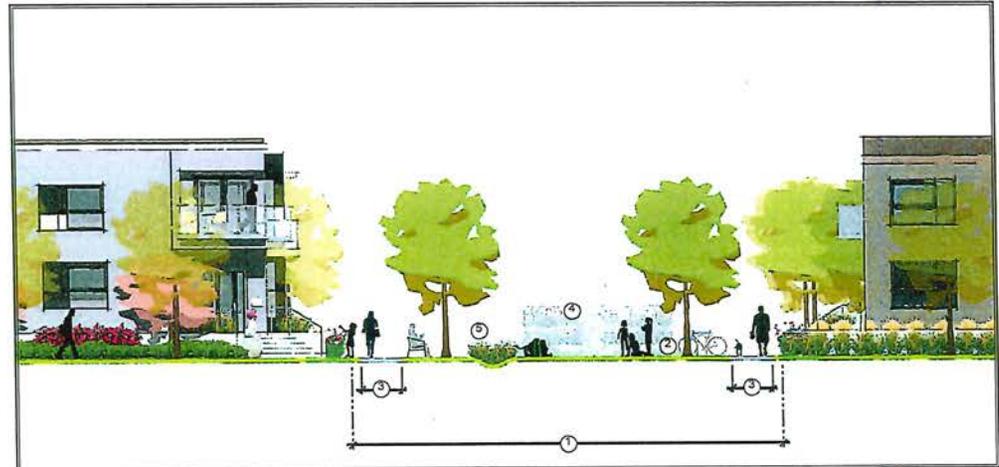
MEDIUM DENSITY RESIDENTIAL - PROTOTYPICAL DETACHED FORM (WITH FOURPLEX)

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).



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).



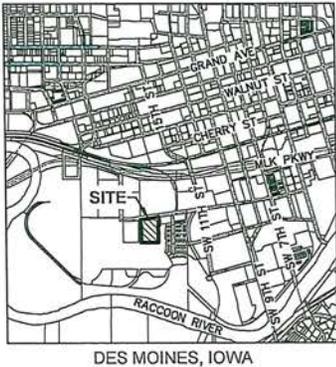
GREENWAY - PROTOTYPICAL FORM

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 FUD - ZON2017-00087

### EXISTING/ PROPOSED USE

EXISTING: UNDEVELOPED  
PROPOSED: HOUSEHOLD LIVING - R+ 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: = 14,844 SF  
SIDEWALK: = 14,844 SF  
OPEN SPACE PROVIDED = 22,854 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 #726: BRASS CAP IN THE NORTHEAST TRAFFIC SIGNAL BASE AT THE SOUTHWEST CORNER OF MARTIN LUTHER KING DRIVE AND SOUTHWEST 11TH STREET. ELEVATION=28.81
- CITY BENCHMARK #558: BRASS TABLET IN THE CONCRETE WALL 43.9 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=25.48

### LEGAL DESCRIPTION

LOT 67, 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 A MILE OF A DARK TRANSIT STOP.
- REDEVELOPMENT OF A PREVIOUSLY DEVELOPED SITE.

### INDEX OF SHEETS

NO.	DESCRIPTION
CO.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	CUY 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 OR 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
WATERMAN WITH SIZE	MAIL BOX
WATER SERVICE	BENCHMARK
SAWCUT (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: ERIC SAUNDERS  
6900 WESTOWN PKWY  
WEST DES MOINES, IA 50266  
PH: (515) 243-3228

**ENGINEER**  
CIVIL DESIGN ADVANTAGE  
4121 NW URBANDALE DRIVE  
URBANDALE, IA 50322  
CONTACT: RYAN HARBISTY  
EMAIL: RYANH@CDA-ENG.COM  
PH: (515) 369-4400

**SURVEYOR**  
CIVIL DESIGN ADVANTAGE, LLC  
4121 NW URBANDALE DRIVE  
URBANDALE, IA 50322  
CONTACT: CHARLIE MCCLOTHLEN  
EMAIL: CHARLEM@CDA-ENG.COM  
PH: (515) 369-4400

**ARCHITECT**  
SIMONSON & ASSOCIATES, INC.  
1717 INGERSOLL AVE SUITE #117  
DES MOINES, IA 50319  
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 APPROVALS:

APPROVED  APPROVED WITH CONDITIONS - SEE EXHIBIT "A"

IN ACCORDANCE WITH SECTION 135-9, 2001 DES MOINES MUNICIPAL CODE, AS AMENDED.

NO CHANGES TO THIS PLAN UNLESS APPROVED IN WRITING FROM THE DEVELOPER/ENGINEER SERVICES DIRECTOR.

DEVELOPER/ENGINEER 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 SUDAS STANDARD SPECIFICATIONS, THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) 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 SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

DATE: 10/19/2022

PROFESSIONAL ENGINEER  
RYAN HARBISTY, P.E.  
20611

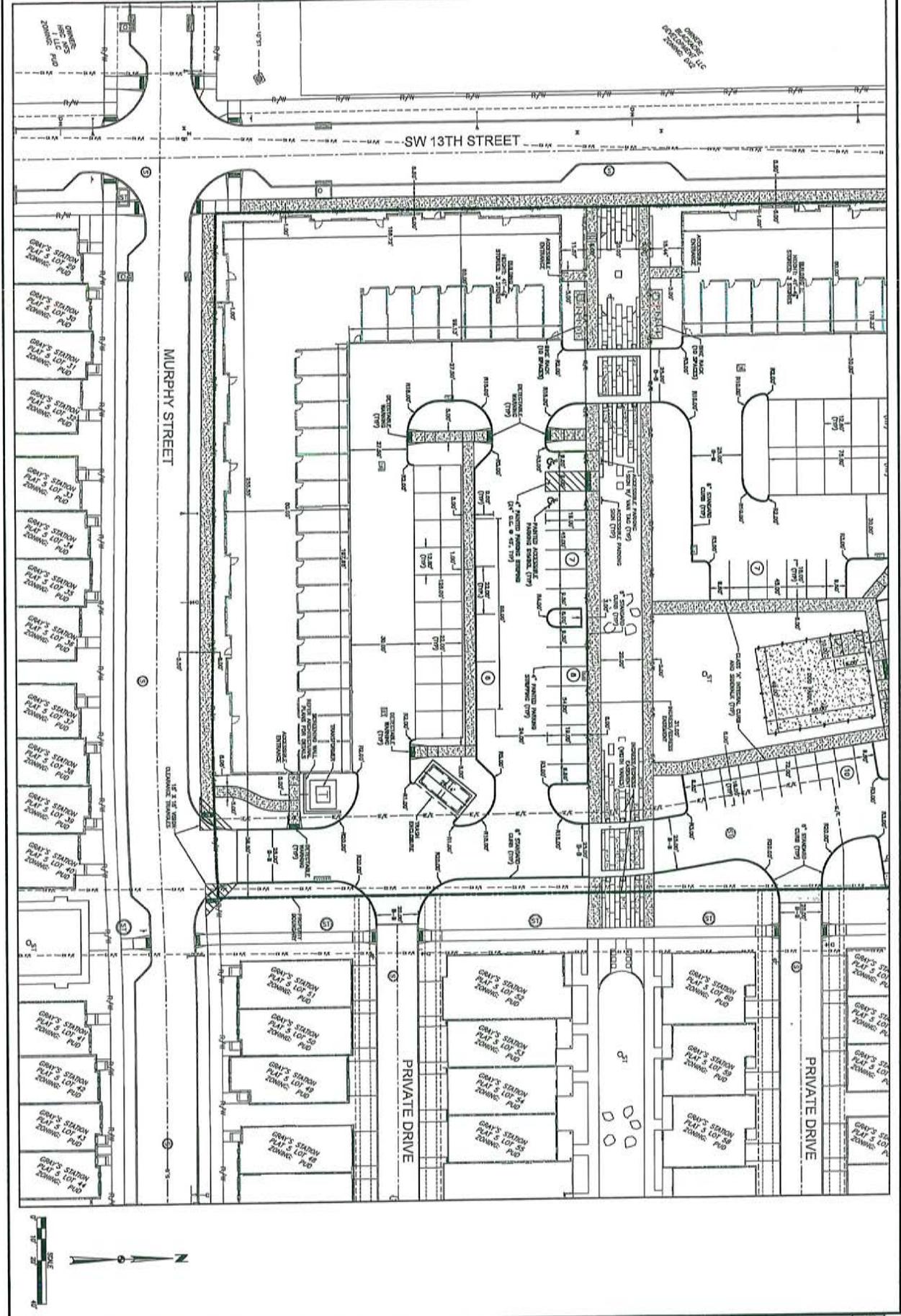
**PRELIMINARY**

FOR CONSTRUCTION

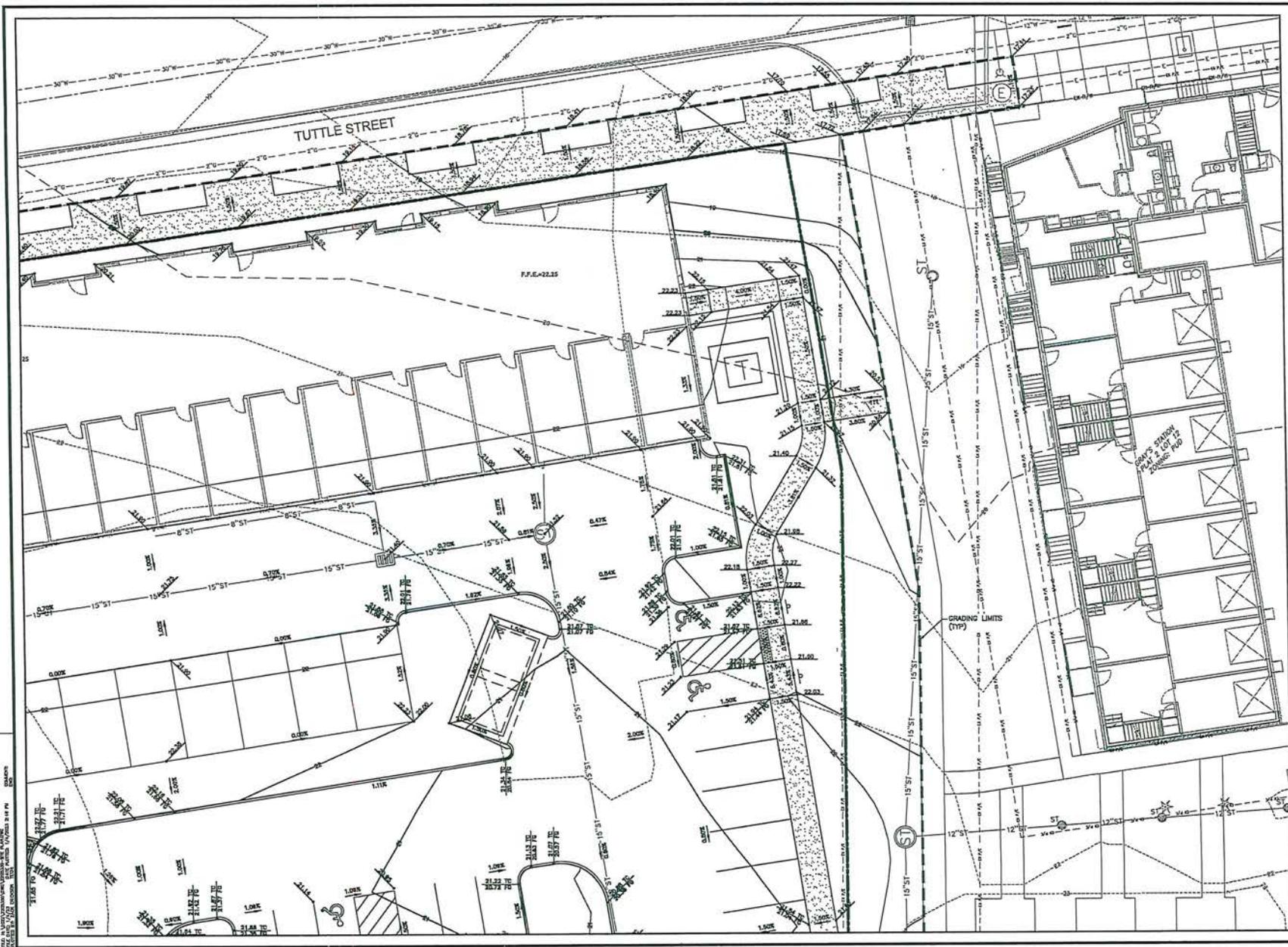
ALL C SERIES SHEETS











DATE: 03/15/2022  
 TIME: 10:45 AM  
 DRAWN BY: J. W. HARRIS  
 CHECKED BY: J. W. HARRIS  
 PROJECT: GRAY'S STATION

REVISIONS	DATE

4121 NW URBANDALE DRIVE  
 DES MOINES, IA 50312  
 PHONE: (515) 389-4400  
 ENGINEER: \_\_\_\_\_  
 TECH: \_\_\_\_\_

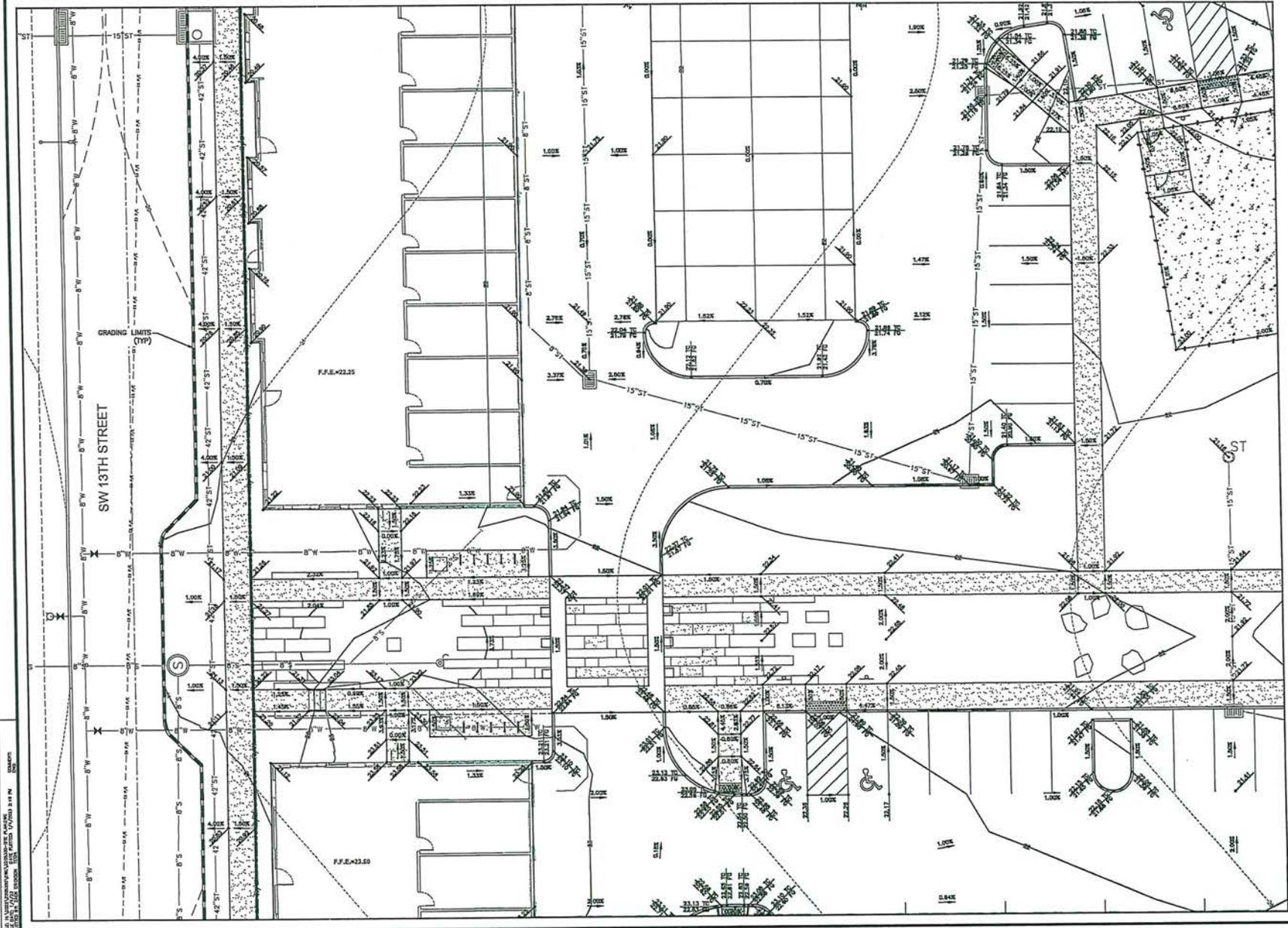


CIVIL DESIGN ADVANTAGE | ENGINEER: \_\_\_\_\_  
 DES MOINES, IOWA

## GRAY'S STATION TELUS GRADING PLAN

**C2.2**  
 2205.350

DATE: 11/15/2022  
 DRAWN BY: J. W. HARRIS  
 CHECKED BY: J. W. HARRIS  
 PROJECT: GRADING PLAN



REVISIONS	DATE

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



**GRAY'S STATION TELUS**  
 GRADING PLAN

C2.3

2205.350

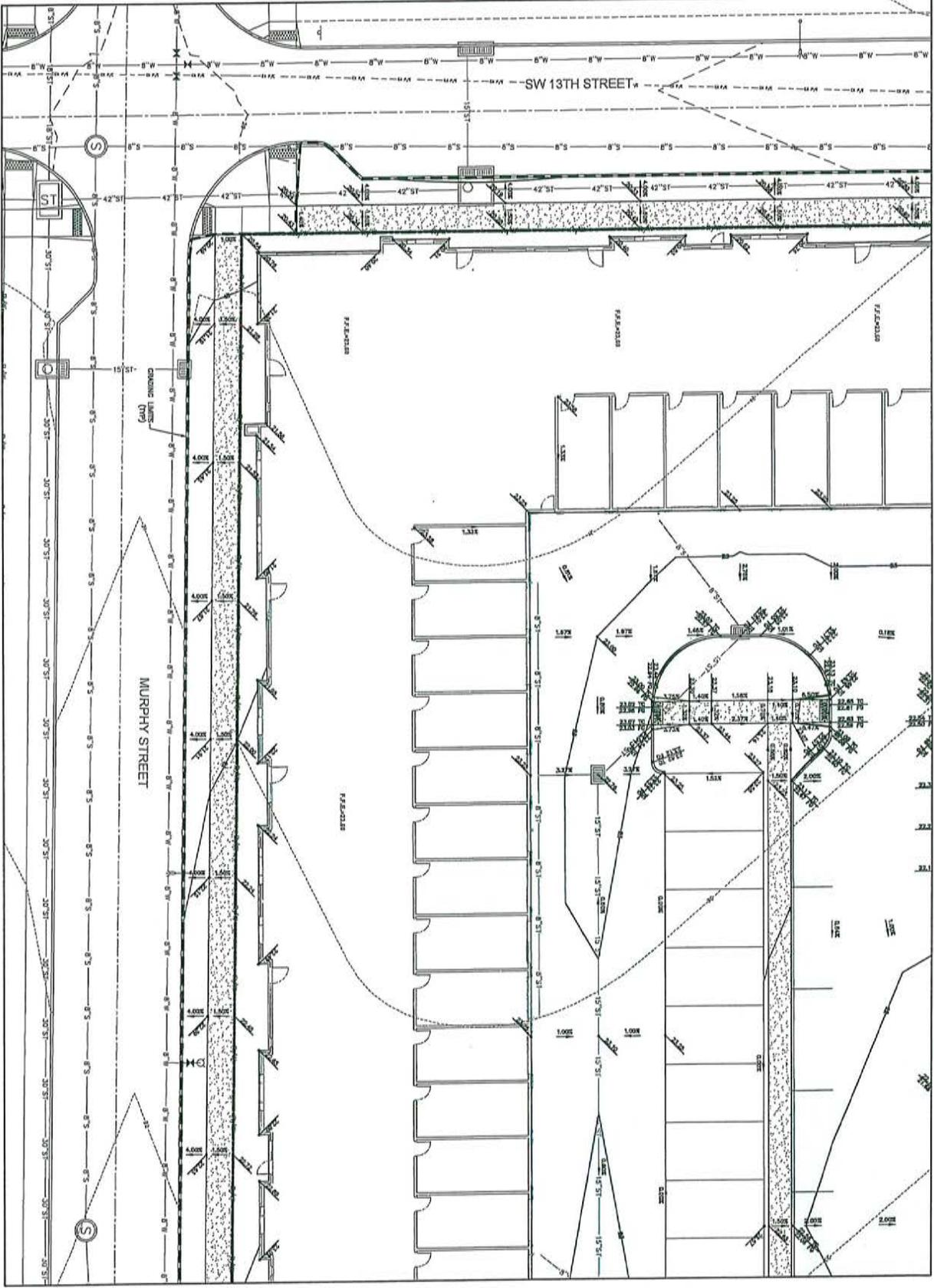
DES MOINES, IOWA  
 CIVIL DESIGN ADVANTAGE ENGINEER

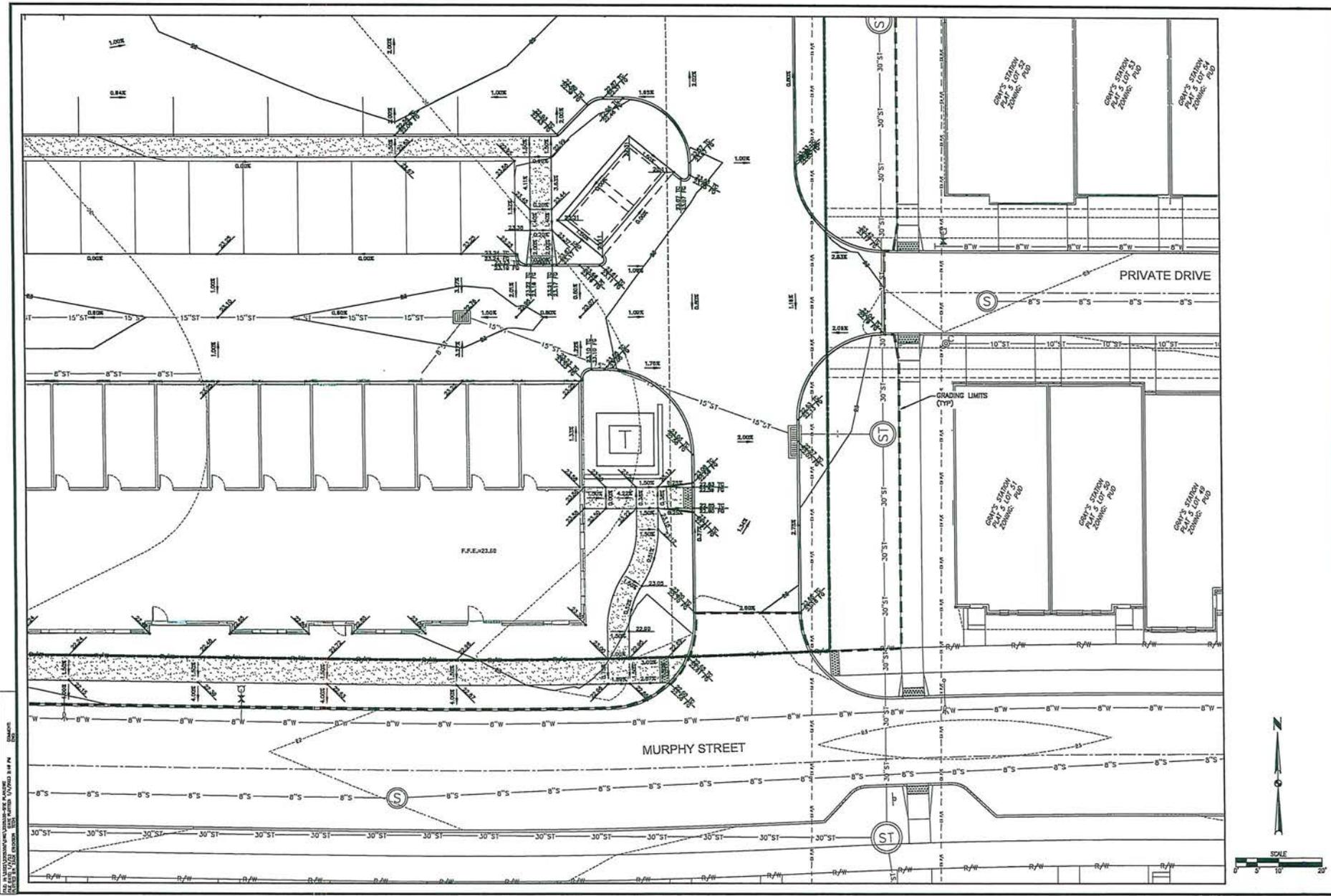
TECH:

SECOND SUBMITTAL  
 FIRST SUBMITTAL

DISIGNED  
 10/19/2022







DATE: 11/15/2022  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 PROJECT: GRAY'S STATION TELUS

NO.	DATE	REVISIONS
1	11/15/2022	SECOND SUBMITTAL
2	11/15/2022	FIRST SUBMITTAL

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



**GRAY'S STATION TELUS**  
**GRADING PLAN**  
 CIVIL DESIGN ADVANTAGE  
 DES MOINES, IOWA

**C2.6**  
 2205.350

ENGINEER:

TECH:

TECH:



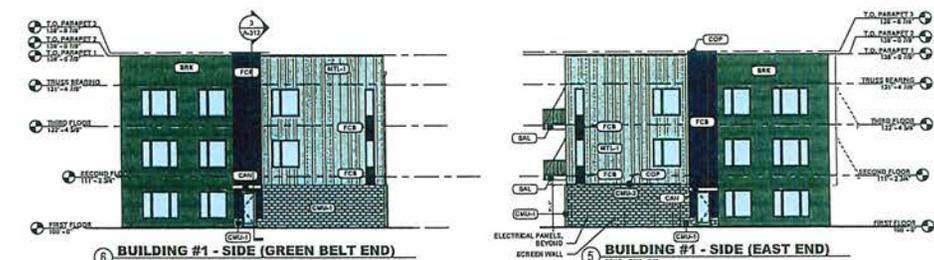










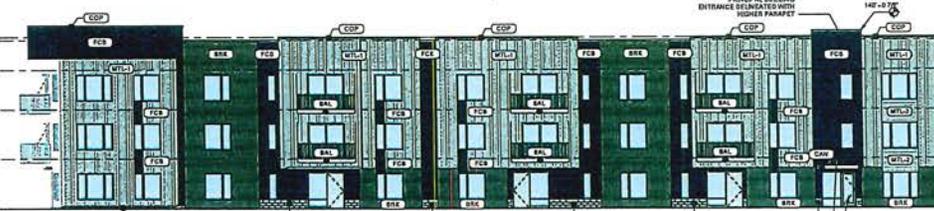


6 BUILDING #1 - SIDE (GREEN BELT END)  
SCALE 3/8" = 1'-0"

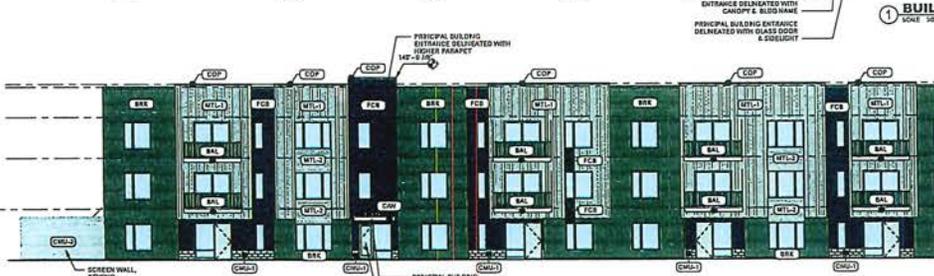


5 BUILDING #1 - SIDE (EAST END)  
SCALE 3/8" = 1'-0"

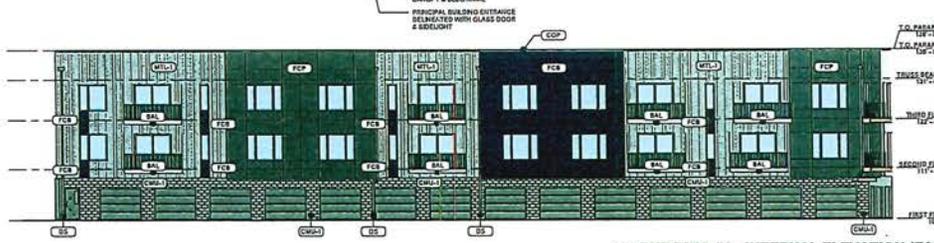
EXTERIOR MATERIAL LEGEND	
MAT. LABEL	MATERIAL DESCRIPTION
BAL	PREFABRICATED BALCONY CLEAR ANODIZED ALUMINUM
BRE	PURE BROWN BRICK, NATURAL WEATHER COLOR - GRAY
GRW	PREFABRICATED GANTRY WALLS, OR EQUAL COLOR CLEAR ANODIZED ALUMINUM
CMU	PERFORATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
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CMU93	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU94	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU95	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU96	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU97	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU98	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU99	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER
CMU100	PREFABRICATED CONCRETE BLOCK, NATURAL WITH NATURAL WEATHER



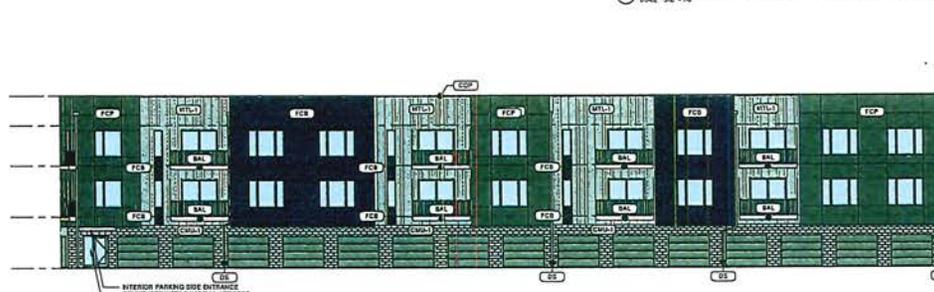
1 BUILDING #1 - SW 13TH STREET  
SCALE 3/8" = 1'-0"



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



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



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

**GENERAL EXTERIOR ELEVATION NOTES**

- REFER TO ARCHITECTURAL NOTES AND REQUIREMENTS OF ALL OTHER DOCUMENTS AND OTHER DISCIPLINES' SPECIFICATIONS.
- ALL CORNER TRIMS & SERVICE UNITS SHALL BE GROUPED TOGETHER IN A BEAT & ORDERLY MANNER AND SHOULD PENETRATE THE WALL AT THE LOWEST POINT AND ARE NOT TO RUN OVER THE TOP OF PARAPET. ALL OTHER CORNER & JUNCTION TRIMS FOR EXTERIOR FINISHES & EQUIPMENT SHALL BE FULLY CONCEALED WITHIN THE BUILDING CONSTRUCTION.
- ALL HORIZONTAL TRANSITION BETWEEN DIFFERENT MATERIALS SHALL BE FLUSH, CONTINUOUS FROM UP SIDING UPPER MATERIAL AND EXTEND OVER TO EXTERIOR FACE OF LOWER MATERIAL WITH SPURR JOINTS.
- ANY FINISHES ON BLIND ELEVATIONS NOT SHOWN SHALL BE SIMILAR IN MATERIAL AND MAKEUP TO ADJACENT CONDITIONS OR OTHER SIMILAR CONDITIONS.
- NO EXPOSED UNFINISHED CORERS, MASONRY FINISHES AT WINDOW PENETRATIONS ARE REQUIRED IF FRAMING IS NOT BEEN EXPOSED TO PROVIDE CLOSURE AT THE BACKSIDE OF MASONRY FOR AN EFFECTIVELY SEALED JOINT.
- MATERIAL ABOVE CANOPIES & AWNINGS TO BE CONTINUED DOWN BEHIND THE GLAZING.
- ANY EXPOSED ROOFING MEMBRANE VISIBLE FROM A PUBLIC RIGHT AWAY MUST MATCH THE PRIMARY WALL MATERIAL COLOR.
- INSTALL VERTICAL EXPANSION JOINTS PER STRUCTURAL OR MINIMAL AT CIRCUMFERED LINE AND AT THE HEAD OF DOOR, WINDOW SILL OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINTS/TRANSITION JOINT AT MAIN STRUCTURAL SEAMING LOCATIONS, VERIFY JOINTS WITH ARCHITECT.
- CORNER & EAVE ALL TRANSITION/CONTROL/EXPANSION AT ALL EXTERIOR MATERIALS.
- PROVIDE CAST RISERS JUST IN FROM THE OUTER EDGE ON UNFINISHED OF FACE MATERIAL OR STOP EDGE AT ALL OVERHANGS & SOTTES.
- INSULATE AND SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIERS AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPILLER PIPE FREEZING.
- WHERE EXTERIOR FINISH ADJACENT TO BUILDING TOP OF FINISH TO BE 1/4" LOWER THAN EXTERIOR FINISH FLOOR & SPURR CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 2" WHERE DOOR STOP, 4" OUT FROM DOOR 1/4" MIN. MAX. SLOPE, AFTER 4" AWAY FROM DOOR 1/8" MIN. SLOPE TO INSURE WAY. (REFER TO CM1)
- WHERE NO EXTERIOR FINISH ADJACENT TO BUILDING TOP OF FINISH UNFINISHED MATERIAL SHALL BE 1/4" LOWER THAN EXTERIOR FINISH FLOOR & SPURR CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 2" (REFER TO CM1)
- ADDRESS SHALL BE PROVIDED ON STREET SIDE OF BUILDING AND ON UNFINISHED SIDE, NUMBERS A MINIMUM 5" HIGH CONTRASTING COLOR NUMBERS WITH MINIMUM 1/2" STROKE.
- IF ANY SIGNAGE OR HIGH BAY IS SHOWN IT IS FOR REFERENCE ONLY. FINAL DESIGN AND ALLOWANCES SHALL BE DETERMINED WITH APPROVED SIGNAGE PERMITS.

**MISC EXTERIOR MATERIAL FINISHES**

- TYPICAL U.O.I.:
- EXPOSED CONCRETE: GRIND SANDPAPER & RESURFACE WITH CEMENT SLURRY.
- EXPOSED INTERIORS: SANDBLASTED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
- METAL BALCONIES & RAILINGS: GALVANIZED & PAINTED WHITE.
- FLASH & COPPER: METAL PREFINISHED TO MATCH ADJACENT ROOF COLOR.
- COPYINGS, CUTTERS & COMPONENTS: METAL PREFINISHED TO MATCH ALL MATERIAL.
- CANALS & SEALANTS: COLOR MATCHED TO ADJACENT MATERIAL.
- COLOR MATCHING: METAL PREFINISHED TO MATCH ADJACENT MATERIAL.
- COVERAGE: METAL PREFINISHED TO MATCH GRAIN.
- LIGHT FIXTURES: METAL PREFINISHED HORIZONALLY TO MATCH ADJ. OPENING FRAMING.
- MECHANICAL EQUIPMENT: EQUIPPED WITH PARAPET.
- EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINTED TO MATCH ADJACENT MATERIAL.
- TRIM SIZES, TYP. U.O.I.:
- WINDOW & DOOR: 4-1/2" VERTICAL, 4-1/2" HORIZONTAL, 8-1/4"

MATERIAL CALCULATIONS (JOINT OF SEE NOTES)		
<b>SW 13TH STREET (STREET FACING)</b>	4,645.82 SF TOTAL	W/O PENETRATIONS: 4,645.82 SF
GLASS =	375.22 SF	16.6%
BRICK =	612.25 SF	30.0%
FIBER CEMENT =	276.45 SF	13.0%
METAL PANEL =	851.45 SF	39.0%
CMU =	288.55 SF	13.0%
STREET FACING TRANSPARENCY PERCENTAGE = 34%		
<b>INTERNAL ELEVATION (EAST)</b>	8,326.54 SF TOTAL	W/O PENETRATIONS: 8,326.54 SF
GLASS =	1,862.83 SF	22.0%
BRICK =	800 SF	9.0%
FIBER CEMENT =	1,810.55 SF	21.0%
METAL PANEL =	1,955.55 SF	23.0%
CMU =	797.61 SF	9.0%
STREET FACING TRANSPARENCY PERCENTAGE = 25%		
<b>INTERNAL ELEVATION (NORTH)</b>	8,095.14 SF TOTAL	W/O PENETRATIONS: 8,095.14 SF
GLASS =	2,422.82 SF	29.0%
BRICK =	800 SF	9.0%
FIBER CEMENT =	2,285.52 SF	28.0%
METAL PANEL =	2,586.80 SF	31.0%
CMU =	400 SF	4.0%
WINDOW RECESSES BY MATERIAL:		
BRICK:	5.00"	
CMU RECESSES:	5.00"	
FIBER CEMENT PANEL:	5.00"	
FIBER CEMENT LAF:	5.00"	
METAL PANEL:	5.00"	



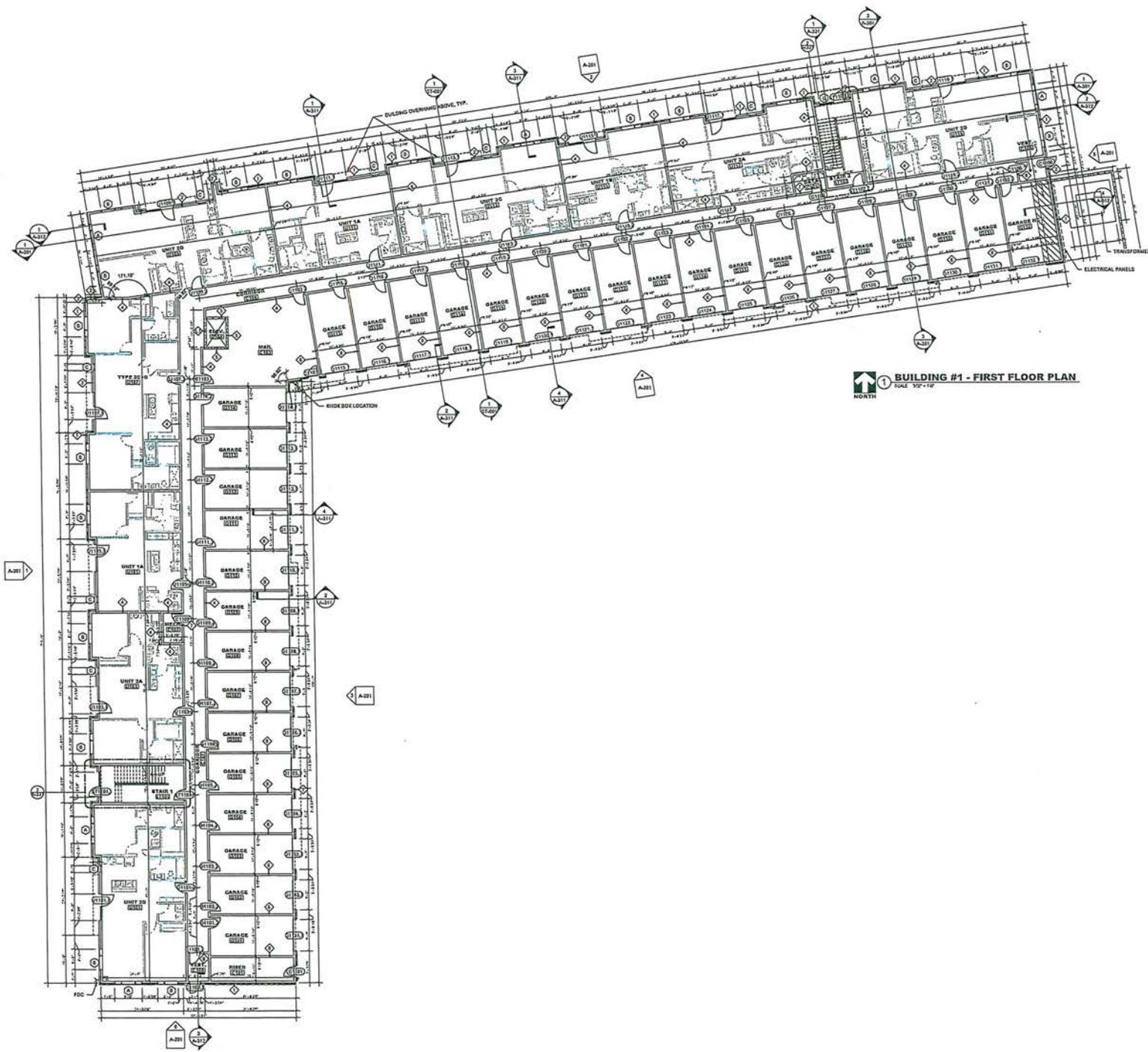
**TELUUS CONDOS**  
DES MOINES, IA

DATE: 11/11/2024  
TIME: 10:00 AM  
FILE NO.: 21153  
SHEET NO.: 07  
PROJECT: TELUUS CONDOS - EXTERIOR ELEVATIONS - COLORED

M-201

10/2023-10/2024





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

**GENERAL FLOOR PLAN NOTES**

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- 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 PROTECTION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
- DIMENSIONS ARE TO FACE OF FINISH MATERIAL ON CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
- ALL CONCRETE PIPES, WIRING, ROUGHIN, 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 AS NOTED ON THE DRAWINGS AND NO PLUMBING PAN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACE/NOT COORDINATION BETWEEN TRADES IS REQUIRED.
- INSTALL VERTICAL EXPANSION JOINT ANIMAL AT COLUMN/GRID LINES AND AT THE HEAD OF BOOM BRACKETS/BEAMS ON AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CONCENTRATIONS. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS, EXIST ANYWAY C/F W/F.
- CHASE & SEAL ALL CONTROL/EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR SMOOTH & CONCRETE.
- PROVIDE LOWER LEVEL AND/OR UNDER FLOOR DRAINAGE SYSTEM TO REDUCE IMMEDIATE UPLIFT AND PREVENT AGENT MOISTURE ESCAPE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE ESCAPE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE RELIEF.
- PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT FLOWING OF WATER ADJACENT TO BUILDING OR ON PAVEMENT.

**BUILDING #1 UNIT MIX:**

**FIRST FLOOR**

UNIT 1A	1
UNIT 1B	1
UNIT 1C	1
UNIT 1D	1
UNIT 1E	1
UNIT 1F	1
UNIT 1G	1
UNIT 1H	1
UNIT 1I	1
UNIT 1J	1
UNIT 1K	1
UNIT 1L	1
UNIT 1M	1
UNIT 1N	1
UNIT 1O	1
UNIT 1P	1
UNIT 1Q	1
UNIT 1R	1
UNIT 1S	1
UNIT 1T	1
UNIT 1U	1
UNIT 1V	1
UNIT 1W	1
UNIT 1X	1
UNIT 1Y	1
UNIT 1Z	1
TOTAL	20 (21 REG GARAGES, 1 ADA GARAGE)

**SECOND FLOOR**

UNIT 2A	1
UNIT 2B	1
UNIT 2C	1
UNIT 2D	1
UNIT 2E	1
UNIT 2F	1
UNIT 2G	1
UNIT 2H	1
UNIT 2I	1
UNIT 2J	1
UNIT 2K	1
UNIT 2L	1
UNIT 2M	1
UNIT 2N	1
UNIT 2O	1
UNIT 2P	1
UNIT 2Q	1
UNIT 2R	1
UNIT 2S	1
UNIT 2T	1
UNIT 2U	1
UNIT 2V	1
UNIT 2W	1
UNIT 2X	1
UNIT 2Y	1
UNIT 2Z	1
TOTAL	20 (21 REG GARAGES, 1 ADA GARAGE)

**THIRD FLOOR**

UNIT 3A	1
UNIT 3B	1
UNIT 3C	1
UNIT 3D	1
UNIT 3E	1
UNIT 3F	1
UNIT 3G	1
UNIT 3H	1
UNIT 3I	1
UNIT 3J	1
UNIT 3K	1
UNIT 3L	1
UNIT 3M	1
UNIT 3N	1
UNIT 3O	1
UNIT 3P	1
UNIT 3Q	1
UNIT 3R	1
UNIT 3S	1
UNIT 3T	1
UNIT 3U	1
UNIT 3V	1
UNIT 3W	1
UNIT 3X	1
UNIT 3Y	1
UNIT 3Z	1
TOTAL	20 (21 REG GARAGES, 1 ADA GARAGE)

**TOTALS**

UNIT 1A	13	17 1-BEDROOMS - 25%
UNIT 1B	1	
UNIT 1C	1	
UNIT 1D	1	
UNIT 1E	1	
UNIT 1F	1	
UNIT 1G	1	
UNIT 1H	1	
UNIT 1I	1	
UNIT 1J	1	
UNIT 1K	1	
UNIT 1L	1	
UNIT 1M	1	
UNIT 1N	1	
UNIT 1O	1	
UNIT 1P	1	
UNIT 1Q	1	
UNIT 1R	1	
UNIT 1S	1	
UNIT 1T	1	
UNIT 1U	1	
UNIT 1V	1	
UNIT 1W	1	
UNIT 1X	1	
UNIT 1Y	1	
UNIT 1Z	1	
TOTAL	42 (22 GARAGES)	

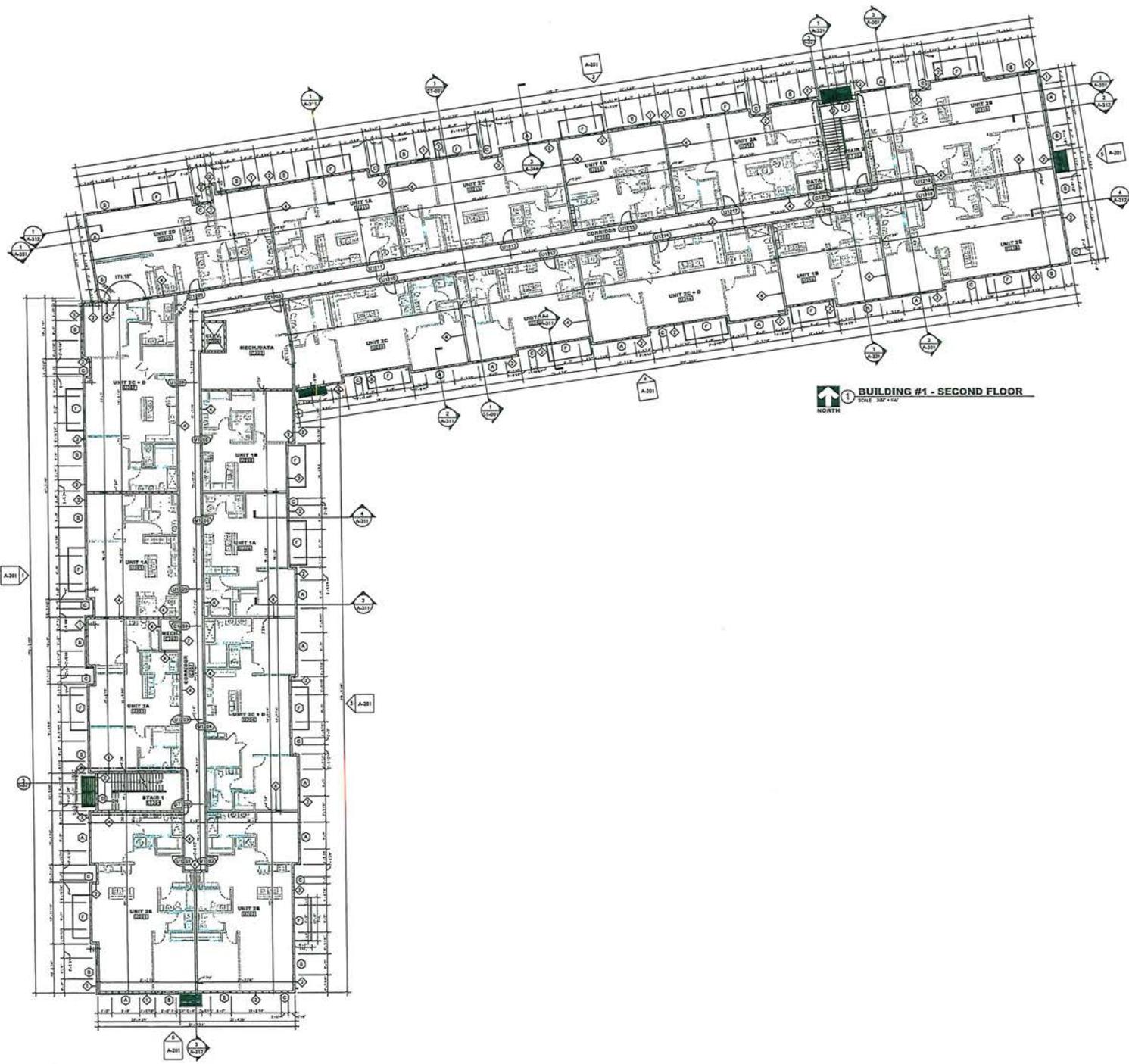


**TELUS CONDOS, IA**  
DES MOINES, IA

DATE	10/15/2013
PROJECT	TELUS CONDOS, IA
CLIENT	TELUS
ARCHITECT	SIMONSON ARCHITECTS, LLC
SCALE	1/8"=1'-0"
DATE	10/15/2013
PROJECT	TELUS CONDOS, IA
CLIENT	TELUS
ARCHITECT	SIMONSON ARCHITECTS, LLC
SCALE	1/8"=1'-0"

JOB NO. 21162  
DATE: 10/15/2013  
PROJECT: BUILDING #1 - FIRST FLOOR PLAN  
SCALE: 1/8"=1'-0"

**A-101**



**BUILDING #1 - SECOND FLOOR**  
 NORTH  
 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 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 CONDUIT, PIPES, WIRING, HOUGH-AN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR SLAB OR SHOULD BE KEPT WITHIN INTERIOR WALL CHASES. NOTINGS SHALL BE BELOW THE BOTTOM EDGE OF UNIT BUILDING FRAMES. NOTINGS SHALL BE EXPOSED IN FINISHED SPACES. NOTINGS SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INITIAL VERTICAL EXPANSION JOINTS MUST BE AT COLUMN/ROW LINES AND AT THE HEAD OF DOOR JAMB/OPENINGS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS ON WALLS, DOORS, JOINTS/EXPANSION JOINTS IN LOAD BEARING AREAS, STAY ANKYS 2'-0" MIN.
6. CAULK & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL, ASHTRAY UNDERLOOR DRAINAGE SYSTEM TO REDUCE PROBLEMS WITH UNIT 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 VENTS.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT POURING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

**BUILDING #1 UNIT MIX:**

**FIRST FLOOR**

UNIT 1A	1
UNIT 1B	2
UNIT 1C	1
UNIT 1D	1
UNIT 1E-G	4
UNIT 1F	1
TOTAL	11 (01 REG GARAGES, 1 ADA GARAGES)

**SECOND FLOOR**

UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
UNIT 2E	2
TOTAL	10

**THIRD FLOOR**

UNIT 3A	4
UNIT 3B	4
UNIT 3C	4
UNIT 3D-G	4
UNIT 3E	2
TOTAL	18

**TOTALS**

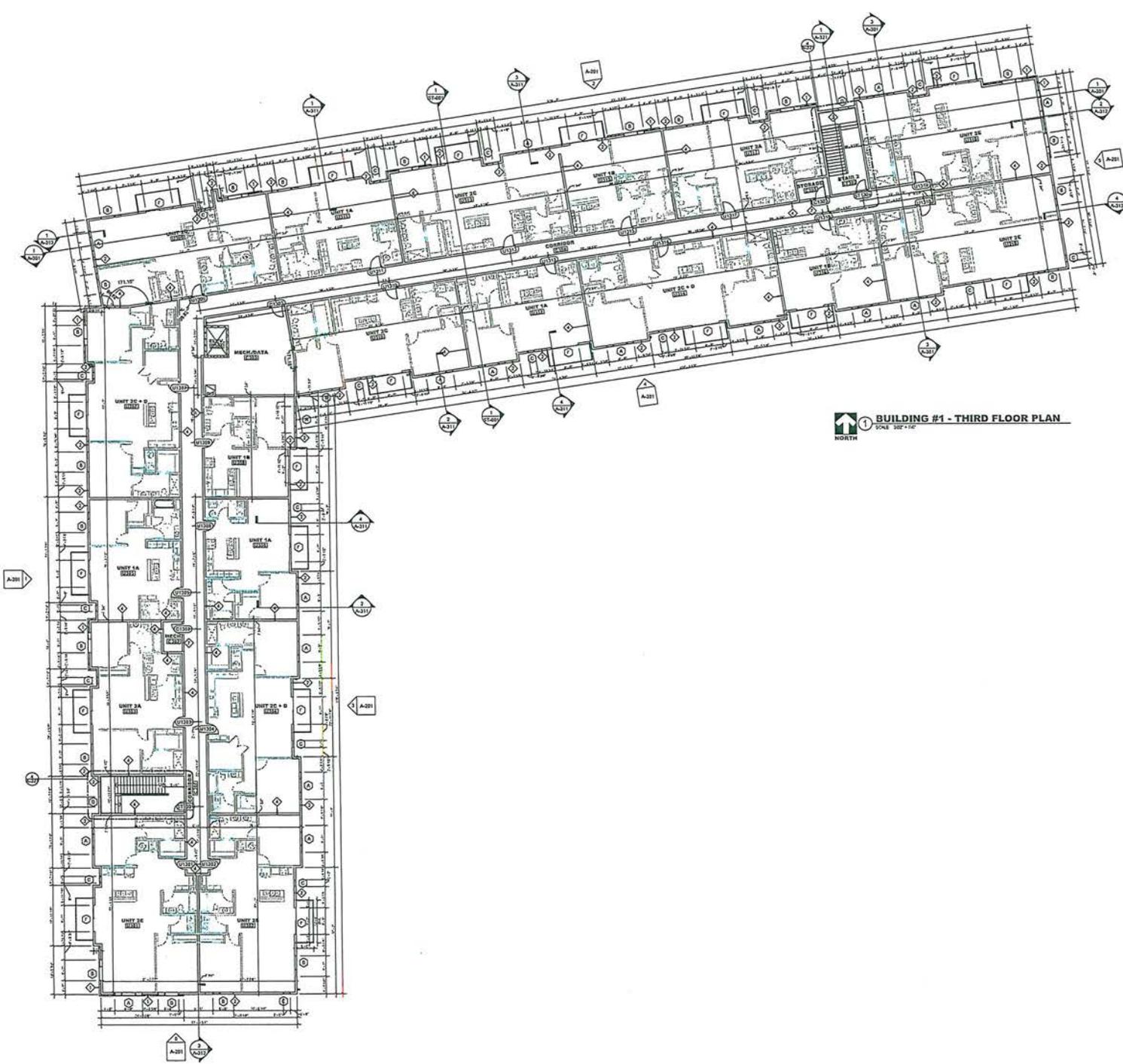
UNIT 1A	1	17 1-BEDROOMS = 35%
UNIT 1B	2	
UNIT 1C	1	
UNIT 1D	1	
UNIT 1E-G	4	
UNIT 1F	1	
UNIT 2A	2	
UNIT 2B	2	
UNIT 2C	2	
UNIT 2D	2	
UNIT 2E	2	
TOTAL	48 (02 GARAGES)	



**TELUS CONDOS**  
 DES MOINES, IA

DATE	10/20/2017
BY	10/20/2017
PROJECT	10/20/2017
REVISIONS	

21152  
 EP  
 BUILDING #1 -  
 SECOND FLOOR  
 PLAN



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

- GENERAL FLOOR PLAN NOTES**
1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER SUPPLEMENTAL DOCUMENTS.
  2. ALL LITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO FINAL FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSTRUCTION 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 SPACES. WORKING SHALL BE EXPOSED BY FINISHED SPACES. WORKING SHALL PREVENT A SMOOTH CONTINUOUS FINISH WALL OR CEILING AS NOTED ON THE DRAWING AND NO PLUMBING RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR ENGINEER. PLACE/OUT COORDINATION BETWEEN TRADES IS REQUIRED.
  5. ALL VERTICAL EXPANSION JOINTS SHALL BE LOCATED ON LINES AND AT THE HEAD OF DOORS. JAMBS/SPENCERS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD DETAILS. PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT EXPANSION JOINT IN LOAD BEARING AREAS. STAY AWAY 2'-0" MIN.
  6. CURB & SEAL ALL CONTROL-EXPANSION, DRAINOUT JOINTS AT ALL INTERIORS & EXTERIOR MASONRY & CONCRETE.
  7. PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST MOISTURE SEEPAGE. PROVIDE POSITIVE PER STAIRWELL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE 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 PAVEMENTS.

**BUILDING #1 UNIT MIX:**

FIRST FLOOR	
UNIT 1A	1
UNIT 1B	1
UNIT 1C	1
UNIT 1D	1
UNIT 1E	1
UNIT 1F	1
UNIT 1G	1
UNIT 1H	1
UNIT 1I	1
UNIT 1J	1
UNIT 1K	1
UNIT 1L	1
UNIT 1M	1
UNIT 1N	1
UNIT 1O	1
UNIT 1P	1
UNIT 1Q	1
UNIT 1R	1
UNIT 1S	1
UNIT 1T	1
UNIT 1U	1
UNIT 1V	1
UNIT 1W	1
UNIT 1X	1
UNIT 1Y	1
UNIT 1Z	1
TOTAL	19 (11 RED GARAGES, 7 ADA GARAGES)

SECOND FLOOR	
UNIT 2A	4
UNIT 2B	4
UNIT 2C	4
UNIT 2D	4
UNIT 2E	4
UNIT 2F	4
UNIT 2G	4
UNIT 2H	4
UNIT 2I	4
UNIT 2J	4
UNIT 2K	4
UNIT 2L	4
UNIT 2M	4
UNIT 2N	4
UNIT 2O	4
UNIT 2P	4
UNIT 2Q	4
UNIT 2R	4
UNIT 2S	4
UNIT 2T	4
UNIT 2U	4
UNIT 2V	4
UNIT 2W	4
UNIT 2X	4
UNIT 2Y	4
UNIT 2Z	4
TOTAL	112 (17 1-BEDROOMS + 23%)

THIRD FLOOR	
UNIT 3A	4
UNIT 3B	4
UNIT 3C	4
UNIT 3D	4
UNIT 3E	4
UNIT 3F	4
UNIT 3G	4
UNIT 3H	4
UNIT 3I	4
UNIT 3J	4
UNIT 3K	4
UNIT 3L	4
UNIT 3M	4
UNIT 3N	4
UNIT 3O	4
UNIT 3P	4
UNIT 3Q	4
UNIT 3R	4
UNIT 3S	4
UNIT 3T	4
UNIT 3U	4
UNIT 3V	4
UNIT 3W	4
UNIT 3X	4
UNIT 3Y	4
UNIT 3Z	4
TOTAL	112 (12 GARAGES)

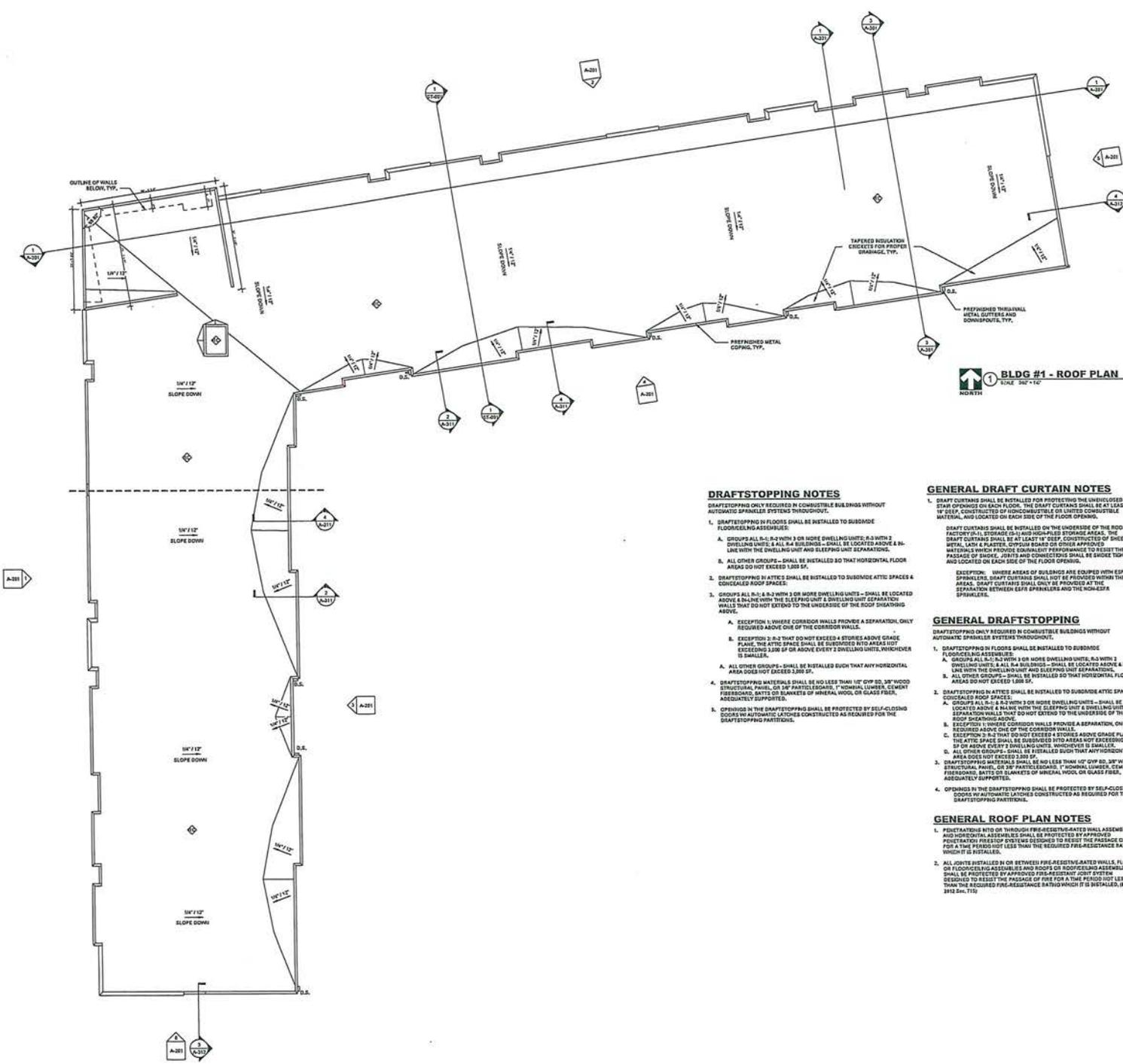


**TELUS CONDOS**  
 DES MOINES, IA

DATE	DESCRIPTION
10-20-2022	ISSUED FOR PERMITS
10-20-2022	ISSUED FOR PERMITS

JAN 11, 2023 FILED  
 21162 SP  
 SHEET NO.  
**BUILDING #1 - THIRD FLOOR PLAN**  
 SHEET NO.  
**A-103**

CONSTRUCTION #



**BLDG #1 - ROOF PLAN**  
 SCALE: 3/8" = 1'-0"  
 NORTH

**DRAFTSTOPPING NOTES**

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORING AND ASSEMBLY:
    - GROUPS ALL R-1, R-2 WITH 1 OR MORE DWELLING UNITS, R-2 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS.
    - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1200 SF.
  - DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONDENSED ROOF SPACES.
    - GROUPS ALL R-1, R-2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF DRAINING ABOVE.
    - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
    - EXCEPTION 2: R-2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACE SHALL BE SUBGRADED INTO AREAS NOT EXCEEDING 300 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
  - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 300 SF.
  - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" COP OR 3/8" WOOD STRUCTURAL PANEL OR 5/8" PARTICULATEBOARD, FIBERGLASS LUMBER, CEMENT FIBERBOARD, Batts OR BUNKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY SUPPORTED.
  - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITION.

**GENERAL DRAFT CURTAIN NOTES**

- DRAFT CURTAINS SHALL BE INSTALLED FOR PROTECTING THE UNHUNGLED STAIR OPENINGS ON EACH FLOOR. THE DRAFT CURTAINS SHALL BE AT LEAST 1/2" CONSTRUCTED OF NONCOMBUSTIBLE OR LIMITED COMBUSTIBLE MATERIAL, 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 ESRF 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 AND ASSEMBLY:
    - GROUPS ALL R-1, R-2 WITH 1 OR MORE DWELLING UNITS, R-2 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS.
    - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1200 SF.
  - DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONDENSED ROOF SPACES.
    - GROUPS ALL R-1, R-2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF DRAINING ABOVE.
    - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
    - EXCEPTION 2: R-2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACE SHALL BE SUBGRADED INTO AREAS NOT EXCEEDING 300 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
  - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 300 SF.
  - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" COP OR 3/8" WOOD STRUCTURAL PANEL OR 5/8" PARTICULATEBOARD, FIBERGLASS LUMBER, CEMENT FIBERBOARD, Batts OR BUNKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY SUPPORTED.
  - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITION.

**GENERAL ROOF PLAN NOTES**

- PENETRATIONS INTO OR THROUGH PRESISTENTLY-RAISED WALL ASSEMBLIES AND HORIZONTAL ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION PRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED.
- ALL JOINTS INSTALLED IN OR BETWEEN FIRE-RESISTANT WALLS, FLOORS OR FLOORCEILING ASSEMBLIES AND ROOFS OR ROOFCEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT JOINT SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED, IBC 2012 816.1(5).

**GENERAL ROOF PLAN NOTES**

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL UTILITIES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CANAL FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS FOR COORDINATION SHEETS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF STRUCTURAL FINISHING.
- ALL ROOF PENETRATIONS FOR MAJOR ROOF VENTS AND EQUALS ITEMS MAY NOT BE INDICATED ON THE ROOF PLAN. HOWEVER, ALL ROOF FINISHING WORK SHALL BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL ROOFING WARRANTIES. REFER TO ALL OTHER CONSTRUCTION DOCUMENTS FOR ADDITIONAL ROOF PENETRATIONS INCLUDING ROOF FINISHING WORK.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUBCONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND SYSTEMS TO ACCOMMODATE EXPANSION/CONTRACTION OF THE BUILDING AND BUILDING COMPONENTS FOR A LONG TERM.
- CONTRACTOR SHALL KEEP ROOF CLEAN OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND ANYWORK ASSOCIATED WITH THE ROOF SHALL BE DONE AS NOT TO VOID ANY ROOF WARRANTIES.
- FLASHING:
  - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE ENTRY FROM THE ROOF THROUGH JOINTS, BE COPINGS & AT INTERSECTIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
  - FLASHING SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, AT OUTLETS, WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTION AND AROUND ROOF OPENINGS, WHERE FLASHING IS METAL, THE METAL SHALL BE CORROSION RESISTANT WITH A THICKNESS OF NOT LESS THAN 1/8" AL. 30 GALVANIZED SHEET.
  - PARAPET WALLS SHALL BE PROPERLY COPED WITH NON-COMBUSTIBLE, MINIMUM THICKNESS OF 1" WITH NO LESS THAN THE THICKNESS OF THE PARAPET WALL.
- ROOF DRAINAGE:
  - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE INT. PLUMBING CODE, SHALL INCLUDE DRAINAGE SYSTEMS AND DRAINAGE SYSTEMS TO BE BY PLUMBING CONSULTANT.
  - OVERSIZED ROOF DRAINS, OUTLETS AND/OR DOWNPOUTS SHOULD BE PROVIDED TO ELIMINATE ANY OVERFLOW OR BACKUP.
  - NOT LESS THAN 2 ROOF DRAINS SHALL BE INSTALLED IN ROOF AREAS 10000 IN ROOFS OVER 10000 SF IN AREA.
  - WHERE ROOF DRAINS ARE REQUIRED, SECONDARY EMERGENCY ROOF DRAINS OR EQUIPPED SHALL BE PROVIDED UNLESS THE ROOF PERMITTEE CONSTRUCTION EXTENDS ABOVE THE ROOF IN SUCH A MANNER THAT WATER WILL BE ENTRAPPED IN THE PRIMARY DRAINAGE AREA FOR ANY REASON.
    - SECONDARY ROOF DRAIN SYSTEMS SHALL HAVE THE END POINT OF DISCHARGE SEPARATE FROM THE PRIMARY SYSTEM. DISCHARGE SHALL BE ABOVE GRADE, IN A LOCATION THAT SHOULD BE DETERMINED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
    - SECONDARY EQUIPPED 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 CRACK OR SADDLE SHALL BE INSTALLED ON THE EDGE SIDE OF ANY PENETRATION GREATER THAN 3" WIDE AS MEASURED PERPENDICULAR TO THE SLOPE.
  - ALL ROOF SLOPES, INCLUDING FLATTENED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE, TO BE ESTABLISHED WITHIN THE ROOF PERMITTEE SUPPORT DESIGN. PROVIDE TAPERED ROOF INSULATED TO MAINTAIN POSITIVE DRAINAGE AT ALL PENETRATIONS AND AT ALL ROOF SLOPE CHANGES TO ENSURE POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPES.

**SIMONSON**  
 PLUMBING • MECHANICAL • ELECTRICAL • CONSTRUCTION  
 1100 W. 13th Street, Des Moines, IA 50319  
 515.281.1111

**HUBBELL REALTY COMPANY**  
 1000 W. 13th Street, Des Moines, IA 50319  
 515.281.1111

**TELUS CONDOS**  
 DES MOINES, IA

DATE: 10/23/2018  
 TIME: 10:00 AM  
 DRAWN BY: J. H. HUBBELL  
 CHECKED BY: J. H. HUBBELL  
 PROJECT NO: 18-001

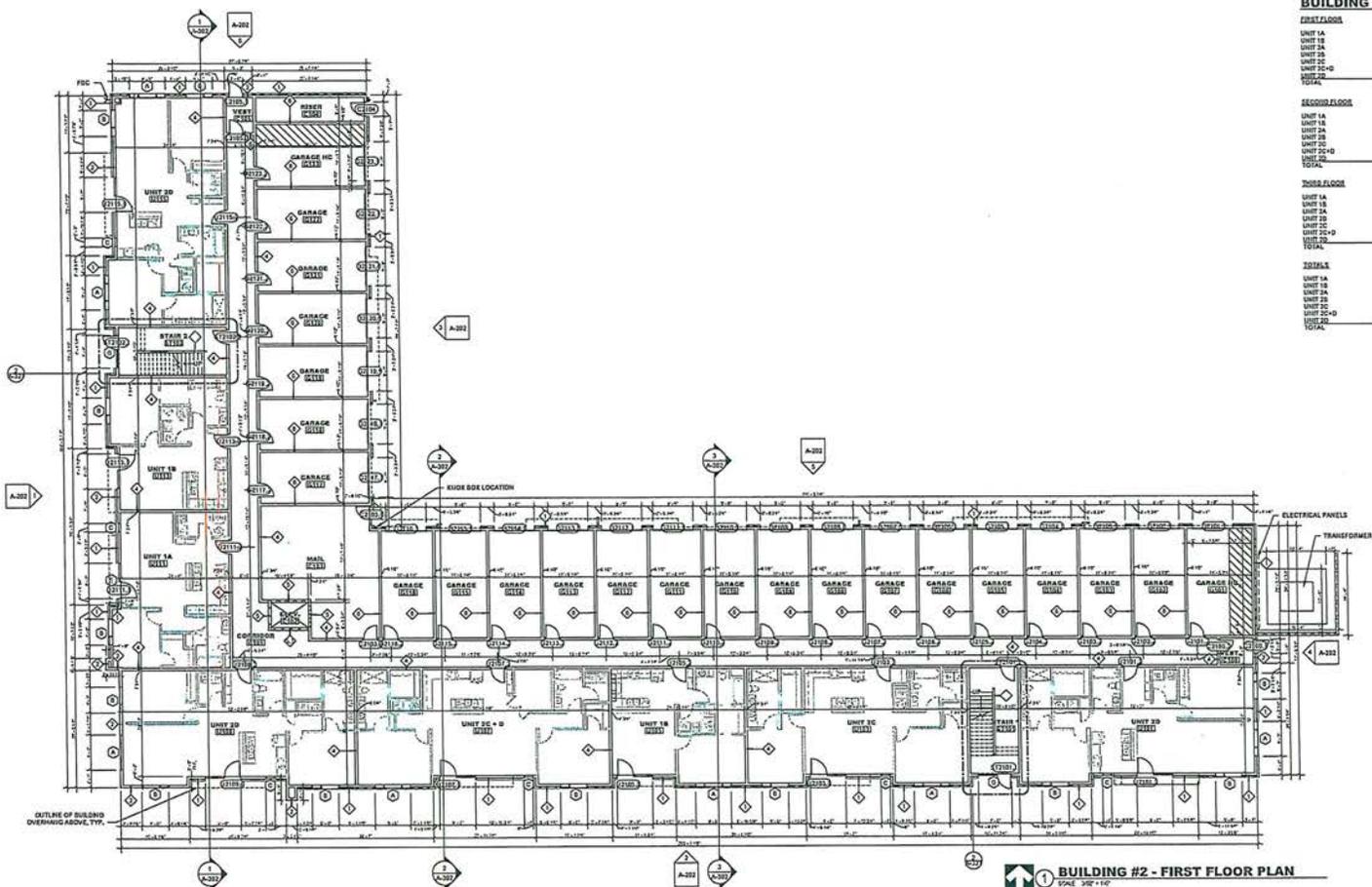
JOB NO. 21151 Pkg. No. 02  
 DATE 08/15/18

**BUILDING #1**  
**ROOF PLAN**

SCALE: AS SHOWN

**A-104**

DESIGN: HUBBELL REALTY COMPANY



**1 BUILDING #2 - FIRST FLOOR PLAN**  
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 AND 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, COMMUNICATING, 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, ROUGH-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE SOLE 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 FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING IN AN EXTERIOR WALL UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT SIGNAL AT COLUMN/ROOF LINES AND AT THE HEAD OF SOOR ANCHORAGES OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICES TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS, START AWAY 2'-0" MIN.
6. CAULK & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASSIVITY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE MOISTURE UPTAKE AND PREVENT MOISTURE SEEPAGE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE RELIEF.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT FLOODING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

**BUILDING #2 UNIT MIX:**

**FIRST FLOOR**

UNIT 1A	1
UNIT 1B	1
UNIT 2A	2
UNIT 2B	2
UNIT 2C	1
UNIT 2C-D	1
UNIT 3A	1
UNIT 3B	1
UNIT 3C	1
UNIT 3D	1
UNIT 3E	1
UNIT 3F	1
UNIT 3G	1
UNIT 3H	1
UNIT 3I	1
UNIT 3J	1
UNIT 3K	1
UNIT 3L	1
UNIT 3M	1
UNIT 3N	1
UNIT 3O	1
UNIT 3P	1
UNIT 3Q	1
UNIT 3R	1
UNIT 3S	1
UNIT 3T	1
UNIT 3U	1
UNIT 3V	1
UNIT 3W	1
UNIT 3X	1
UNIT 3Y	1
UNIT 3Z	1
<b>TOTAL</b>	<b>23 (21 REG. GARAGES, 2 ADA GARAGES)</b>

**SECOND FLOOR**

UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2C-D	2
UNIT 3A	2
UNIT 3B	2
UNIT 3C	2
UNIT 3D	2
UNIT 3E	2
UNIT 3F	2
UNIT 3G	2
UNIT 3H	2
UNIT 3I	2
UNIT 3J	2
UNIT 3K	2
UNIT 3L	2
UNIT 3M	2
UNIT 3N	2
UNIT 3O	2
UNIT 3P	2
UNIT 3Q	2
UNIT 3R	2
UNIT 3S	2
UNIT 3T	2
UNIT 3U	2
UNIT 3V	2
UNIT 3W	2
UNIT 3X	2
UNIT 3Y	2
UNIT 3Z	2
<b>TOTAL</b>	<b>34</b>

**THIRD FLOOR**

UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2C-D	2
UNIT 3A	2
UNIT 3B	2
UNIT 3C	2
UNIT 3D	2
UNIT 3E	2
UNIT 3F	2
UNIT 3G	2
UNIT 3H	2
UNIT 3I	2
UNIT 3J	2
UNIT 3K	2
UNIT 3L	2
UNIT 3M	2
UNIT 3N	2
UNIT 3O	2
UNIT 3P	2
UNIT 3Q	2
UNIT 3R	2
UNIT 3S	2
UNIT 3T	2
UNIT 3U	2
UNIT 3V	2
UNIT 3W	2
UNIT 3X	2
UNIT 3Y	2
UNIT 3Z	2
<b>TOTAL</b>	<b>34</b>

**TOTALS**

UNIT 1A	5	11 1-BEDROOMS + 20K
UNIT 1B	5	
UNIT 2A	0	
UNIT 2B	0	
UNIT 2C	0	
UNIT 2C-D	0	
UNIT 3A	0	
UNIT 3B	0	
UNIT 3C	0	
UNIT 3D	0	
UNIT 3E	0	
UNIT 3F	0	
UNIT 3G	0	
UNIT 3H	0	
UNIT 3I	0	
UNIT 3J	0	
UNIT 3K	0	
UNIT 3L	0	
UNIT 3M	0	
UNIT 3N	0	
UNIT 3O	0	
UNIT 3P	0	
UNIT 3Q	0	
UNIT 3R	0	
UNIT 3S	0	
UNIT 3T	0	
UNIT 3U	0	
UNIT 3V	0	
UNIT 3W	0	
UNIT 3X	0	
UNIT 3Y	0	
UNIT 3Z	0	
<b>TOTAL</b>	<b>30</b>	<b>(23 GARAGES)</b>



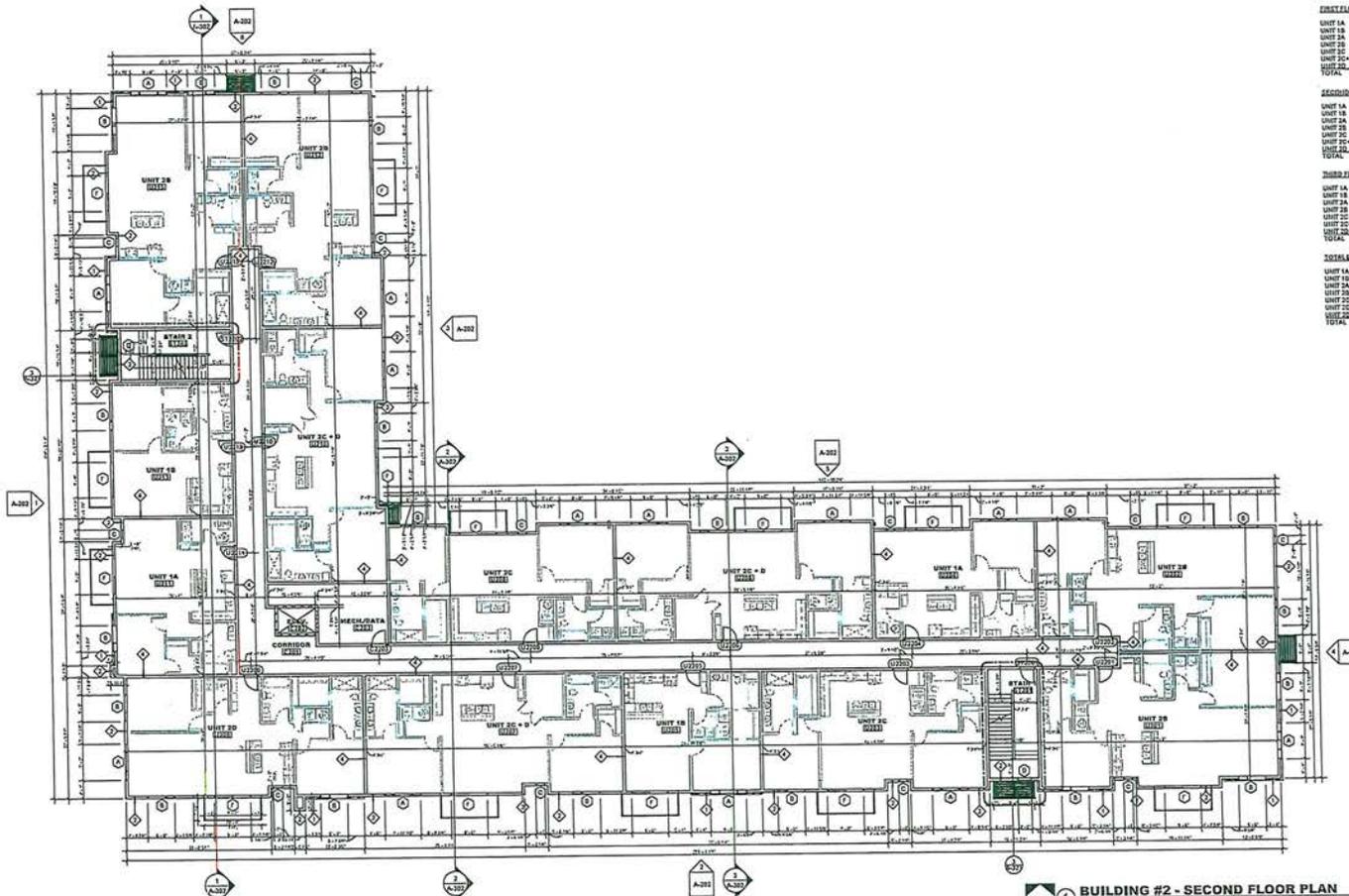
ARCHITECTS  
1000 EAST 15TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1111  
WWW.SIMONSONARCHITECTS.COM



**TELUS CONDOS**  
DES MOINES, IA

DATE	10/20/2023
BY	J. HUBBELL
CHECKED	J. HUBBELL
SCALE	3/8" = 1'-0"
PROJECT	TELUS CONDOS
DATE	10/20/2023
BY	J. HUBBELL
CHECKED	J. HUBBELL
SCALE	3/8" = 1'-0"
PROJECT	TELUS CONDOS

JCH/ML  
2/15/23  
04/21/24  
**BUILDING #2 - FIRST FLOOR PLAN**  
DWG NO. A-111



**1 BUILDING #2 - SECOND FLOOR PLAN**  
 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 ANY HAVE 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, ROUGH-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE BODY OF FLOOR JOCK OR SHOULD BE KEPT WITHIN INTERIOR WALL CHASES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED BY FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT FINISH AT COLUMN/JOIST LINES AND AT THE HEAD OF DOOR JAMB OPENINGS 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'-0" MIN.
6. CRACK & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL EXTERIOR & EXTERIOR BRICKWORK & 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 RELIEF.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT PENETRATING 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 2C	1
UNIT 2D	1
UNIT 2E	1
TOTAL	6 (2) REEL GARAGES, 2 ADA GARAGES

SECOND FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C-D	2
UNIT 2E	2
TOTAL	12

THIRD FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C-D	2
UNIT 2E	2
TOTAL	12

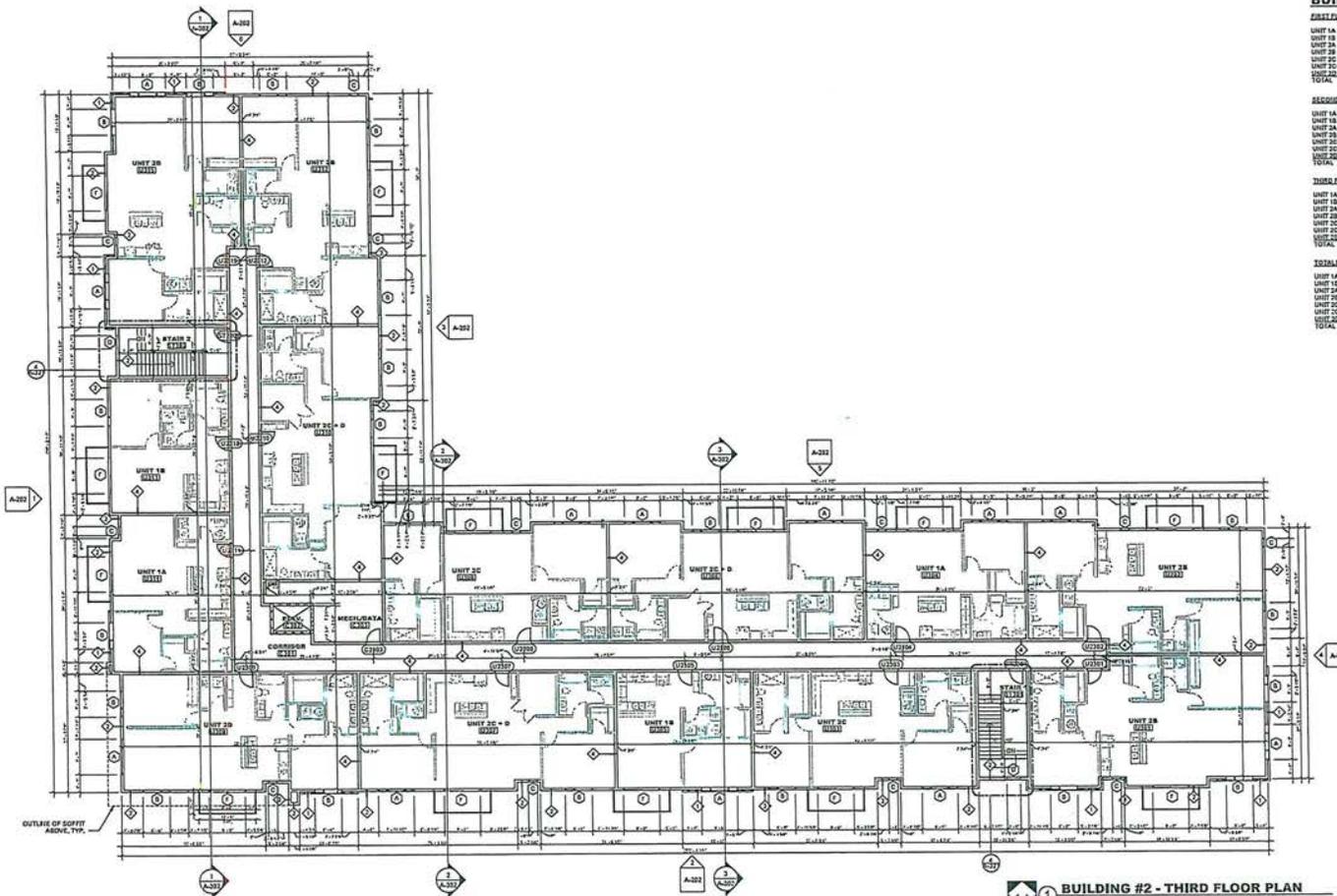
  

TOTALS	
UNIT 1A	5 (11 BEDROOMS - 30%)
UNIT 1B	5
UNIT 2A	5
UNIT 2B	5
UNIT 2C-D	5
UNIT 2E	5
TOTAL	35 (2 GARAGES)



**TELUUS CONDOS, IA**  
 DES MOINES, IA

DATE	12/15/2023
BY	12/15/2023
REVISION	12/15/2023



**BUILDING #2 - THIRD FLOOR PLAN**  
 SHEET 302-11P

**GENERAL FLOOR PLAN NOTES**

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
2. ALL LIFE, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BEEN PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONICS SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL ON CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONDUITS, PIPES, WIRING, ROD/CHAL, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CHASES. BUSHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING TRIMMER. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWING AND NO PLUMBING BAN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRIMMER IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT MINIMAL AT COLUMN/JOIST LINES AND AT THE HEAD OF DOOR AND OPENINGS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICES TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS, EXCEPT 2'-0" MIN.
6. CAULK & SEAL ALL CONTROL/EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UPLIFT AND PROTECT AGAINST REDUCED SEEPAGE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE RELIEF.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATERS AWAY FROM BUILDING WITHOUT FLOODING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

**BUILDING #2 UNIT MIX:**

**FIRST FLOOR**

UNIT 1A	1
UNIT 1B	2
UNIT 1C	2
UNIT 1D	2
UNIT 1E	2
UNIT 1F	2
UNIT 1G	2
UNIT 1H	2
UNIT 1I	2
UNIT 1J	2
UNIT 1K	2
UNIT 1L	2
UNIT 1M	2
UNIT 1N	2
UNIT 1O	2
UNIT 1P	2
UNIT 1Q	2
UNIT 1R	2
UNIT 1S	2
UNIT 1T	2
UNIT 1U	2
UNIT 1V	2
UNIT 1W	2
UNIT 1X	2
UNIT 1Y	2
UNIT 1Z	2
TOTAL	32 (21 REG. GARAGES, 2 ADA GARAGES)

**SECOND FLOOR**

UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
UNIT 2E	2
UNIT 2F	2
UNIT 2G	2
UNIT 2H	2
UNIT 2I	2
UNIT 2J	2
UNIT 2K	2
UNIT 2L	2
UNIT 2M	2
UNIT 2N	2
UNIT 2O	2
UNIT 2P	2
UNIT 2Q	2
UNIT 2R	2
UNIT 2S	2
UNIT 2T	2
UNIT 2U	2
UNIT 2V	2
UNIT 2W	2
UNIT 2X	2
UNIT 2Y	2
UNIT 2Z	2
TOTAL	32

**THIRD FLOOR**

UNIT 3A	2
UNIT 3B	2
UNIT 3C	2
UNIT 3D	2
UNIT 3E	2
UNIT 3F	2
UNIT 3G	2
UNIT 3H	2
UNIT 3I	2
UNIT 3J	2
UNIT 3K	2
UNIT 3L	2
UNIT 3M	2
UNIT 3N	2
UNIT 3O	2
UNIT 3P	2
UNIT 3Q	2
UNIT 3R	2
UNIT 3S	2
UNIT 3T	2
UNIT 3U	2
UNIT 3V	2
UNIT 3W	2
UNIT 3X	2
UNIT 3Y	2
UNIT 3Z	2
TOTAL	32

**TOTALS**

UNIT 1A	1	11 BEDROOMS = 21K
UNIT 1B	2	
UNIT 1C	2	
UNIT 1D	2	
UNIT 1E	2	
UNIT 1F	2	
UNIT 1G	2	
UNIT 1H	2	
UNIT 1I	2	
UNIT 1J	2	
UNIT 1K	2	
UNIT 1L	2	
UNIT 1M	2	
UNIT 1N	2	
UNIT 1O	2	
UNIT 1P	2	
UNIT 1Q	2	
UNIT 1R	2	
UNIT 1S	2	
UNIT 1T	2	
UNIT 1U	2	
UNIT 1V	2	
UNIT 1W	2	
UNIT 1X	2	
UNIT 1Y	2	
UNIT 1Z	2	
TOTAL	32	(21 GARAGES)



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**TELUS CONDOS**  
 DES MOINES, IA

DATE	02/20/2019
PROJECT	TELUS CONDOS
DESIGNER	DAVID P. SIMONSON
CHECKER	DAVID P. SIMONSON
DATE	02/20/2019
PROJECT	TELUS CONDOS
DESIGNER	DAVID P. SIMONSON
CHECKER	DAVID P. SIMONSON

Job No. 2142  
 Scale 1/8" = 1'-0"  
 SHEET 302-11P  
**BUILDING #2 - THIRD FLOOR PLAN**  
 DATE: 02/20/19

**DRAFTSTOPPING NOTES**

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

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBSIDSE FLOOR/CEILING ASSEMBLIES.
  - GROUPS ALL 8'-0" x 8'-0" WITH 3 OR MORE DWELLING UNITS AS WITH 2 DWELLING UNITS: ALL R.A. BUILDINGS - SHALL BE LOCATED ABOVE & BELOW THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
  - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREA DOES NOT EXCEED 1,000 SF.
- DRAFTSTOPPING PARTIES SHALL BE INSTALLED TO SUBSIDSE ATTIC SPACES & CONCEALED ROOF SPACES.
  - GROUPS ALL 8'-0" x 8'-0" WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BELOW WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATION THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE.
    - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
    - EXCEPTION 2: 1-3 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE. THE ATTIC SPACE SHALL BE SUBSIDSED INTO AREAS NOT EXCEEDING 200 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
  - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 2,000 SF.
- DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" OVP 80, 30" WOOD STRUCTURAL PANEL OR 3/4" PARTIOLBOARD, 1" MINIMAL LUMBER, CEMENT FIBERBOARD, BATTLS OR BLENKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY SUPPORTED.
- OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.

**GENERAL DRAFTSTOPPING**

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

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBSIDSE FLOOR/CEILING ASSEMBLIES.
  - GROUPS ALL 8'-0" x 8'-0" WITH 3 OR MORE DWELLING UNITS AS WITH 2 DWELLING UNITS: ALL R.A. BUILDINGS - SHALL BE LOCATED ABOVE & BELOW THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
  - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREA DOES NOT EXCEED 1,000 SF.
- DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBSIDSE ATTIC SPACES & CONCEALED ROOF SPACES.
  - GROUPS ALL 8'-0" x 8'-0" WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BELOW WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATION THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE.
    - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
    - EXCEPTION 2: 1-3 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE. THE ATTIC SPACE SHALL BE SUBSIDSED INTO AREAS NOT EXCEEDING 200 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
  - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 2,000 SF.
- DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" OVP 80, 30" WOOD STRUCTURAL PANEL OR 3/4" PARTIOLBOARD, 1" MINIMAL LUMBER, CEMENT FIBERBOARD, BATTLS OR BLENKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY 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 FIRE-RESISTANT WALL ASSEMBLIES AND HORIZONTAL ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION PREVENTION SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED.
  - ALL JOINTS INSTALLED IN OR BETWEEN FIRE-RESISTANT WALLS, FLOORS OR FLOOR/CEILING ASSEMBLIES AND ROOF OR ROOF/CEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT JOINT SYSTEM DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED. (IBC 703.5.4-1, 703.5.4-2)

**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 18" DEEP, CONSTRUCTED OF NONCOMBUSTIBLE OR LIMITED COMBUSTIBLE MATERIAL, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.
 

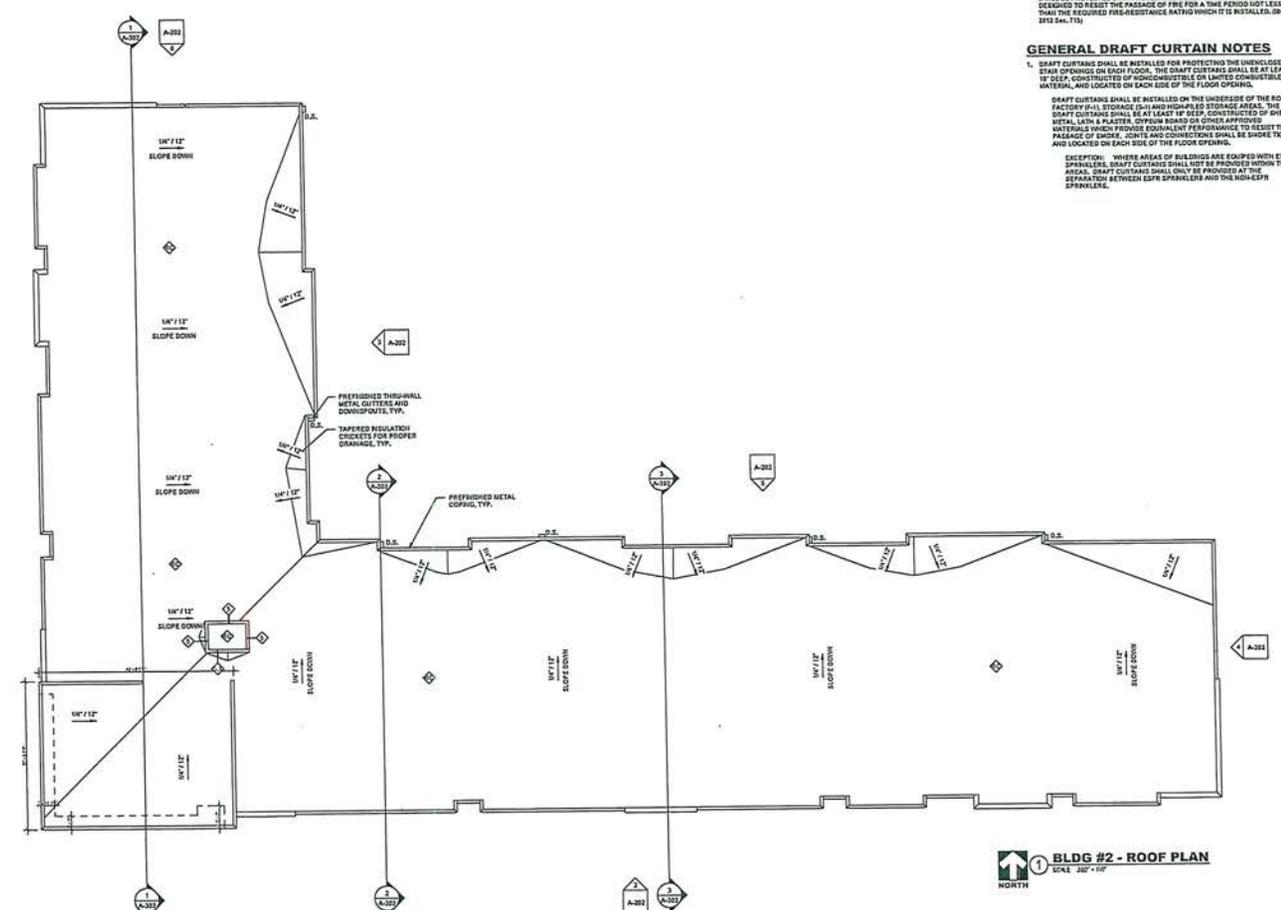
DRAFT CURTAINS SHALL BE INSTALLED ON THE UNDERSIDE OF THE ROOF IN FACTORY (I.E. STORAGE (S) AND HIGH-RISE STORAGE AREAS). THE DRAFT CURTAINS SHALL BE AT LEAST 18" DEEP, CONSTRUCTED OF SHEET METAL, LATH & PLASTER, OR OTHER COMBUSTIBLE MATERIALS WHICH PROVIDE EQUIVALENT PERFORMANCE TO RESIST THE PASSAGE OF LIMITED COMBUSTIBLE MATERIALS. THE CURTAINS SHALL BE SHOCK 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 WITHIN THESE AREAS. DRAFT CURTAINS SHALL ONLY BE PROVIDED AT THE SEPARATION BETWEEN ESFR SPRINKLERS AND THE NON-ESFR SPRINKLERS.

**GENERAL ROOF PLAN NOTES**

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.

- ALL VENTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCESSIONAL AND MAY BE REQUIRED FOR CONSTRUCTION PURPOSES ONLY. REFER TO CALL, FIELD AND/OR MEETING FOR CONSTRUCTION PURPOSES ONLY. REFER TO ELECTRICAL SAFETY & SECURITY DOCUMENTS FOR CONSULTANTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL FRAMING.
- ALL ROOF PENETRATIONS FOR MINOR ROOF VENTS AND SMALL ITEMS MAY NOT BE SHOWN ON THE ROOF PLAN. HOWEVER, ALL ROOF FLASHING WORK SHALL BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL ROOF WEATHERING. 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 OBTAIN ALL NECESSARY DETAILS AND SYSTEMS TO ACCOMMODATE THE EXPANSION/CONTRACTION OF THE BUILDING AND BUILDING COMPONENTS FOR A LIFETIME OF THE ROOF.
- CONTRACTOR SHALL KEEP ROOF CLEAN OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND ANY WORK 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 WASTEWATER ENTERING THE WALL AND ROOF THROUGH JOINTS IN COPINGS & AT INTERSECTIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
  - FLASHING SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, AT CUTTERS, WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTION AND ABOVE ROOF OPENINGS WHERE FLASHING IS METAL, THE METAL SHALL BE CORROSION RESISTANT WITH A THICKNESS OF NOT LESS THAN 30 GA. NO. 30 GALVANIZED SHEET.
  - PARAPET WALLS SHALL BE PROPERLY COPED WITH NON-COMBUSTIBLE, WEATHERPROOF MATERIALS OF A HEIGHT NOT LESS THAN THE THICKNESS OF THE PARAPET WALL.
- ROOF DRAINAGE:
  - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE IBC PLUMBING CODE. SHALL DETAILED DESIGN OF ROOF DRAINAGE SYSTEMS TO BE PROVIDED CONSULTANT.
  - OVERSEED ROOF DRAINS, GUTTERS AND DOWNSPOUTS SHOULD BE PROVIDED TO ELIMINATE ANY OVERFLOW OR BACKUP.
  - NOT LESS THAN 2 ROOF DRAINS SHALL BE INSTALLED IN ROOF AREAS 10,000 SF OR LESS AND NOT LESS THAN FOUR ROOF DRAINS SHALL BE INSTALLED IN ROOFS OVER 10,000 SF AREA.
  - WHERE ROOF DRAINS ARE REQUIRED, SECONDARY (BYPASS) ROOF DRAINS OR EQUIPPERS SHALL BE PROVIDED WHERE THE ROOF PENETRATOR WATER WILL BE EXTRAPEAS OF THE PRIMARY DRAINS ALLOW ACCESS FOR ANY REASON.
    - SECONDARY ROOF DRAIN SYSTEMS SHALL HAVE THE END POINT OF DISCHARGE SEPARATE FROM THE PRIMARY SYSTEM. DISCHARGE SHALL BE ABOVE GRADE, IN A LOCATION THAT WILL NOT BE OBSERVED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
    - SECONDARY EQUIPPERS SHALL BE DEEP 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 CRACKER OR SADDLE SHALL BE INSTALLED ON THE RIDGE SIDE OF ANY PENETRATOR GREATER THAN 2" WIDE AS HEADQUADERS PERPENDICULAR TO THE SLOPE.
  - ALL ROOF SLOPES, INCLUDING FLATTERED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE, TO BE INTEGRATED WITH UNDERLAYING STRUCTURE TO SUPPORT DESIGN. PROVIDE TAPERED ROOF INSULATION TO MAINTAIN SLOPE THROUGHOUT THE ROOF AT ALL FLATTERED ROOF AREAS TO ENSURE POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPE.
  - PROVIDE CONCRETE SPLASH BLOCKS AT ALL DOWNSPOUT LOCATIONS.
- ROOF VENTILATION INTAKE & EXHAUST INTAKES SHALL BE PROVIDED IN EACH & UNENCLOSED ATTIC OR RAFTER SPACES TO CREATE MECHANICAL VENTILATION IN ACCORDANCE WITH CODES & THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
- INSULATE AND SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIER AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPROKLETER 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 IF ABOVE GRADE TO ACCESS SUCH EQUIPMENT OR APPLIANCES, A PERMANENT STEPS 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 4:1.
  - WHERE THE ROOF HATCH OPENING OR ROOF EQUIPMENT IS LOCATED WITHIN 10' OF THE ROOF EDGE, EDGE ROOF ACCESS ON ROOF EDGE SHALL BE PROTECTED BY GUARDS, GUARDS TO BE 4" ABOVE WALKING SURFACE & PREVENT THE PASSAGE OF A SPHERE OF 1 1/2" DIAMETER.
  - ANY ROOF HATCHES SHALL BE THERMALLY BROKEN.
  - SEE DETAIL FOR ACCESS FOR ADDITIONAL REQUIREMENTS.
- ACCESS TO UNOCCUPIED SPACES
  - CRANK SPACES SHALL BE PROVIDED WITH NOT FEWER THAN 1 ACCESS OPENING WHICH SHALL NOT BE LESS THAN 18" x 24".
  - AN OPENING OF NOT LESS THAN 30" DEEP SHALL BE PROVIDED TO ANY ATTIC AREA HAVING A CLEAR HEIGHT OF OVER 3'. CLEAR HEADROOM OF NOT LESS THAN 6' SHALL BE PROVIDED IN THE ATTIC SPACE AT OR ABOVE THE ACCESS OPENING.
  - ACCESS TO MECHANICAL APPLIANCES INSTALLED IN UNDER FLOOR AREAS, ATTIC SPACES AND ON ROOFS OR ELEVATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE INT. MECHANICAL CODE.
  - ATTICS CONTAINING APPLIANCES SHALL BE PROVIDED WITH AN OPENING AND UNOBSTRUCTED PASSAGEWAY THROUGHOUT TO THE ALLOW REMOVAL OF THE LARGEST APPLIANCE. THE PASSAGEWAY SHALL NOT BE LESS THAN 24" WIDE AND NOT MORE THAN 30" IN LENGTH MEASURED ALONG THE CENTERLINE OF THE PASSAGEWAY FROM THE FRONT OF SERVICE SIDE OF THE APPLIANCE. A LEVEL SURFACE SPACE NOT LESS THAN 24" WIDE SHALL BE PROVIDED AT THE FRONT OF SERVICE SIDE OF THE APPLIANCE.
- ROOF ROOF SHOW GUARDRAILS ABOVE ALL RISE/DEPT POINTS TO BUILDING.
- ROOF TRUSSES DESIGN BUILT BY TRUSS MANUFACTURERS.
- PROVIDE MANUFACTURED ROOF PROTECTED GAS PIPING AND CONDUIT SUPPORTS AS REQUIRED. PAINT OBSTACLES "YELLOW" AT WALKWAY PAD ENDINGS ONLY.
- FLAT GDN SLOPE (2:12) MEMBRANE ROOF:
  - ROOF MEMBRANE TO EXTEND UP AND OVER TOP OF ANY PARAPET WALLS AND DRAPE OVER FRONT OF WALL 2". MEMBRANE TO EXTEND 6" VERTICALLY UNDER PARAPET WALLS.
  - PROVIDE WALKWAY PADS ON ALL MEMBRANE ROOFS FROM ROOF ACCESS PORTALS TO EACH END OF BUILDING.
- UNGLEAFY MEMBRANE ROOF:
  - SINGLE-PLY MEMBRANE ROOFS SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/4" IN 12" (2%) FOR DRAINAGE.



**BLDG #2 - ROOF PLAN**  
SCALE 3/8" = 1'-0"  
NORTH

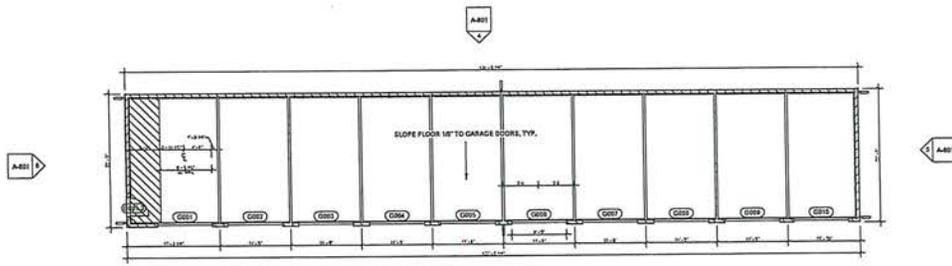
**SIMONSON**  
ARCHITECTS & INTERIORS, LLC  
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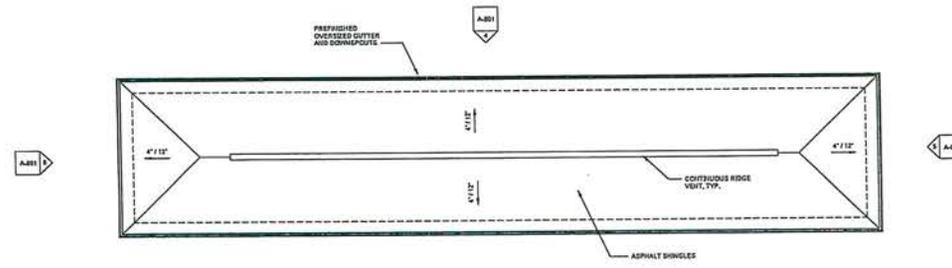
**TELUS CONDOS**  
DES MOINES, IA

DATE: 10/20/23  
SCALE: 3/8" = 1'-0"  
PROJECT: TELUS CONDOS  
DRAWN BY: J. HUBBELL  
CHECKED BY: J. HUBBELL  
DATE PLOTTED: 10/20/23

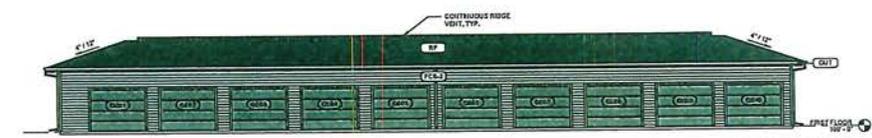
Sheet No. 21162  
SP  
BLDG #2 - ROOF PLAN  
A-114



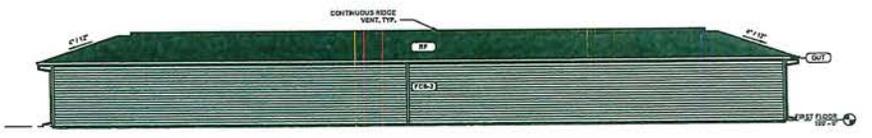
1 GARAGE PLAN  
SCALE: 1/8" = 1'-0" REFER TO CAD FOR ORIENTATION



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



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"

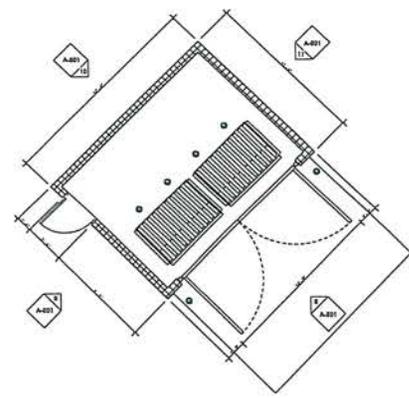


6 GARAGE SIDE 2 (10 STALL) ELEVATION  
SCALE: 1/8" = 1'-0"

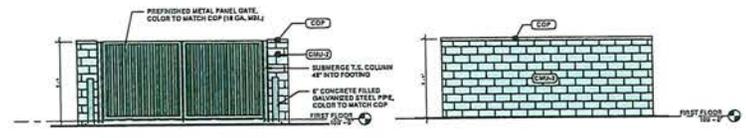
EXTERIOR MATERIAL LEGEND - GARAGE	
MAT. LABEL	MATERIAL DESCRIPTION
BA	PREFABRICATED BALCONY, CLEAR ANODIZED ALUMINUM
BE	PAUL DEPT'S HOLLOW CORE BRICK, NATURAL, WOODRAT COLOR, GRAY
CA	PREFABRICATED CRUMPTON MAPLE, OR EQUAL, COLOR, CLEAR ANODIZED
CE	PAUL DEPT'S HOLLOW CORE BRICK, NATURAL, WOODRAT COLOR, GRAY
EA	2x4x8 VENEER END BLOCK, MATERIAL WITH NATURAL WOODRAT
EB	2x4x8 VENEER END BLOCK, MATERIAL WITH NATURAL WOODRAT
EC	2x4x8 VENEER END BLOCK, MATERIAL WITH NATURAL WOODRAT
ED	PREFINISHED METAL COPING, COLOR TO MATCH MATERIAL BELOW
EE	PREFINISHED OVERHEAD METAL, BROWN/PAV, COLOR WHITE
FE	3/8\"/>

MISC EXTERIOR MATERIAL FINISHES

- TYPICAL U.S.G.:
- EXPOSED CONCRETE: GRIND SMOOTH & BRUSH COAT WITH CEMENT SLURRY.
  - EXPOSED INTERIERS: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
  - METAL BALCONIES & RAILINGS: GALVANIZED & PAINTED WHITE.
  - FASCS & SCOFFS: METAL, PREFINISHED TO MATCH ADJACENT ROOF COLOR.
  - SCOFFS, GUTTERS & DOWNSPOUTS: METAL, PREFINISHED TO MATCH ADJ. MATERIAL.
  - CAULKS & SEALANTS: COLOR MATCHED TO ADJACENT MATERIAL.
  - HOLLOW METAL HAND DOORS & FRAMES: PAINTED TO MATCH ADJACENT MATERIAL.
  - OVERHEAD PANEL DOORS: METAL, PREFINISHED TO MATCH ADJACENT MATERIAL.
  - LOWERS: METAL, PREFINISHED TO MATCH GRAY.
  - LIGHT FIXTURES: METAL, PREFINISHED HOUSINGS TO MATCH ADJ. COPING FRAMING.
  - MECHANICAL EQUIPMENT: SPECIFIED BY MANUFACTURER.
  - EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINTED TO MATCH ADJACENT MATERIAL.
- TRIM SEES, TYP. U.S.G.:
- WINDOWS & DOORS: 3/4\"/>



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



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**Hubbell**  
HUBBELL REALTY COMPANY

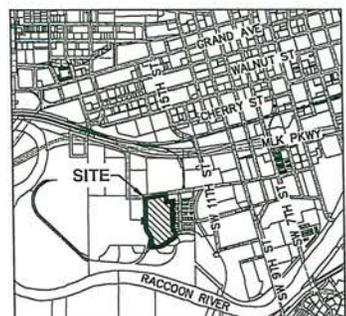
**TELUS CONDOS**  
DES MOINES, IA

DATE	10/20/2022
BY	BRADLEY J. HUBBELL
PROJECT	TELUS CONDOS

Job No. 21158  
SP  
GARAGE & TRASH ENCLOSURE  
A-801

# PRELIMINARY PLAT / DEVELOPMENT PLAN FOR: GRAY'S STATION PLAT 5 DES MOINES, IOWA

**VICINITY MAP**  
NOT TO SCALE



DES MOINES, IOWA

**OWNER**  
HRC NYS I LLC  
6900 WESTOWN PKWY  
WEST DES MOINES, IA 50269

**APPLICANT**  
HUBBELL REALTY COMPANY  
6900 WESTOWN PKWY  
WEST DES MOINES, IA 50269  
CONTACT: CALEB SMITH  
PH. (515) 243-3228

**ENGINEER**  
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4121 NW URBANDALE DRIVE  
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CONTACT: RYAN HARRISTY  
EMAIL: RYANHRC@CDA-ENG.COM  
PH. (515) 389-4400

**SURVEYOR**  
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URBANDALE, IA 50322  
CONTACT: CHARLIE MCGLOTHLIN  
EMAIL: CHARLEMCG@CDA-ENG.COM  
PH. (515) 389-4400

**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=28.81
- CITY BENCHMARK #5581: BRASS TABLET IN THE CONCRETE WALL 43.8 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=25.48

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

**LEGAL DESCRIPTION**

A PART OF LOTS 6, 7, AND 9 CENTRAL DES MOINES INDUSTRIAL PARK AND A PART OF PARCEL "2019-146" OF SAID LOTS 6, 7, AND 9, 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 08°20'42" EAST ALONG THE WEST LINE OF SAID LOT 12, A DISTANCE OF 143.50 FEET TO THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 81°39'18" 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 00°14'00" EAST ALONG THE WESTERLY LINE OF SAID OUTLOT "Y" AND THE WESTERLY LINE OF GRAY'S STATION PLAT 3, AN OFFICIAL PLAT, 88.23 FEET; THENCE SOUTH 89°50'20" WEST CONTINUING ALONG SAID WESTERLY LINE OF SAID GRAY'S STATION PLAT 3, A DISTANCE OF 12.77 FEET; THENCE SOUTH 00°14'00" EAST CONTINUING ALONG SAID WESTERLY LINE, 107.81 FEET; THENCE SOUTH 89°50'20" WEST CONTINUING ALONG SAID WESTERLY LINE, 8.23 FEET; THENCE SOUTH 00°14'00" EAST CONTINUING ALONG SAID WESTERLY LINE AND THE WESTERLY LINE OF GRAY'S STATION PLAT 4, AN OFFICIAL PLAT, 122.09 FEET; THENCE NORTH 89°58'20" EAST CONTINUING ALONG SAID WESTERLY LINE OF SAID GRAY'S STATION PLAT 4, A DISTANCE OF 17.81 FEET; THENCE SOUTH 00°14'00" EAST CONTINUING ALONG SAID WESTERLY LINE, 63.00 FEET; THENCE SOUTH 89°58'20" WEST CONTINUING ALONG SAID WESTERLY LINE, 8.11 FEET; THENCE SOUTH 00°14'00" EAST CONTINUING ALONG SAID WESTERLY LINE, 48.23 FEET; THENCE SOUTHERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 80.00 FEET, WHOSE ARC LENGTH IS 58.38 FEET AND WHOSE CHORD BEARS SOUTH 20°09'18" WEST, 55.20 FEET; THENCE SOUTH 49°39'41" EAST CONTINUING ALONG SAID WESTERLY LINE, 62.02 FEET; THENCE SOUTH 29°22'59" EAST CONTINUING ALONG SAID WESTERLY LINE, 105.61 FEET TO THE SOUTHWEST CORNER OF STREET LOT "A", SAID GRAY'S STATION PLAT 4; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE SOUTHEASTERLY WHOSE RADIUS IS 298.00 FEET, WHOSE ARC LENGTH IS 32.35 FEET AND WHOSE CHORD BEARS SOUTH 57°50'24" WEST, 32.34 FEET; THENCE SOUTH 54°22'48" WEST, 249.03 FEET; THENCE WESTERLY ALONG A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 358.00 FEET, WHOSE ARC LENGTH IS 302.72 FEET AND WHOSE CHORD BEARS SOUTH 77°54'44" WEST, 294.28 FEET; THENCE NORTH 78°28'18" WEST, 26.20 FEET; THENCE NORTH 11°31'42" EAST, 70.00 FEET; THENCE SOUTH 78°28'18" EAST, 22.63 FEET; THENCE NORTH 00°08'11" WEST, 61.22 FEET; THENCE NORTHERLY ALONG A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 224.00 FEET, WHOSE ARC LENGTH IS 131.34 FEET AND WHOSE CHORD BEARS NORTH 16°56'00" WEST, 128.48 FEET; THENCE NORTH 33°43'49" WEST, 43.36 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°58'00" WEST, 158.52 FEET; THENCE NORTH 00°08'11" WEST, 58.59 FEET; THENCE NORTH 89°19'18" WEST, 43.82 FEET; THENCE NORTH 00°40'42" EAST, 52.00 FEET TO THE SOUTH LINE OF LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°19'18" EAST ALONG SAID SOUTH LINE, 43.18 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8; THENCE NORTH 00°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, 83.89 FEET; THENCE NORTH 08°58'08" WEST CONTINUING ALONG SAID EAST LINE, 15.78 FEET TO THE NORTHWEST CORNER OF SAID LOT 8, ALSO BEING A POINT ON THE SOUTHERLY LINE OF TUTTLE STREET RIGHT OF WAY; THENCE NORTH 81°04'49" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 411.78 FEET TO THE POINT OF BEGINNING AND CONTAINING 114.47 ACRES (499.715 SQUARE FEET).

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

**ZONING**  
GRAY'S STATION PUD -- Z022017-00087

**EXISTING/PROPOSED USE**  
EXISTING USE: UNDEVELOPED  
PROPOSED USE: RESIDENTIAL

**TAX ABATEMENT - SUSTAINABILITY**

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

**INDEX OF SHEETS**

NO.	DESCRIPTION
CO.1	COVER SHEET
C1.1	TOPOGRAPHIC SURVEY / DEMOLITION PLAN
C2.0-2.4	DIMENSION PLAN
C3.0-3.5	GRADING PLAN
C4.0-4.4	UTILITY PLAN
CS.1-5.2	DETAILS
LO2.01-LO2.05	RDG LANDSCAPE PLAN (SITE LAYOUT PLAN)
LO4.01-LO4.05	RDG LANDSCAPE PLAN (SITE PLANTING PLAN)
LO5.01	RDG LANDSCAPE PLAN (DETAILS)

**DEVELOPMENT SUMMARY**

TOTAL SITE AREA:	11.47 ACRES (499,715 SF)
EXISTING IMPERVIOUS AREA:	0.00 ACRES (0 SF)
OPEN SPACE CALCULATION:	
TOTAL SITE:	= 499,715 SF (11.47 AC)
BUILDINGS:	= 84,118 SF
STREETS:	= 95,884 SF
DRIVEWAYS:	= 12,745 SF
SIDEWALKS:	= 24,368 SF
OPEN SPACE PROVIDED:	= 282,622 SF (58.6%)

**UNITS:**  
65 TOWNHOME UNITS  
84 CONDOMINIUM UNITS (LOT 67)  
149 TOTAL UNITS (12.89 UNITS PER ACRE)

**NOTES**

- 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.
- XXXXTHIS PROJECT IS ELIGIBLE FOR TAX ABATEMENT IN ACCORDANCE WITH THE URBAN RENAISSANCE DEVELOPMENT AGREEMENT -- SECTION 5.02 (8K16629 PG225-288)XXXX

**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) 389-4400  
PROJECT NO. 2202.113

**GENERAL LEGEND**

PROPOSED	EXISTING
PROPERTY BOUNDARY	SANITARY MANHOLE
LOT 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	DEODIOUS TREE
TYPE SW-505 STORM INTAKE	CONIFEROUS TREE
TYPE SW-506 STORM INTAKE	DEODIOUS SHRUB
TYPE SW-512 STORM INTAKE	CONIFEROUS SHRUB
TYPE SW-513 STORM INTAKE	ELECTRIC POWER POLE
TYPE SW-401 STORM MANHOLE	CUT 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 OR 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
WATERMAN WITH SIZE	MAIL BOX
WATER SERVICE	BENCHMARK
SAWCUT (FULL DEPTH)	SOIL BORING
SILT FENCE	UNDERGROUND TV CABLE
USE AS CONSTRUCTED	GAS MAIN
MINIMUM PROTECTION ELEVATION	FIBER OPTIC
(UAC)	UNDERGROUND TELEPHONE
NPE	OVERHEAD ELECTRIC
	UNDERGROUND ELECTRIC
	FIELD TILE
	SANITARY SEWER W/ SIZE
	STORM SEWER W/ SIZE
	WATER MAIN W/ SIZE

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 (PROWAD) AND ALL CITY SUPPLEMENTS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.

**PRELIMINARY PLAT APPROVAL:**

APPROVED  APPROVED WITH CONDITIONS -- SEE EXHIBIT "A"

IN ACCORDANCE WITH CHAPTER 106, DES MOINES MUNICIPAL CODE, AS AMENDED.

DEVELOPMENT SERVICES DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

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

**PRELIMINARY**

DATE: \_\_\_\_\_

NO. OF SHEETS: \_\_\_\_\_

DATE OF EXPIRATION: \_\_\_\_\_

DATE OF RENEWAL: \_\_\_\_\_

C. SERIES SHEETS

**SITE PLAN APPROVAL:**

APPROVED  APPROVED WITH CONDITIONS -- SEE EXHIBIT "A"

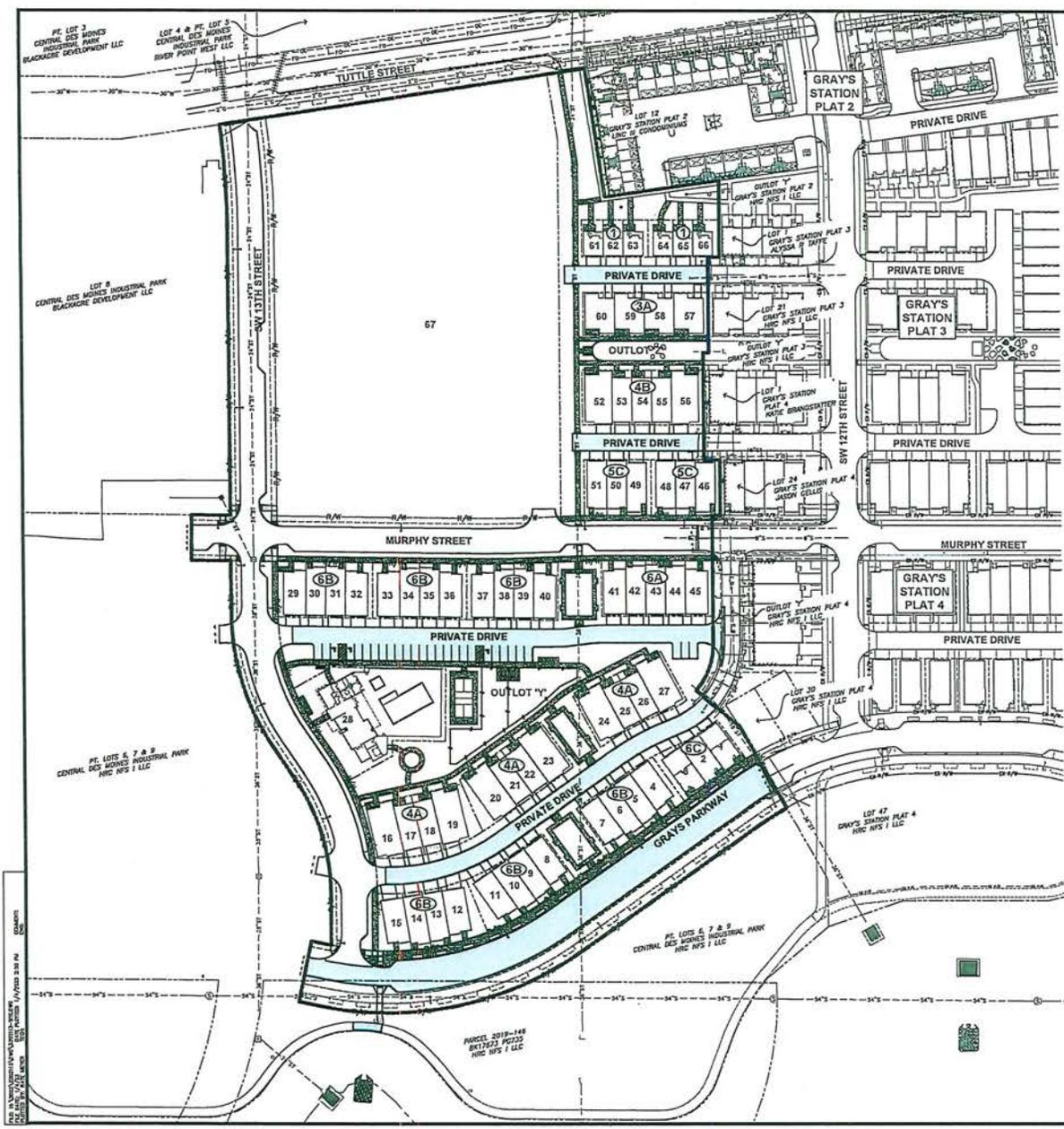
IN ACCORDANCE WITH SECTION 225-9, 2023 DES MOINES MUNICIPAL CODE, AS AMENDED.

NO CHANGES TO THIS PLAN UNLESS APPROVED IN WRITING FROM THE DEVELOPMENT SERVICES DIRECTOR.

DEVELOPMENT SERVICES DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CIVIL DESIGN ADVANTAGE, LLC  
 4121 NW URBANDALE DRIVE  
 URBANDALE, IA 50322  
 PH: (515) 389-4400





**GRAY'S STATION TOWNHOME PRODUCT LIST**

PLAT	PRODUCT NUMBER	PRODUCT DESCRIPTION
5	1 (LOTS 61-66)	PRODUCT 1 - 3 UNITS
5	3A (LOTS 57-60)	PRODUCT 3A - 4 UNITS
5	4A (LOTS 16-27)	PRODUCT 4A - 4 UNITS
5	4B (LOTS 52-56)	PRODUCT 4B - 5 UNITS
5	5C (LOTS 46-51)	PRODUCT 5C - 3 UNITS
5	6A (LOTS 41-45)	PRODUCT 6A - 5 UNITS
5	6B (LOTS 4-15, 28-40)	PRODUCT 6B - 4 UNITS
5	6C (LOTS 1-3)	PRODUCT 6C - 3 UNITS

⊗ = PRODUCT NUMBER

**GRAY'S STATION TOWNHOME PRODUCT COLOR PACKAGE**

PLAT	PRODUCT NUMBER	LOT NUMBERS	COLOR PACKAGE NUMBER
5	1	61-63	1
5	1	64-66	1
5	3A	57-60	1
5	4A	16-19	2
5	4A	20-23	1
5	4A	24-27	2
5	4B	52-56	2
5	5C	46-48	1
5	5C	49-51	1
5	6A	41-45	1
5	6B	4-7	3
5	6B	8-11	1
5	6B	12-15	3
5	6B	28-32	3
5	6B	33-38	2
5	6B	37-40	3
5	6C	1-3	2

⊗ = PRODUCT NUMBER



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.

DATE: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_  
 SECOND SUBMITTAL: \_\_\_\_\_  
 THIRD SUBMITTAL: \_\_\_\_\_

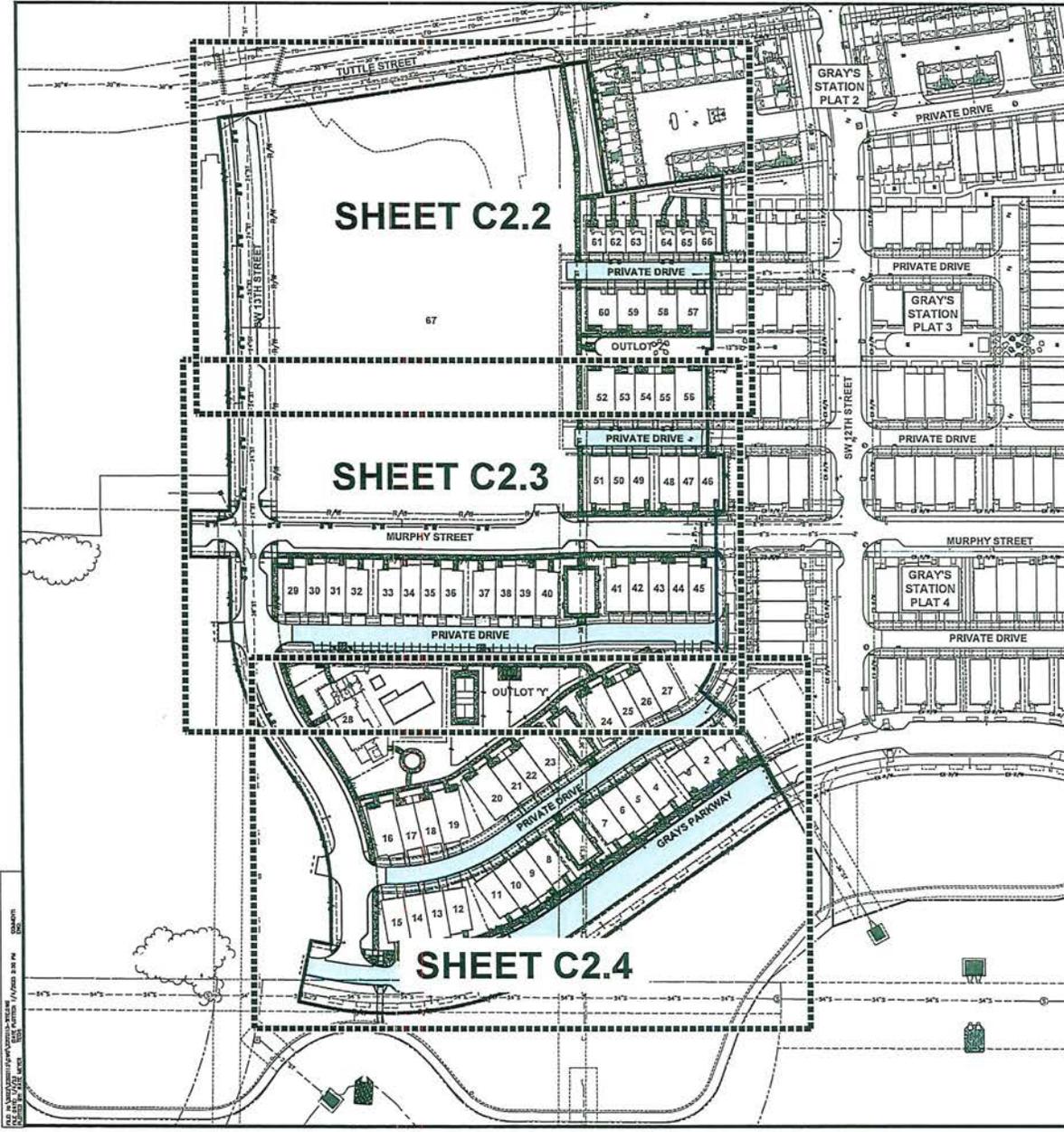
**474 NW URBANDALE DRIVE**  
 URBANDALE, IA 50322  
 PHONE: (515) 269-4100

**TECH:** \_\_\_\_\_  
**ENGINEER:** \_\_\_\_\_

**GRAY'S STATION PLAT 5**  
 OVERALL DIMENSION PLAN

**DESIGN ADVANTAGE**  
 CIVIL DESIGN ADVANTAGE

**C2.0**  
 2202.113



- ### GENERAL NOTES
1. THE 2022 EDITION OF THE IBC, AS WELL AS ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.
  2. WORK SHALL BE IN ACCORDANCE WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES.
  3. NOTING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH ANY CITY ORDINANCES, REGULATIONS, ORDINANCES, AND/OR STANDARDS.
  4. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS FROM THE CITY ENGINEER, AND/OR ARCHITECT AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVE TO DETERMINE IF ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
  5. ONE WORK DAY TO CONSTRUCTION WITH CITY PLUM OR ANY CONNECTION TO PUBLIC SERVICES CONTRACTOR SHALL NOTIFY THE CITY'S CONSTRUCTION DIVISION, CONTRACTOR SHALL NOTIFY CITY OF DES MOINES ENGINEERING DEPT AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION TO COORDINATE ANY REQUIRED PERMITS AND/OR INSPECTIONS. CALL 515-281-4177 OR 515-281-4177.
  6. ALL CONSTRUCTION WITHIN PUBLIC ROW/ EASEMENTS, AND/OR ANY CONNECTION TO PUBLIC SERVICES AND STREETS, SHALL COMPLY WITH THE CITY'S STANDARDS. NO STOPS ARE ALLOWED IN SANITARY MAINS.
  7. ALL DIMENSIONS ARE TO BACK OF CURB, BUILDING FACE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
  8. CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
  9. PLACE 3/4" HIGH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/CONCRETE AND BUILDING. PLACE 1/2" HIGH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PAVEMENT.
  10. REMOVE ALL DEBRIS SPILLED INTO ROW AT THE END OF EACH WORK DAY.
  11. ALL PROPERTY PINS SHALL BE PROTECTED FROM GRADING OR OTHER OPERATIONS. ANY PINS DISTURBED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
  12. DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT OF WAY.
  13. THE CONTRACTOR SHALL NOT DISTURB DEGRADED GRASS AREAS AND DEGRADED TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR WILL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OF MATERIALS. STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
  14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT OR PAVEMENT OR SIDEWALK.
  15. THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DATE, AS DIRECTED BY THE ENGINEER OR THE CITY.
  16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF MOST BETWEEN SUPPLIERS AND SUBCONTRACTORS INVOLVED IN THE PROJECT, INCLUDING STAKEOUT AND CONSTRUCTION DETAILS.
  17. EXISTING REMOVAL OR DEMOLITION APPROXIMATIONS SHALL BE REMOVED TO THE NEAREST FINISHED JOINT. CONTRACTOR SHALL NOTIFY REMOVAL LINES WITH CITY'S CONSTRUCTION INSPECTOR PRIOR TO ANY CONCRETE REMOVAL.
  18. ALL PERMITS AND ADDITIONAL FEES REQUIRED TO COMPLETE THE WORK SHALL BE OBTAINED BY THE CONTRACTOR.
  19. CONTRACTOR SHALL APPLY FOR SPECIAL PARKING PERMIT IN ADVANCE OF WORK TO SCHEDULE PARKING METER REMOVAL.
  20. ALL WORK WITHIN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT.
  21. 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 RISK OF LIGHT POLLUTION ON SURROUNDING PROPERTIES.
  3. THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CONTRACTORS OF EQUIPMENT OR CERTIFICATE OF ZONING COMPLIANCE.
  4. ALL EXISTING AREAS SHALL BE RESTORED BY SEEDING OR SOILING.
  5. THE 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 THE PUBLIC STREET.
  7. ANY WALL-MOUNTED UTILITIES SHALL BE SCREENED ON ALL SIDES AND FINISHED TO MATCH PUBLIC STREET.
  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, COLOR, AND MATERIALS.
  11. NO ROOF SHALL BE UTILIZED AS A GROUNDCOVER MATERIAL, PER CITY CODE SECTION 132-7.2.
  12. FOR TOWNHOUSES, INDIVIDUAL RESIDENTIAL TOTES FOR TRASH AND RECYCLING PICKUP WILL BE STORED INDOORS, AND PLACED AT THE CURB UPON DAY OF PICKUP.
  13. ANY BUILDING OR SITE SERVICE SHALL CONFORM WITH THE PROVISIONS DESCRIBED IN THE GRAY'S STATION PLAN.

### PAVEMENT THICKNESS

1. SIDEWALKS	4" P.C.C.
2. CLASS "A" SIDEWALK	6" P.C.C.
3. CYCLE TRACK	6" P.C.C.
4. PRIVATE DRIVES	6" P.C.C.
5. SIDEWALK RAMPS	6" P.C.C.
6. PUBLIC STREETS	7.5" P.C.C.

### GRAY'S STATION ADDRESSING

PLAT	LOT NUMBER	ADDRESS NUMBER	STREET NAME
5	1	XXX	XXX
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5	67		

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.

DATE: 11/15/2023  
 DRAWN BY: J. HARRIS  
 CHECKED BY: J. HARRIS  
 PROJECT NO: 2023-113

DATE	
REVISIONS	
SECOND SUBMITTAL	
FIRST SUBMITTAL	

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

TECH: \_\_\_\_\_  
 ENGINEER: \_\_\_\_\_

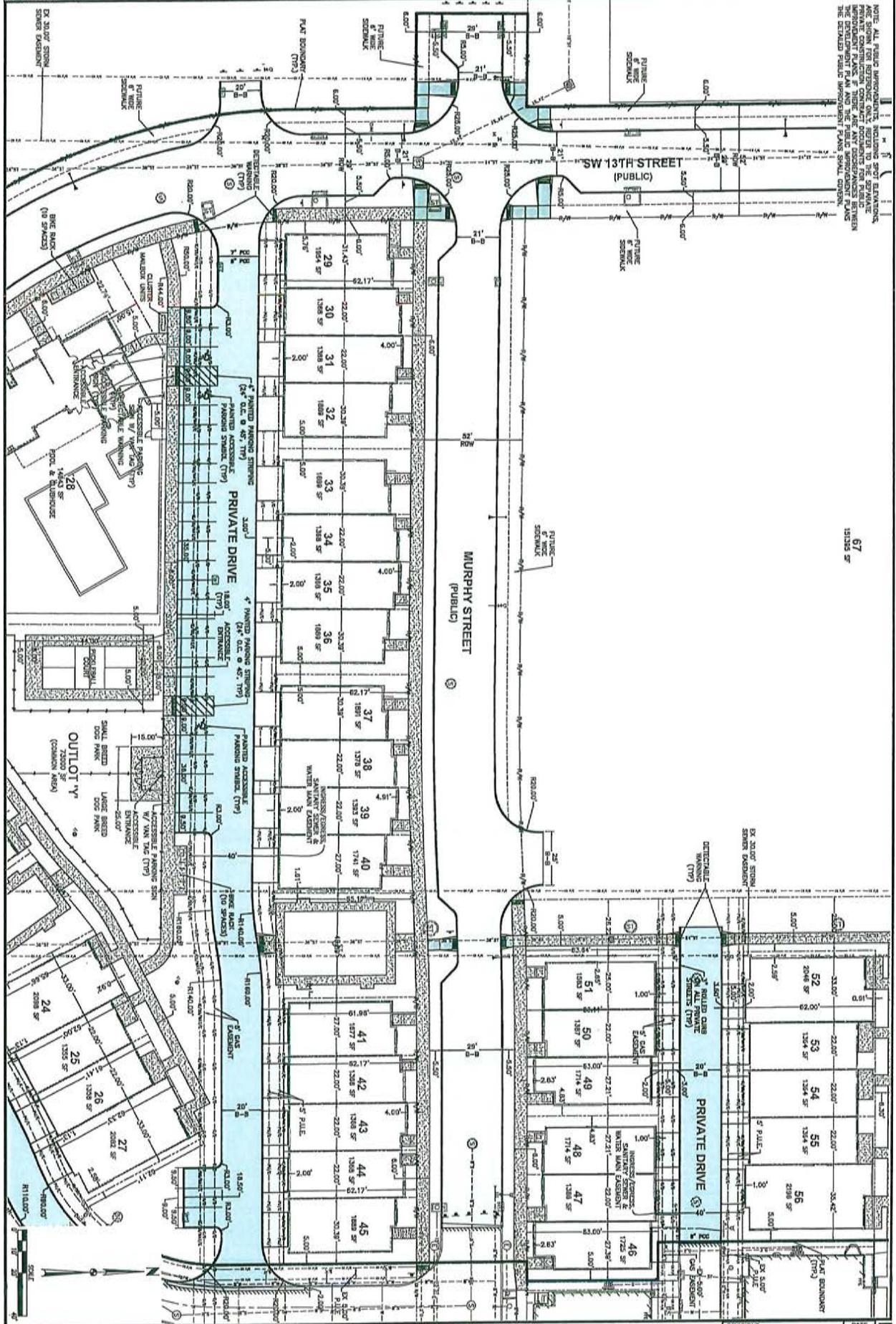
**DESIGN ADVANTAGE**  
 CIVIL DESIGN ADVANTAGE

**GRAY'S STATION PLAT 5**  
 DIMENSION PLAN

DES MOINES, IOWA

**C2.1**  
 2202.113





NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING STORM SEWER ELEVATIONS, SHALL BE SHOWN FROM THE CENTERLINE OF THE STREET TO THE CENTERLINE OF THE PROPERTY. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE IMPROVEMENTS. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE IMPROVEMENTS. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE IMPROVEMENTS.

67  
 151285 SF

C2.3  
 23022-1113

**GRAY'S STATION PLAT 5**  
 DIMENSION PLAN

DES MOINES, IOWA

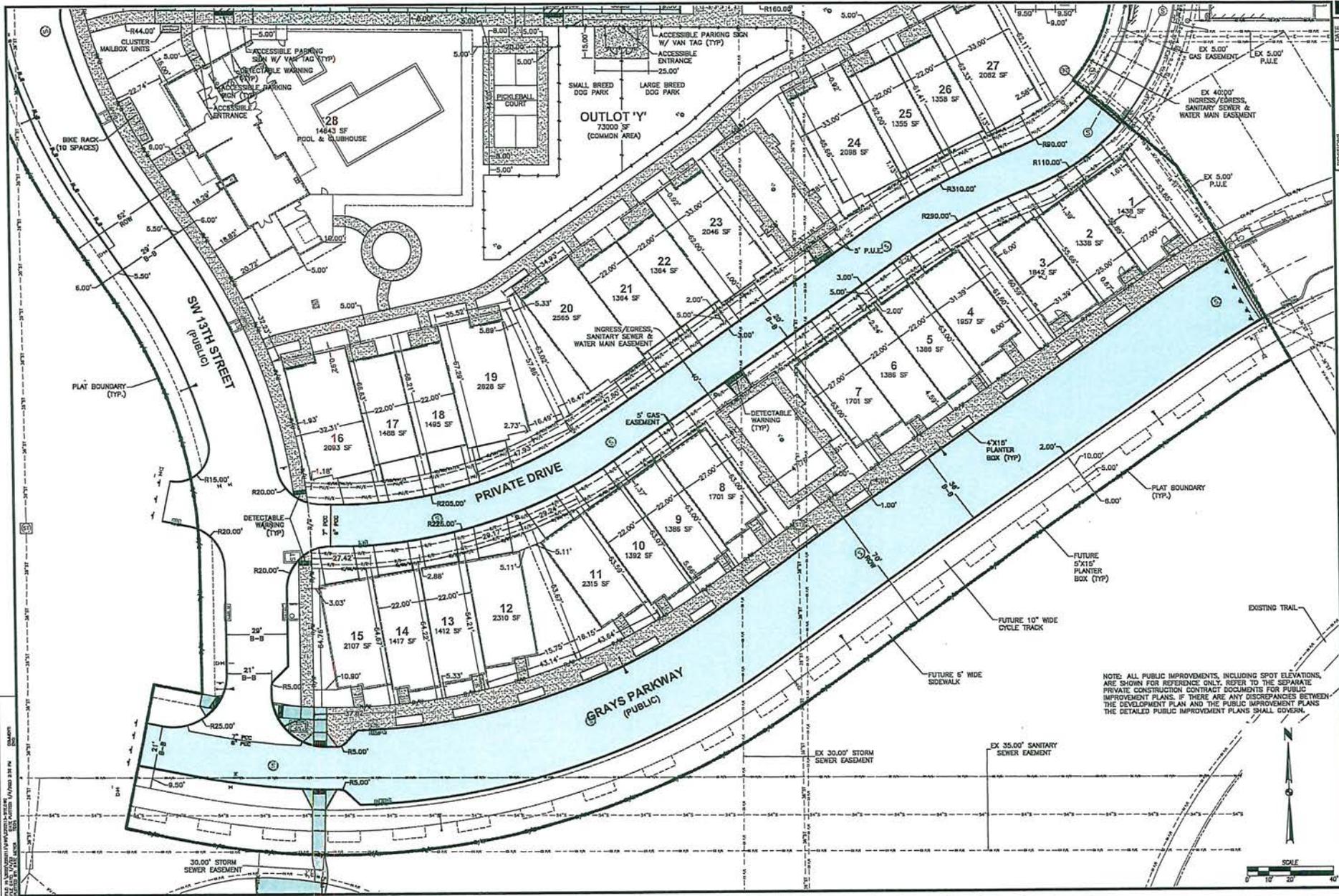


4121 NW URBANDALE DRIVE  
 URBANDALE, IA 50322  
 PHONE: (515) 369-4400

ENGINEER:

TECH:

REVISIONS	DATE
SECOND SUBMITTAL	01/04/2023
FIRST SUBMITTAL	10/19/2022



DATE	10/19/2022
REVISIONS	
SECOND SUBMITTAL	
FIRST SUBMITTAL	

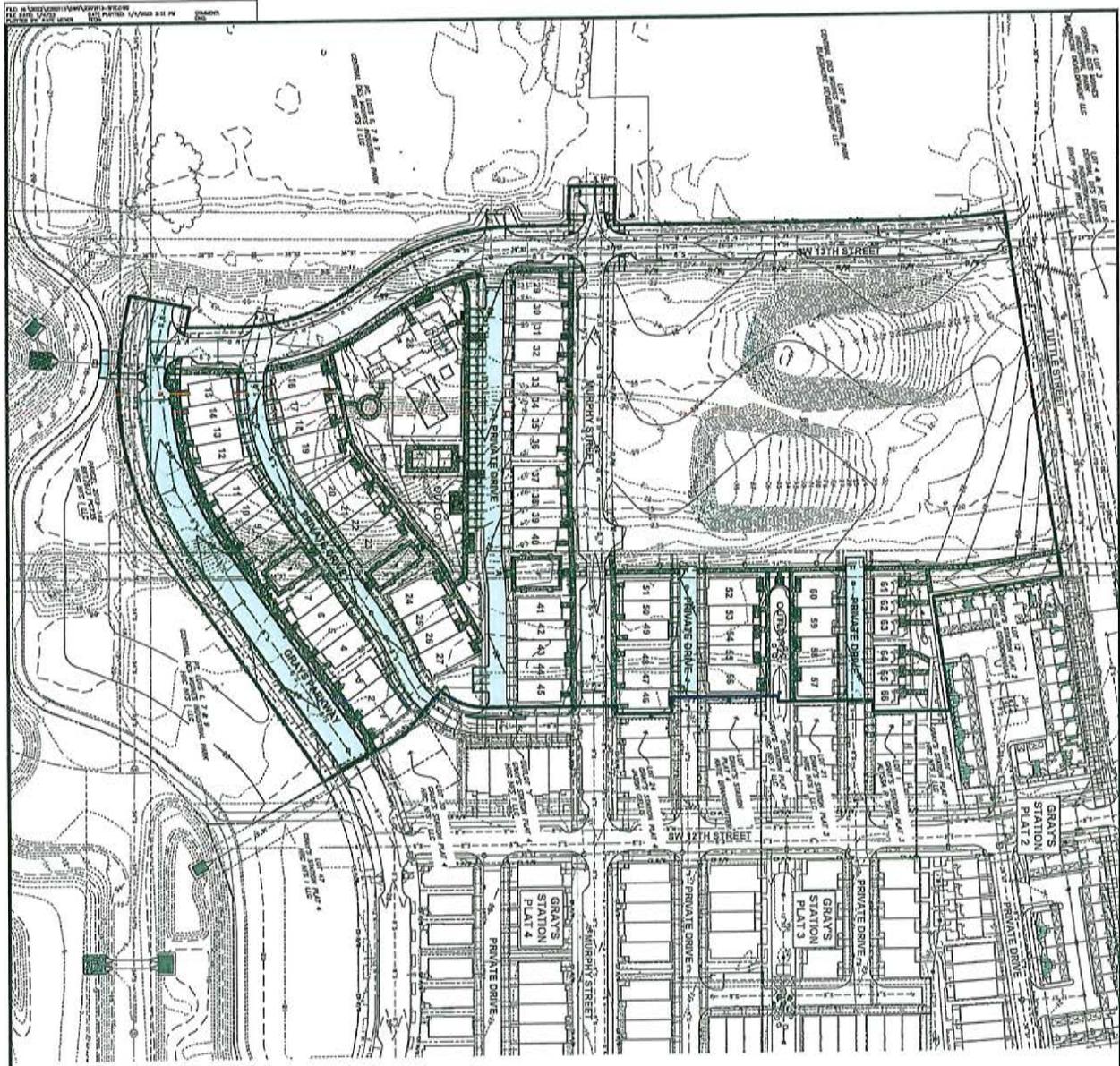
4121 NW URBANDALE DRIVE  
 URBANDALE, IA 50322  
 PHONE: (515) 369-4400



**GRAY'S STATION PLAT 5**  
 DIMENSION PLAN

**C2.4**  
 2202.113

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.



NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING STREET LIGHTING, PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENTS, AND THE PUBLIC IMPROVEMENT PLANS SHALL BE THE DETAILED PUBLIC IMPROVEMENT PLANS SHALL GOVERN.

**C3.0**  
2002.113

**GRAY'S STATION PLAT 5**  
OVERALL GRADING PLAN

DES MOINES, IOWA

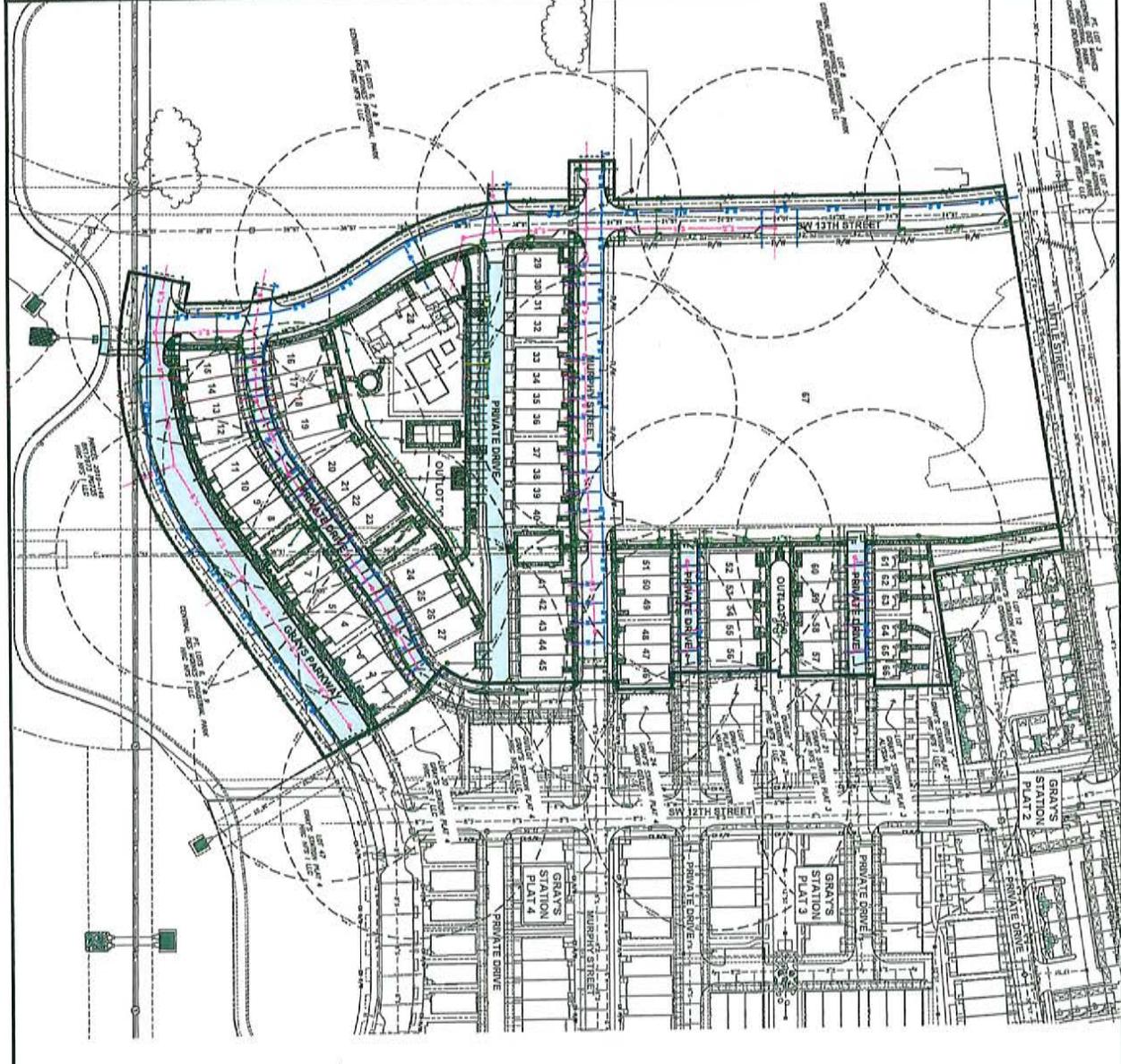


ENGINEER:

TECH:

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

REVISIONS	DATE
SECOND SUBMITTAL	01/14/2003
FIRST SUBMITTAL	10/16/2002



NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING STREET EXPANSIONS, TRAFFIC SIGNALS, AND OTHER PUBLIC UTILITIES, SHALL BE PROVIDED BY THE CITY OF URBANDALE. PRIVATE IMPROVEMENTS, INCLUDING PRIVATE DRIVEWAYS, PRIVATE SEWER LINES, PRIVATE WATER LINES, PRIVATE GAS LINES, PRIVATE ELECTRIC LINES, PRIVATE FENCE, AND OTHER PRIVATE UTILITIES, SHALL BE PROVIDED BY THE DEVELOPER. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF URBANDALE AND THE IOWA DEPARTMENT OF TRANSPORTATION AND PUBLIC SAFETY.

**C4.0**  
 2022-113

**GRAY'S STATION PLAT 5**  
 OVERALL UTILITY PLAN  
 DES MOINES, IOWA

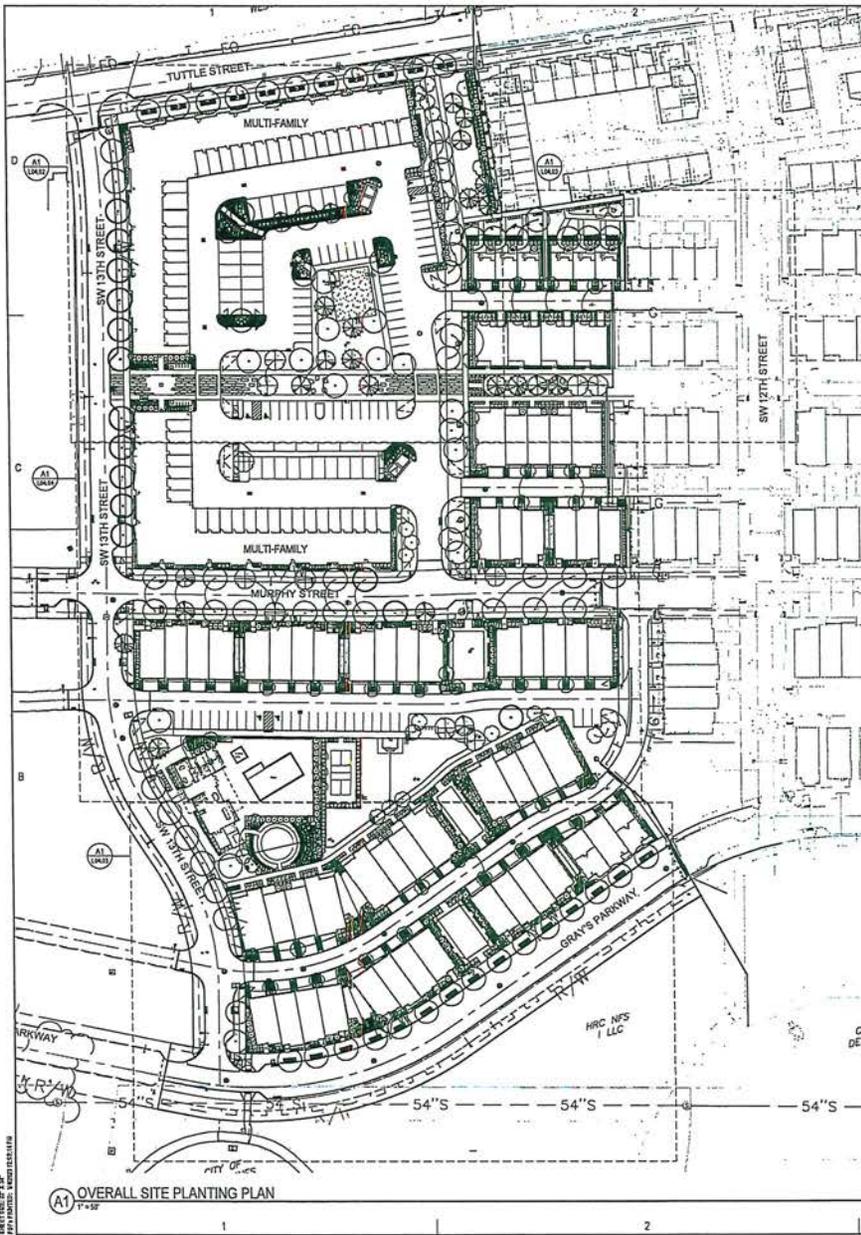


4121 NW URBANDALE DRIVE  
 URBANDALE, IA 50322  
 PHONE: (515) 369-4400

REVISION	DATE
SECOND SUBMITTAL	01/19/2022
FIRST SUBMITTAL	01/19/2022

ENGINEER: \_\_\_\_\_ TECH: \_\_\_\_\_

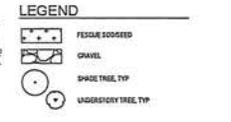




PLANT SCHEDULE							
PERCENTAGE SHADE TREES	QTY.	ABBR.	COMMON NAME	BOTANICAL NAME	SIZE	NOTES	
7.53%	11	CD	Hackberry	<i>Celtis occidentalis</i>	2"	B&B	
8.22%	12	GB	Mastodan Tree	<i>Cornus bicolor 'Golden Columns'</i>	2"	B&B	
8.22%	12	GA	Kentucky Coffeetree	<i>Gymnocladia dioica 'Spectus'</i>	2"	B&B	
7.53%	11	CT	Eastern Hemlock	<i>Podocarpus nana 'Blueberry'</i>	2"	B&B	
8.22%	12	PA	London Planetree	<i>Platanus occidentalis 'Laciniata'</i>	2"	B&B	
8.22%	12	TD	Red Cypress	<i>Taxodium distichum</i>	2"	B&B	
8.92%	13	CH	Red Oak	<i>Quercus rubra</i>	2"	B&B	
8.22%	12	GM	Bur Oak	<i>Quercus macrocarpa</i>	2"	B&B	
8.61%	10	AR	Red Maple	<i>Acer rubrum</i>	2"	B&B	
UNDERSTORY TREES							
10.01%	15	CF	Flowering Dogwood	<i>Cornus florida</i>	1.5"	B&B	
17.65%	16	CA	Princess Orange	<i>Cornus alternifolia</i>	1.5"	B&B	
8.31%	8	GC	Eastern Redbud	<i>Cercis canadensis</i>	1.5"	B&B	
8.51%	8	MI	Prince of Orange	<i>Malus baccata</i>	1.5"	B&B	
15.95%	16	AC	Shadblow Anemone	<i>Anemone canadensis</i>	1.5"	2 or 5 Stems, B&B	
17.62%	16	AD	Autumn Brilliance Serviceberry	<i>Amelanchier a. grandiflora 'Autumn Brilliance'</i>	6"	3 or 5 Stems, B&B	
7.45%	7	KP	Goldenrain Tree	<i>Koeleria paniculata</i>	1.5"	B&B	
7.45%	7	SR	Japanese Tree Lilac	<i>Syringa reticulata 'Vary Gold'</i>	1.5"	B&B	
EVERGREEN TREES							
8.92%	13	PB	Norway Spruce	<i>Picea abies</i>	6"	B&B	
8.92%	13	PS	White Pine	<i>Pinus strobus</i>	6"	B&B	
7.53%	11	PL	Lumber Pine	<i>Pinus latifolia 'Vanderwalts Pyramid'</i>	6"	B&B	
TYPE ONE MIX							
400	IV	IV	Little Henry Dwarfspine Shrub	<i>Ilex nigra 'Little Henry'</i>	5 gal.	CONT.	
340	IS	IS	Calypso Carpet Juniper	<i>Juniperus horizontalis 'Calypso'</i>	5 gal.	CONT.	
400	SO	SO	Yellanium Conifer	<i>Symphoricarpos obtusolobus 'Indiancandle'</i>	5 gal.	CONT.	
500	BL	BL	Blue Spruce	<i>Picea canadensis</i>	1 gal.	CONT.	
500	SH	SH	Kentucky Bluegrass	<i>Poa trivialis 'Kentucky Bluegrass'</i>	1 gal.	CONT.	
450	DN	DN	Princess of Orange	<i>Malus baccata</i>	1 gal.	CONT.	
450	MI	MI	Princess of Orange	<i>Malus baccata</i>	1 gal.	CONT.	
380	HO	HO	Princess of Orange	<i>Malus baccata</i>	1 gal.	CONT.	
360	VM	VM	Princess of Orange	<i>Malus baccata</i>	1 gal.	CONT.	
TYPE TWO MIX							
360	SSB	SSB	Little Blarney 'The Blue'	<i>Schizachyrium scoparium 'Blue'</i>	1 gal.	CONT.	
440	NE	NE	History Returns Daily	<i>Hemerocallis 'History Returns Daily'</i>	1 gal.	CONT.	
375	NR	NR	Walkers Low Catmint	<i>Nepeta racemosa 'Walkers Low'</i>	1 gal.	CONT.	
415	SB	SB	Blue Hill Salvia	<i>Salvia x sylvestris 'Blue Hill'</i>	1 gal.	CONT.	
TYPE THREE MIX							
300	BIC	BIC	Side Oak Grass	<i>Scirpus torreyana</i>	1 gal.	CONT.	
450	NE	NE	History Returns Daily	<i>Hemerocallis 'History Returns Daily'</i>	1 gal.	CONT.	
400	MS	MS	Maiden Grass	<i>Miscanthus sinensis 'Ornamental'</i>	1 gal.	CONT.	
450	PV	PV	Shenandoah Switchgrass	<i>Panicum virgatum 'Shenandoah'</i>	1 gal.	CONT.	
TYPE FOUR MIX							
50	GS	GS	Red Top Grass	<i>Lolium perenne 'Red Top'</i>	5 gal.	CONT.	
50	RA	RA	Red Top Grass	<i>Lolium perenne 'Red Top'</i>	5 gal.	CONT.	
50	VC	VC	Kowgrass	<i>Viloma coccinea 'Just'</i>	5 gal.	CONT.	
SOO-SEED							
			Turf Type Fescue	<i>Festuca sp.</i>			

Detail	Area	Factor	Total Qty
Detail 1	49733 SF		
Detail 2	38138 SF		
Detail 3	22942 SF		
Detail 4	10214 SF		
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Detail 79			
Detail 80			
Detail 81			
Detail 82			
Detail 83			
Detail 84			
Detail 85			
Detail 86			
Detail 87			
Detail 88			
Detail 89			
Detail 90			
Detail 91			
Detail 92			
Detail 93			
Detail 94			
Detail 95			
Detail 96			
Detail 97			
Detail 98			
Detail 99			
Detail 100			

- ### GENERAL PLANTING PLAN NOTES
- QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR INFORMATION ONLY. THE DRAWINGS SHALL PREVAIL IF A CONFLICT OCCURS.
  - FOR UNDERGROUND UTILITY LOCATES CALL IOWA ONE CALL AT 811, 48 HOUR NOTICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNDERGROUND LOCATES NOT COVERED BY THE DIGGERS HOTLINE SYSTEM. NO COMPENSATION FOR DAMAGES TO EXISTING UTILITIES WILL BE ALLOWED RESULTING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
  - THE LANDSCAPE CONTRACTOR SHALL PROTECT ALL UTILITIES, STRUCTURES AND SITE IMPROVEMENTS. ANY DAMAGE SHALL BE REPAIRED BY THE LANDSCAPE CONTRACTOR AT NO COST TO THE OWNER.
  - FINISH GRADES IN ALL LANDSCAPE AREAS ARE TO BE REVIEWED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY SEEDING, SOODING, OR PLANTING. THE CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR REVIEW FIVE (5) DAYS PRIOR TO THE DESIRED DATE OF REVIEW. NO COMPENSATION FOR RE-SEEDING, RE-SOODING, OR RE-PLANTING OF AN AREA REQUIRING RESEED, GRADING SHALL BE ALLOWED RESULTING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
  - INSTALL SOO IN THE AREAS INDICATED ON THE PLAN.
  - PRIOR TO SEEDING OR SOODING, VERIFY THAT SOIL ADJACENT TO PAVEMENTS AND CURBS ARE AT THE CORRECT ELEVATION TO ASSURE A LEVEL TRANSITION FROM THE PAVEMENT TO THE LAWN AREAS. NO COMPENSATION FOR REMOVAL AND REPLACEMENT OF INSTALLED LAWN, DUE TO UNACCEPTABLE TRANSITION FROM ONE SURFACE TO THE OTHER IS SOO TOO HIGH OR TOO LOW, WILL BE ALLOWED RESULTING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
  - SEED ALL OTHER DISTURBED AREAS DUE TO CONSTRUCTION OPERATIONS.
  - PRIOR TO ANY EXCAVATION AT THE SITE, THE CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER, ARCHITECT, LANDSCAPE ARCHITECT, AND/OR CIVIL ENGINEER AND, CONSULT WITH ALL UTILITY COMPANY REPRESENTATIVES TO DETERMINE POSSIBLE UTILITY LOCATIONS.
  - NOTIFY THE LANDSCAPE ARCHITECT IN WRITING FIVE (5) DAYS PRIOR TO THE ANTICIPATED DATE FOR REVIEW OF THE PLANT LOCATION STAKING. REVIEW TO BE REQUESTED PRIOR TO EXCAVATION OF THE PLANTING PITS.
  - ALL DECIDUOUS TREES SHALL BE PLANTED 5 FEET OR MORE FROM ANY R.O.W. AND ALL CONIFEROUS TREES AT LEAST 10 FEET AWAY, UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
  - ALL SOIL AND OTHER DEBRIS SPILLED OR TRACKED ONTO THE PUBLIC R.O.W. OR ADJACENT PROPERTIES SHALL BE CLEANED-UP BY THE CONTRACTOR AT THE END OF EACH WORK DAY.
  - PLANT LABELS AND TAGS SHALL BE LEFT ON THE PLANT MATERIAL UNTIL AFTER THE INITIAL INSPECTION BY THE LANDSCAPE ARCHITECT.
  - REMOVE ALL EXISTING TREES THAT REMAIN AS FOLLOWS:
    - REMOVE BROKEN LIMBS
    - REMOVE CROSSING LIMBS
    - REMOVE ROOT SPRIGS & SUCKERS
    - ANY MULTISTEMMED TREES - REMOVE STEMS LESS THAN 2" DIAMETER
    - ALL DECIDUOUS TREES TO BE ALLOWED TO GROW TO 10' HT. CLEAR.
    - SHAPE TREE TO ITS CHARACTERISTIC FORM
  - ALL SOO AREAS TO BE RESEED. SEE SPECIFICATIONS.
  - CONTACT THE MUNICIPAL FORESTRY DIVISION PRIOR TO PLANTING AT 515.283.450.
  - ALL WIRE, TWINE, AND BURLAP SHALL BE REMOVED FROM THE ROOTBALL OF TREES PRIOR TO PLANTING.



OVERALL SITE PLANTING PLAN  
T-32

DESIGN DEVELOPMENT

PRELIMINARY - NOT FOR CONSTRUCTION

GRAY'S STATION PLAT 5

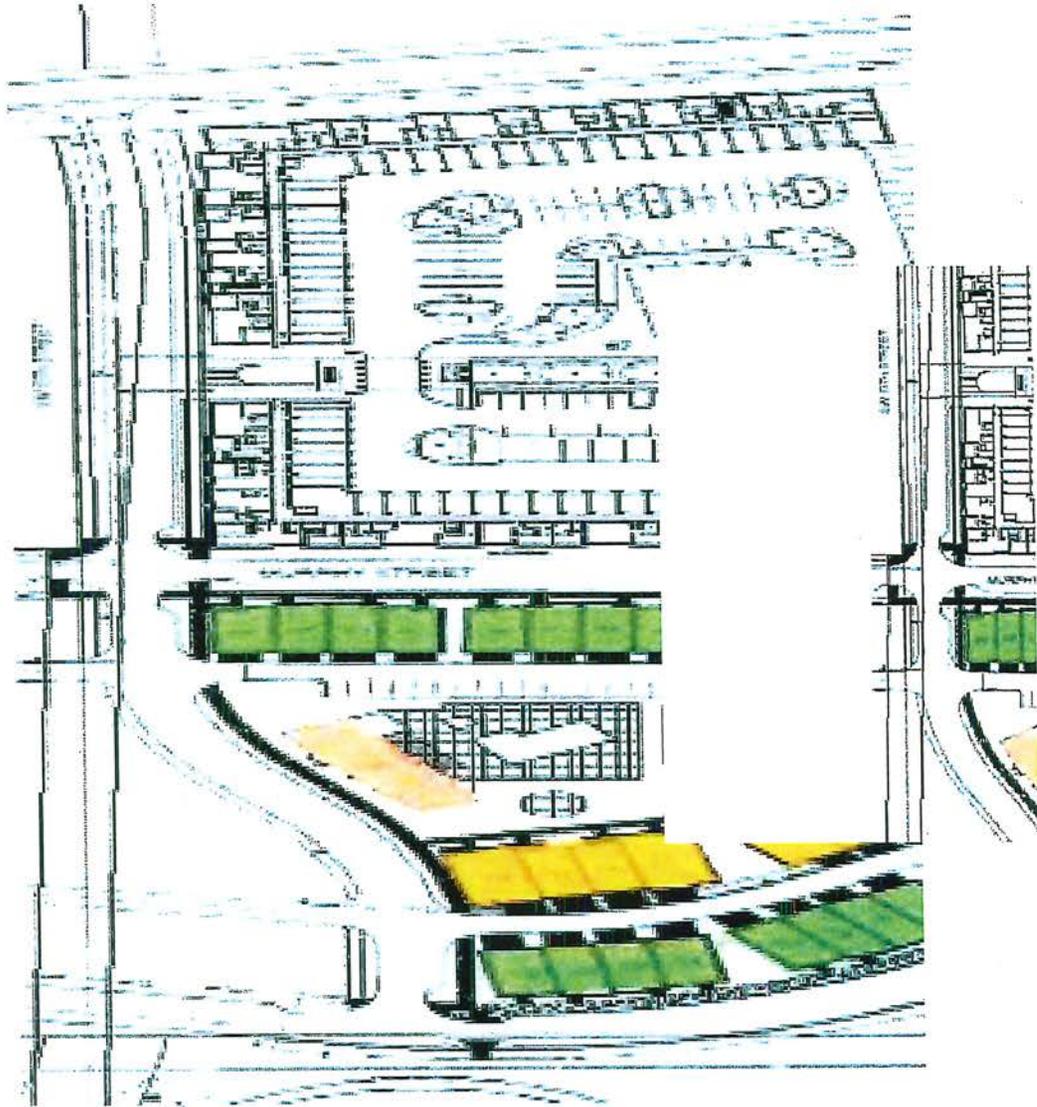


LANDSCAPE ARCHITECT

HUBBELL REALTY

SITE PLANTING PLAN

L04.01





- 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

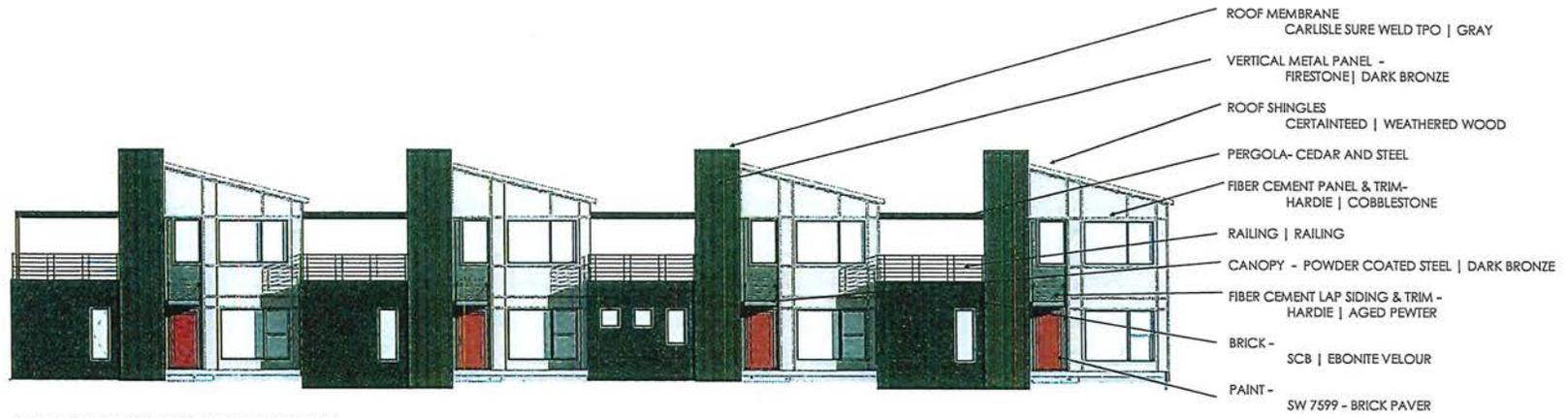
The desire was to create a darker color package for this Product and add some variation between the units.

- 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

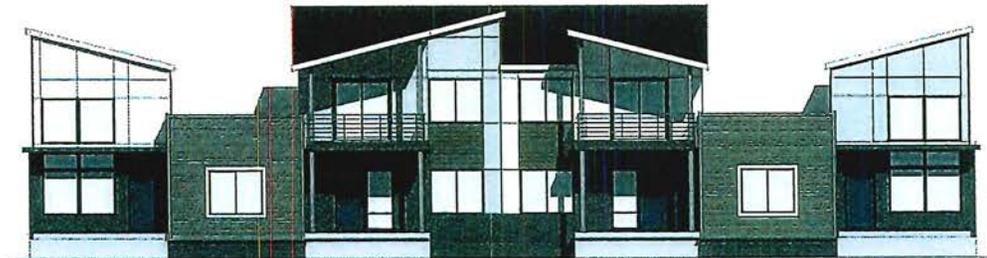
**PRODUCT 3 | COMPARISON**

COLOR PACKAGE: Product 3—#1

GRAY'S STATION | 07.07.2022 | 4



NEW FRONT ELEVATION



OLD FRONT ELEVATION

**Product 4**

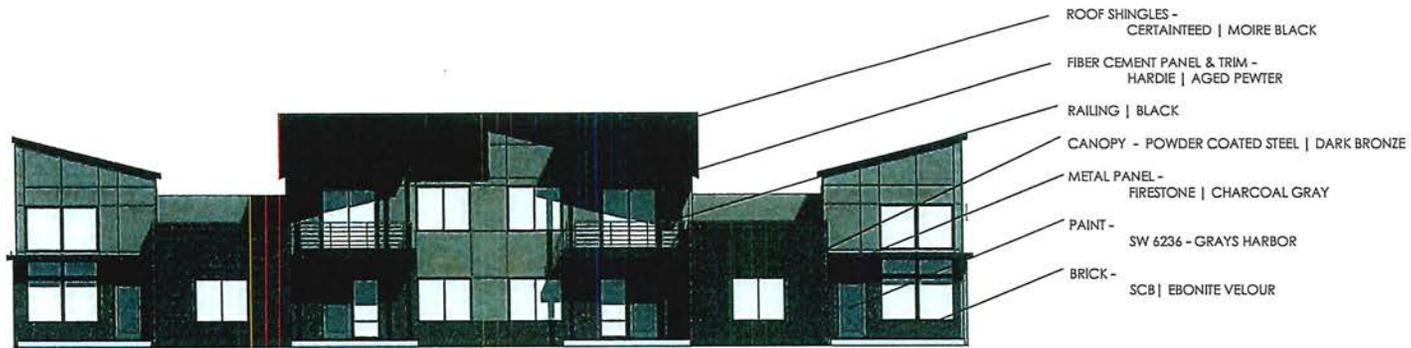
This elevation was too busy and the color scheme too light for this urban environment.

- 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

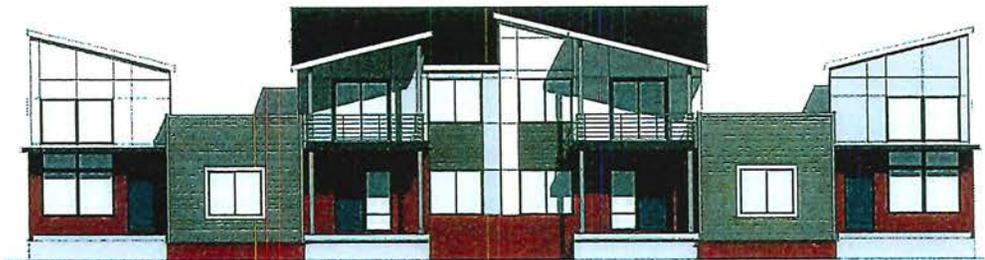


NEW FRONT ELEVATION

#### 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.

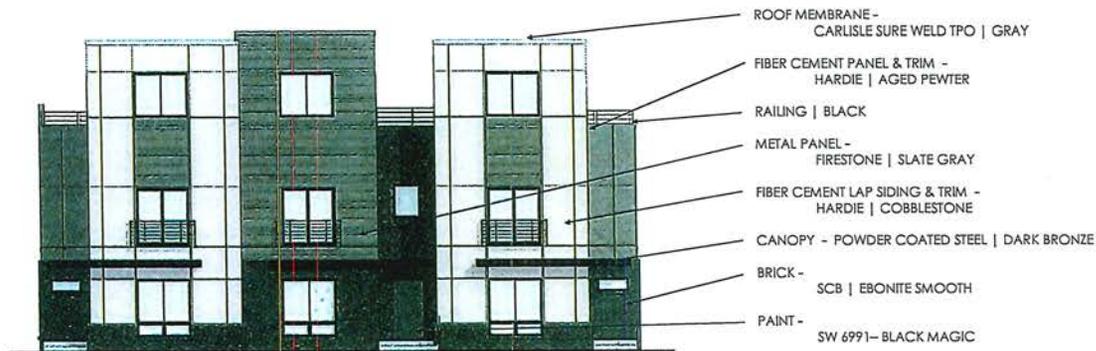


OLD FRONT ELEVATION

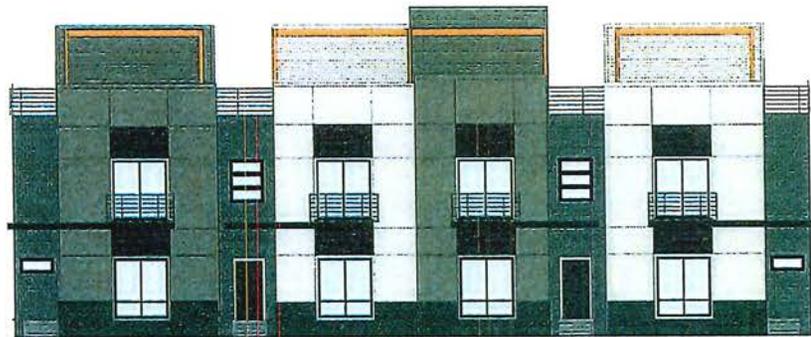
## PRODUCT 4 | COMPARISON

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 3<sup>rd</sup> 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

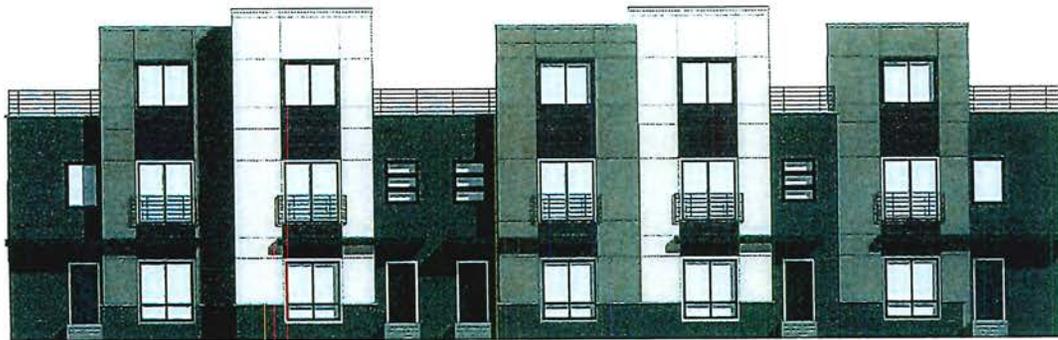
## PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#2

GRAY'S STATION | 07.07.2022 | 9



NEW FRONT ELEVATION



OLD FRONT ELEVATION

### Product 6

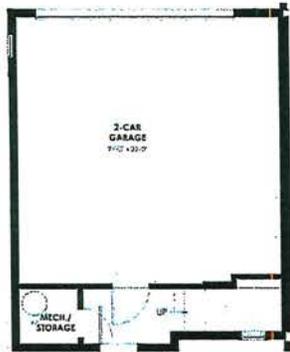
Elevation appeared boring and repetitive. These needed additional visual interest and a more urban look.

- 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

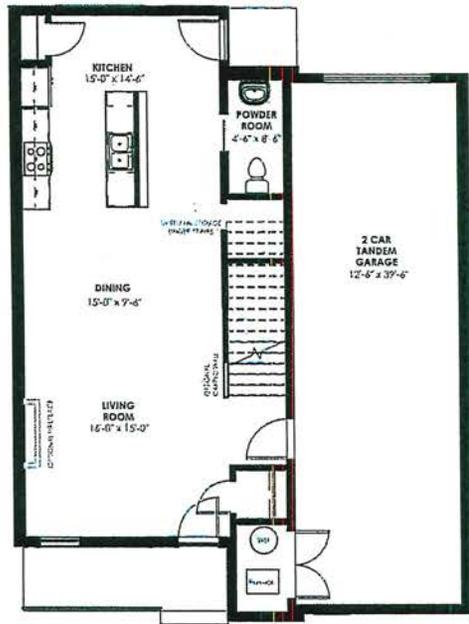


THIRD FLOOR

PRODUCT 1 | PRESTON

Lots: 61-63 and 64-66

GRAY'S STATION | 07.07.2022 | 45



FIRST FLOOR

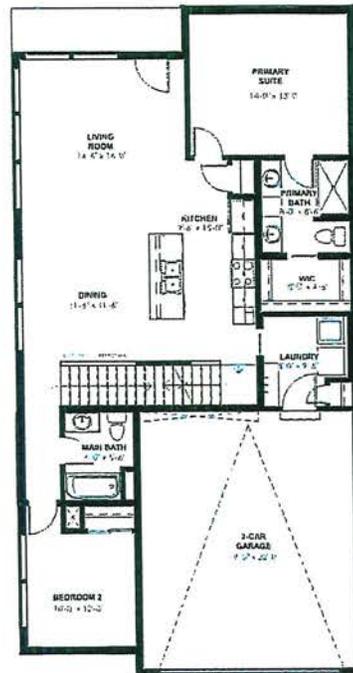


SECOND FLOOR

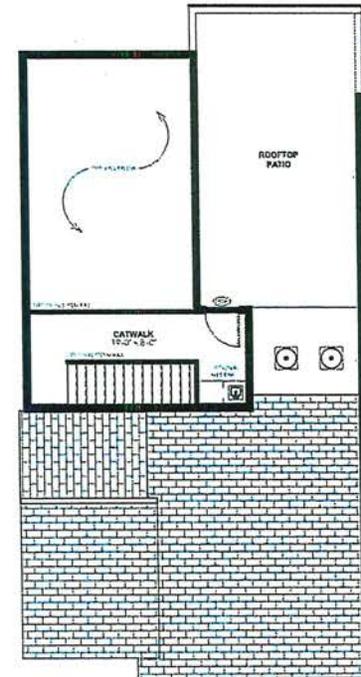
PRODUCT 3 | BEXLEY  
 Lots: 57-60  
 GRAY'S STATION | 07.07.2022 | 46



LOWER LEVEL



FIRST FLOOR

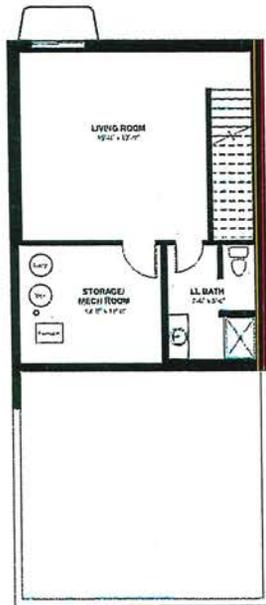


SECOND FLOOR

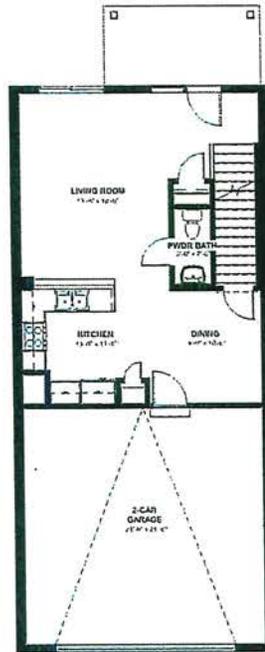
## PRODUCT 4 | MAISON

Lots: 16&19, 20&23, 24&27 and 52&56

GRAY'S STATION | 07.07.2022 | 47



LOWER LEVEL



FIRST FLOOR

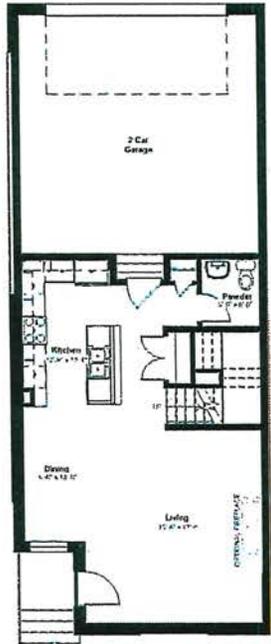


SECOND FLOOR

## PRODUCT 4 | MARLOW

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

GRAY'S STATION | 07.07.2022 | 48



FIRST FLOOR



SECOND FLOOR

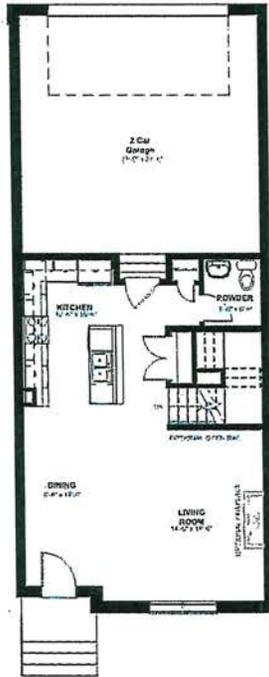


THIRD FLOOR

## PRODUCT 5 | CHAVA

Lots: 46&48 and 49&51

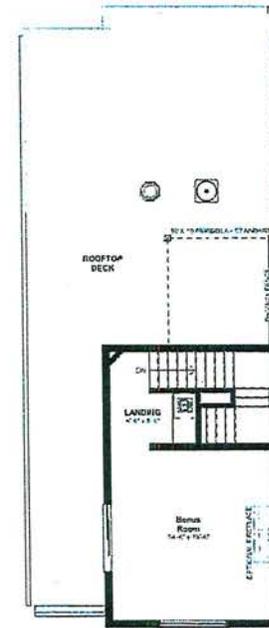
GRAY'S STATION | 07.07.2022 | 49



FIRST FLOOR



SECOND FLOOR

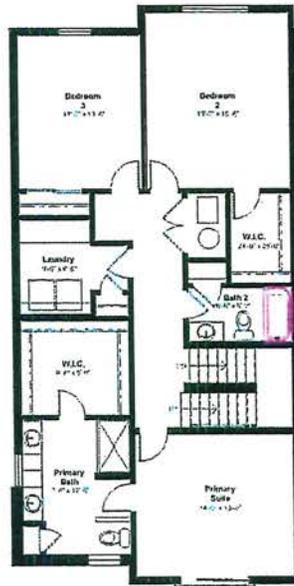


THIRD FLOOR

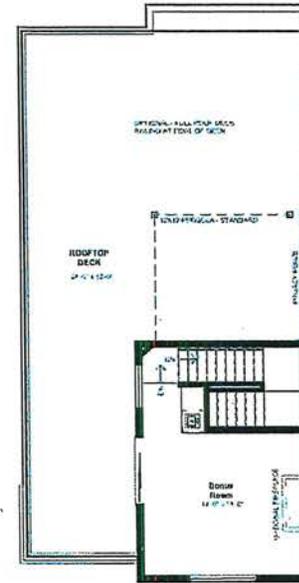
PRODUCT 5 | ASANA  
 Lots: 47 and 50  
 GRAY'S STATION | 07.07.2022 | 50



FIRST FLOOR



SECOND FLOOR

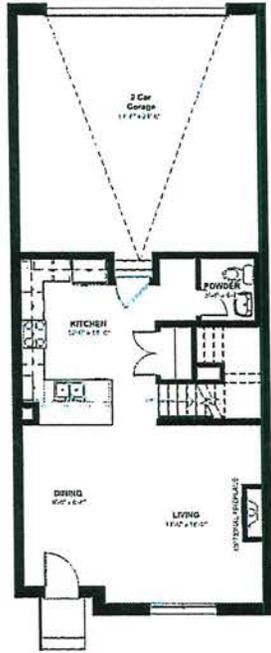


THIRD FLOOR

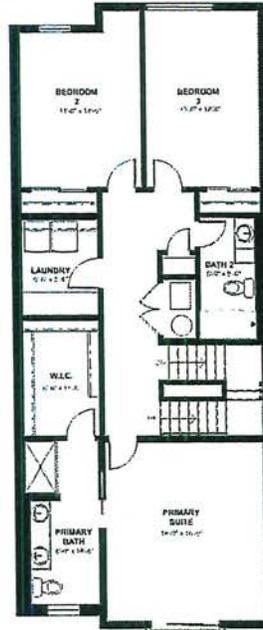
## PRODUCT 6 | GRAYSON

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

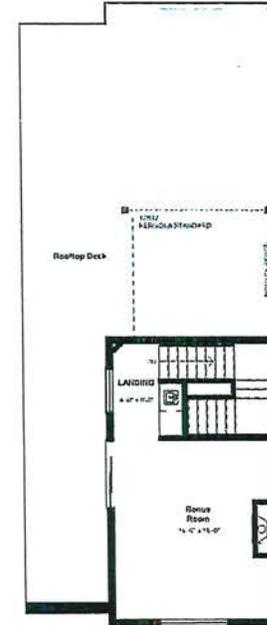
GRAY'S STATION | 07.07.2022 | 51



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





Hubbell Homes  
Des Moines, Iowa

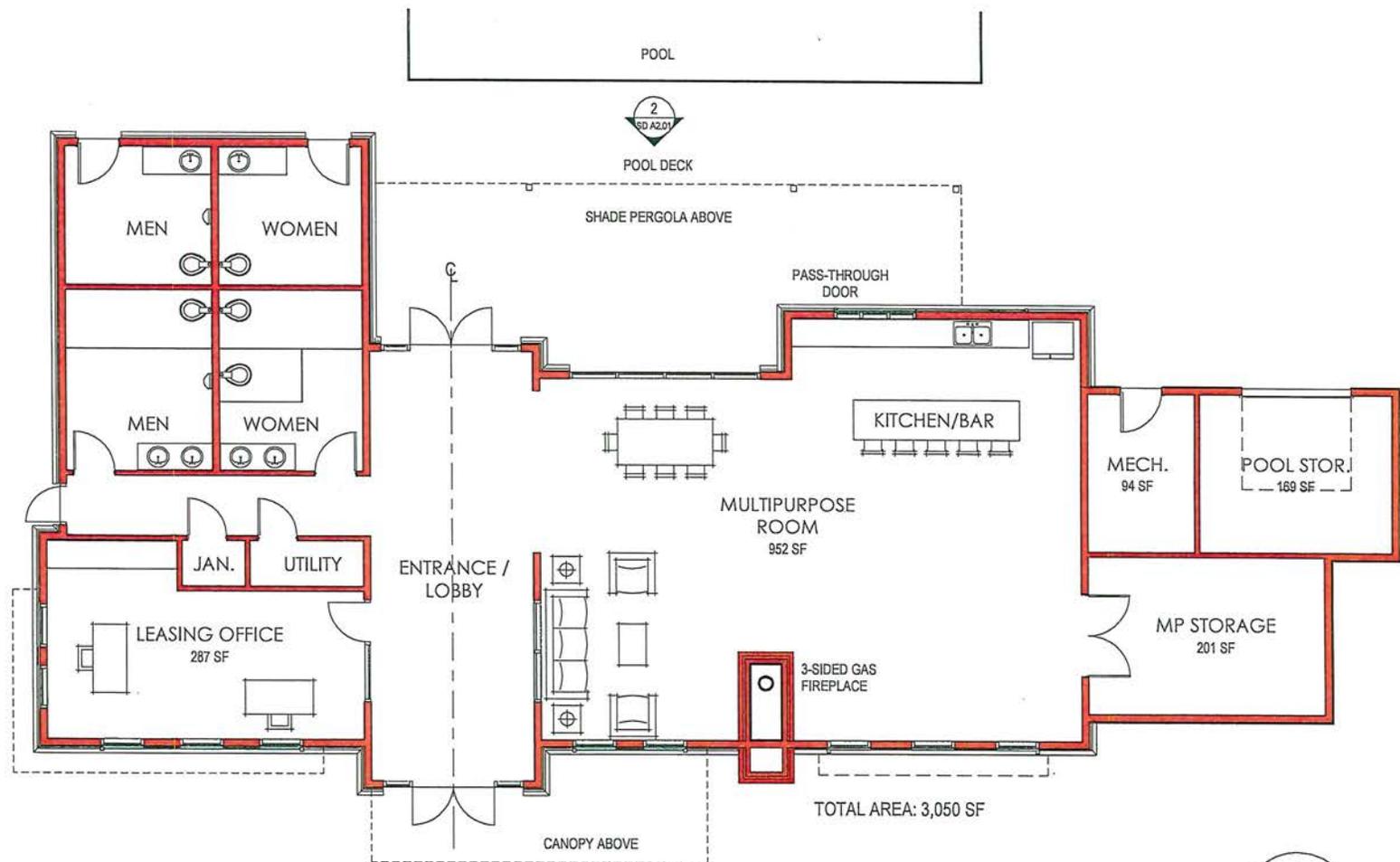
PERSPECTIVE

GRAY'S STATION CLUBHOUSE

The drawings presented are illustrative character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit placement, etc.) © 2018 BSB Design, Inc.

[AM220361]







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



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

Hubbell Homes  
Des Moines, Iowa

ELEVATIONS

GRAY'S STATION CLUBHOUSE

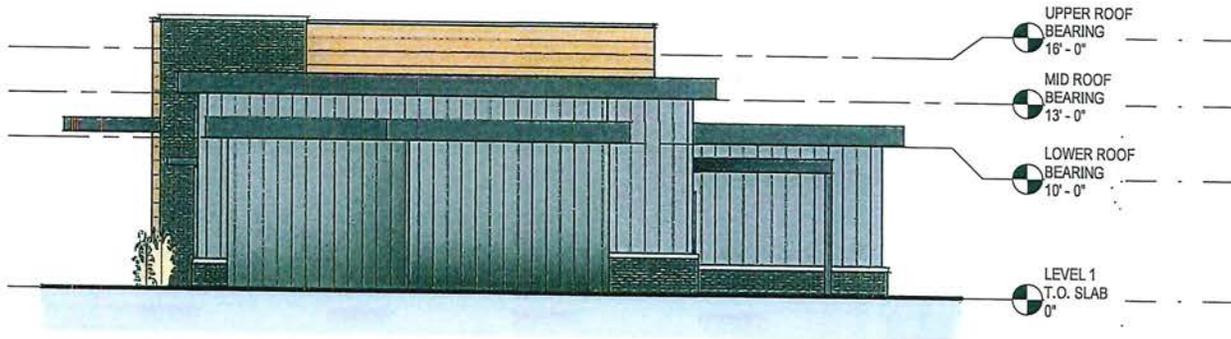


[AM220361]

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



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

ELEVATIONS

GRAY'S STATION CLUBHOUSE

Hubbell Homes  
Des Moines, Iowa

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