



Date March 6, 2023

RESOLUTION HOLDING HEARING REGARDING REQUEST FROM HUBBELL REALTY COMPANY (OWNER), REPRESENTED BY CALEB SMITH (OFFICER), FOR REVIEW AND APPROVAL OF A 1ST AMENDMENT TO THE GRAY’S STATION PUD CONCEPTUAL PLAN, FOR PROPERTY LOCATED IN THE VICINITY OF 1300 TUTTLE STREET, TO UPDATE THE REALIGNMENT OF SOUTHWEST 13TH STREET AND TO REVISE REVIEW REQUIREMENTS FOR FUTURE PUD DEVELOPMENT SITE PLANS

WHEREAS, on February 2, 2023, the City Plan and Zoning Commission considered a request from Hubbell Realty Company (Owner), represented by Caleb Smith (Officer), for review and approval of a 1st amendment to the Gray’s Station PUD Conceptual Plan, on property located in the vicinity of 1300 Tuttle Street, to update the realignment of Southwest 13th Street and to revise review requirements for future PUD Development Site Plans; and

WHEREAS, the City Plan and Zoning Commission voted 8-1-1 to **APPROVE** the 1st amendment to the Gray’s Station PUD Conceptual Plan, on property located in the vicinity of 1300 Tuttle Street, to update the realignment of Southwest 13th Street and to revise review requirements for future PUD development site plans, subject to revisions to 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:

1. Any final development plan for a new row home type development or a minor revision to an existing development is subject to administrative (by City staff) review and approval.
2. 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; and

WHEREAS, the Property is legally described as follows:

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

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



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



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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.; and

WHEREAS, on February 20, 2023 by Roll Call No. 23-0224, it was duly resolved by the City Council that the request for approval of the 1st Amendment to the Gray’s Station PUD Conceptual Plan be set down for hearing on March 6, 2023, at 5:00 p.m., at the City Council Chambers; and

WHEREAS, due notice of said hearing was published in the Des Moines Register, as provided by law, setting forth the time and place for hearing on said proposed 1st Amendment to the Gray’s Station PUD Conceptual Plan; and

WHEREAS, in accordance with said notice, those interested in said proposed 1st Amendment to the Gray’s Station PUD Conceptual Plan, both for and against, have been given opportunity to be heard with respect thereto and have presented their views to the City Council.

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



Roll Call Number

Agenda Item Number

51

Date March 6, 2023

1. Upon due consideration of the facts, and any and all statements of interested persons and arguments of counsel, any objections to the proposed 1st Amendment to the Gray's Station PUD Conceptual Plan are hereby overruled, and the hearing is closed.
2. The proposed 1st Amendment to the Gray's Station PUD Conceptual Plan is hereby found to be in conformance with PlanDSM: Creating Our Tomorrow Plan and is hereby approved as stated above, subject to conditions set forth above.

MOVED by _____ to adopt, SECOND by _____.

FORM APPROVED:

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

(ZONG-2022-000095)

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
BOESEN				
GATTO				
SHEUMAKER				
MANDELBAUM				
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.

City Clerk

Mayor

February 14, 2023

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

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

COMMISSION RECOMMENDATION:

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

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

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

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

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

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

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

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

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

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

STAFF RECOMMENDATION TO THE P&Z COMMISSION

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

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

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

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

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

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

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

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

STAFF REPORT TO THE PLANNING COMMISSION

I. GENERAL INFORMATION

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

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

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

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

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

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

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

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

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

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

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

- 8. Relevant Zoning History:** The subject property was rezoned to "PUD" on August 14, 2017, at which time a general "PUD" Conceptual Plan was adopted.

- 9. PlanDSM: Creating Our Tomorrow Plan Land Use Plan Designation:** Downtown Mixed Use and Neighborhood Mixed Use.

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

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

Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, the Commission shall determine if such Preliminary Plat conforms to the standards and requirements outlined in Chapter 354 of the Iowa Code, and the City Subdivision Ordinance and shall approve, conditionally approve or reject such Plat within 45 days after the date of submission to the City Permit and Development Center. Unless the applicant agrees in writing to an extension of time, the Preliminary Plat shall be

deemed approved if the Commission does not act within such 45-day period. The Commission's action for approval or conditional approval shall be null and void unless the Final Plat is submitted to the City Permit and Development Center within 270 days after the date of such action; provided, however, that the Permit and Development Administrator may grant, upon written request of the applicant, up to a 90-day extension for submittal of the Final Plat to the City Permit and Development Center.

Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, the Commission shall determine if such Preliminary Plat conforms to the standards and requirements outlined in Chapter 354 of the Iowa Code, and the City Subdivision Ordinance and shall approve, conditionally approve or reject such Plat within 45 days after the date of submission to the City Permit and Development Center. Unless the applicant agrees in writing to an extension of time, the Preliminary Plat shall be deemed approved if the Commission does not act within such 45-day period. The Commission's action for approval or conditional approval shall be null and void unless the Final Plat is submitted to the City Permit and Development Center within 270 days after the date of such action; provided, however, that the Permit and Development Administrator may grant, upon written request of the applicant, up to a 90-day extension for submittal of the Final Plat to the City Permit and Development Center.

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

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

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

II. ADDITIONAL APPLICABLE INFORMATION

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

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

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

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

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

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

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

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

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

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

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

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

SUMMARY OF DISCUSSION

Nick Tarpey presented staff report and recommendation.

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

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

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

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

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

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

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

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

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

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

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

Carol Maher asked if that would give city staff the ability to approve type 2 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 13th Street.

Will Page asked if they agree with staff recommendations.

Caleb Smith stated yes.

CHAIRPERSON OPENED THE PUBLIC HEARING

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

CHAIRPERSON CLOSED THE PUBLIC HEARING

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

COMMISSION ACTION:

Will Page made a motion for:

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

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

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

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

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

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

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

Motion passed: 8-1-1

Respectfully submitted,



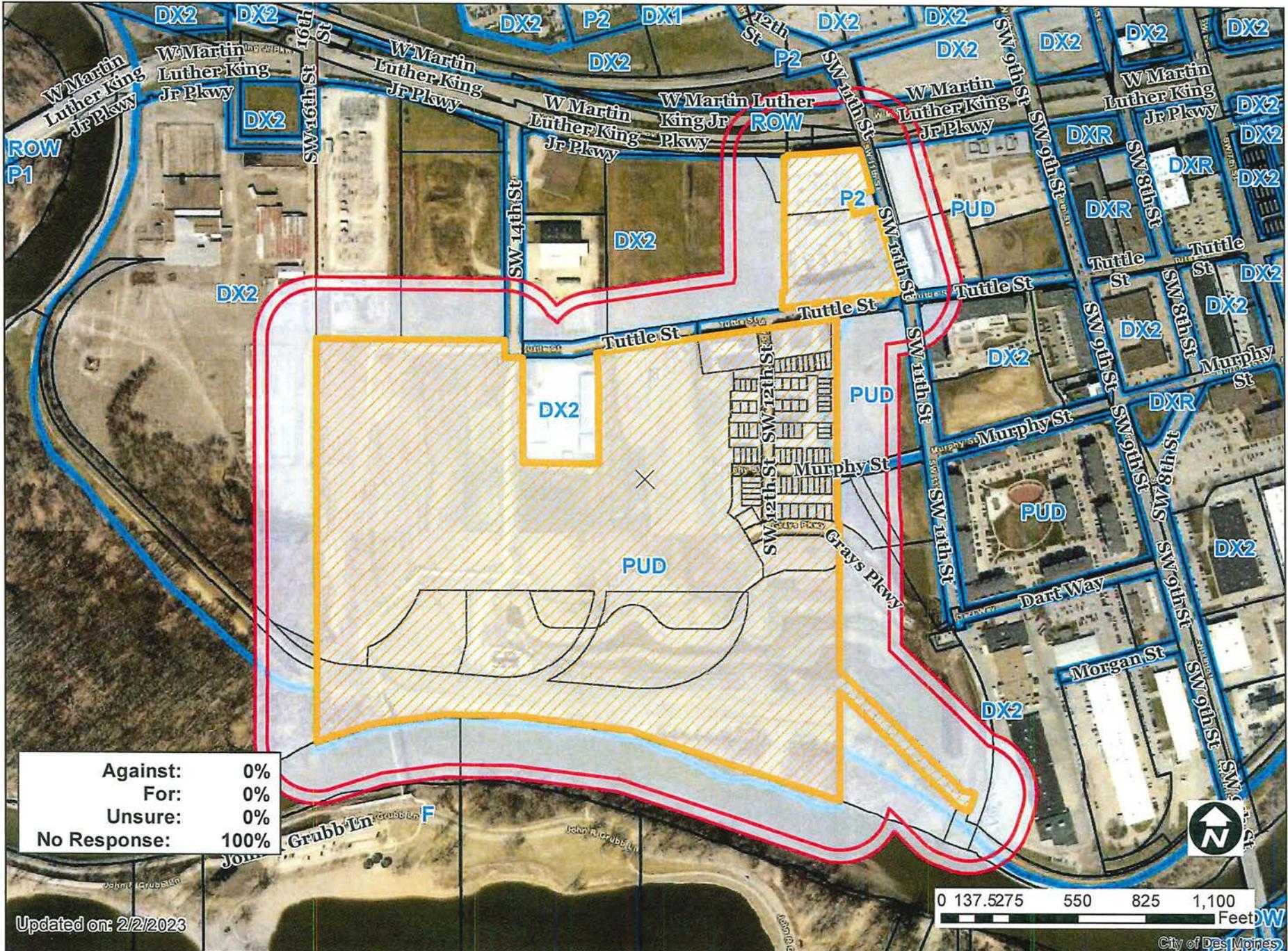
Jason Van Essen, AICP
Planning & Urban Design Administrator

JMV:tjh



Updated on: 1/12/2023

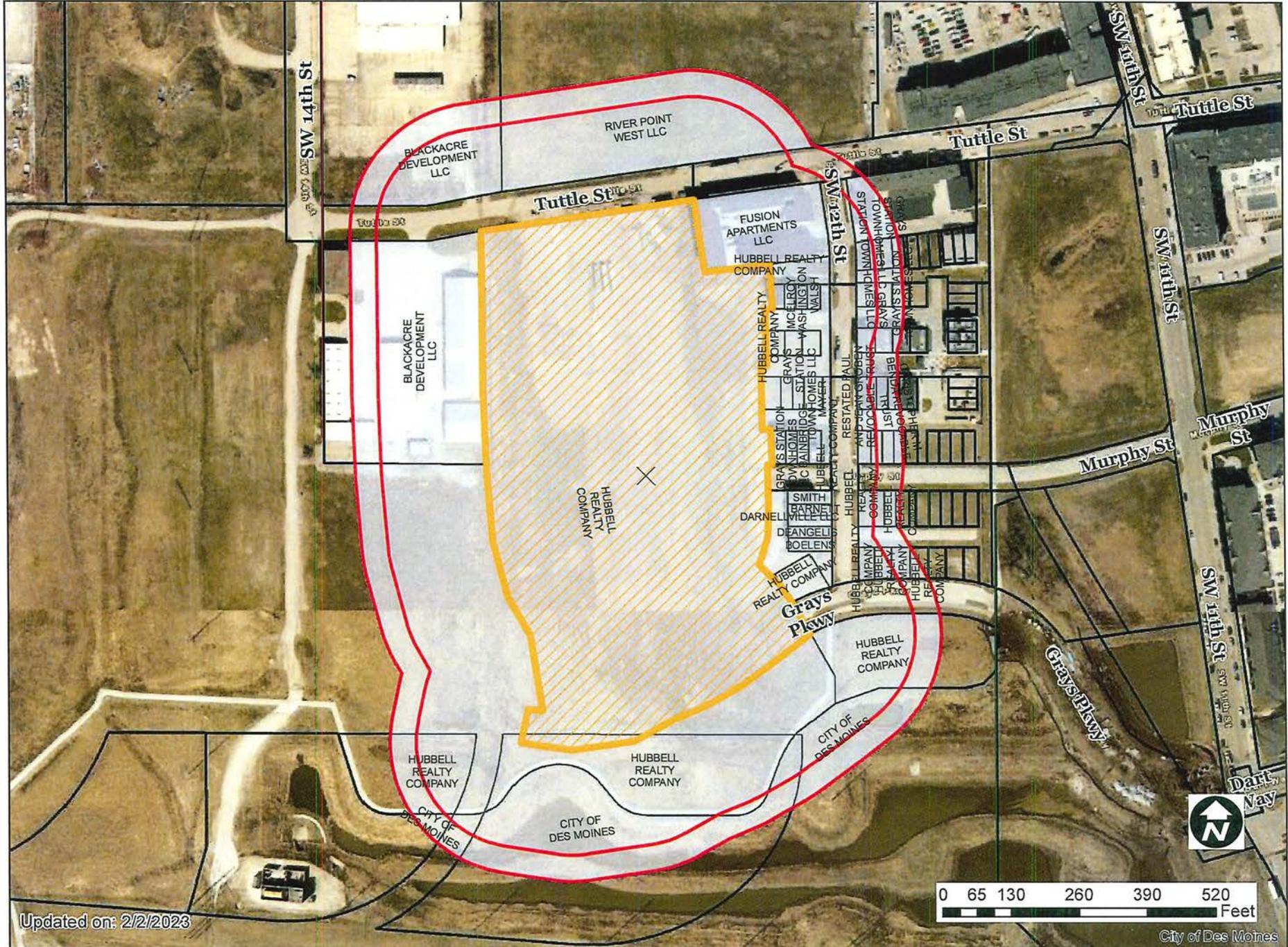
1 inch = 517 feet



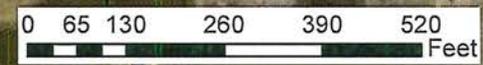
Against:	0%
For:	0%
Unsure:	0%
No Response:	100%

Updated on: 2/2/2023

1 inch = 517 feet



Updated on: 2/2/2023



City of Des Moines

1 inch = 243 feet



1 inch = 517 feet

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



DEVELOPMENT NARRATIVE:

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

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

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

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

LAND DEDICATION & ANTICIPATED LONG TERM MAINTENANCE:

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

DESIGN GUIDELINES

- L. Overall Neighborhood Character**
- A. Development shall establish a new "low-rise" mixed use neighborhood including medium density residential, high density residential, and publicly and privately owned uses. The uses shall be the bridge building and all of the structures of 201 1st Street and Martin Luther King Parkway shall accommodate residential and commercial uses.
 - B. Development shall create a series of neighborhoods and allow them to be flexible in context to the downtown.
 - C. The neighborhood shall connect to a pedestrian bridge and landing point to Gray's Lake.
 - D. The development shall utilize methods to minimize the impact on existing infrastructure, including but not limited to existing sidewalks, sewer lines, water mains, sanitary sewer mains, storm sewers, and storm water basins and utility structures.
 - E. Development shall use public and private partnerships to modify existing storm water basins and turn them into public amenities located in walkable spaces and open engagement.
 - F. Housing product diversity shall include forms and scale that are appropriate in an urban setting is encouraged. There shall be varying urban densities with compatible forms in a blended neighborhood, encouraging a mix of households.
 - G. Detached urban townhomes shall be concentrated along green space areas and neighborhood park areas and be limited to the suburbs as illustrated on the Conceptual Illustrative Master Plan on Sheet 8.
 - H. Green corridors are encouraged to minimize impact of storm water, provide urban pathways for wildlife, and promote recreation, wellness, and pedestrian safe mobility.
 - I. Development design shall encourage proximity of units to each other to create an urban form.
 - J. Development shall provide an opportunity for housing that includes potential ground, larger units, small parks, rest gardens, break way living spaces, and other landscape amenities.
 - K. Housing that offers engaging views towards the river, wetlands park, Gray's Lake, and downtown is encouraged.
 - L. Development shall provide a reasonable frequency of parking over a road network for motor vehicles.
 - M. Development shall create a unique place-making identity for the neighborhood through signage design in both the private and public realm.
 - N. All components and phases shall relate to, and integrate with, each other and previous components.
 - O. Development shall establish vehicular, mass transit, bicycle, and pedestrian linkage with the following:
 1. Downtown Central Business District;
 2. Gray's Lake;
 3. Development of the SICO site.
 - P. Each project presentation shall provide consistency and compatibility of character across the development.
- M. Street Character**
- A. All components of Development shall provide a unified streetscape system that utilizes the same materials, design elements, and equipment throughout the development area. Minor variations are allowed from street to street to create street identity or highlight areas of the plan (e.g., the streetscape along the Pedestrian Bridge Landing Plaza), but the overall design of each street shall still contribute to a neighborhood identity.
 - B. Development shall provide a street system primarily related to downtown that provides safety and ease of use by vehicular users:
 1. Public streets shall not have cut-backs or tight winding curves.
 2. Development shall include barrier curbs, user friendly crossings.
 3. Development shall provide a streetscape system that is walkable and that provides safety, comfort, and convenience for pedestrians.
 - C. Development shall create a pedestrian friendly environment along Tully and 201 1st Streets that provides clear connections between the residential, mixed-use, and commercial uses.
 - D. Street cross section configurations shall be as depicted in the approved Conceptual Development Plan and the Planned Unit Development (PUD) - Conceptual Plan Submittal - Sheet 10 Conceptual Street & Alley Sections.
 - E. Street cross sections may vary where existing or planned utility infrastructure will constrain and/or limit them.
- N. Building Character**
- A. Buildings shall be developed for each project phase/development and provide consistency and compatibility of character across the development while providing for flexibility in individual building design and form/structure.
 1. Building entrances in areas A, B, H, K, O, W, X, Y, and Z shall be distinguished in durable materials such as brick, metal, stone, cement board, etc.
 2. Exterior insulation systems shall not be used.
 3. Industrial pre-engineered buildings shall not be allowed.
 4. Roughly mechanical equipment shall be enclosed or otherwise screened from public rights of way.
 5. A minimum of 75% of the surface area (excluding windows and doors) of building housing and perpendicular to a public street must be glass, brick, concrete panels, architectural concrete blocks (such as lightbox or burnished brick), architectural metal panels or stone. Fiber cement or wood panel uses are also acceptable. Vinyl prohibited.
 - B. Building Massing, Placement, Density, Arrangement (See approved Conceptual Development Plan for Land Use Classifications)
 1. Primary locations of medium and commercial structures shall be primarily parallel to the public right-of-way except in the suburbs of W and X.
 2. Open spaces between building footprints along Tully Street shall minimize a human scale.
 3. Detached multi-story buildings shall be allowed within defined residential areas.
 4. Chain-link fencing shall not be allowed.
 5. Vinyl fencing shall not be allowed.
 6. Wood fencing shall not be allowed if grade or on a steep slope except for an access to a lot or wall.
 7. Attached and Detached Residential uses shall have minimal setbacks from public streets to encourage neighborhood interaction and define the streetscape edge.
 8. Attached and Detached Residential uses shall have minimal setbacks from public streets to encourage neighborhood interaction and define the streetscape edge.
 9. Lots with side elevations at alley corners should include enhancements to fenestration and details distinct from side elevations relative to the block.
 10. Lots with side elevations at block corners, public streets or open spaces should include enhancements to fenestration, detail and form or existing detail from side elevations relative to the block and distinct from alley corner side elevations.
 - C. Detached Residential uses on narrow lots shall have minimal side yard setbacks from adjacent structures to promote density and define the edge of the public realm.
 - D. Building Height
 1. Downtown Mixed Use
 - a) Minimum height for all uses shall be four stories.
 2. High Density Residential
 - a) Minimum height for all uses shall be as follows:
 - (1) Three stories for Subareas B, H, N, and O
 - (2) Eight stories for Subareas Y and Z
 3. Medium Density Residential
 - a) Minimum height for all uses shall be one story as indicated on the Conceptual Illustrative Master Plan (Sheet 8).
 - E. For all residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
 1. Medium Density Residential
 - a) 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.
 - b) Where walking paths occur between buildings the minimum width between buildings shall increase above the maximum separation by three width of the walking path.
 - F. Building Entrances
 1. Downtown Mixed Use
 - a) Buildings shall have entrances oriented toward primary street(s) and public plaza(s).

PLAN NARRATIVE & DESIGN GUIDELINES
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 2B of 20



15. Signs, enclosures advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located, and/or
 - b) The ideological or noncommercial views of an occupant of the premises.
 17. Sign, real means a sign erected upon or above a roof or parapet of a building.
 18. Sign, sandwich board means a sign with two faces that are adjacent to the top and deployed at an angle, which is not permanently anchored or secured.
 19. Sign, service means a sign identifying restrooms 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 nonilluminated or indirectly lighted with nonflashing white light.
 - b) It shall have not more than two sign faces, such sign faces to be parallel.
 22. Sign, type B means a sign which shall conform to all of the requirements for type A signs, 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 lamps or neon gas tubes or any combination thereof, provided that the exposed lamps does not exceed 15 watts or the neon gas tube does not exceed 50 milliwatts. Where multiple facial lamps or exposed lamps with a diffusing screen are used, no lamp shall exceed 25 watts.
 - b) Illumination of an enclosure by reflected light or by external reflection is prohibited.
 24. Sign, window means a sign within 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.
 - III. Question Marked One (1) Sign Density Residential Signs
 1. Signs shall be in accordance with the following:
 - a) Any combination of two or more signs 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 level that building height per occupant, and not to exceed a maximum of 100 square feet per occupant, shall be permitted. Building heights consist of 75 percent or less of the total building height, the occupied or occupant of the building shall be permitted, in lieu of the above, one square foot in area per level of all building per lot and not to exceed a maximum of 100 square feet per occupant. Such signs shall be permitted on public or private structures attached to and supported by a building.
 - i) 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 10 inches. Such projecting signs shall be not less than ten feet from the ground in areas in which there is only pedestrian traffic and not less than 15 feet from the ground in areas in which there is vehicular traffic. Signs shall not more than 20 square feet in area per occupant and shall not extend more than ten feet above the ceiling. Projecting signs may be anchored to the roof of building.
 - ii) The permitted types of two-dimensional signs are noncommercial and sandwich board signs. Pole signs and portable signs other than sandwich board signs are not permitted.
 - iii) One sandwich board sign shall be permitted per building front for identification and noncommercial advertising. Such signs shall comply with ingress and egress requirements outlined in the city building code. Sandwich board signs are permitted upon the sidewalks 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 ten feet from the back of the street curb.
 - (3) Such signs shall be no more than ten square feet in area on each side, no more than four feet in height, and no more than three feet in width.
 - (4) There shall be no electrical service to such signs.
 - b) 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 balcony, and shall be located immediately adjacent to the principal entrance to said occupant premises.
 - c) Two non-illuminated type B attraction grand signs shall be permitted on theatre marquees. The total sign area per marquee shall not exceed 100 square feet.
 - IV. Off-premise advertising signs are not permitted.
 - V. Medium Density Residential Signs
 1. Signs shall be in accordance with the following:
 - a) One non-illuminated type A, type B identification sign not to exceed one square foot in area shall be permitted for each of the following uses: Single-family detached dwellings, apartment group residences, and family homes.
 - i) One non-illuminated type A identification sign not to exceed 24 square feet in area per sign face shall be permitted for each lot having for the following uses: churches, synagogues, and similar places of worship; public and parochial schools (including boarding schools, nursery schools, and child care centers); city-owned fire stations; and publicly owned parks, playgrounds, golf courses, and recreation areas.
 - ii) One non-illuminated bulletin board, indirectly or internally illuminated, not to exceed 24 square feet in area, shall be permitted per institution. Its each sign shall extend higher than eight feet above ground level.
 - b) One non-illuminated type B identification sign not to exceed one square foot in area shall be permitted for each of the following uses:
 - i) In lieu of the identification sign and an illuminated bulletin board, a church or school may combine into one sign type A or type B identification sign and an illuminated bulletin board. The sign may be indirectly or internally illuminated. It shall not exceed 25 square feet per sign face nor extend more than eight feet above the ground. It shall be located in any required rear or side yard.
 - ii) In addition to the signage permitted in subsections a) through d) of this section, a home occupation may be permitted one additional square foot of signage.
 - VI. Parking Requirements
 - A. Nonresidential areas
 1. Surface parking spaces shall not exceed 2.75 spaces per 1000 GSF of commercial area.
 2. Surface parking shall have an emphasis of trees, shrubs and other plantings placed around the perimeter of any parking area and which help parking lots to create a more attractive area. The landscape plan should 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 50 or more car stalls require interior landscape areas as detailed below:
 - a) Interior landscaping shall be a minimum consist of one planting bed no smaller than 3' x 17' for every 25 interior spaces containing 1 inventory tree and 2 shrubs.
 - b) Required landscaping and planting beds may be substituted but there may be no more than 25 spaces in a single row, or 50 spaces in a double row about an intervening parking bed.
 - c) Trees planted in parking lot interior plantings are to be a minimum of 1" caliper.
 - d) One of inventory trees is required to increase shade and reduce "urban heat island" effect.
 - e) A minimum of one (1) inventory tree and three (3) shrubs for every twenty-five (25) spaces exclusive of the parking required in perimeter landscape areas.
 - f) Corner islands beyond the perimeter landscape strip may be counted toward interior planting requirements even though they are contiguous with perimeter landscape areas.
 - g) The 7' perimeter landscape area may not be counted toward interior planting requirements.
 - h) Perimeter landscape areas at access of 7' may partially be counted toward interior planting requirements.
 - i) Interior planting islands that are at least 6' x 17' should be spaced no farther than 20 parking spaces or 180' apart.
 4. Vehicular use areas require perimeter landscape areas as detailed below:
 - a) Vehicular use areas building up to 30 cars require a 5' perimeter landscape area (7' car evening, 7' landscape area measured from the right-of-way line along parking lot having public right-of-ways. (Public land cannot be counted toward fulfillment of this obligation).
 - b) Vehicular use areas of 40 car stalls and over require a 7' perimeter landscape area (7' car evening, 7' landscape area measured from the right-of-way line along parking lot having public right-of-ways. (Public land cannot be counted toward fulfillment of this obligation).
 - c) Similar ratio of curbside or drive shall be a minimum of 2' in height and a minimum of 4' in width, and shall be securely 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 evening area.
 - e) The landscape area shall contain: 1 one and 10 shrubs (24-30" maximum mature maintained height), and be no less than 18" tall per 40 linear feet of perimeter landscape area with groundcover or a decorative well or lawn made of stone, brick, tiles, lawn concrete block, painted or colored precast panels, wrought iron, or a combination of these materials, located at the lot line. Wood is not allowed except for an accent material. Chain link fences are not allowed. Walls shall be no taller than 30", and no shorter than 24".
 - f) Groundcover or low planting is required in the car evening area where maintenance will be provided. Otherwise grass, or hardwood shelled mulch, is required.
 - g) Hoses bins are recommended every 100' throughout the perimeter landscape area.
 - h) Trees shall be planted a minimum of 20' from any curb.
 - i) Unusual tree spacing is acceptable with groupings of lighter spacing and larger openings between groupings.
 - j) The staggering or offsetting of perimeter area trees with parking lines is encouraged.
 - k) Trees planted in the perimeter landscape area are a separate requirement, and do not count toward other tree and pathway planting in the parking lot interior plantings.
5. Parking lots adjacent to public streets shall be screened by walls, hedges, berms, landscaping or a combination thereof. Unscreened surfaces shall be landscaped to meet the Minimum Landscape Standards for zoning districts C-3, C-3A, Residential Areas
 1. Streets designated as "Local" or "Collector" shall include parallel parking as depicted in the approved conceptual development plan.
- C. Structural Parking
 1. Facades of above grade structural 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 (DMRT) Authority shall review all development plans and designs located for transit stops and stations.
 - C. Developers and DMRT shall work together to establish feasible transportation linkages on a case by case basis.
- VI. Public Amenities
 - A. Bicycles and Pedestrian Facilities:
 1. Development shall provide on-street bike lanes and on-street 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 southeast corner of the identified PUD boundary and west of the existing pump station associated with the enhanced stormwater basin.
 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 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.
 - 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 Structures, 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 only.
 - 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 1B.
 - b) The ESB shall be designed to detain stormwater from the watersheds 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.

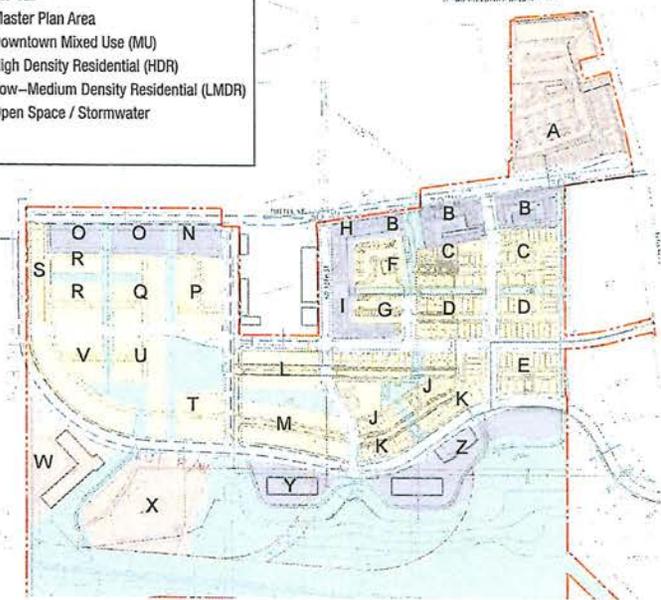
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa

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LEGEND

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



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

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

Accessory & Temporary Uses

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

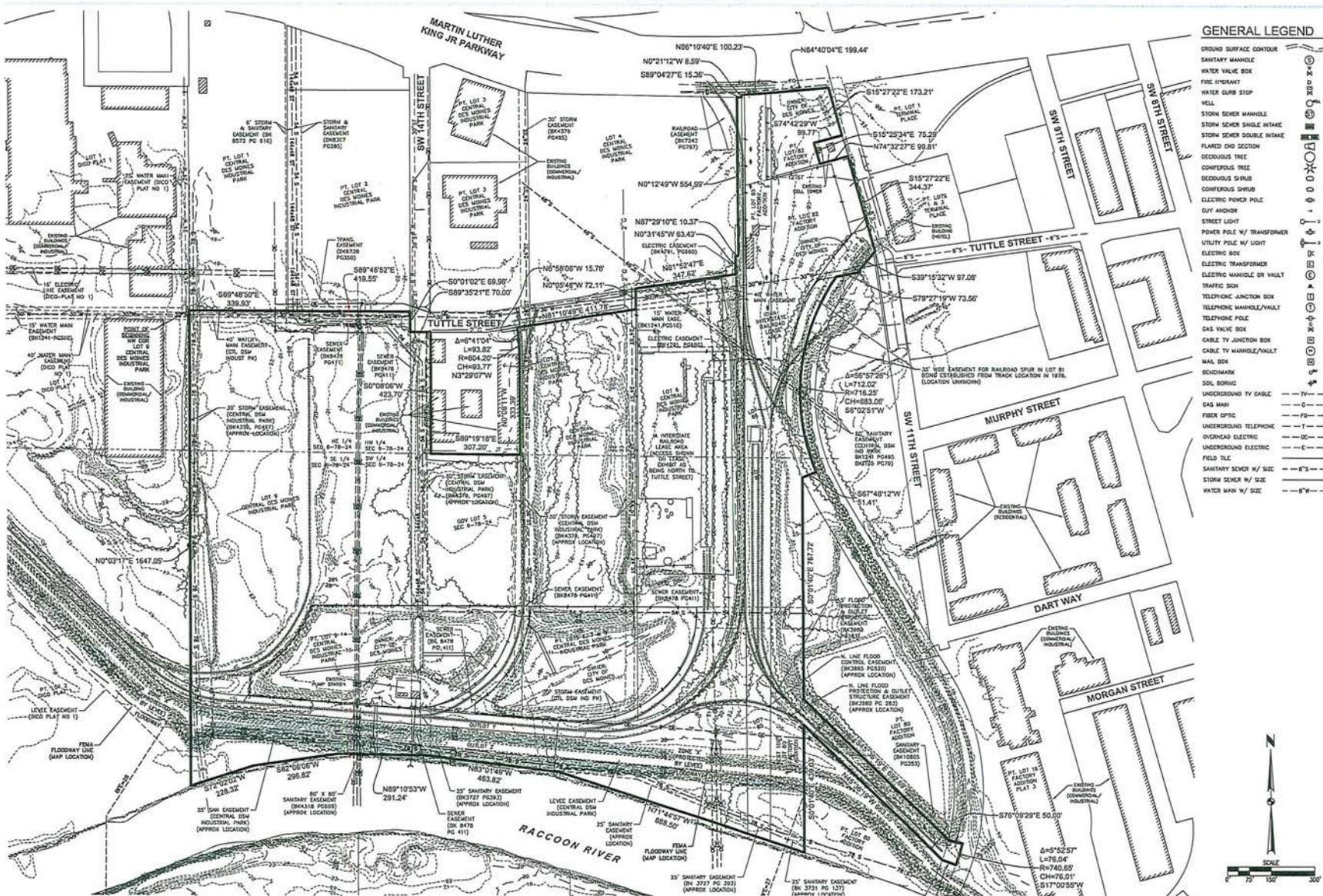
X Permitted
All uses not listed on this sheet are prohibited.

PERMITTED LAND USES
OCTOBER 19, 2022

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



GRAY'S STATION



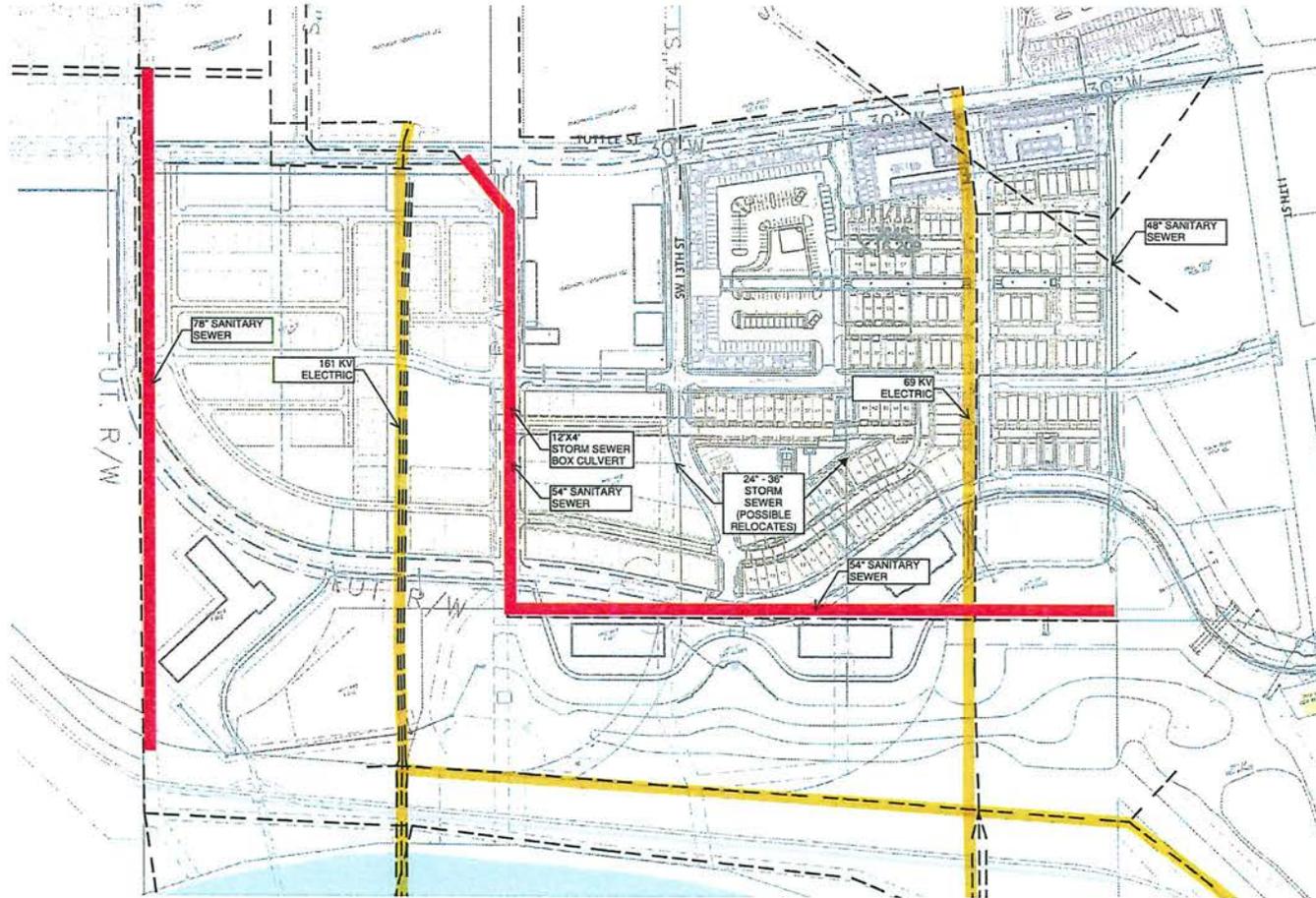
GENERAL LEGEND

- GROUND SURFACE CONTOUR
- SANITARY MANHOLE
- WATER VALVE BOX
- FIRE HYDRANT
- WATER CURB STOP
- WELL
- STORM SEWER MANHOLE
- STORM SEWER SINGLE INTAKE
- STORM SEWER DOUBLE INTAKE
- FLARED END SECTION
- DECIDUOUS TREE
- CONIFEROUS TREE
- CONIFEROUS SHRUB
- ELECTRIC POACHER POLE
- GUY ANCHOR
- STREET LIGHT
- POWER POLE W/ TRANSFORMER
- UTILITY POLE W/ LIGHT
- ELECTRIC BOX
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE OR VAULT
- TRAFFIC SIGN
- TELEPHONE JUNCTION BOX
- TELEPHONE MANHOLE/VAULT
- TELEPHONE POLE
- GAS VALVE BOX
- CABLE TV JUNCTION BOX
- CABLE TV MANHOLE/VAULT
- MAIL BOX
- SOIL BORING
- UNDERGROUND TV CABLE
- GAS MAIN
- FIBER OPTIC
- UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- FIELD 3/4"
- SANITARY SCHED W/ SIZE
- STORM SEWER W/ SIZE
- WATER MAIN W/ SIZE

PLAN MAP:
 EXISTING CONDITIONS
 MAY 3, 2017



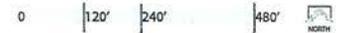
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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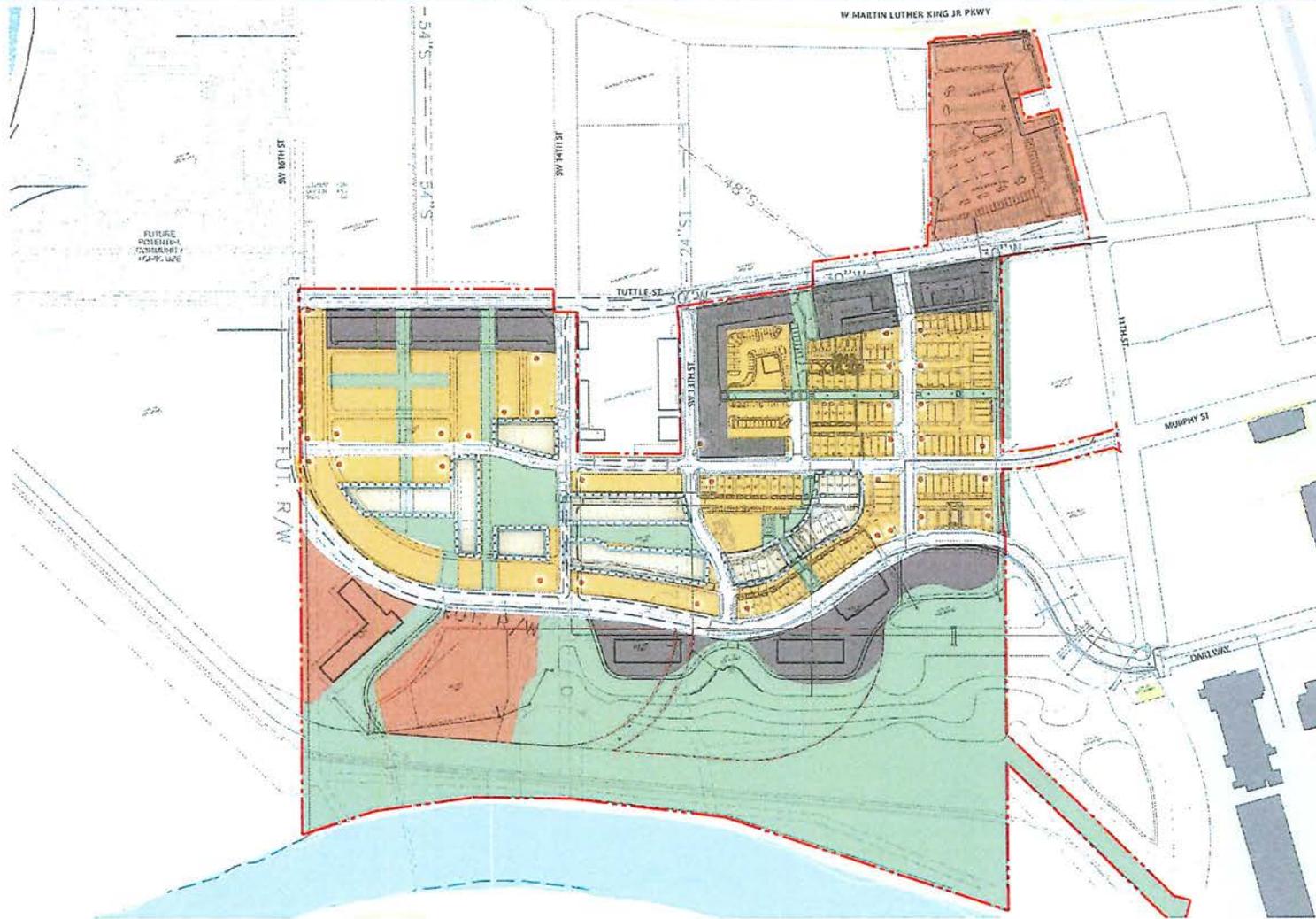
LEGEND:
— EXISTING SANITARY LINE TO REMAIN
- - - EXISTING OVERHEAD POWER LINES TO REMAIN

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

EXISTING INFRASTRUCTURE CONSTRAINTS
 OCTOBER 19, 2022



Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 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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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/AD)	MAXIMUM DENSITY (DU/AD)
A	Mixed Use	5.3	30	50
B	HDR	1.9	30	50
C	MDR	2.0	8	35
D	MDR	1.9	8	35
E	MDR	1.0	8	35
F	MDR	0.7	8	35
G	MDR	0.7	8	35
H	HDR	0.1	18	30
I	MDR	0.8	8	35
J	MDR	1.2	7	22
K	MDR	1.7	7	22
L	MDR	1.6	8	35
M	MDR	1.6	8	35
N	HDR	0.4	18	30
O	HDR	1.2	40	55
P	MDR	1.0	8	35
Q	MDR	1.2	8	35
R	MDR	1.1	8	35
S	MDR	0.7	8	35
T	MDR	0.7	8	35
U	MDR	1.1	8	35
V	MDR	2.0	8	35
W	Mixed Use	2.0	30	50
X	Mixed Use	3.5	30	50
Y	HDR	1.0	50	70
Z	HDR	2.7	50	70
TOTAL		39.2		

Illustrative Estimate

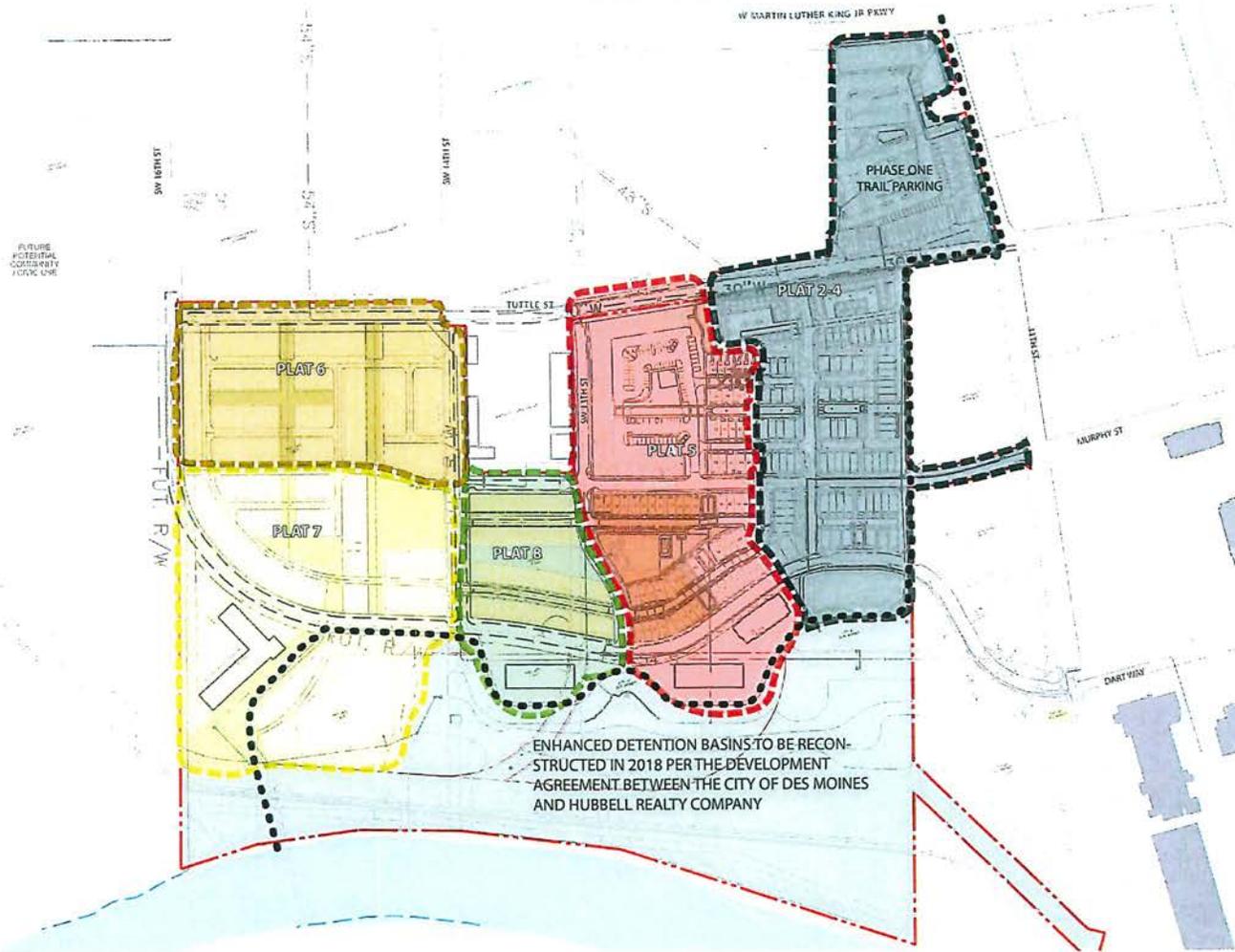
Illustrated Units	Illustrated Net Density	Assumed Multi-family residential floors	City Classification
193	37	4	High
79	41	3	High
34	17		High
34	18		High
16	16		Med
10	14		Med
11	16		Med
5	35	3	High
12	16		Med
13	11		Low-Med
22	13		Med
32	19		High
32	20		High
15	33	3	High
65	54	3	High
22	22		High
22	18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

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

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

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

Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 10 of 20



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

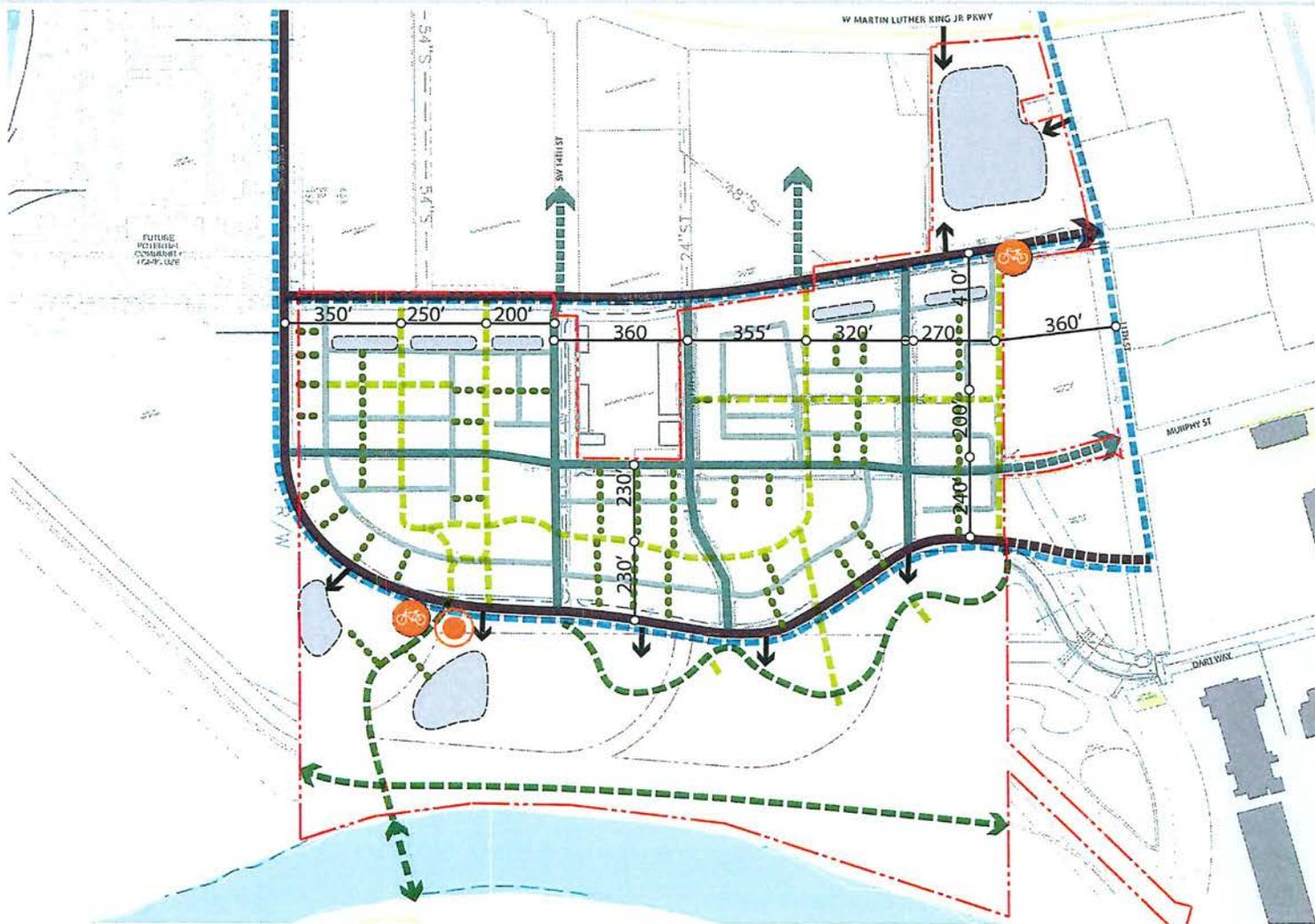
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
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GRAY'S STATION

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 development's intent to tie into future improvements outside the scope of this master plan.
- The Conceptual Plan was completed while the City's Transportation Master Plan (MOVE DSM) was under development. The intent of this Conceptual Plan is to comply with the MOVE DSM plan based on the preliminary goals that have been publicly presented such as:
 - Support other City goals of safety, quality of life, and economic development.
 - Ensure that Des Moines is best positioned to provide transportation options for all citizens in every stage of life.



LEGEND

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

CONCEPTUAL CIRCULATION DIAGRAM
 OCTOBER 19, 2022



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

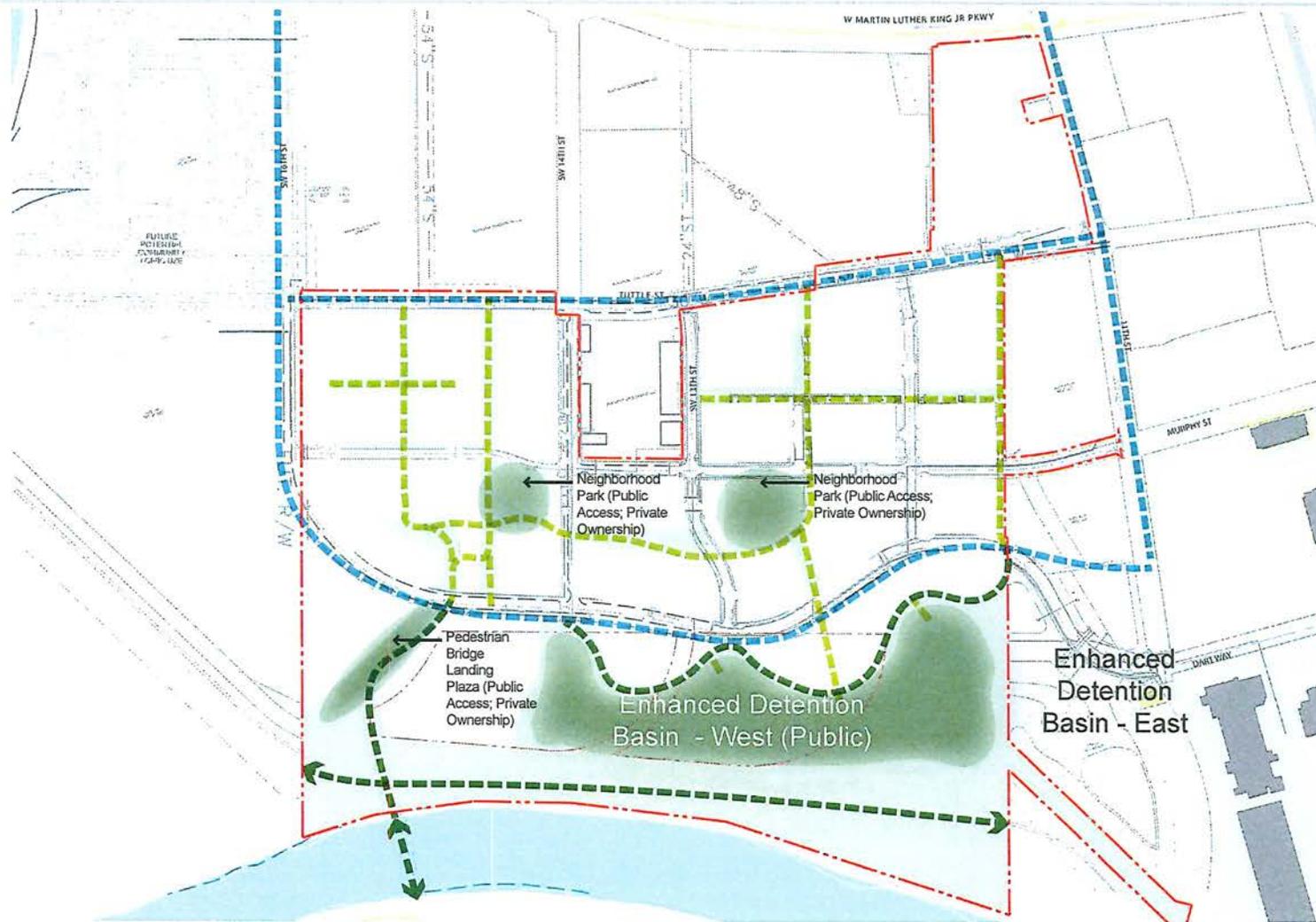


NOTE: BUILDINGS SHOWN IN ALL SECTIONS FOR GENERAL MASSING ONLY. ARCHITECTURAL DESIGN IS YET TO BE DETERMINED. FINAL DEVELOPMENT PLANS TO BE REVIEWED AND

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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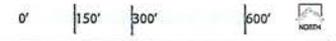


LEGEND

- 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.

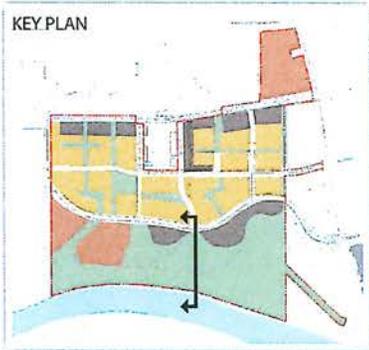
CONCEPTUAL OPEN SPACE PLAN
 OCTOBER 19, 2022



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

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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 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:

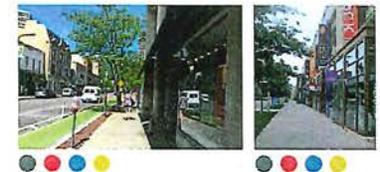
- Relationship to exterior open space (plaza, park, roof deck, etc.)
- Relationship to street
- Relationship to alley
- Building articulation/massing
- Architectural character
- Landscape character

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

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



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.

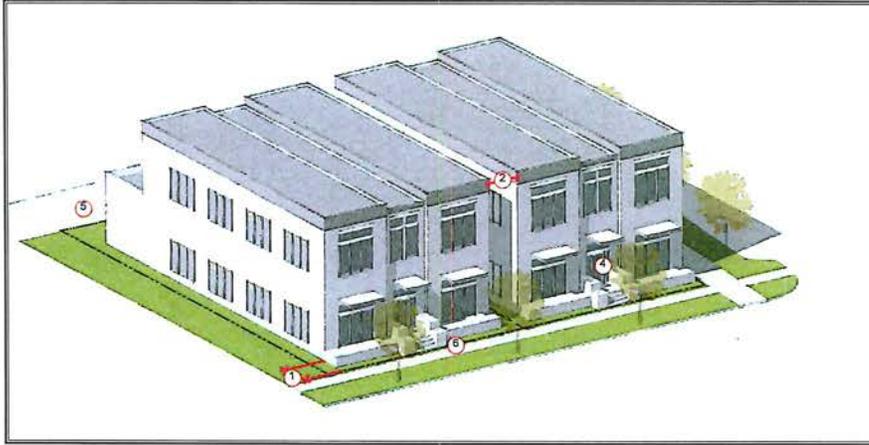


HIGH DENSITY RESIDENTIAL - PROTOTYPICAL BUILDING

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).



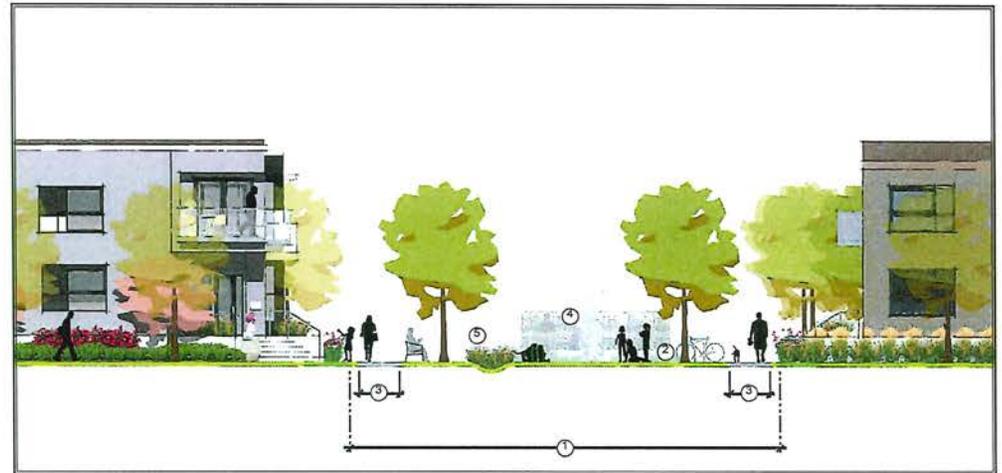
MEDIUM DENSITY RESIDENTIAL - PROTOTYPICAL DETACHED FORM (WITH FOURPLEX)

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

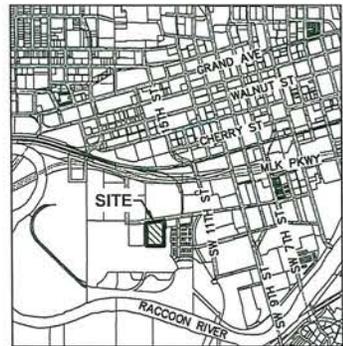
Green connections are encouraged to minimize impact of storm water, provide urban pathways for wildlife, and promote recreation, wellness, and pedestrian scale mobility.

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



DES MOINES, IOWA

OWNER

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

APPLICANT

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

ENGINEER

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

SURVEYOR

CIVIL DESIGN ADVANTAGE, LLC
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: CHARLIE MCLOTHLEN
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) 440-5926

SUBMITTAL DATES

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

ZONING

GRAY'S STATION PUD - ZON2017-00087

EXISTING/ PROPOSED USE

EXISTING: UNDEVELOPED
PROPOSED: HOUSEHOLD LIVING - 9+ HOUSEHOLDS PER LOT

DEVELOPMENT SUMMARY

TOTAL SITE AREA: 3.48 ACRES (151,395 SF)

EXISTING IMPERVIOUS AREA: 0.00 ACRES (0 SF)

OPEN SPACE CALCULATION:

TOTAL SITE: = 151,395 SF (3.48 AC.)
BUILDINGS: = 47,725 SF
PARKING AREAS: = 66,172 SF
SIDEWALK: = 14,844 SF
OPEN SPACE PROVIDED: = 22,654 SF (15.0%)

UNITS: 84 UNITS (24.14 UNITS PER ACRE)

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

DATE OF SURVEY

06/05/2022

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 #5681: BRASS TABLET IN THE CONCRETE WALL 43.6 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 1/4 MILE OF A DART TRANSIT STOP.
- REDEVELOPMENT OF A PREVIOUSLY DEVELOPED SITE.

INDEX OF SHEETS

NO.	DESCRIPTION
C0.1	COVER SHEET
C1.0-1.2	DIMENSION PLAN
C2.0-2.6	GRADING PLAN
C3.0-3.2	UTILITY PLAN
C4.0	DETAILS
L02.02 & L02.04	RDG LANDSCAPE PLAN - SITE LAYOUT PLAN
L04.02 & L04.04	RDG LANDSCAPE PLAN - SITE PLANTING PLAN
L05.01	RDG LANDSCAPE PLAN - DETAILS

GENERAL LEGEND

PROPOSED	EXISTING
PROPERTY BOUNDARY	SANITARY MANHOLE
SECTION LINE	WATER VALVE BOX
CENTER LINE	FIRE HYDRANT
RIGHT OF WAY	WATER CURB STOP
BUILDING SETBACK	WELL
PERMANENT EASEMENT	STORM SEWER MANHOLE
TEMPORARY EASEMENT	STORM SEWER SINGLE INTAKE
TYPE SW-501 STORM INTAKE	STORM SEWER DOUBLE INTAKE
TYPE SW-502 STORM INTAKE	FLARED END SECTION
TYPE SW-503 STORM INTAKE	DECIDUOUS TREE
TYPE SW-505 STORM INTAKE	CONIFEROUS TREE
TYPE SW-508 STORM INTAKE	DECIDUOUS SHRUB
TYPE SW-512 STORM INTAKE	CONIFEROUS SHRUB
TYPE SW-513 STORM INTAKE	ELECTRIC POWER POLE
TYPE SW-401 STORM MANHOLE	GUY ANCHOR
TYPE SW-402 STORM MANHOLE	STREET LIGHT
FLARED END SECTION	POWER POLE W/ TRANSFORMER
TYPE SW-301 SANITARY MANHOLE	UTILITY POLE W/ LIGHT
STORM/SANITARY CLEANOUT	ELECTRIC BOX
WATER VALVE	ELECTRIC TRANSFORMER
FIRE HYDRANT ASSEMBLY	ELECTRIC MANHOLE 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
WATERMAIN 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



UTILITY WARNING

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



CIVIL DESIGN ADVANTAGE

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

SITE PLAN APPROVAL:

APPROVED APPROVED WITH CONDITIONS - SEE EXHIBIT "A"

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

NO CHANGES TO THIS PLAN UNLESS APPROVED BY WRITINGS FROM THE DEVELOPMENT SERVICES DIRECTOR.

DEVELOPMENT 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, GUMPSTERS, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC R.O.W.

THE 2022 EDITION OF THE SURAS 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 PERSONAL SUPERVISION AND THAT I AM A SOLE LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

RYAN HAROISTY, P.E. DATE: _____

STAMP: CIVIL DESIGN ADVANTAGE, INC. 20211

ANY DESIGN REVISION DATE IS DECEMBER 31, 2023 PAGES OR SHEETS COVERED BY THIS SEAL: _____

ALL C SERIES SHEETS

DATE PLOTTED: 01/04/2023 10:00 AM BY: RYAN HAROISTY

DATE	
REVISIONS	
NO.	DESCRIPTION
1	SECOND SUBMITTAL
2	FIRST SUBMITTAL
3	10/19/2022

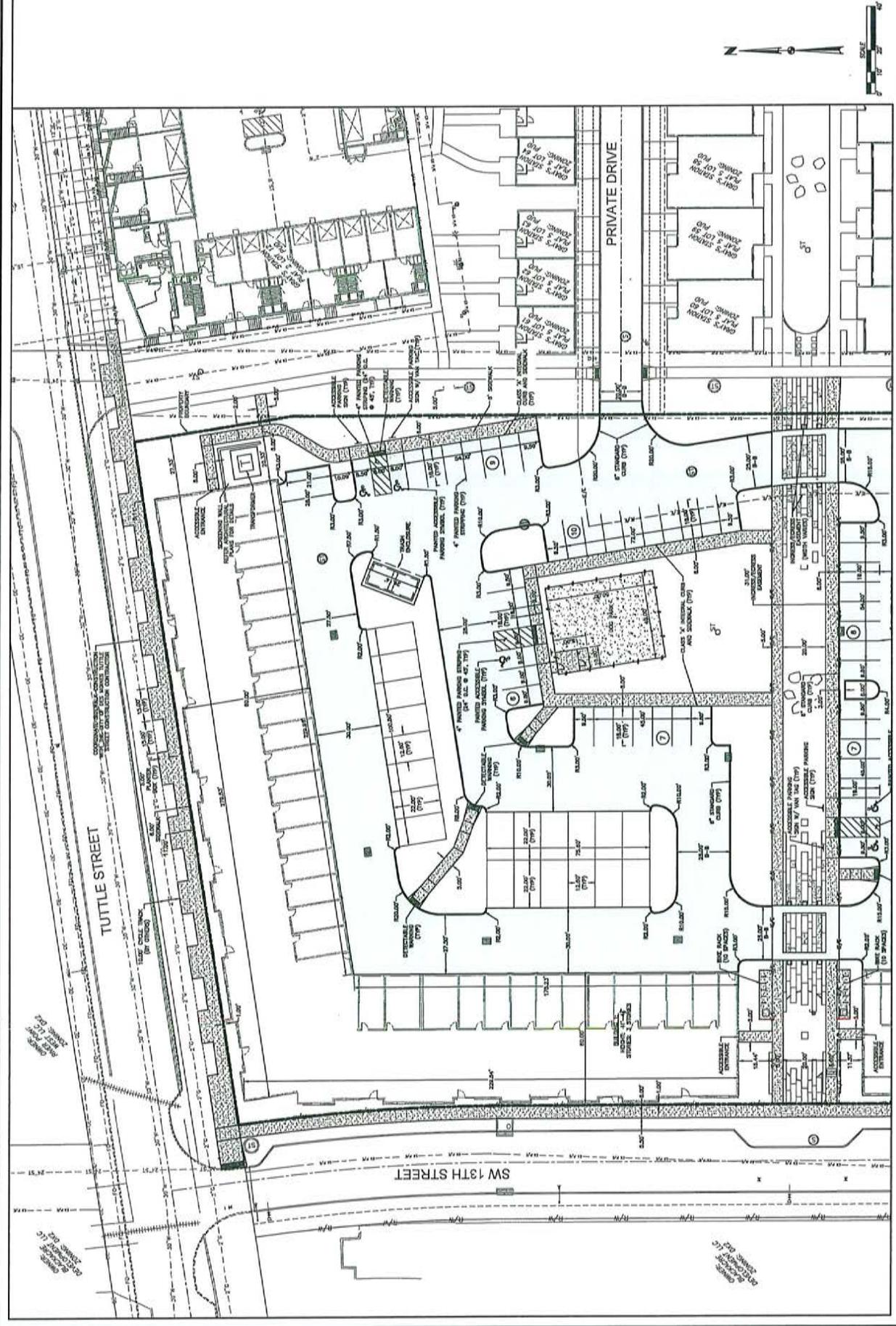
4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 999-4400



DESIGNER: CIVIL DESIGN ADVANTAGE ENGINEERS
 DES MOINES, IOWA

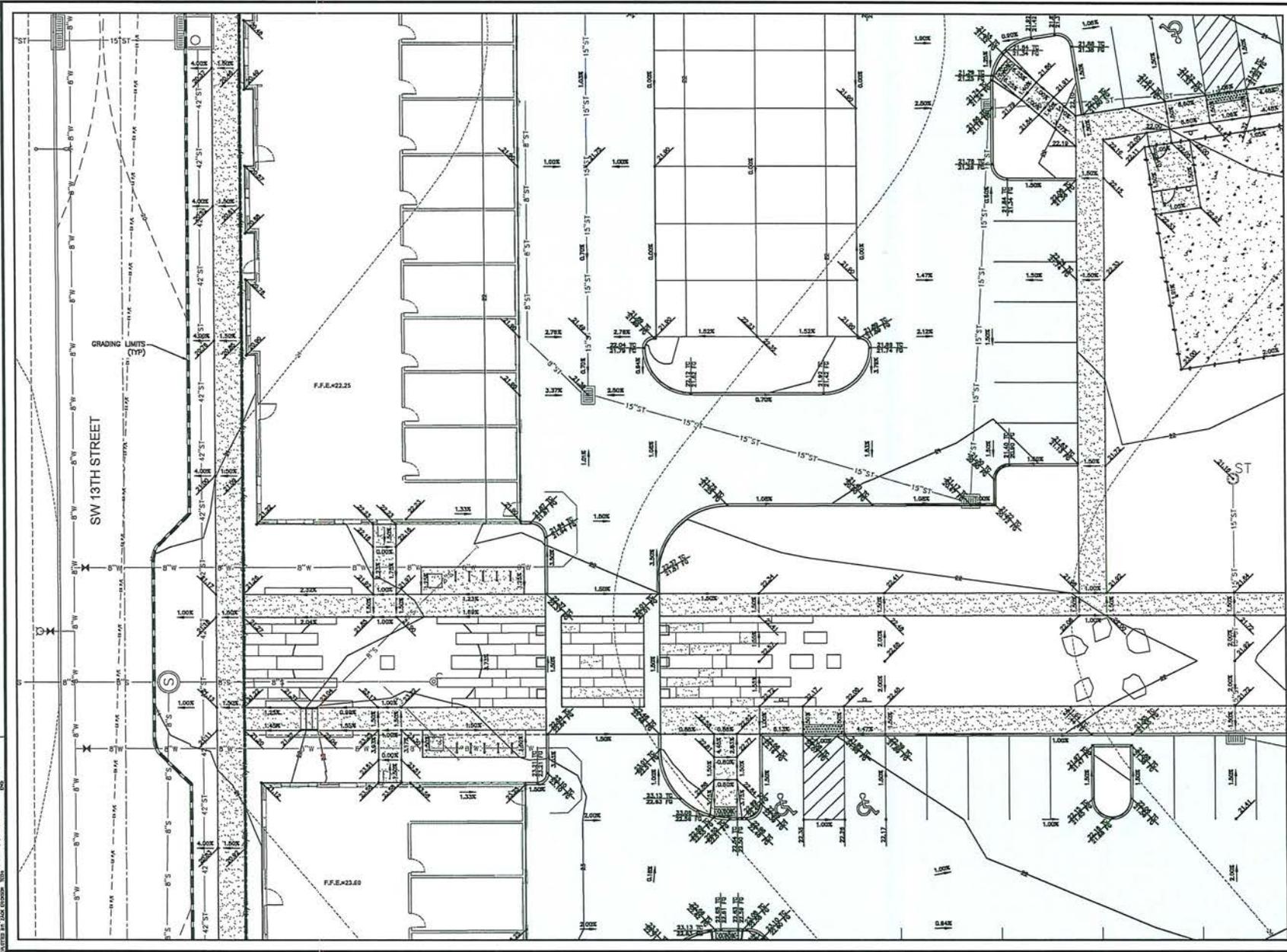
GRAY'S STATION TELUS DIMENSION PLAN

C1.1
 22055.350

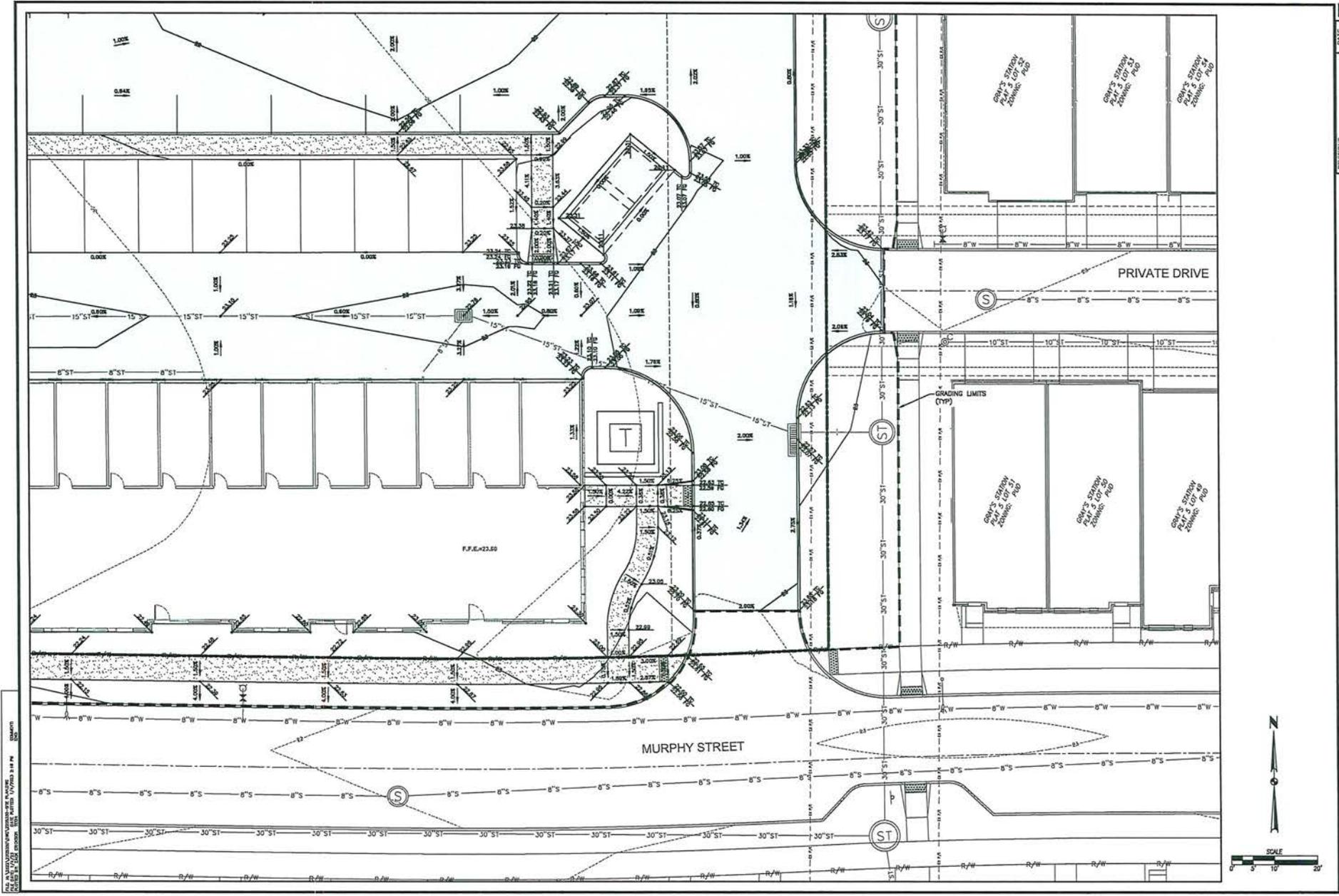


PLANNING & ARCHITECTURE
 1000 WEST 13TH STREET, SUITE 200
 DES MOINES, IOWA 50319
 PHONE: (515) 281-1111
 WWW.PAARCHITECTURE.COM

DATE: 11/15/2022
 DRAWN BY: J. GOSSELINK
 CHECKED BY: J. GOSSELINK
 PROJECT: SW 13TH STREET GRADING



GRAY'S STATION TELUS CIVIL DESIGN ADVANTAGE DES MOINES, IOWA	4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 365-4400	DATE: _____ REVISIONS: _____ SECOND SUBMITTAL: 03/04/2023 FIRST SUBMITTAL: 07/02/2022
	C2.3 2205.350	ENGINEER: _____ TECH: _____



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DATE	REVISIONS	DESIGNED BY	CHECKED BY

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



CIVIL DESIGN ADVANTAGE
 DES MOINES, IOWA

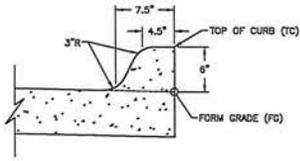
GRAY'S STATION TELUS
GRADING PLAN

C2.6

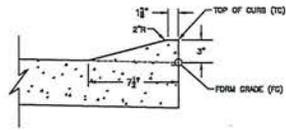
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2	FIRST SUBMITTAL	10/19/2022

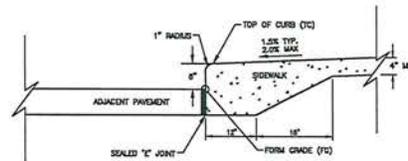
ENGINEER: _____
 TECH: _____



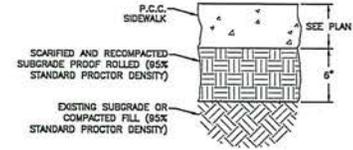
① 6" INTEGRAL CURB
NOT TO SCALE



② 3" INTEGRAL ROLLED CURB
NOT TO SCALE

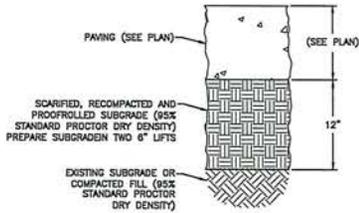


③ CLASS 'A' INTEGRAL CURB AND SIDEWALK
NOT TO SCALE



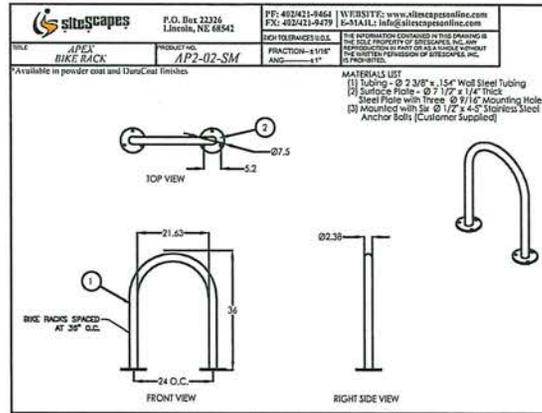
NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 12" BEYOND THE EDGE OF PAVING, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

④ SIDEWALK
NOT TO SCALE

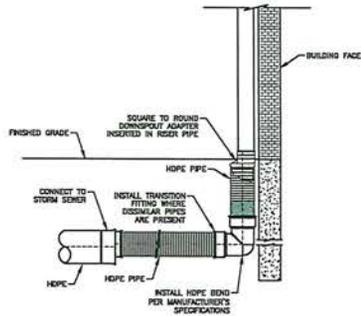


NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 24" BEYOND THE EDGE OF PAVING OR BACK OF CURB, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

⑤ 12" SUBGRADE PREPARATION
NOT TO SCALE



⑥ BIKE RACK
NOT TO SCALE



⑦ ROOF DRAIN CONNECTION WITH TEE
NOT TO SCALE

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 DATE: 11/10/08
 TIME: 10:00 AM
 USER: JLD
 PLOT: 11/10/08 10:00 AM

REVISIONS	DATE	DESCRIPTION

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

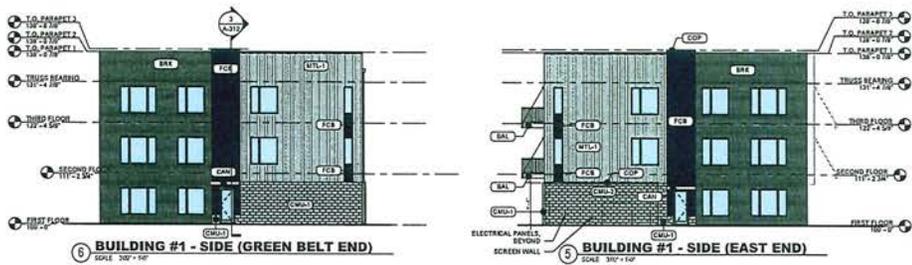


GRAY'S STATION TELUS
DETAILS

C4.0

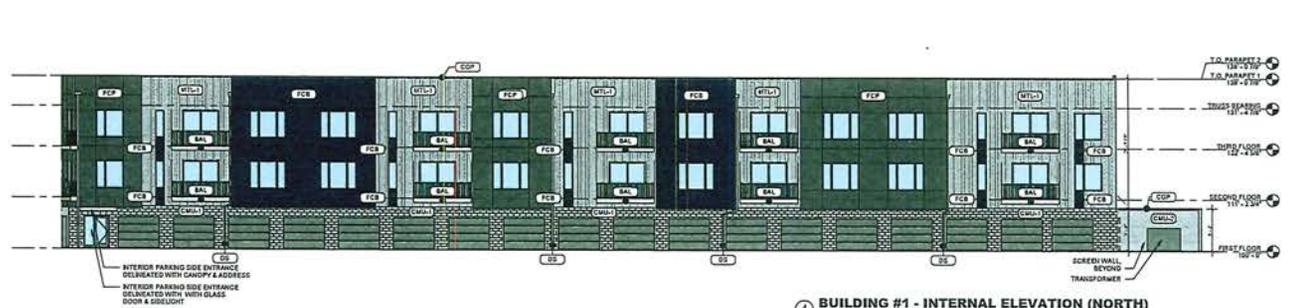
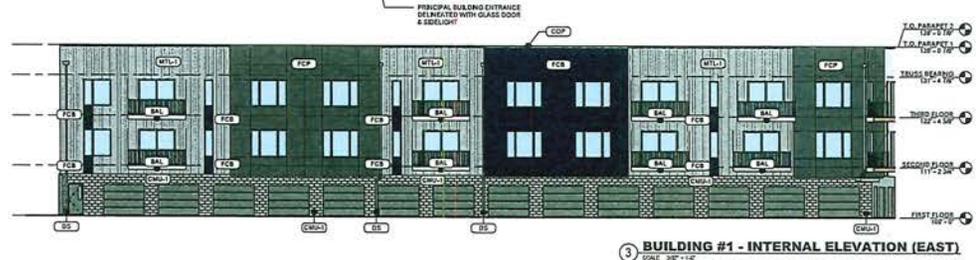
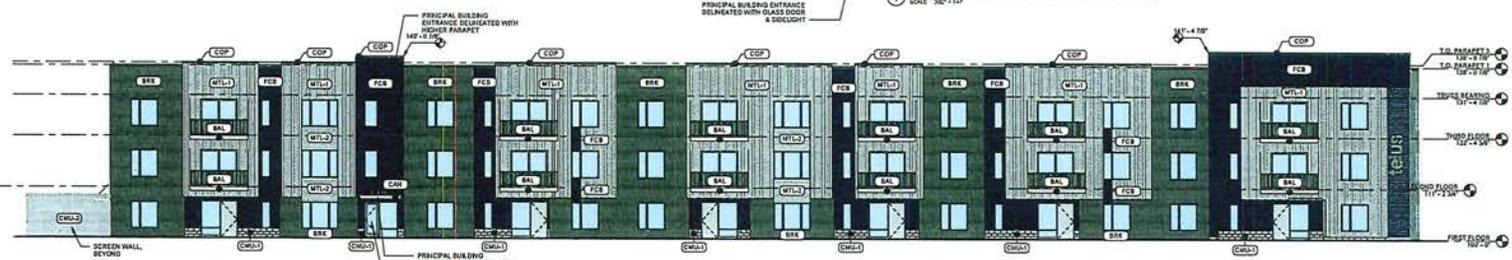
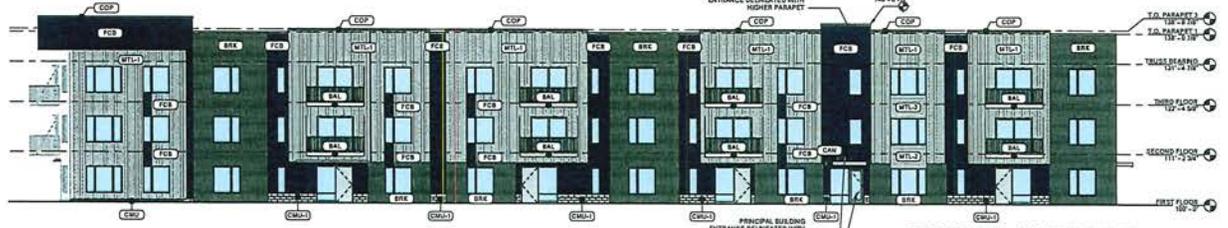
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EXTERIOR MATERIAL LEGEND	
MAT. LABEL	MATERIAL DESCRIPTION
BLK	PREFABRICATED SANDWICH CLEAR INSULATED GLASS
BRK	FULL DEPTH MODULAR BRICK, NATURAL MORTAR, COLOR: GRAY
CMU	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU1	CONCRETE VENEER OVER BRICK, NATURAL, WITH NAT. BRICK MORTAR
CMU2	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU3	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU4	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU5	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU6	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU7	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU8	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU9	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU10	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU11	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
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CMU19	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
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CMU32	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
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CMU40	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
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CMU69	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU70	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU71	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU72	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU73	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU74	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU75	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU76	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU77	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU78	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU79	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU80	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU81	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU82	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU83	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU84	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU85	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU86	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU87	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU88	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU89	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU90	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU91	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU92	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU93	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU94	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU95	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU96	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU97	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU98	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU99	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED
CMU100	PREFABRICATED SANDWICH PANELS ON EQUAL COLORS CLEAR ANODIZED

- ### GENERAL EXTERIOR ELEVATION NOTES
- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
 - ALL CORNER RINGS & SERVICE LINES SHALL BE GROUPED TOGETHER IN A NEAT & ORDERLY MANNER AND SHOULD PENETRATE THE WALL AT THE CORNER JOINTS AND BE ARIED TO RUN OVER THE TOP OF PARAPET. ALL OTHER CORNER & JOINTS SHOULD BE FOR LETTERS & EQUIPMENT SHALL BE FULLY FINISHED TO MATCH ADJACENT CONSTRUCTION.
 - ALL HORIZONTAL TRANSITIONS BETWEEN DIFFERENT MATERIALS SHALL BE FINISHED CONTINUOUS FROM UP TO DOWN UPON MATERIAL AND EXTEND OVER TO EXTERIOR FACE OF LOWER MATERIAL VERTICAL EDGE.
 - ANY REFINISH OR BLEND ELEVATIONS NOT SHOWN SHALL BE SIMILAR IN MATERIAL AND MAKEUP TO ADJACENT CONDITIONS OR OTHER SIMILAR CONDITIONS.
 - NO EXPOSED ANCHORS OR FASTENERS SHALL BE EXPOSED AT ANY CORNER JOINTS OR TRANSITION JOINTS UNLESS SPECIFICALLY NOTED OTHERWISE. ALL ANCHORS & FASTENERS SHALL BE PROTECTED WITH AN EFFECTIVE SEALING JOINT.
 - MATERIALS ABOVE CANOPIES & AWNINGS TO BE CONTINUED DOWN BEHIND THEM UNLESS NOTED OTHERWISE.
 - ANY EXPOSED ROOFING MEMBRANE VISIBLE FROM A PUBLIC RIGHT AVENUE MUST MATCH THE PRIMARY WALL MATERIAL COLOR.
 - INSTALL VERTICAL EXPANSION JOINTS PER STRUCTURAL OR NORMAL AT CORNER JOINTS AND AT THE HEAD OF ROOF JAMBES/SPANDRILLS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CORERS, JOINTS/PENETRATION JOINT AT MAIN STRUCTURAL BEARING LOCATIONS. VERTICAL JOINTS WITH EXPANDED POLYURETHANE SEALANT.
 - CAULK & SEAL ALL TRANSITION-CONTROL-EXPANSION AT ALL EXTERIOR MATERIALS.
 - PROVIDE GUT & DROPS JUST IN FROM THE OUTER EDGE ON UNDERDRAIN OF FACE MATERIAL OR DRY EDGE FOR ALL OVERHANGS & COPES.
 - INSULATE & SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIERS AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPRINKLER PIPE FREEZING.
 - WHERE EXTERIOR FINISH ADJACENT TO BUILDING, TOP OF FINISH TO BE 1/4" LOWER THAN INTERIOR FINISH OR, A SPANDRILL CONTINUOUS FROM BUILDING A MINIMUM OF 4" BELOW INTERIOR FINISH FLOOR AND 4" BELOW EXTERIOR WALL FINISH/ROOFING, SLOPING CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 1/4". (REFER TO C&M).
 - WHERE NO EXTERIOR FINISH ADJACENT TO BUILDING, TOP OF FINISH TO BE 1/4" LOWER THAN INTERIOR FINISH OR, A SPANDRILL CONTINUOUS FROM BUILDING A MINIMUM OF 4" BELOW INTERIOR FINISH FLOOR AND 4" BELOW EXTERIOR WALL FINISH/ROOFING, SLOPING CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 1/4". (REFER TO C&M).
 - ADDRESS SHALL BE PROVIDED ON STREET SIDE OF BUILDING AND ON MONUMENT CORNER. ADDRESS SHALL BE A MINIMUM 8" HIGH CONTRASTING COLOR NUMBER WITH MINIMUM 1/2" STROKE.
 - IF ANY SIGNAGE OR SIGN BASE IS SHOWN IF FOR REFERENCE ONLY. SIGNAGE SHALL BE PROVIDED WITH APPROVED SIGNAGE PERMITS.



- ### MISC EXTERIOR MATERIAL FINISHES
- TYPICAL U.G.M.
 - EXPOSED CONCRETE: GRIND SMOOTH & FINISH WITH CEMENT SLURRY.
 - EXPOSED BRICK: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
 - PAINTS: ALL PAINTS TO BE MATCHED TO ADJACENT MATERIAL ABOVE.
 - PAINTS & COATINGS: METAL PREFINISHED TO MATCH ADJACENT ROOF COLOR.
 - COPPERS: METAL PREFINISHED TO MATCH ADJACENT MATERIAL.
 - GAULS & SPARKS: COLOR MATCHED TO ADJACENT MATERIAL.
 - MOLDED METAL SIGN DOORS & FRAMES: PAINTED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL, PREFINISHED TO MATCH ADJACENT MATERIAL.
 - LOUVERED: METAL, PREFINISHED TO MATCH GRAY.
 - LIGHT FIXTURES: METAL, PREFINISHED HOUSINGS TO MATCH ADJ. OPENING FRAMING.
 - WINDOWS & DOORS: 1/2" VERTICAL & 3/4" HORIZONTAL S&W.
 - TRIM SEER, TOP U.G.M.
 - WINDOWS & DOORS: 1/2" VERTICAL & 3/4" HORIZONTAL S&W.

MATERIAL CALCULATIONS (CITY OF DES MOINES)		
GREEN BELT ELEVATION (GREEN BELT)	4,399.23 SF TOTAL	W/O PENETRATIONS: 1,844.93 SF
GLASS =	201.23 SF	18.0%
BRICK =	618.25 SF	30.0%
FIBER CEMENT =	258.64 SF	15.0%
METAL PANEL =	661.48 SF	35.0%
CMU =	1,259.53 SF	12.0%
STREET FACING TRANSPARENCY PERCENTAGE = 24%		
15TH STREET (STREET FACING)	4,841.61 SF TOTAL	W/O PENETRATIONS: 1,451.93 SF
GLASS =	1,200.80 SF	24.8%
BRICK =	1,471.80 SF	30.4%
FIBER CEMENT =	1,563.81 SF	18.0%
METAL PANEL =	2,391.81 SF	35.2%
CMU =	1,504.20 SF	22.2%
STREET FACING TRANSPARENCY PERCENTAGE = 24%		
INTERNAL ELEVATION (EAST)	8,235.84 SF TOTAL	W/O PENETRATIONS: 4,283.89 SF
GLASS =	1,888.80 SF	32.0%
BRICK =	838.50 SF	20.0%
FIBER CEMENT =	1,816.13 SF	26.0%
METAL PANEL =	1,508.64 SF	22.0%
CMU =	783.80 SF	13.0%
SIDE ELEVATION (EAST END)	2,884.34 SF TOTAL	W/O PENETRATIONS: 1,884.12 SF
GLASS =	375.20 SF	13.0%
BRICK =	614.50 SF	21.0%
FIBER CEMENT =	217.24 SF	18.0%
METAL PANEL =	308.80 SF	28.0%
CMU =	2,168.60 SF	13.0%
TUTTLE STREET (STREET FACING)	10,864.29 SF TOTAL	W/O PENETRATIONS: 7,189.89 SF
GLASS =	2,589.80 SF	23.8%
BRICK =	2,487.20 SF	22.8%
FIBER CEMENT =	2,071.80 SF	19.0%
METAL PANEL =	3,334.80 SF	30.8%
CMU =	1,581.49 SF	14.6%
STREET FACING TRANSPARENCY PERCENTAGE = 30%		
INTERNAL ELEVATION (NORTH)	8,911.14 SF TOTAL	W/O PENETRATIONS: 4,883.22 SF
GLASS =	2,821.80 SF	31.0%
BRICK =	2,362.20 SF	26.0%
FIBER CEMENT =	2,325.20 SF	26.0%
METAL PANEL =	2,221.80 SF	25.0%
CMU =	1,180.74 SF	13.0%
WINDOW RECESS BY MATERIAL:		
BRICK:	5:50"	
CMU:	4:00"	
FIBER CEMENT PANEL:	4:00"	
METAL PANEL:	4:00"	
METAL PANEL:	5:00"	

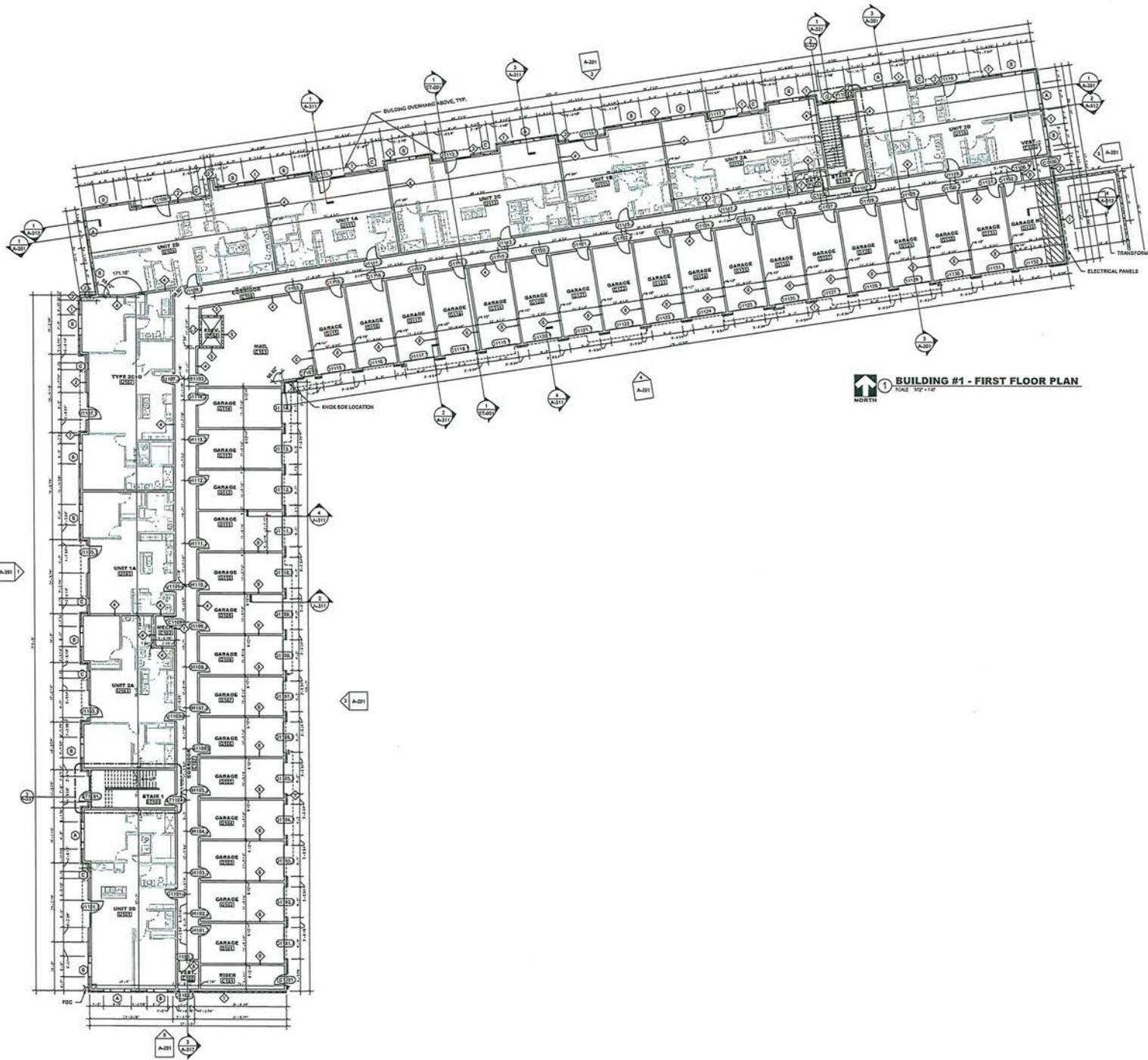
SIMONSON
Architectural & Construction Services, LLC
1111 15th Street, Des Moines, IA 50319
515.281.1111

Hubbell
HUBBELL REALTY COMPANY

TELUS CONDOS
DES MOINES, IA

Proj. No. 21102
Sheet: BLDG #1 - EXTERIOR ELEVATIONS - COLORED
Date: 08/14/2024

M-201
DES MOINES, IA 50319



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

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CAN, THE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRIC SAFETY & SECURITY DOCUMENTS AND CONSULT UNITS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONCRETE, PIPE, WIRING, ROUGH-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE LEFT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISH WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO FINISHING RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS OBTAINED BY THE ARCHITECT OR OWNER. PLACE/OUT COORDINATION BETWEEN TRADES IS REQUIRED.
5. METAL VERTICAL EXPANSION JOINT SHALL AT COLLIMATED UNITS AND AT THE HEAD OF DOOR JAMB EXPANSIONS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER EXISTING MATERIAL PRACTICE TO REDUCE STRESS. CONTROL JOINT EXPANSION JOINT IN LOAD BEARING AREA, STAY AWAY 2'-0" MIN.
6. CRACK & SEAL ALL CONTROL/EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HYDROSTATIC UP/LIFT 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 RECEIPT.
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	2
UNIT 1B	2
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
TOTAL	12 (1 REG GARAGES, 1 ADA GARAGES)

SECOND FLOOR

UNIT 1A	4
UNIT 1B	4
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
TOTAL	18

THIRD FLOOR

UNIT 1A	4
UNIT 1B	4
UNIT 2A	2
UNIT 2B	2
UNIT 2C	2
UNIT 2D	2
TOTAL	18

TOTALS

UNIT 1A	12	17 1-BEDROOMS - 25% 11 2-BEDROOMS - 75%
UNIT 1B	7	
UNIT 2A	8	
UNIT 2B	4	
UNIT 2C	4	
UNIT 2D	4	
TOTAL	49 (32 GARAGES)	

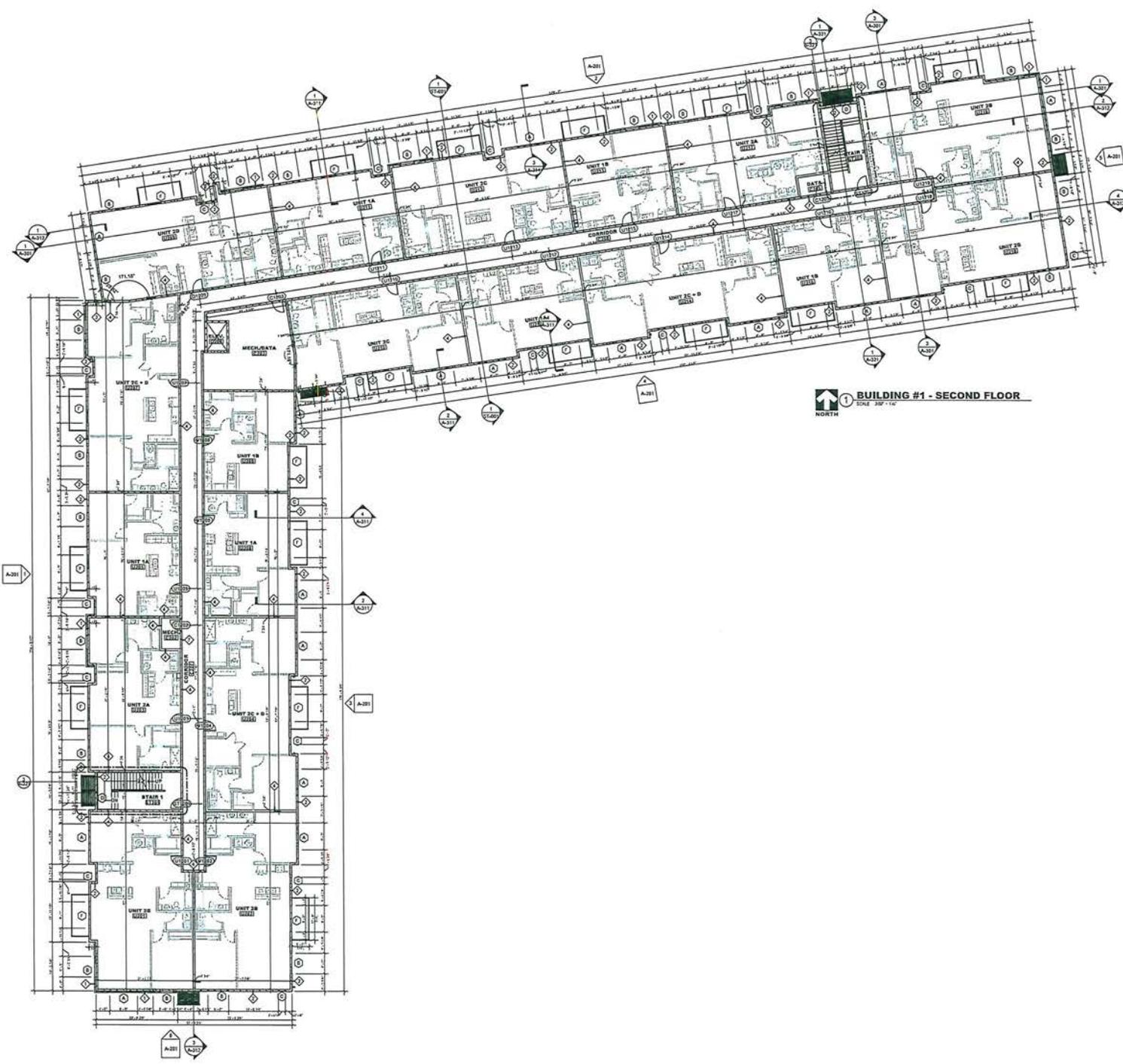


TELUS CONDOS
DES MOINES, IA

DATE	10/20/2017
BY	MM/LL/2017
REVISION	NO. 001
DESCRIPTION	ISSUED FOR PERMIT

DATE PLOTTED: 10/20/2017
PLOT TIME: 10:52:52 AM
DRAWING TITLE: BUILDING #1 - FIRST FLOOR PLAN

A-101



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

- GENERAL FLOOR PLAN NOTES**
1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
 2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE TO BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
 3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
 4. ALL CONDUITS, PIPES, WIRING, ROUGH-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR SLICE OR SHOULD BE KEPT WITHIN INTERIOR WALL CHASES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MARK BUILDING FRAMES. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PENETRATE A FINISH CONTROLS FINISHED WALL OR CEILING AS NOTED ON THE IS GRANTED BY THE ARCHITECT OR EXTERIOR WALLS UNLESS PRIOR APPROVAL. REVISIONS AND NO FINISHING ON EXTERIOR WALLS UNLESS PRIOR APPROVAL. REVISIONS AND NO FINISHING ON EXTERIOR WALLS UNLESS PRIOR APPROVAL. REVISIONS AND NO FINISHING ON EXTERIOR WALLS UNLESS PRIOR APPROVAL.
 5. INSTALL VERTICAL EXPANSION JOINT MINIMAL AT COLUMN/ROOF LINES AND AT THE HEAD OF SCOD JAMES OPENINGS OR AS OTHERWISE NOTED OR WHERE REQUIRED FOR STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS. STAY AWAY 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 MOISTURE SEEPAGE. PROVIDE POSITIVE DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE TIE-UP.
 8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT POOLING 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	26 (21 REG GARAGES, 5 ADA GARAGES)

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	26 (21 REG GARAGES, 5 ADA GARAGES)

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	26 (21 REG GARAGES, 5 ADA GARAGES)

TOTALS

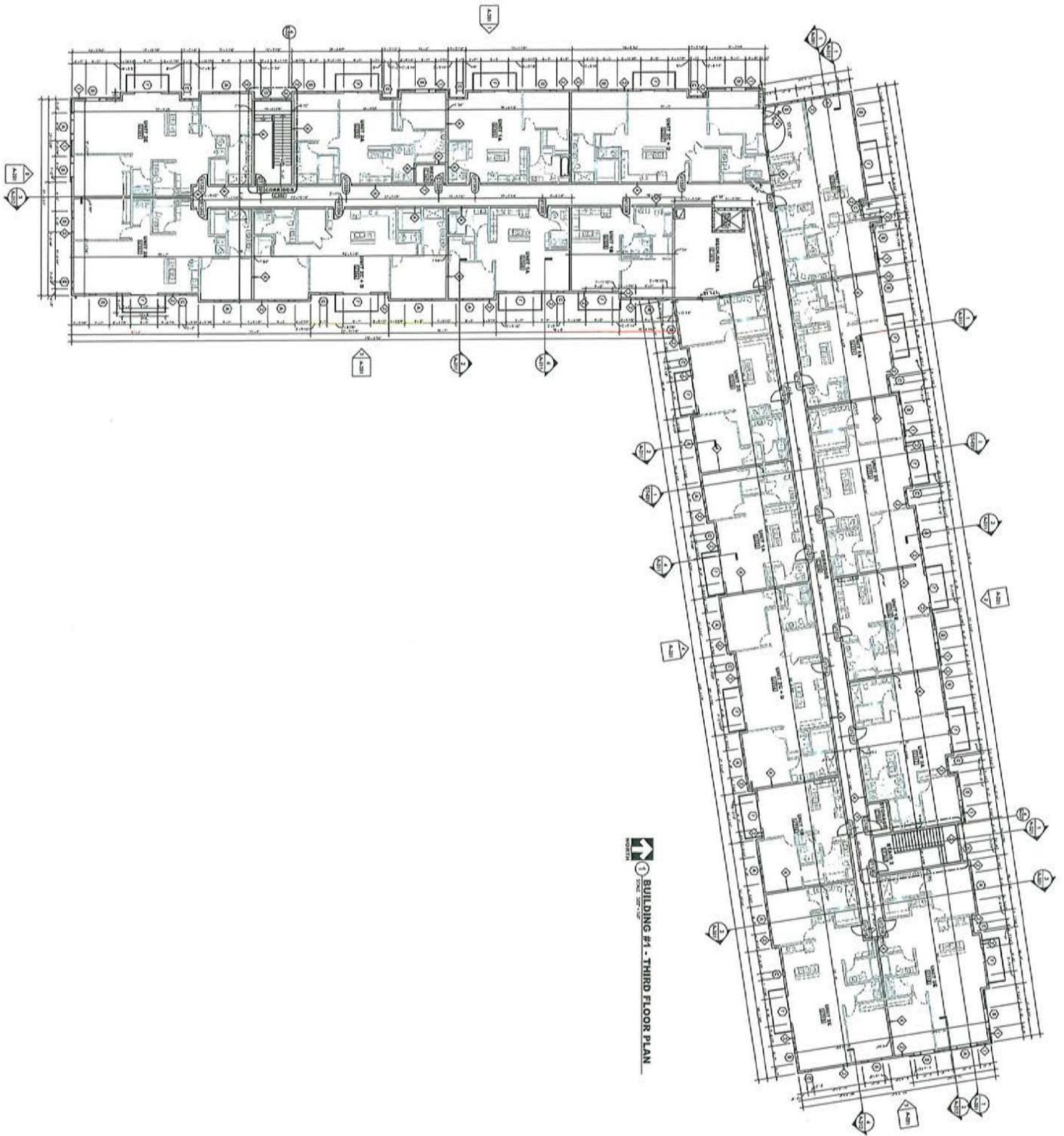
UNIT 1A	10	17 1-BEDROOMS = 30%
UNIT 1B	10	
UNIT 1C	10	
UNIT 1D	10	
UNIT 1E	10	
UNIT 1F	10	
UNIT 1G	10	
UNIT 1H	10	
UNIT 1I	10	
UNIT 1J	10	
UNIT 1K	10	
UNIT 1L	10	
UNIT 1M	10	
UNIT 1N	10	
UNIT 1O	10	
UNIT 1P	10	
UNIT 1Q	10	
UNIT 1R	10	
UNIT 1S	10	
UNIT 1T	10	
UNIT 1U	10	
UNIT 1V	10	
UNIT 1W	10	
UNIT 1X	10	
UNIT 1Y	10	
UNIT 1Z	10	
TOTAL	26	(21 GARAGES)



TELUS CONDOS, IA
 DES MOINES, IA

DATE	10/20/2017
BY	10/20/2017
CHECKED	10/20/2017
DESIGNED	10/20/2017
PROJECT	TELUS CONDOS, IA
LOCATION	DES MOINES, IA
SCALE	3/8" = 1'-0"
SHEET	21102
TITLE	BUILDING #1 - SECOND FLOOR PLAN
DATE	10/20/2017

DATE: 10/20/2017
 PLOT: 21102
 SHEET: BUILDING #1 - SECOND FLOOR PLAN
 DATE: 10/20/2017
A-102



BUILDING #1 - THIRD FLOOR PLAN

GENERAL FLOOR PLAN NOTES

1. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.
2. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.
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8. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.
9. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.
10. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.
11. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.
12. ALL UNIT RENT, UTILITIES, FEES AND EQUIPMENT SHALL BE SUBJECT TO THE APPLICABLE LEASE AGREEMENT. THE APPLICABLE LEASE AGREEMENT SHALL BE PROVIDED TO THE UNIT OWNER BY THE ARCHITECT.

BUILDING #1 UNIT MIX:

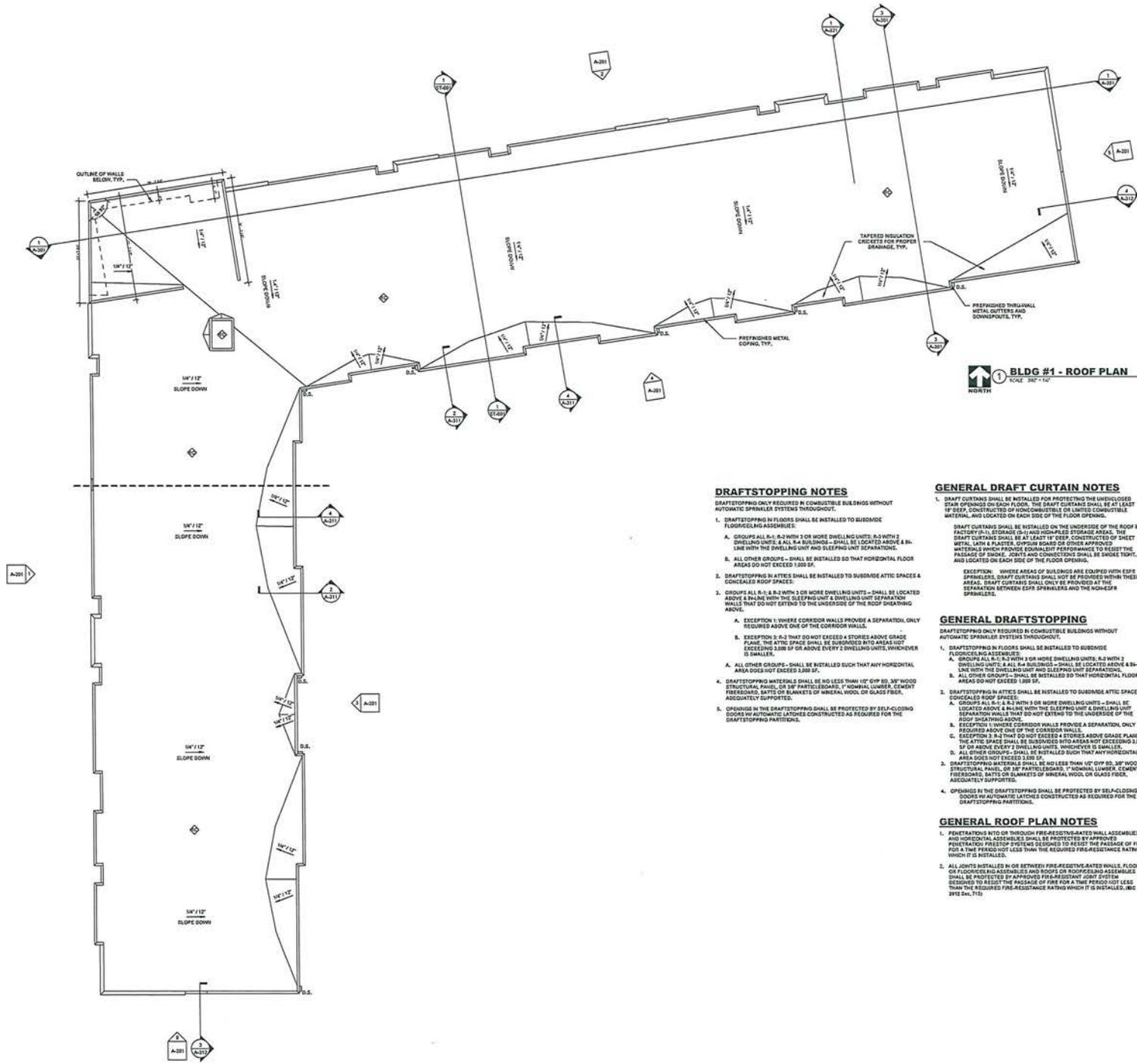
UNIT TYPE	NUMBER OF UNITS	TOTAL SQUARE FEET
STUDIO	10	1,000
1-BEDROOM	20	2,000
2-BEDROOM	30	3,000
3-BEDROOM	40	4,000
TOTAL	100	10,000

TELUS CONDOS
DES MOINES, IA



A-103

DATE: 2/14/22
DRAWN BY: JAC
CHECKED BY: JAC
SCALE: AS SHOWN
PROJECT: TELUS CONDOS - THIRD FLOOR PLAN



DRAFTSTOPPING NOTES

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORCEILING ASSEMBLIES:
 - GROUPS ALL R-1, R-2 WITH 1 OR MORE DWELLING UNITS, R-3 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATING.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREA DOES NOT EXCEED 1,000 SF.
 - GROUPS ALL R-1, & R-2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BELOW WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATION WALLS 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: R-2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACE SHALL BE SUBGRADED TO AREA'S NOT EXCEEDING 3,000 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 1,000 SF.
 - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" COP OR 3/8" WOOD STRUCTURAL PANEL, OR 3/8" PARTICLEBOARD, 1" NOMINAL LUMBER, CEMENT FIBERBOARD, Batts OR BLANKETS OF MINERAL WOOL, OR GLASS FIBER, ADEQUATELY SUPPORTED.
 - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS WITH AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.

GENERAL DRAFT CURTAIN NOTES

- DRAFT CURTAINS SHALL BE INSTALLED FOR PROTECTING THE UNDESIRABLE STAIR OPENINGS ON EACH FLOOR. THE DRAFT CURTAINS SHALL BE AT LEAST 1/2" ABOVE THE OPENING, CONSTRUCTED OF NON-COMBUSTIBLE 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 WITH THESE AREAS. DRAFT CURTAINS SHALL ONLY BE PROVIDED AT THE SEPARATION BETWEEN ESFR SPRINKLERS AND THE NON-ESFR SPRINKLERS.

GENERAL DRAFTSTOPPING

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORCEILING ASSEMBLIES:
 - GROUPS ALL R-1, R-2 WITH 3 OR MORE DWELLING UNITS, R-3 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATING.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREA DOES NOT EXCEED 1,000 SF.
 - DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONCEALED ROOF SPACES:
 - GROUPS ALL R-1, & R-2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BELOW WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE.
 - REQUIRED ABOVE ONE OF THE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS, WHICHEVER IS SMALLER.
 - EXCEPTION 3: R-2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACE SHALL BE SUBGRADED TO AREA'S NOT EXCEEDING 3,000 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 1,000 SF.
 - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" COP OR 3/8" WOOD STRUCTURAL PANEL, OR 3/8" PARTICLEBOARD, 1" NOMINAL LUMBER, CEMENT FIBERBOARD, Batts OR BLANKETS OF MINERAL WOOL, OR GLASS FIBER, ADEQUATELY SUPPORTED.
 - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS WITH AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.
 - ROOF TRUSSES DESIGN BUILT BY TRUSS MANUFACTURERS.
 - PROVIDE MANUFACTURED ROOF PROTECTED GAS PIPING AND CONDUIT SUPPORTS AS REQUIRED. PAINT OBSTACLES "YELLOW" AT WALKWAY PEG CROSSINGS ONLY.
 - FLAT (LOW SLOPE $\leq 2\frac{1}{2}\%$) MEMBRANE ROOF:
 - ROOF MEMBRANE TO EXTEND UP AND OVER TOP OF ANY PARAPET WALLS AND GRADE OVER FRONT OF WALLS. MEMBRANE TO EXTEND UP VERTICALLY UNDER FRONT MATERIAL 12".
 - PROVIDE WALKWAY PADS ON ALL MEMBRANE ROOFING FROM ROOF ACCESS PORTALS TO EACH END OF BUILDING.
 - SINGLE-PLY MEMBRANE ROOFING:
 - SINGLE-PLY MEMBRANE ROOFS SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/4" IN 12" FOR DRAINAGE.

GENERAL ROOF PLAN NOTES

- PENETRATIONS INTO OR THROUGH FIRE-RESISTIVE-RATED WALL ASSEMBLIES AND JOINTS IN FIRE-RESISTIVE-RATED WALLS SHALL BE PROTECTED BY APPROVED PENETRATION FIRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IT IS INSTALLED.
- ALL JOINTS INSTALLED IN OR BETWEEN FIRE-RESISTIVE-RATED WALLS, FLOORS OR FLOORCEILING ASSEMBLIES AND ROOFS OR ROOFCEILING 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 705.5.10.1)

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 CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRIC, SANITARY & SECURITY DOCUMENTS FOR CONSULTANTS FOR SPECIFIC DESIGN INFORMATION. REQUIREMENTS REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL DETAILS.
- ALL ROOF PENETRATIONS FOR MECH ROOF VENTS AND SIMILAR ITEMS MAY NOT BE INDICATED ON THE ROOF PLAN. HOWEVER, ALL ROOF FLASHING WORK SHALL BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL ROOFING PARAMETERS. REFER TO ALL OTHER CONSTRUCTION DOCUMENTS FOR ADDITIONAL ROOF PENETRATIONS REQUIRING FLASHING WORK.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUBCONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND SYSTEMS TO ACCORDANCE WITH THE EXPANSION/CONTRACTOR OF THE BUILDING AND INSURING COMPONENTS FOR A LONG-LASTING 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 HARM ANY ROOF WARRANTIES.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT UNDESIRABLE EXTERIOR 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 OUTLINE 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 COPEDED WITH NON-COMBUSTIBLE, WEATHER PROOF MATERIALS OF A WIDTH NO LESS THAN THE THICKNESS OF THE PARAPET WALL.
- ROOF DRAINAGE:
 - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE INTL. PLUMBING CODE. SHALL BE THE DESIGN OF ROOF DRAINAGE SYSTEMS TO BE BY PLUMBING CONSULTANT.
 - OVERSIZED ROOF DRAINS, GUTTERS AND/OR DOWNPOUTS 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 IN AREA.
 - WHERE ROOF DRAINS ARE REQUIRED, SECONDARY EMERGENCY ROOF DRAINS OR SCUPPERS SHALL BE PROVIDED THROUGH THE ROOF PERIMETER CONSTRUCTION EXTENDING ABOVE THE ROOF IN SUCH A MANNER THAT WATER WILL BE ENCAPSULATED BY THE PRIMARY DRAIN AND ONLY 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 WOULD NORMALLY BE OBSERVED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
 - SECONDARY SCUPPERS SHALL BE SIZED TO PREVENT THE DEPTH OF FLOWING 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 ROOF SIDE OF ANY PENETRATION GREATER THAN 30" WIDE AS MEASURED PERPENDICULAR TO THE SLOPE.
 - ALL ROOF SLOPES, INCLUDING FLATTENED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE, TO BE INTEGRATED INTO UNDERLYING ROOF SUPPORT DESIGN. PROVIDE TAPERED ROOF INSULATION TO MAINTAIN MINIMUM 1/4" P.E. ROOF SLOPE AT ALL FLATTENED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE. ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPE.
 - PRECAST CONCRETE SPRAIN BLOCKS AT ALL DOWNPOUT LOCATIONS.
 - ROOF VENTILATION INTAKE & EXHAUST VENTS SHALL BE PROVIDED IN EACH & ALL ENCLOSED ATTIC OR RAFTER SPACES TO CREATE CROSS VENTILATION IN ACCORDANCE WITH CODES & THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
 - INSULATE AND SEAL TO ENSURE ADEQUATE AN IMPERMEABLE BARRIER AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPRINKLER PIPE FREEZING.
 - ROOF ACCESS & GUARDS:
 - WHERE EQUIPMENT REQUIRING ACCESS OR APPLIANCES ARE LOCATED ON AN ELEVATED STRUCTURE OR THE ROOF OF A BUILDING SUCH THAT PERSONNEL WILL HAVE TO CLIMB HEIGHTS THAT ARE GREATER THAN ACCESS SUCH EQUIPMENT OR APPLIANCES, A PERMANENT ATTIC OR EXTERIOR MEANS OF ACCESS SHALL BE PROVIDED. SUCH ACCESS SHALL NOT REQUIRE CLIMBING OVER OBSTRUCTIONS GREATER THAN 30" IN HEIGHT OR WALKING ON ROOF SURFACE A SLOPE GREATER THAN 1:4.
 - WHERE THE ROOF HATCH OPENING OR ROOF EQUIPMENT IS LOCATED WITHIN 10' OF THE ROOF EDGE, SUCH ROOF ACCESS OR ROOF EDGE SHALL BE PROTECTED BY GUARDS, GUARDS TO BE AT LEAST 42" ABOVE SURFACE TO PREVENT THE PASSAGE OF A PERSON 20" IN DIAMETER.
 - ANY ROOF HATCHES SHALL BE TRIENARILY BROKEN.
 - SEE DETAIL ROOF ACCESS NOTES FOR ADDITIONAL REQUIREMENTS.
 - ACCESS TO UNOCCUPIED SPACES:
 - CEILING SPACES SHALL BE PROVIDED WITH NO FEWER THAN 1 ACCESS OPENING WHICH SHALL NOT BE LESS THAN 1' X 4'.
 - AN OPENING OF NOT LESS THAN 20" X 20" SHALL BE PROVIDED TO ANY ATTIC OR RAFTER SPACE AND TO ANY ATTIC SPACE AT OR ABOVE THE ACCESS OPENING.
 - ACCESS TO MECHANICAL APPLIANCES INSTALLED IN UNDER FLOOR AREAS, IN ATTIC SPACES AND/OR ROOFS OR ELEVATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE INTL. MECHANICAL CODE.
 - ATTIC CONTAINING APPLIANCES SHALL BE PROVIDED WITH AN OPENING AND UNOBSTRUCTED PASSAGEWAY LARGE ENOUGH TO ALLOW REMOVAL OF THE LARGEST APPLIANCE. THE PASSAGEWAY SHALL NOT BE LESS THAN 24" HIGH AND NOT MORE THAN 24" IN LENGTH MEASURED ALONG THE CENTERLINE OF THE PASSAGEWAY FROM THE OPENING TO THE APPLIANCE. THE PASSAGEWAY SHALL HAVE CONTINUOUS JOINTS. FLOORING SHALL BE AT LEAST 1/2" ABOVE SURFACE SPACE NOT LESS THAN 30" X 30" SHALL BE PRESENT AT THE FRONT OF SERVICE SIZE OF THE APPLIANCE.



TELUS CONDOS
DES MOINES, IA

Rev. No.	01
Date	10/20/2017
By	10/20/2017
Check	10/20/2017
Scale	AS SHOWN ON THIS SHEET
Author	10/20/2017
Checked	10/20/2017

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC, SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN DIMENSIONS AND REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONDUITS, PIPES, WIRING, FLOOR-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE REPT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE CONCEALED IN FINISHED SPACES. NOTHING SHALL PENETRATE A SMOOTH CONTINUOUS FINISH WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PENETRATIONS IN EXTERIOR WALLS UNLESS PRIOR APPROVAL BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT ANIMAL AT COLUMN/GRID LINES AND AT THE HEAD OF DOOR JAMBSPERMITTED OR AS OTHERWISE NOTED OR UNLESS REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT BY LONG BEARING AREAS, EXACT ANNY 2'-0" MIN.
6. CAULK & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR BALCONY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDER FLOOR DRAINAGE SYSTEM TO REDUCE SPONGING TO SUMP 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 PONDING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

BUILDING #2 UNIT MIX:

FIRST FLOOR

UNIT 1A	1
UNIT 1B	1
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	21 (1 REG. GARAGE, 2 ADA GARAGES)

SECOND FLOOR

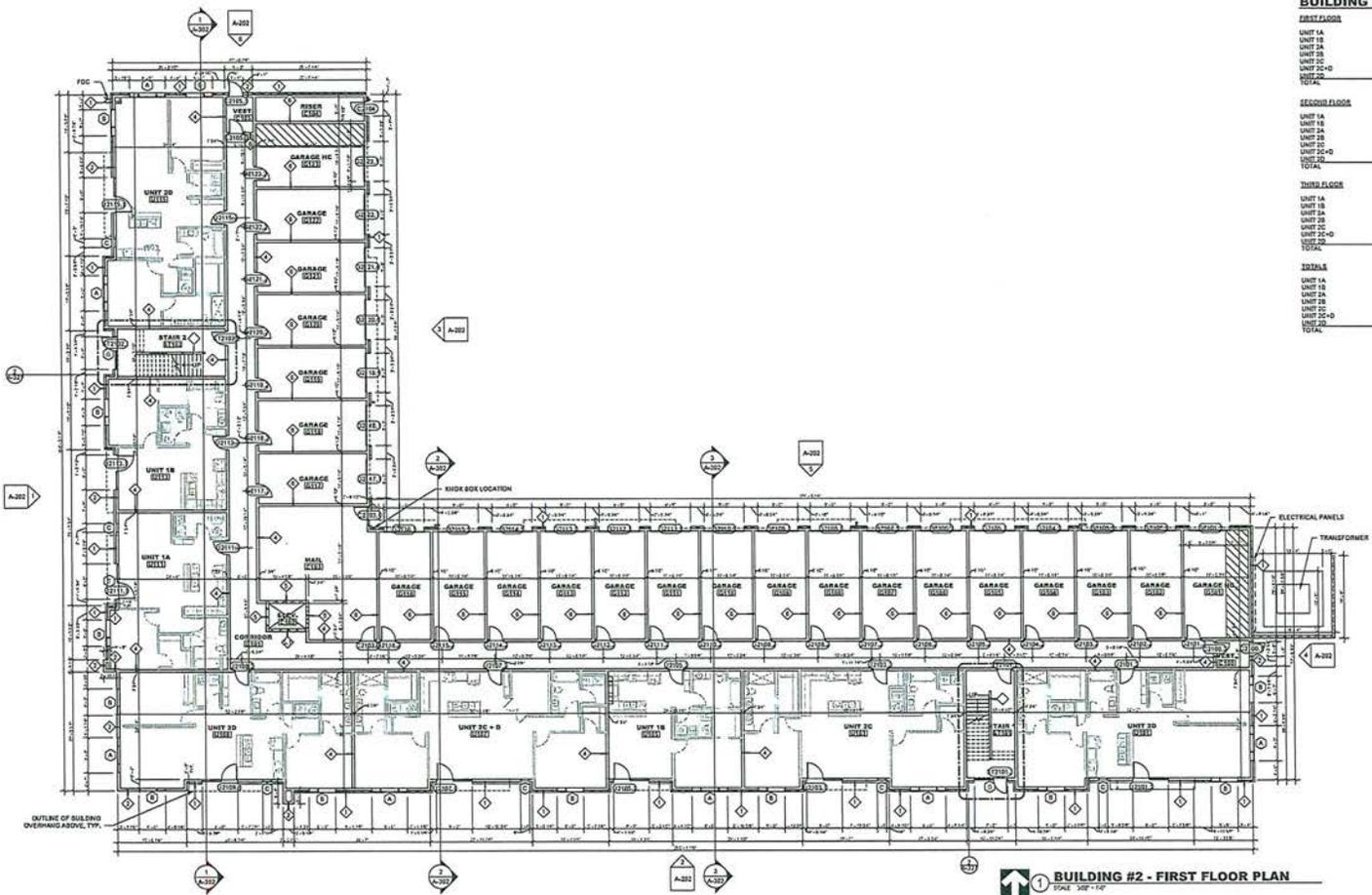
UNIT 1A	1
UNIT 1B	1
UNIT 1A	1
UNIT 1B	1
UNIT 1C	1
UNIT 1D	1
UNIT 1E	1
UNIT 1F	1
UNIT 1G	1
UNIT 1H	1
UNIT 1I	1
UNIT 1J	1
UNIT 1K	1
UNIT 1L	1
UNIT 1M	1
UNIT 1N	1
UNIT 1O	1
UNIT 1P	1
UNIT 1Q	1
UNIT 1R	1
UNIT 1S	1
UNIT 1T	1
UNIT 1U	1
UNIT 1V	1
UNIT 1W	1
UNIT 1X	1
UNIT 1Y	1
UNIT 1Z	1
TOTAL	21

THIRD FLOOR

UNIT 1A	1
UNIT 1B	1
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	21

TOTALS

UNIT 1A	1	11 1-BEDROOMS + 20%
UNIT 1B	1	
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	21	(2) GARAGES)



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

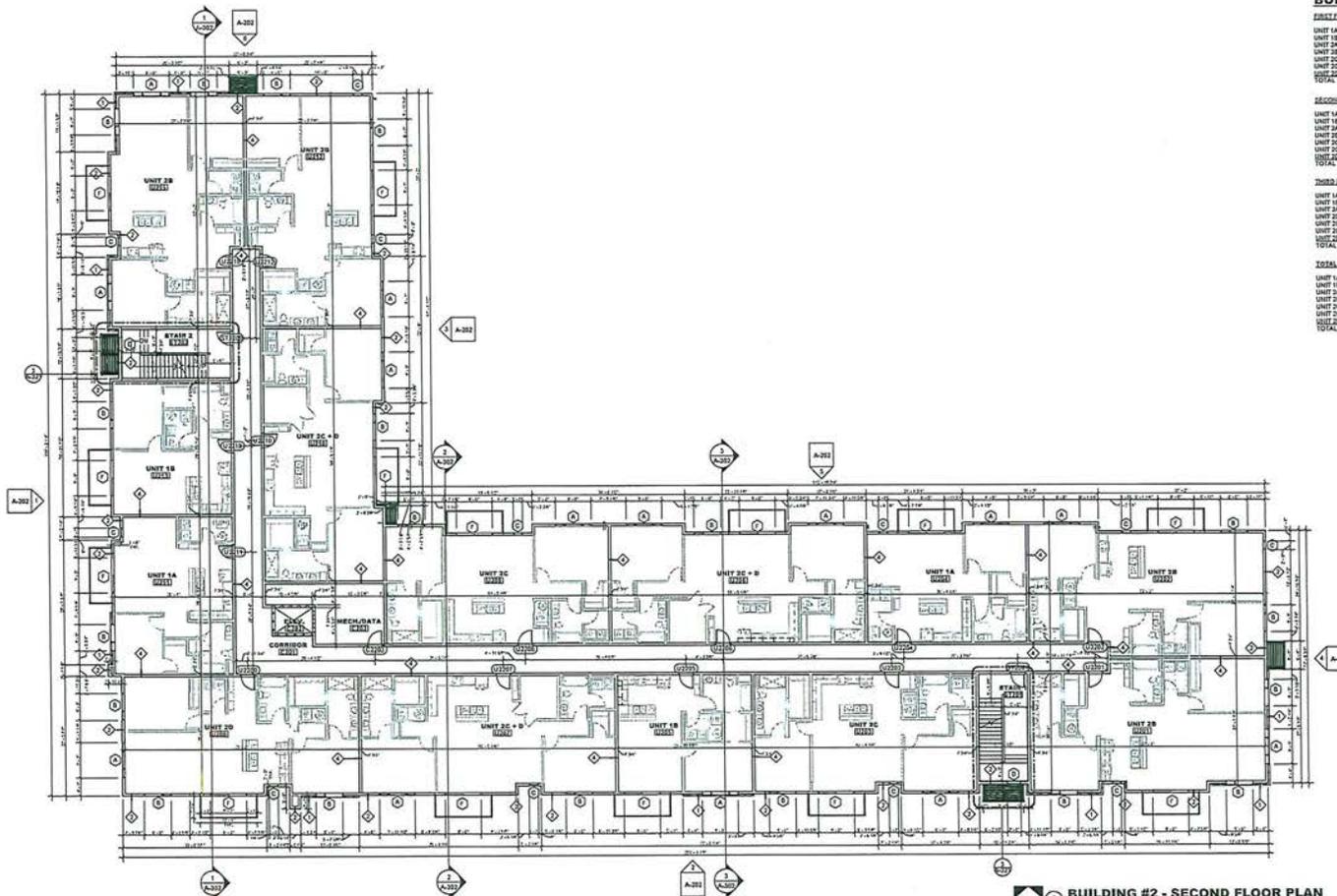
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Hubbell
HUBBELL REALTY COMPANY

TELUS CONDOS
DES MOINES, IA

DATE	10/11/2017
BY	ARCHITECT
PROJECT	TELUS CONDOS, DES MOINES, IA
SCALE	1/8" = 1'-0"

Job No. 21162
Sheet No. SP
Project: BUILDING #2 - FIRST FLOOR PLAN
Date: 10/11/2017
A-111



1 BUILDING #2 - SECOND 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 INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY VARY AS PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ERECTION, 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, DUCTWORK, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED IF FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING RAN IN EXTERIOR WALLS UNLESS PER APPROVAL, BETWEEN TRACES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINTS MINIMAL AT COLUMNISED LINES AND AT THE HEAD OF DOOR AND/OR WINDOWS OR AS OTHERWISE NOTED OR UNLESS REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. USE CONTROL, CONTRACTION JOINT IN LOAD BEARING AREAS, EXIST ANYWAY 2" MIN.
6. CAULK & SEAL ALL CONTROL-EXPANSION SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDER FLOOR DRAINAGE SYSTEM TO REDUCE SPREADS IN RELIEF AND PROTECT AGAINST MOISTURE DAMAGE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE DEEPFAE. BOTH SYSTEMS SHALL OUTLET TO APPROPRIATE REUSE.
8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT FLOODING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

BUILDING #2 UNIT MIX:

FLOOR	UNIT TYPE	QUANTITY	TOTAL	
FIRST FLOOR	UNIT 1A	1	1	
	UNIT 1B	1	1	
	UNIT 1C	1	1	
	UNIT 1D	1	1	
	UNIT 1E	1	1	
TOTAL		5	5 (21 REID GARAGES, 2 ADA GARAGES)	
SECOND FLOOR	UNIT 1A	1	1	
	UNIT 1B	1	1	
	UNIT 1C	1	1	
	UNIT 1D	1	1	
	UNIT 1E	1	1	
TOTAL		5	5 (21 REID GARAGES, 2 ADA GARAGES)	
THIRD FLOOR	UNIT 1A	1	1	
	UNIT 1B	1	1	
	UNIT 1C	1	1	
	UNIT 1D	1	1	
	UNIT 1E	1	1	
TOTAL		5	5 (21 REID GARAGES, 2 ADA GARAGES)	
TOTALS			15	15 (11 1-BEDROOMS + 20% DISCOUNTS)
			5	5 (23 GARAGES)



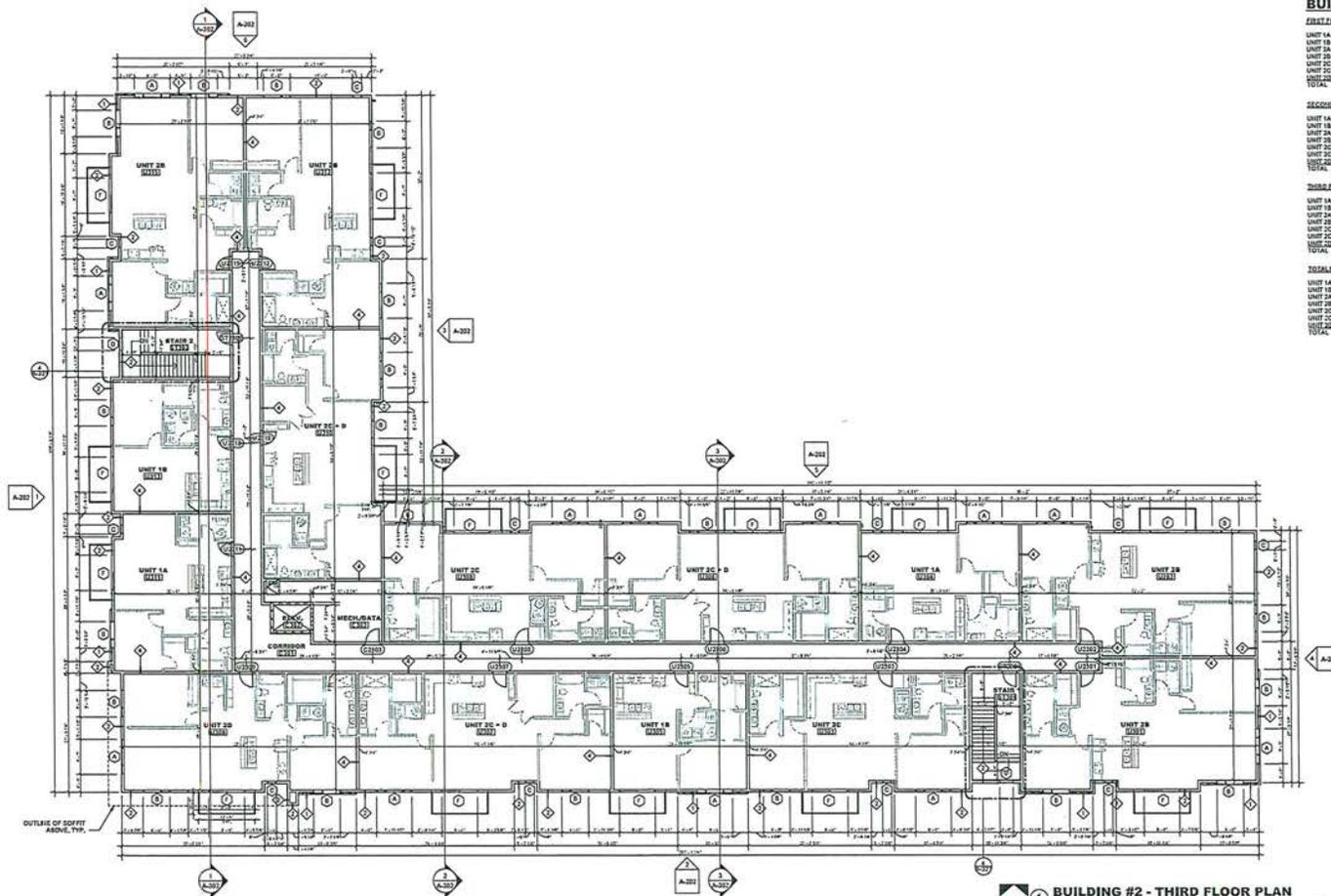
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TELUS CONDOS
 DES MOINES, IA

Project Name	TELUS CONDOS
Project Address	1000 EAST 17TH AVENUE, DES MOINES, IA 50319
Client	HUBBELL REALTY COMPANY
Architect	SIMONSON ARCHITECTS
Date	10/20/2010

Job No. 21162
 Draw Title: BUILDING #2 - SECOND FLOOR PLAN
 Date: 10/20/2010
 Scale: 3/8" = 1'-0"



1 BUILDING #2 - THIRD 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 MAY HAVE TO BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE SUPPRESSION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC, SAFETY & SECURITY DOCUMENTS AND TO SITE 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 ROOF OR FLOOR DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CASINGS. 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 RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATE BETWEEN TRADES IS REQUIRED.
 5. INSTALL VERTICAL EXPANSION JOINT MINIMAL AT COLUMNISED LINES AND AT THE HEAD OF SCORING AREAS OR PER AS OTHER NOTES OR NOTES REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS, STAY AWAY 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 INAPPROPRIATE 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 PONDING OF WATER ADJACENT TO BUILDING OR ON PAVEMENT.

BUILDING #2 UNIT MIX:

FIRST FLOOR

UNIT 1A	1
UNIT 1B	1
UNIT 1C	1
UNIT 1C-B	1
UNIT 2C-D	1
UNIT 2E	1
UNIT 2F	1
TOTAL	7 (2) REG. GARAGE, 3 ADA GARAGES

SECOND FLOOR

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

THIRD FLOOR

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

TOTALS

UNIT 1A	5	11 1-BED ROOMS + 3IN
UNIT 1B	5	
UNIT 1C	5	
UNIT 1C-B	5	
UNIT 2C-D	5	
UNIT 2E	5	
UNIT 2F	5	
TOTAL	35	(2) GARAGES



TELUS CONDOS, IA
 DES MOINES, IA

DATE	10/20/2011
BY	SP
REVISION	
NO.	
DESCRIPTION	

Proj. No. 21142
 SP
 SHEET NO. BUILDING #2 - THIRD FLOOR PLAN
 DATE: 10/20/2011 4:03:27 PM

DRAFTSTOPPING NOTES

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

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SUBSIDE FLOORCEILING ASSEMBLIES.
 - GROUPS ALL R-2, R-2 WITH 3 OR MORE DWELLING UNITS, R-2 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & IN-LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 100 SF.
- DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBSIDE ATTIC SPACES & CONCEALED ROOF SPACES.
 - GROUPS ALL R-2, R-2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & IN-LINE WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF MEANS OF EGRESS.
 - EXCEPTION 1, R-2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACE SHALL BE SUBDIVIDED INTO AREAS NOT EXCEEDING 300 SF OR ABOVE EVERY DWELLING UNIT, 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" GYP SB, 3/4" WOOD STRUCTURAL PANEL, OR 3/4" PARTICLEBOARD, 1" NOMINAL LUMBER, CEMENT FIBERBOARD, BATTLS OR BLANKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY SUPPORTED.
- OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS W/ 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 SUBSIDE FLOORCEILING ASSEMBLIES.
 - GROUPS ALL R-2, R-2 WITH 3 OR MORE DWELLING UNITS, R-2 WITH 2 DWELLING UNITS, & ALL R-4 BUILDINGS - SHALL BE LOCATED ABOVE & IN-LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 100 SF.
- DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBSIDE ATTIC SPACES & CONCEALED ROOF SPACES.
 - GROUPS ALL R-2, R-2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & IN-LINE WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF MEANS OF EGRESS.
 - 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 SUBDIVIDED INTO AREAS NOT EXCEEDING 300 SF OR ABOVE EVERY DWELLING UNIT, WHICHEVER IS SMALLER.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 300 SF.
- ROOF SYSTEM AND APPROX AREA ASSOCIATED WITH THE ROOF SHALL BE DONE AS TO NOT VOID ANY ROOF WARRANTIES.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE ENTERING THE WALL AND ROOF THROUGH JOISTS & CORNERS & 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 AT EACH ROOF PENETRATION. FLASHING IS METAL, THE METAL SHALL BE CORROSION RESISTANT WITH A THICKNESS OF NOT LESS THAN 30 GA. OR 30 GALVANIZED SHEET.
 - PARAPET WALLS SHALL BE PROPERLY COPED WITH NON-COMBUSTIBLE, WEATHERPROOF MATERIALS OF A WIDTH NO LESS THAN THE THICKNESS OF THE PARAPET WALL.
- ROOF DRAINAGE:
 - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE SIFL PLUMBING CODE, FINAL DETAILS DESIGN OF ROOF DRAINAGE SYSTEMS TO BE BY PLUMBING CONSULTANT.
 - OVERSEEN ROOF DRAINAGE, GUTTERS AND/OR DOWNSPOUTS SHOULD BE PROVIDED TO ELIMINATE ANY OVERFLOW OR SACKUP.
 - NOT LESS THAN 1 ROOF DRAIN SHALL BE INSTALLED IN ROOF AREAS 1000 SF OR LESS AND NOT LESS THAN FOUR ROOF DRAINS SHALL BE INSTALLED IN ROOFS OVER 1000 SF IN AREA.
 - WHERE ROOF DRAINAGE IS REQUIRED, SECONDARY (EMERGENCY) ROOF DRAIN OR SCUPPERS SHALL BE PROVIDED WHERE THE ROOF PERIMETER OR GUTTER EXTENDS FROM THE ROOF TO EXTERIOR. THIS SECONDARY WATER WILL BE ENTRAPPED IF THE PRIMARY DRAIN ALDRI BEULGUP FOR ANY REASON.
 - SECONDARY ROOF DRAIN SYSTEMS SHALL HAVE THE END POINT OF DRAINAGE 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 SCUPPERS 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 CREEKLET OR SADDLE SHALL BE INSTALLED ON THE RIDGE 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, ARE INVESTIGATED UNDER DRAINAGE TO OBTAIN SUPPORT DESIGN. PROVIDE TAPERED ROOF INSULATION TO MAINTAIN SLOPE OF 1/4" PER FOOT SLOPE OF ALL FLATTED ROOF AREAS TO ENSURE POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPES.
 - PROVIDE CONCRETE SPLASH BLOCKS AT ALL DOWNSPOUT LOCATIONS.
 - ROOF VENTILATION INTAKE & EXHAUST VENTS SHALL BE PROVIDED IN EACH & ALL ENCLOSED ATTIC AND RAFTER SPACES TO CREATE CROSS VENTILATION & ACCORDANCE WITH CODES & THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
 - INSULATE AND SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIERS AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPRINKLER PIPE FREEZING.
 - ROOF ACCESS & GUARDS:
 - WHERE EQUIPMENT REQUIRES ACCESS OR APPLIANCES ARE LOCATED ON AN ELEVATED STRUCTURE OR 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 EXTERIOR OR EXTERIOR BEANS OF ACCESS SHALL BE PROVIDED. SUCH ACCESS SHALL NOT REQUIRE CLIMBING OVER OBSTRUCTIONS GREATER THAN 30" IF 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, SUCH ROOF ACCESS OR ROOF EDGE SHALL BE PROTECTED BY GUARDS, GUARDS TO BE 42" ABOVE WALKING SURFACE & PREVENT THE PASSAGE OF A SPHERE 6" IN DIAMETER.
 - ANY ROOF HATCHES SHALL BE THERMALLY BROKEN.
 - SEE DETAIL L604 ACCESS NOTES FOR ADDITIONAL REQUIREMENTS.
- ACCESS TO UNOCCUPIED SPACES:
 - CRANK SPACES SHALL BE PROVIDED WITH NO FEWER THAN 1 ACCESS OPENING PERISH SHALL NOT BE LESS THAN 18" X 24".
 - AN OPENING OF NOT LESS THAN 20" X 24" SHALL BE PROVIDED TO ANY ATTIC AREA HAVING A CLEAR HEIGHT OF OVER 30". CLEAR HEADROOM OF NOT LESS THAN 30" SHALL BE PROVIDED IN THE ATTIC SPACE AT OR ABOVE THE ACCESS OPENING.
 - ACCESS TO MECHANICAL APPLIANCES INSTALLED UNDER FLOOR AREAS, ATTIC SPACES AND ON ROOFS OR ELEVATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE SIFL MECHANICAL CODE.
 - ATTIC CONTAINING APPLIANCES SHALL BE PROVIDED WITH AN OPENING AND UNOBSTRUCTED PASSAGEWAY LARGE ENOUGH TO ALLOW REMOVAL OF THE LARGEST APPLIANCE. THE PASSAGEWAY SHALL NOT BE LESS THAN 30" X 24" AND NOT MORE THAN 20" IN LENGTH MEASURED ALONG THE CENTERLINE OF THE PASSAGEWAY FROM THE OPENING TO THE APPLIANCE. THE PASSAGEWAY SHALL HAVE CONTIGUOUS SLOID FLASHING NOT LESS THAN 30" X 30" AT LEVEL SURFACE SPACE NOT LESS THAN 30" X 30" SHALL BE PRESENT AT THE FRONT OF SERVICE SIDE OF THE APPLIANCE.
- PROVIDE ROOF SNOW GUARDS/GPRES ABOVE ALL ENTRY/ROOF PORTS TO BUILDING.
- ROOF TRUSSES DESIGN BUILD BY TRUSS MANUFACTURER.
- PROVIDE MANUFACTURED ROOF PROTECTED G42 PFWING AND CORNER SUPPORTS AS REQUIRED. PAINT CORNICES YELLOW AT WALKWAY PAD CROSSINGS ONLY.
- FLAT (LOW SLOPE < 2%) MEMBRANE ROOF:
 - ROOF MEMBRANE TO EXTEND UP AND OVER TOP OF ANY PARAPET WALLS AND SHAPE OVER FRONT OF WALL 2". MEMBRANE TO EXTEND UP VERTICALLY UNDER PAPER INSULATION 12".
 - PROVIDE WALKWAY PADS ON ALL MEMBRANE ROOFING FROM ROOF ACCESS POINTS TO EACH END OF BUILDING.
- SINGLE-PLY MEMBRANE ROOFING:
 - SINGLE-PLY MEMBRANE ROOFS SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/4" IN 12" FOR DRAINAGE.

GENERAL ROOF PLAN NOTES

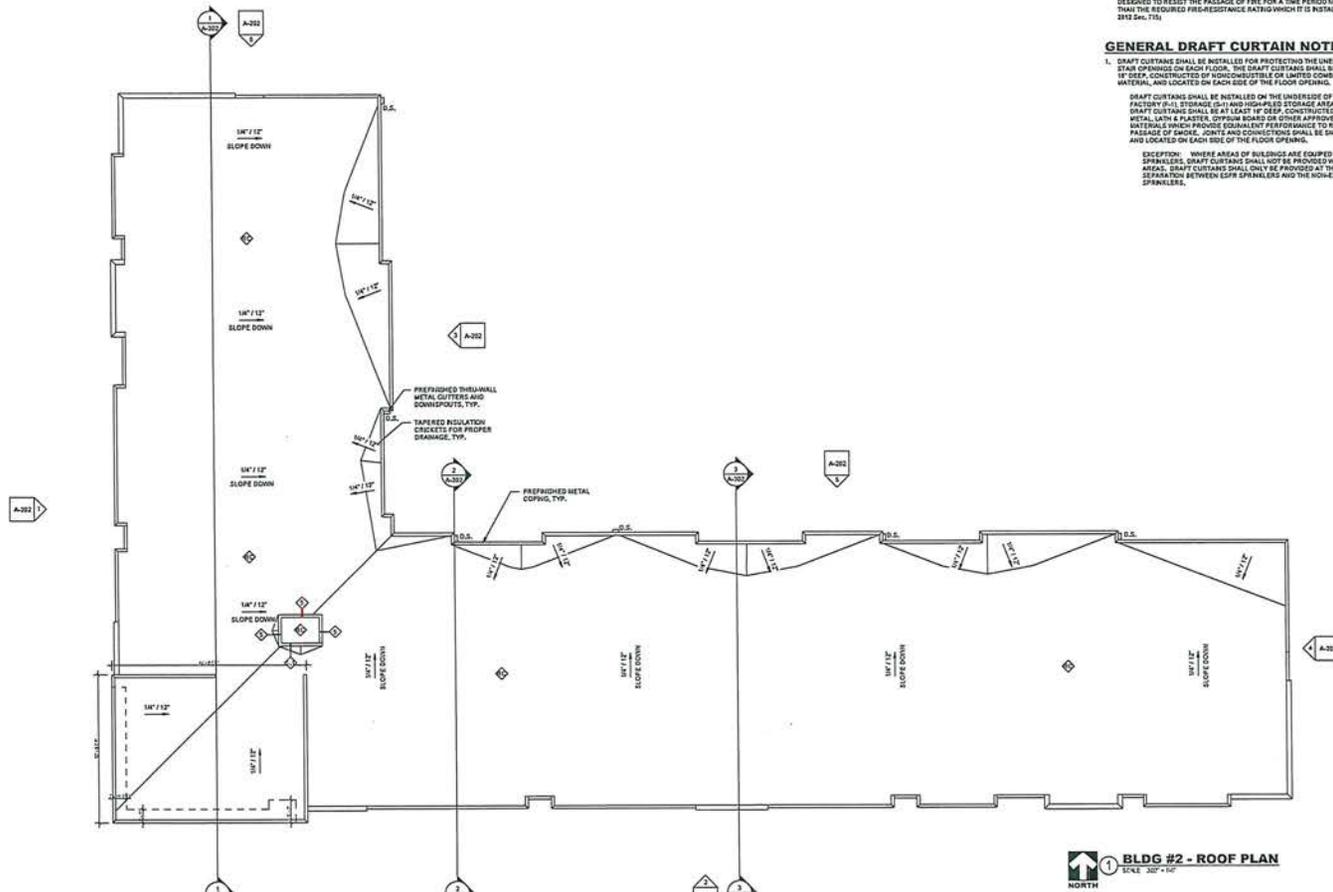
- PENETRATIONS INTO OR THROUGH FIRE-RATED WALL ASSEMBLIES AND HORIZONTAL ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION FIRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IS INSTALLED, ORC 203 5th Ed.
- ALL JOISTS INSTALLED IN OR BETWEEN FIRE-RATED PARTIATED WALL, FLOORS OR FLOORCEILING ASSEMBLIES AND ROOFS OR ROOFCEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT JOINT SYSTEM DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHICH IS INSTALLED, ORC 203 5th Ed.

GENERAL DRAFT CURTAIN NOTES

- DRAFT CURTAINS SHALL BE INSTALLED FOR PROTECTING UNENCLOSED STAIR OPENINGS ON EACH FLOOR. DRAFT CURTAINS SHALL BE AT LEAST 18" DEEP, CONSTRUCTED OF NON-COMBUSTIBLE 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 PRE-INSTALLED STORAGE AND HIGH-RISE STORAGE AREAS. DRAFT CURTAINS SHALL BE AT LEAST 18" DEEP, CONSTRUCTED OF SHEET METAL, LATH & PLASTER, GYPSUM BOARD OR EQUIVALENT 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 WITHIN THESE AREAS. DRAFT CURTAINS SHALL ONLY BE PROVIDED AT THE SEPARATION BETWEEN ESFR SPRINKLERS AND THE NON-ESFR SPRINKLERS.



GENERAL ROOF PLAN NOTES

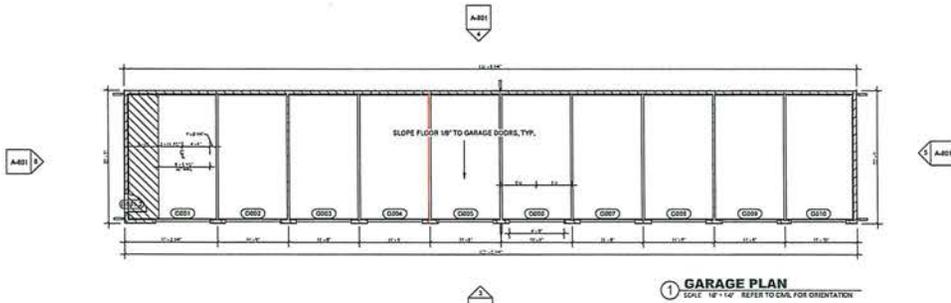
- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL SYSTEMS AND EQUIPMENT SHOWING SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO CIVIL, FIRE PROTECTION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS FOR CONSULTANTS' REQUIREMENTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL FRAMING.
- ALL ROOF PENETRATIONS FOR WHICH ROOF VENTS AND SIMILAR ITEMS MAY NOT BE INSTALLED ON THE ROOF PLANE, HOWEVER, ALL ROOF FLASHING WORK FULL ROOFING WARRANTIES. REFER TO ALL OTHER CONTRACT DOCUMENTS FOR ADDITIONAL ROOF PENETRATIONS REQUIRING ROOF FLASHING WORK.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUB-CONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND SYSTEMS TO ACCOMMODATE EXPANSION/CONTRACTION OF THE BUILDING AND BUILDING COMPONENTS FOR A LONG-LASTING ROOF.
- CONTRACTOR SHALL KEEP ROOF CLEAN OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND APPROX AREA ASSOCIATED WITH THE ROOF SHALL BE DONE AS TO NOT VOID ANY ROOF WARRANTIES.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE ENTERING THE WALL AND ROOF THROUGH JOISTS & CORNERS & AT INTERSECTIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
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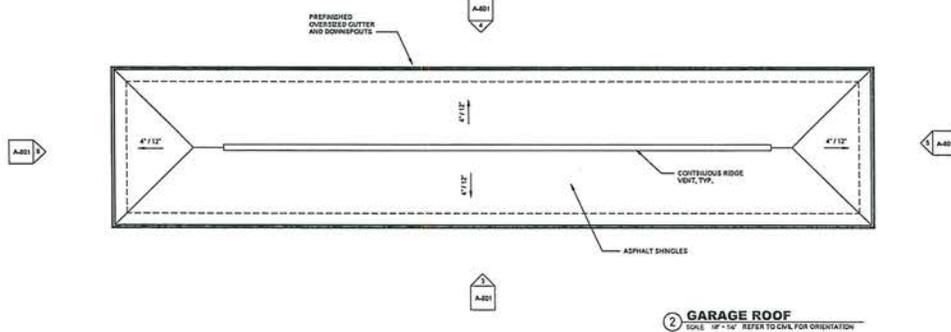
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 HUBBELL REALTY COMPANY

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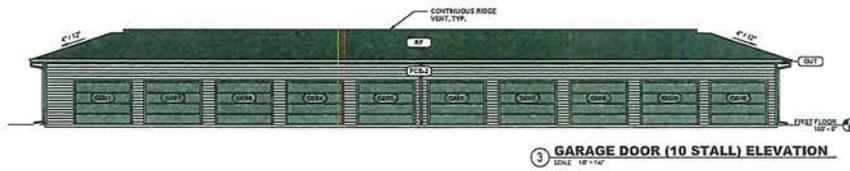
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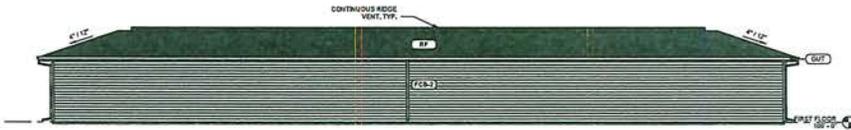
1 GARAGE PLAN
SCALE: 1/8" = 1'-0" REFER TO CALL FOR ORIENTATION



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



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



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



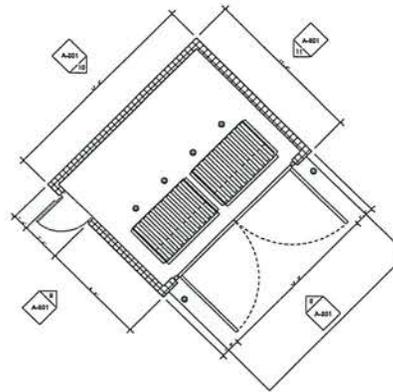
5 GARAGE SIDE 1 (10 STALL) ELEVATION
SCALE: 1/8" = 1'-0"



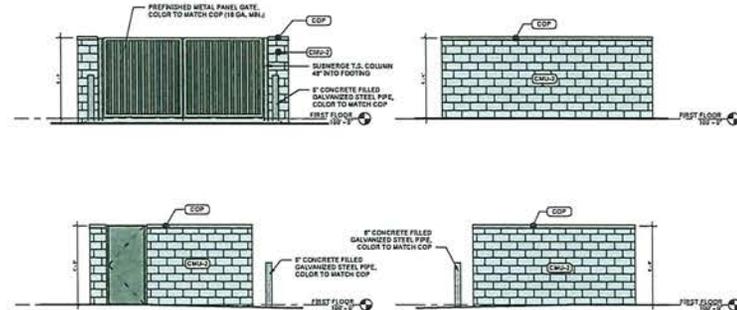
6 GARAGE SIDE 2 (10 STALL) ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND - GARAGE	
MAT. LABEL	MATERIAL DESCRIPTION
BA	PRE-FABRICATED BALCONY, CLEAR ANODIZED ALUMINUM
BRK	FULL DEPTH MODULAR BRICK, NATURAL MORTAR, COLOR - GRAY
CP	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CMU	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU2	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU3	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU4	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU5	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU6	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU7	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU8	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU9	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CMU10	8" CONCRETE FILLER CMU BLOCK, NATURAL WITH NATURAL MORTAR
CP	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP2	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP3	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP4	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP5	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP6	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP7	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP8	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP9	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP10	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP11	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP12	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP13	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
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CP15	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
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CP48	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP49	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP50	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP51	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP52	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP53	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP54	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP55	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP56	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP57	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP58	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP59	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP60	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP61	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP62	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP63	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP64	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP65	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP66	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP67	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP68	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP69	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP70	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP71	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP72	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP73	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP74	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP75	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP76	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP77	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP78	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP79	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP80	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP81	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP82	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP83	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP84	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP85	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP86	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP87	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP88	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP89	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP90	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP91	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP92	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP93	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP94	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP95	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP96	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP97	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP98	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP99	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED
CP100	PRE-FABRICATED COPPER, MAPLE OR BIRCH, COLOR, CLEAR ANODIZED

- MISC EXTERIOR MATERIAL FINISHES**
- TYPICAL U.O.B.
- EXPOSED CONCRETE: GRIND SMOOTH & RUBICOAT WITH CEMENT SLURRY.
 - EXPOSED LINTELS: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
 - METAL BALCONIES & RAILINGS: GALVANIZED & PAINTED WHITE.
 - FASCIAS & SOFFITS: METAL, PRE-FINISHED TO MATCH ADJACENT ROOF COLOR.
 - EQUIPMENT, GUTTERS & DOWNSPOUTS: METAL, PRE-FINISHED TO MATCH ADJ. MATERIAL.
 - GUTTERS & SEAMLESS: COLOR MATCHED TO ADJACENT MATERIAL.
 - OVERHEAD METAL DOORS: METAL, PRE-FINISHED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL, PRE-FINISHED TO MATCH ADJACENT MATERIAL.
 - LOUVERS: METAL, PRE-FINISHED TO MATCH GRAY.
 - LIGHT FIXTURES: METAL, PRE-FINISHED HOUSINGS TO MATCH ADJ. OPENING FRAMING.
 - MECHANICAL EQUIPMENT: SCREENED BY PARAMET.
 - EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINTED TO MATCH ADJACENT MATERIAL.
 - TRIM SEES, TYP. U.O.B.:
 - WINDOWS & DOORS: 5'-10"
 - VERTICAL: 5'-10"
 - HORIZONTAL: 8'-11"



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

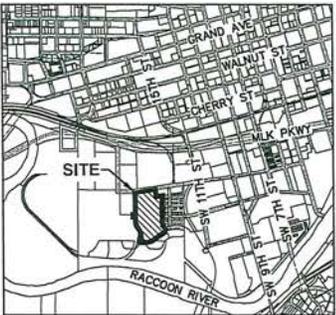


PRELIMINARY PLAT / DEVELOPMENT PLAN FOR:

GRAY'S STATION PLAT 5

DES MOINES, IOWA

VICINITY MAP
NOT TO SCALE



DES MOINES, IOWA

LEGAL DESCRIPTION

A PART OF LOTS 6, 7, AND 9 CENTRAL DES MOINES INDUSTRIAL PARK AND A PART OF PARCEL 2019-142 OF SAID LOTS 6, 7, AND 9, AS SHOWN ON THE PLAT OF SURVEY RECORDED IN BOOK 17673, 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 145.50 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°01'40" EAST ALONG THE WESTERLY LINE OF SAID OUTLOT 'Y' AND THE WESTERLY LINE OF GRAY'S STATION PLAT 3, AN OFFICIAL PLAT, 86.73 FEET; THENCE SOUTH 89°58'20" WEST CONTINUING ALONG SAID WESTERLY LINE OF SAID GRAY'S STATION PLAT 3, A DISTANCE OF 12.77 FEET; THENCE SOUTH 00°01'40" EAST CONTINUING ALONG SAID WESTERLY LINE, 107.91 FEET; THENCE SOUTH 89°58'20" WEST CONTINUING ALONG SAID WESTERLY LINE, 6.23 FEET; THENCE SOUTH 00°01'40" EAST CONTINUING ALONG SAID WESTERLY LINE AND THE WESTERLY LINE OF GRAY'S STATION PLAT 4, AN OFFICIAL PLAT, 122.08 FEET; THENCE NORTH 89°58'20" EAST CONTINUING ALONG SAID WESTERLY LINE OF SAID GRAY'S STATION PLAT 4, A DISTANCE OF 17.61 FEET; THENCE SOUTH 00°01'40" 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°01'40" EAST CONTINUING ALONG SAID WESTERLY LINE, 146.23 FEET; THENCE SOUTHERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 85.00 FEET, WHOSE ARC LENGTH IS 56.36 FEET AND WHOSE CHORD BEARS SOUTH 20°09'19" 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, 105.01 FEET TO THE SOUTHWESTERLY CORNER OF STREET LOT 'A', SAID GRAY'S STATION PLAT 4; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE SOUTHEASTERLY WHOSE RADIUS IS 288.00 FEET, WHOSE ARC LENGTH IS 32.35 FEET AND WHOSE CHORD BEARS SOUTH 57°30'24" WEST, 32.34 FEET; THENCE SOUTH 54°23'46" WEST, 248.63 FEET; THENCE WESTERLY ALONG A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 368.00 FEET, WHOSE ARC LENGTH IS 302.72 FEET AND WHOSE CHORD BEARS SOUTH 7°07'44" 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, 43.39 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°50'07" WEST, 159.52 FEET; THENCE NORTH 00°08'11" WEST, 58.59 FEET; THENCE NORTH 89°19'18" WEST, 43.92 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, 83.99 FEET; THENCE NORTH 08°58'00" WEST CONTINUING ALONG SAID EAST LINE, 15.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 8; ALSO BEING A POINT ON THE SOUTHERLY LINE OF TUTTLE STREET RIGHT OF WAY; THENCE NORTH 81°10'49" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 411.78 FEET TO THE POINT OF BEGINNING AND CONTAINING 11.47 ACRES (499,715 SQUARE FEET).

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

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
C5.1-5.2	DETAILS
LO2.01-L02.05	RDG LANDSCAPE PLAN (SITE LAYOUT PLAN)
LO4.01-L04.05	RDG LANDSCAPE PLAN (SITE PLANTING PLAN)
L05.01	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:	= 84,115 SF
STREETS:	= 85,884 SF
DRIVEWAYS:	= 12,745 SF
SIDWALKS:	= 24,368 SF
OPEN SPACE PROVIDED:	= 282,622 SF (56.8%)
UNITS:	
85 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.
- THIS PROJECT IS ELIGIBLE FOR TAX ABATEMENT IN ACCORDANCE WITH THE URBAN RENEWAL DEVELOPMENT AGREEMENT - SECTION 5.02 (8K11629 PG251-288).

UTILITY WARNING

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

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	DECIDUOUS TREE
TYPE SW-505 STORM INTAKE	CONIFEROUS TREE
TYPE SW-506 STORM INTAKE	DECIDUOUS SHRUB
TYPE SW-512 STORM INTAKE	CONIFEROUS SHRUB
TYPE SW-513 STORM INTAKE	ELECTRIC POWER POLE
TYPE SW-401 SANITARY MANHOLE	DUTY 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 CLEANGUT	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	UNDERGROUND TELEPHONE
MINIMUM PROTECTION ELEVATION	OVERHEAD ELECTRIC
	UNDERGROUND ELECTRIC
	FIELD TILE
	SANITARY SEWER W/ SIZE
	STORM SEWER W/ SIZE
	WATER MAIN W/ SIZE

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

APPLICANT
HUBBELL REALTY COMPANY
6900 WESTOWN PKWY
WEST DES MOINES, IA 50266
CONTACT: CALEB SMITH
PH: (515) 243-3328

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

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

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 43.6 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=28.48

SUBMITTAL DATES

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

ZONING

GRAY'S STATION PUD - Z0N2017-00087

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.
- 50% INCREASE IN REQUIRED LANDSCAPING.
- PRIMARY ENTRY WITHIN A MILE OF A DART TRANSIT STOP.
- REDEVELOPMENT OF A PREVIOUSLY DEVELOPED SITE.



1-800-292-8989
www.iowaonecall.com



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

PROJECT NO. 2202.113

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 (PROWAG) AND ALL CITY SUPPLEMENTALS, 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

RYAN HARDSY, P.E.
DESIGN NUMBER 2021
BY DECISION NUMBER DATE IS DECEMBER 31, 2023
PAGES OR SHEETS COVERED BY THIS SEAL:
C SERIES SHEETS

SITE PLAN APPROVAL:

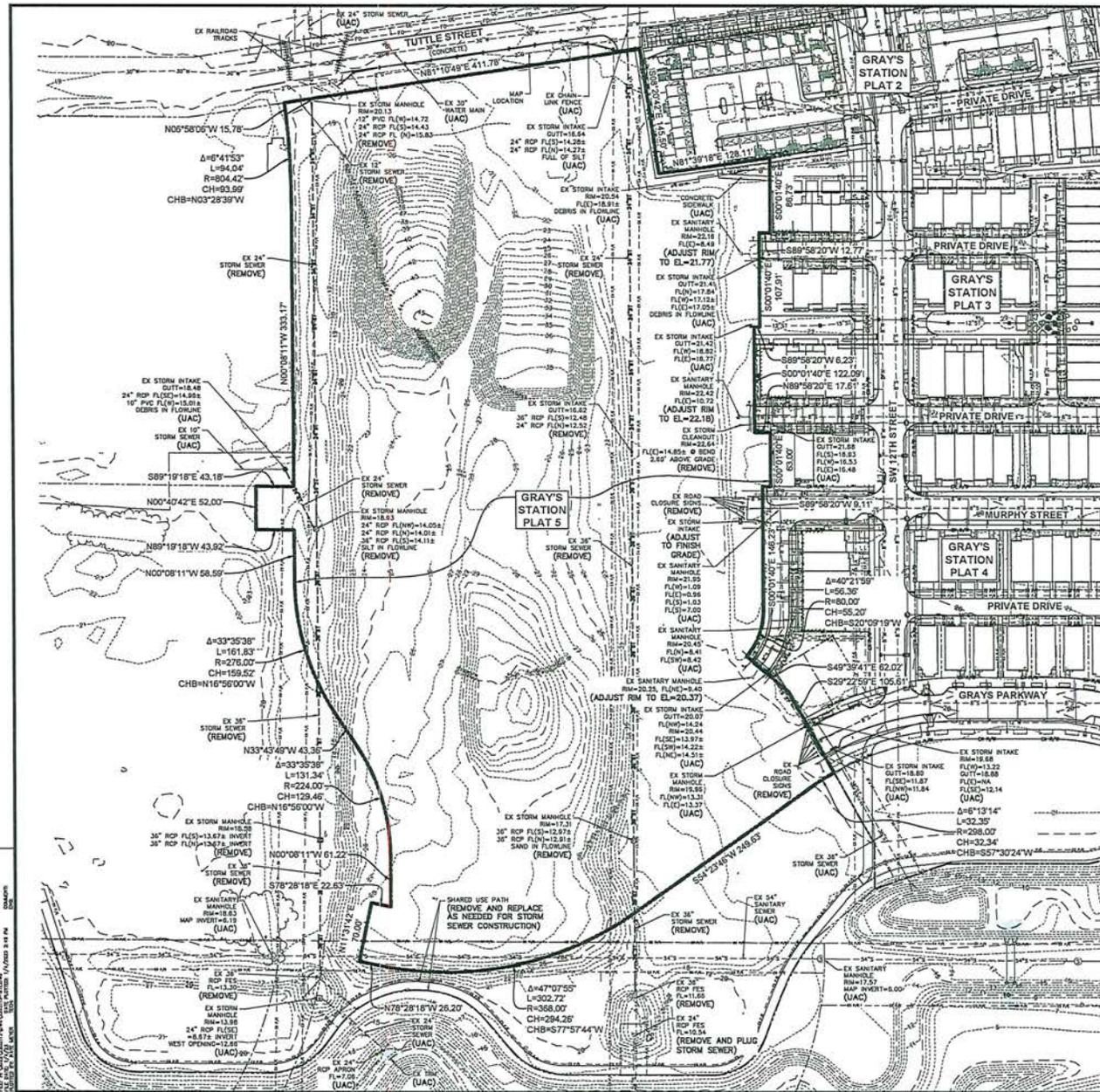
APPROVED APPROVED WITH CONDITIONS - SEE EXHIBIT "A"

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

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

DEVELOPMENT SERVICES DIRECTOR _____ DATE _____

IOWA PROFESSIONAL ENGINEERING BOARD - LICENSE # 101201



DEMOLITION NOTES

1. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER OR ENGINEER AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO COMPENSATION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
2. PRIOR TO DEMOLITION, CONTRACTOR SHALL NOTIFY IN WRITING (48 HRS NOTICE) THE FOLLOWING:
 CITY
 APPROPRIATE UTILITY COMPANIES
 OWNER
 CIVIL DESIGN ADVANTAGE ARCHITECT
3. DO NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE NOTED. COORDINATE REMOVAL OR ABANDONMENT OF ALL UTILITIES WITH THE APPROPRIATE UTILITY SUPPLIER AND REGULATORY AGENCIES.
4. PROTECT EXISTING UTILITIES THAT ARE TO REMAIN. THE LOCATIONS OF ALL UTILITIES INDICATED ON THE PLANS ARE TAKEN FROM EXISTING RECORDS. THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES MUST BE DETERMINED BY THE CONTRACTOR. IT SHALL BE THE DUTY OF THE CONTRACTOR TO ASCERTAIN WHETHER ANY ADDITIONAL FACILITIES EXIST OTHER THAN THOSE SHOWN ON THE PLAN MAY BE PRESENT.
5. BACKFILL ALL EXCAVATIONS WITH COMPACTED MATERIAL COMPACTED TO 95% MAXIMUM STANDARD PROCTOR DENSITY AND MOISTURE RANGE OF OPTIMUM MOISTURE TO 4% ABOVE OPTIMUM MOISTURE. TESTING OF BACKFILL TO BE BY A GEOTECHNICAL ENGINEER EMPLOYED BY THE OWNER. IN THE EVENT OF A TEST FAILURE, ANY REWORK SHALL BE PAID FOR BY THE CONTRACTOR.
6. FIELD VERIFY EXISTING GRADES AND LOCATION OF EXISTING UTILITIES, CONDUIT, LINES, POLES, TREES, FENCES, BUILDING AND OTHER SITE FEATURES PRIOR TO DEMOLITION AND IMMEDIATELY NOTIFY THE ENGINEER AND/OR OWNER OF ANY DISCREPANCIES.
7. DEMOLITION NOTES AS SHOWN ON THE PLAN ARE NOT ALL INCLUSIVE. CONTRACTOR TO ABANDON IN PLACE OR REMOVE AND DISPOSE OF ALL EXISTING SITE IMPROVEMENTS ABOVE AND BELOW GROUND TO COMPLY WITH THE GENERAL INTENT OF THIS DOCUMENT.
8. ALL DEMOLITION/DEMOLITION DEBRIS SHALL BE DISPOSED OF OFFSITE IN FULL COMPLIANCE WITH CURRENT ENVIRONMENTAL REGULATIONS.
9. CONSTRUCTION LIMITS SHALL BE CONFINED TO THE SITE BOUNDARY AS NOTED. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. ALL WORK SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES. NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPROPRIATE SAFETY REGULATIONS.

TRAFFIC CONTROL NOTES

1. ALL APPLICABLE CITY PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN CITY R.O.M. OR LAKE CLOSURES.
2. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. PERMANENT SIGNING THAT CONVEYS A MESSAGE CONTRARY TO THE MESSAGE OF TEMPORARY SIGNING AND NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR WHEN DIRECTED BY THE CITY.
4. THE CONTRACTOR SHALL COORDINATE HIS TRAFFIC CONTROL WITH OTHER CONSTRUCTION PROJECTS IN THE AREA.
5. SIDEWALK CLOSURE SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES, SIGNAGE AND TEMPORARY PEDESTRIAN ACCESS ROUTE THROUGH THE CONSTRUCTION SHALL MEET THE REQUIREMENTS OF PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG), SECTION 501 AND 504 DOT DESIGN MANUAL, CHAPTER 12A-4.
6. THE CONTRACTOR IS CAUTIONED NOT TO DISTURB OR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.
7. ALL SIGNING AND LAKE STRIPING WILL NEED TO COMPLY WITH MUTCD. MAINTENANCE AND REPLACEMENT OF THE SIGNING AND STRIPING WILL BE THE RESPONSIBILITY OF THE APPLICANT.



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.

GRAY'S STATION PLAT 5
 TOPOGRAPHIC SURVEY / DEMOLITION PLAN
 DES MOINES, IOWA

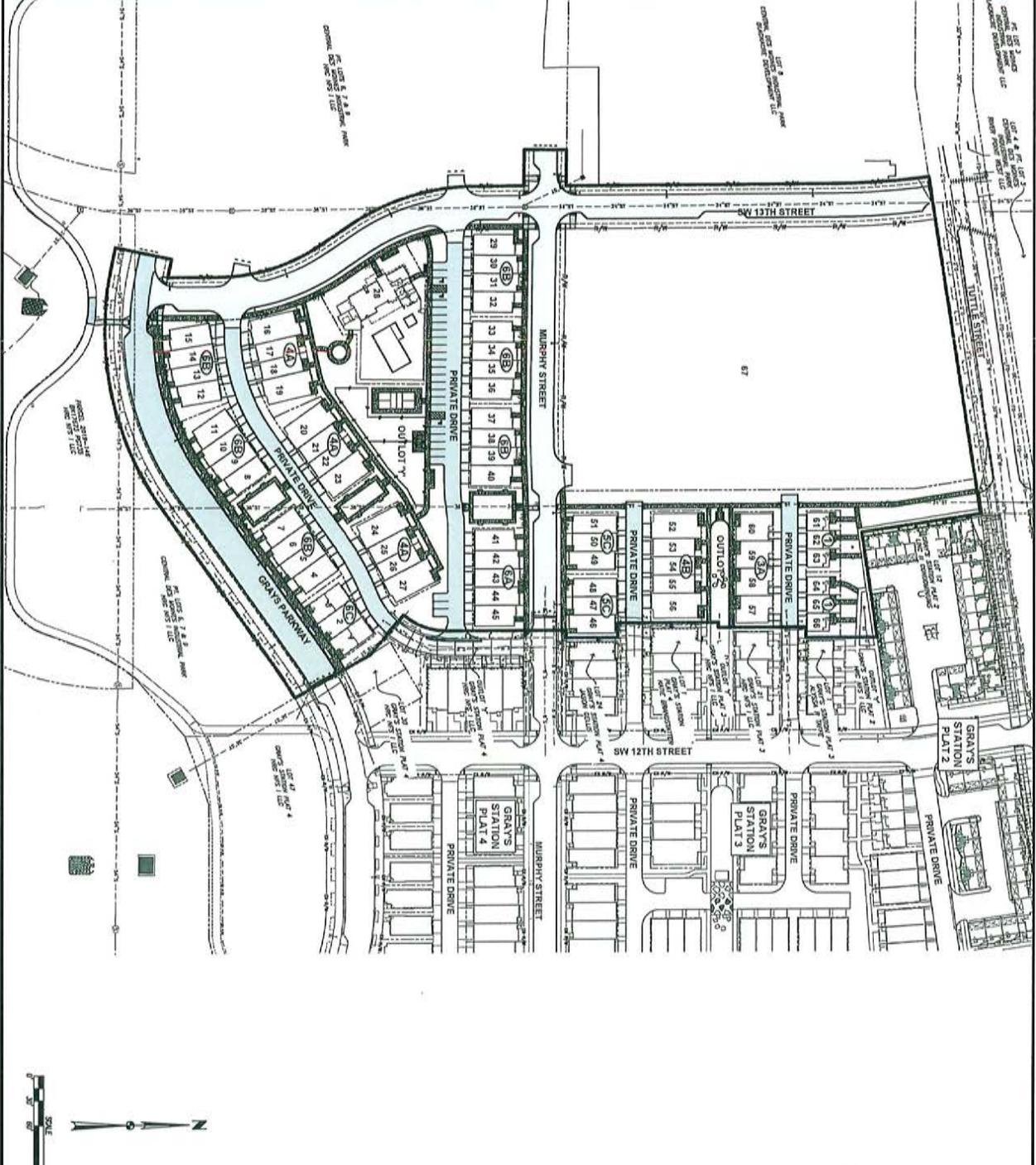
C1.1
 2202.113

ENGINEER: CIVIL DESIGN ADVANTAGE
 TECH:

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

DATE	DRAWN	CHECKED	DATE

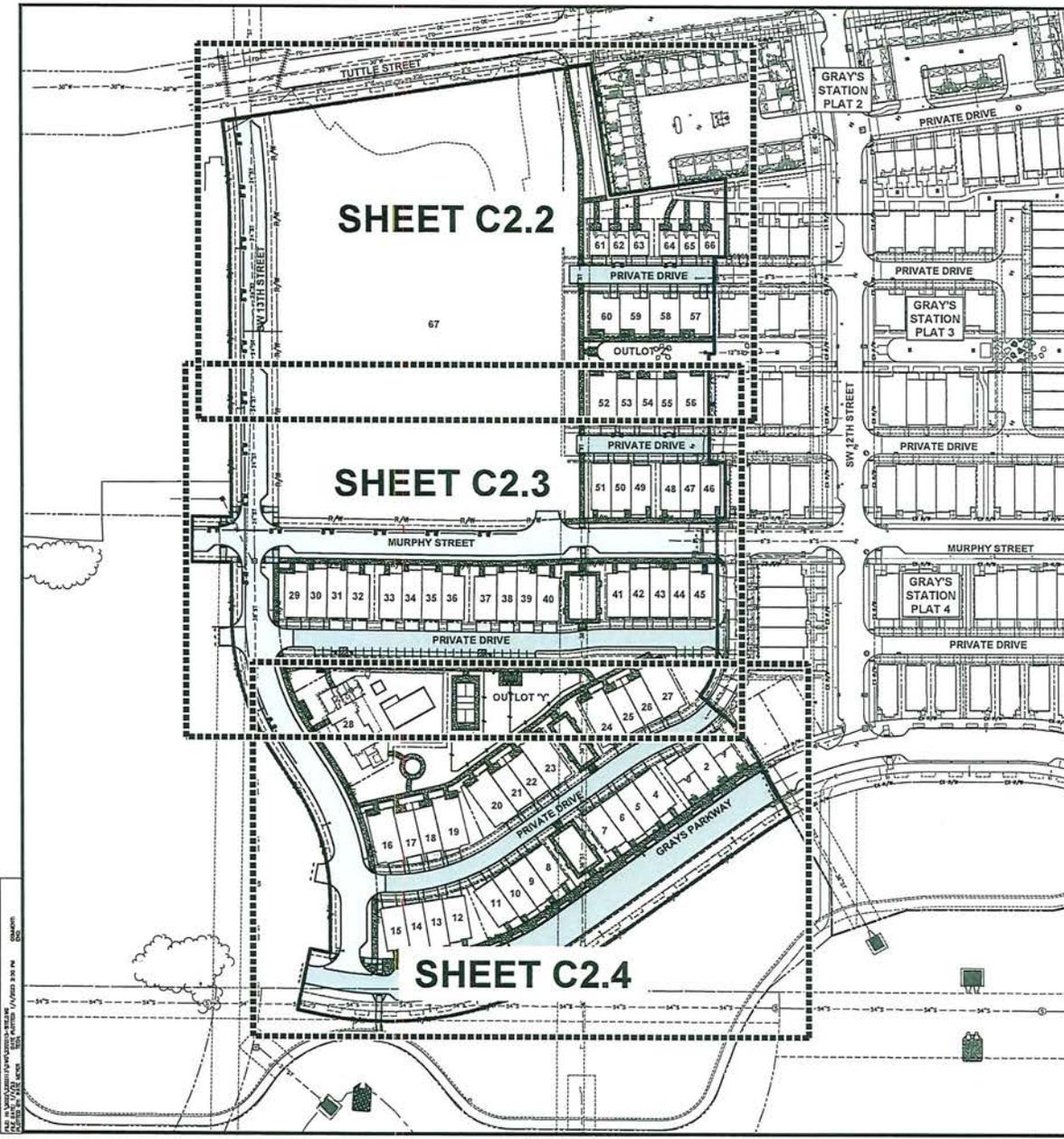
SECOND SUBMITTAL: 01/09/2023
 FIRST SUBMITTAL: 07/07/2022



NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING STREET ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENTS. THE DEVELOPMENT PLAN AND THE PUBLIC IMPROVEMENT PLANS SHALL SUPERSEDE THE SEPARATE PUBLIC IMPROVEMENT PLANS SHALL SUPERSEDE.

PLAT	PRODUCT NUMBER	PRODUCT DESCRIPTION
5	1 (LOTS 61-69)	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 52-59)	PRODUCT 4B - 4 UNITS
5	5C (LOTS 42-51)	PRODUCT 5C - 3 UNITS
5	5A (LOTS 41-43)	PRODUCT 5A - 3 UNITS
5	5B (LOTS 44-52)	PRODUCT 5B - 4 UNITS
5	5C (LOTS 53-59)	PRODUCT 5C - 3 UNITS

PLAT	PRODUCT NUMBER	LOT NUMBERS	COLOR PACKAGE NUMBERS
5	1	61-69	1
5	3A	57-60	1
5	4A	16-27	2
5	4A	20-23	1
5	4A	24-27	2
5	4B	52-59	2
5	5C	42-51	1
5	5C	46-48	1
5	5C	49-51	1
5	5A	41-43	1
5	5B	44-52	3
5	5B	47	3
5	5B	8-11	1
5	5B	12-15	3
5	5B	28-32	3
5	5B	33-36	2
5	5B	37-40	2
5	5C	1-3	2



GENERAL NOTES

1. THE 2002 EDITION OF THE GRAV'S STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.
2. ALL WORK SHALL COMPLY WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES.
3. ALL FINISHES SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS. NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPLICABLE SAFETY REGULATIONS.
4. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER, ENGINEER, AND/OR ARCHITECT, AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO COMPOSITION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
5. ONE WEEK PRIOR TO CONSTRUCTION WHEN 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. INSPECTORS CALL 515-281-4177 OR 515-281-4177.
6. ALL CONSTRUCTION WITHIN PUBLIC PLUM / EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SERVICES AND STREETS SHALL COMPLY WITH THE CITY'S STANDARDS. NO STEPS ARE ALLOWED IN SANITARY MANHOLES.
7. ALL OVERSIZES ARE TO BACK OF CURB WALKING FACE OF PROPERTY LINE UNLESS OTHERWISE NOTED.
8. CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS AND RECORDS.
9. PLACE 3/4" INCH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/SIDEWALKS AND P.C.C. PAVEMENT.
10. REMOVE ALL CURBS SPILLED INTO PLUM, 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 DESIRABLE GRASS AREAS AND DESIRABLE 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 OR SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
14. THE CONTRACTOR IS RESPONSIBLE FOR ANY AREAS OF PAVEMENT OR EQUIPMENT ON THE PAVEMENT OR SIDEWALKS THAT IS DAMAGED DUE TO OPERATING EQUIPMENT OR TO BE REMOVED AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE AND SAFETY FORCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF INCLUDING STAGING OF CONSTRUCTION MATERIALS.
15. THE CONTRACTOR SHALL NOTIFY THE CITY'S CONSTRUCTION DIVISION WITHIN THE CITY'S CONSTRUCTION DIVISION PRIOR TO ANY CONCRETE REMOVAL.
16. ALL PERMITS AND ADDITIONAL FEES REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE CONTRACTOR'S PRICE.
17. CONTRACTOR SHALL APPLY FOR SPECIAL PARKING PERMIT IN ADVANCE OF WORK TO SCHEDULE PARKING METERS REMOVALS.
18. ALL WORK WITHIN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT. CONTRACTOR SHALL APPLY FOR A SIDEWALK/DRIVEWAY APPROACH PERMIT IN ADVANCE OF WORK.

CITY OF DES MOINES STANDARD NOTES

1. ANY AMENDMENTS OR CHANGES TO THE PROJECT SITE THAT DO NOT MEET WHAT IS SHOWN ON THE SITE PLAN NEED TO BE APPROVED WITH THE PERMIT AND DEVELOPMENT CENTER PRIOR TO INSTALLATION CONSTRUCTION.
2. LIGHTING SHALL CONSIST OF LOW-GLARE CUT OFF TYPE FIXTURES TO REDUCE THE GLARE OF LIGHT POLLUTION ON SURROUNDING PROPERTIES.
3. THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CERTIFICATE OF OCCUPANCY OR EQUIVALENT OF ZONING COMPLIANCE.
4. ALL DISTURBED AREAS SHALL BE RESTORED BY SEEDING OR SOILING.
5. THIS SITE SHALL BE MAINTAINED IN COMPLIANCE WITH ALL CITY CODES APPLICABLE ON THE DATE OF SITE PLAN APPROVAL.
6. ANY GROUND-MOUNTED OR WALL-MOUNTED UTILITIES AND METERS SHALL BE SCREENED AND NOT VISIBLE FROM A PUBLIC STREET.
7. ANY WALL-MOUNTED UTILITIES SHALL BE SCREENED ON ALL SIDES AND PROTECTED TO MATCH BUILDING.
8. ALL UTILITIES SHALL BE UNDERGROUND.
9. ALL ROOF TOP 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 SECTION, COLOR, AND MATERIAL.
11. ALL ROOF WILL BE UTILIZED AS A GROUNDCOVER MATERIAL, PER CITY CODE SECTION 130-2.2.
12. FOR TEMPORARY INDIVIDUAL RESIDENTIAL TOILETS FOR TRASH AND RECYCLING PICKUP WILL BE STORED INDOORS, AND PLACED AT THE CURB UPON DAY OF PICKUP.
13. ANY BUILDING OR SITE SIGNAGE SHALL CONFORM WITH THE PROVISIONS INDICATED IN THE GRAY'S STATION P.U.C.

PAVEMENT THICKNESS

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

GRAY'S STATION ADDRESSING			
PLAT	LOT NUMBER	ADDRESS NUMBER	STREET NAME
5	1	xxx	xxx
5	2		
5	3		
5	4		
5	5		
5	6		
5	7		
5	8		
5	9		
5	10		
5	11		
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5	59		
5	60		
5	61		
5	62		
5	63		
5	64		
5	65		
5	66		
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: _____
 REVISIONS: _____
 SECOND SUBMITTAL: _____
 FIRST SUBMITTAL: _____

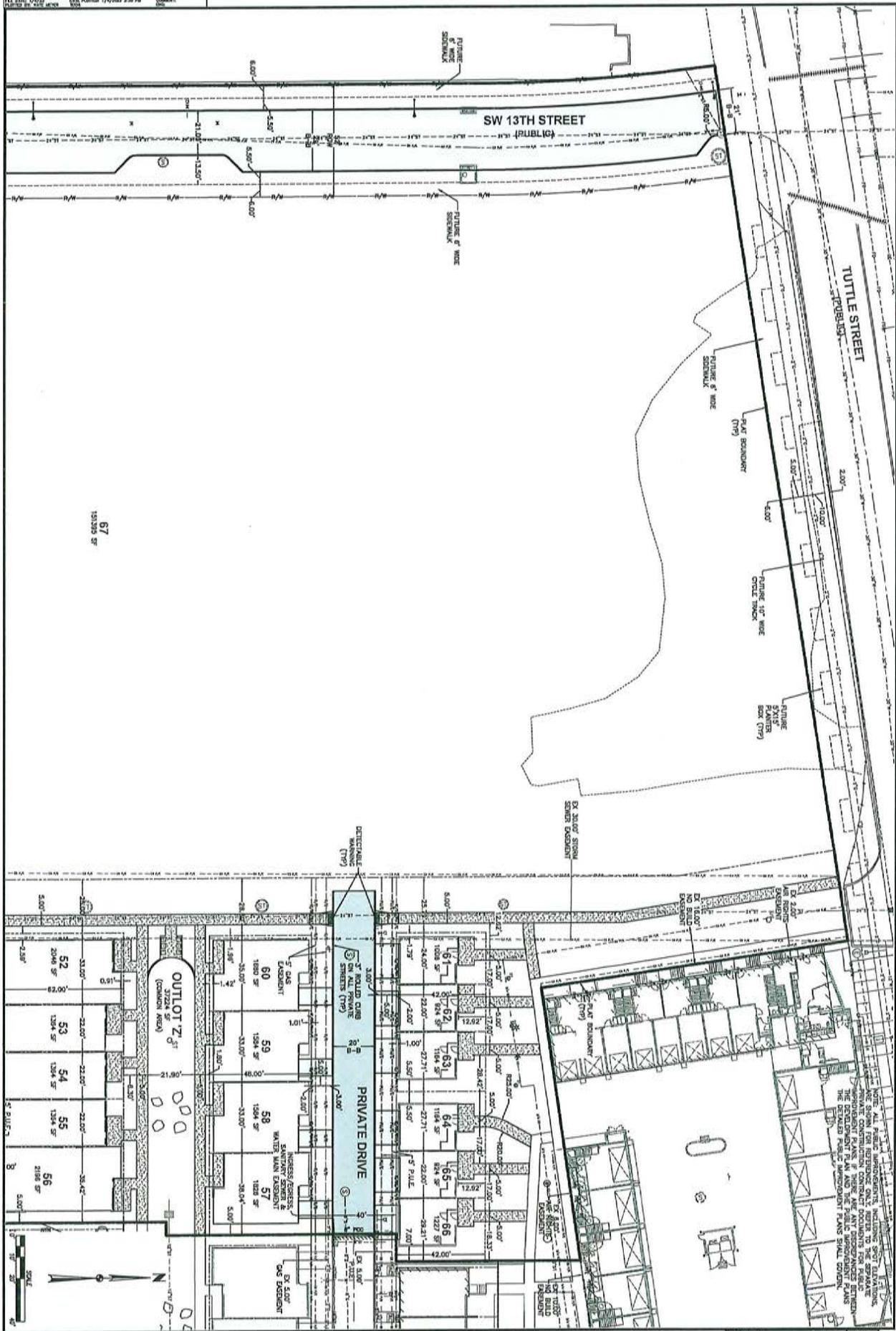
4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 389-4400

TECH: _____
 ENGINEER: _____

DES MOINES, IOWA

GRAY'S STATION PLAT 5
 DIMENSION PLAN

C2.1
 2202.113



C2.2
2202-113

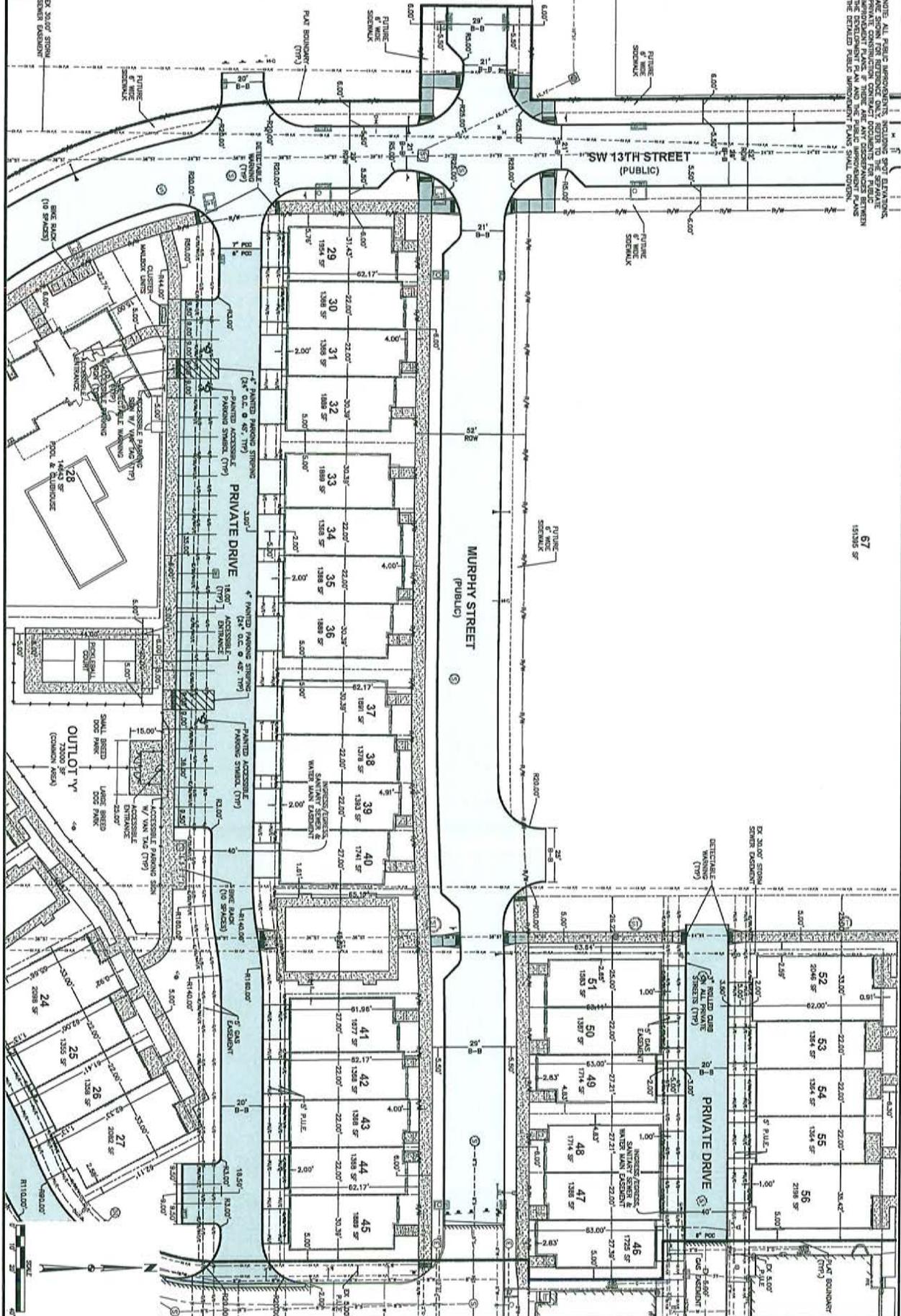
GRAY'S STATION PLAT 5
DIMENSION PLAN



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

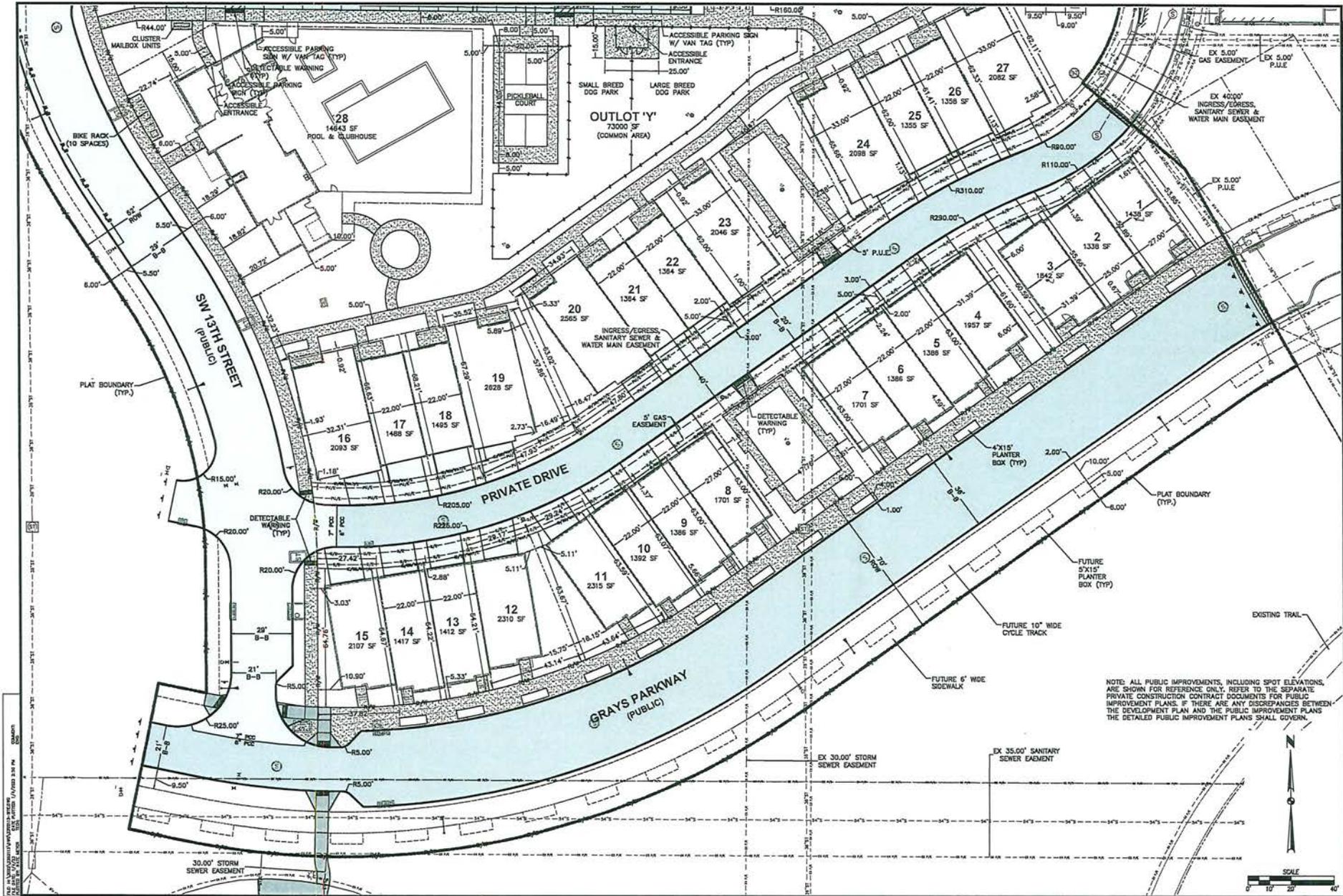
REVISIONS	DATE
SECOND SUBMITTAL	1/16/02
FIRST SUBMITTAL	10/19/01

DATE: 11/14/2023
 DRAWN BY: J. H. HARRIS
 CHECKED BY: J. H. HARRIS
 PROJECT: GRAY'S STATION PLAT 5
 SHEET: 67



67
 151095 SF

<p>C2.3 2202-113</p>	<p>GRAY'S STATION PLAT 5 DIMENSION PLAN</p>	<p>CD CIVIL DESIGN ADVANTAGE</p>	<p>4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 369-4400</p>	<p>ENGINEER:</p>	<p>TECH:</p>
<p>REVISIONS</p>				<p>DATE</p>	
<p>FIRST SUBMITTAL</p>				<p>01/18/2023</p>	
<p>SECOND SUBMITTAL</p>				<p>01/24/2023</p>	



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	
REVISIONS	
SECOND SUBMITTAL	03/09/2023
FIRST SUBMITTAL	02/28/2023

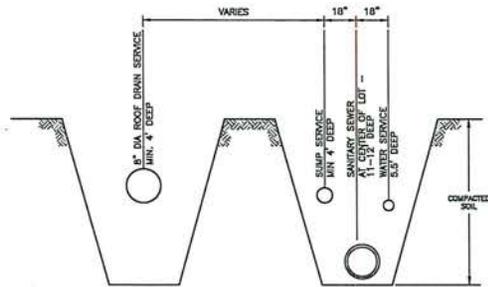
4124 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 389-4400



GRAY'S STATION PLAT 5
 DIMENSION PLAN

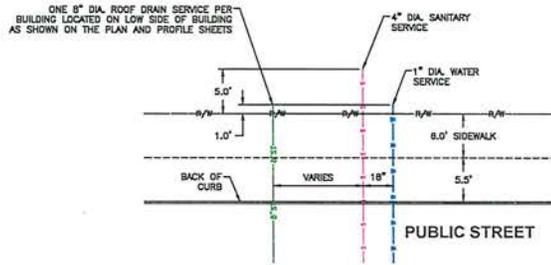
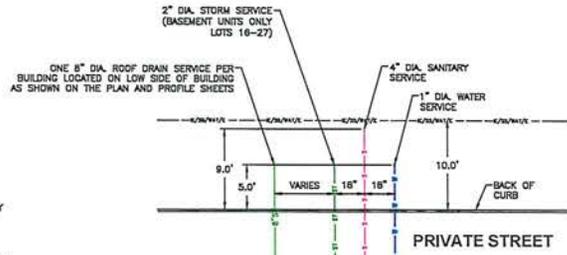
C2.4
 2202.113

DESIGNER: CIVIL DESIGN ADVANTAGE ENGINEER: TECH: 1

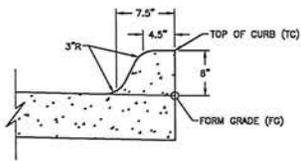


NOTES:

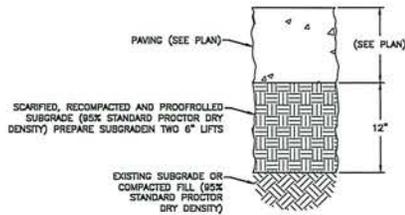
1. MARK THE LOCATION OF ALL SANITARY SEWER SERVICE STUBS AT THE TIME OF INSTALLATION BY A TWO-INCH WIDE DETECTABLE MARKING TAPE INSTALLED AT A DEPTH OF 18 INCHES TO 24 INCHES BELOW FINISHED GRADE, DIRECTLY OVER THE SERVICE STUB, FOR ITS ENTIRE LENGTH AND BROUGHT UP TO THE SURFACE AT THE END OF THE SERVICE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



1 SERVICE LOCATION DETAIL
NOT TO SCALE



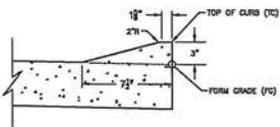
2 6\"/>



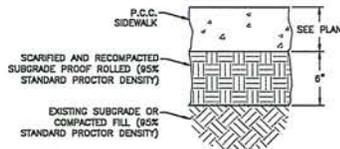
3 12\"/>

NOTES:

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



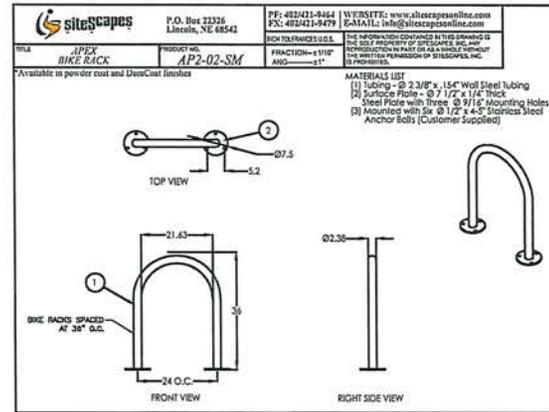
4 3\"/>



5 SIDEWALK
NOT TO SCALE

NOTES:

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



6 BIKE RACK
NOT TO SCALE

DATE: 11/15/2022 11:58 AM
DRAWN BY: J. WILSON
CHECKED BY: J. WILSON
SCALE: 1/8" = 1'-0"

DATE	REVISIONS	REVISIONS

4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 365-4400

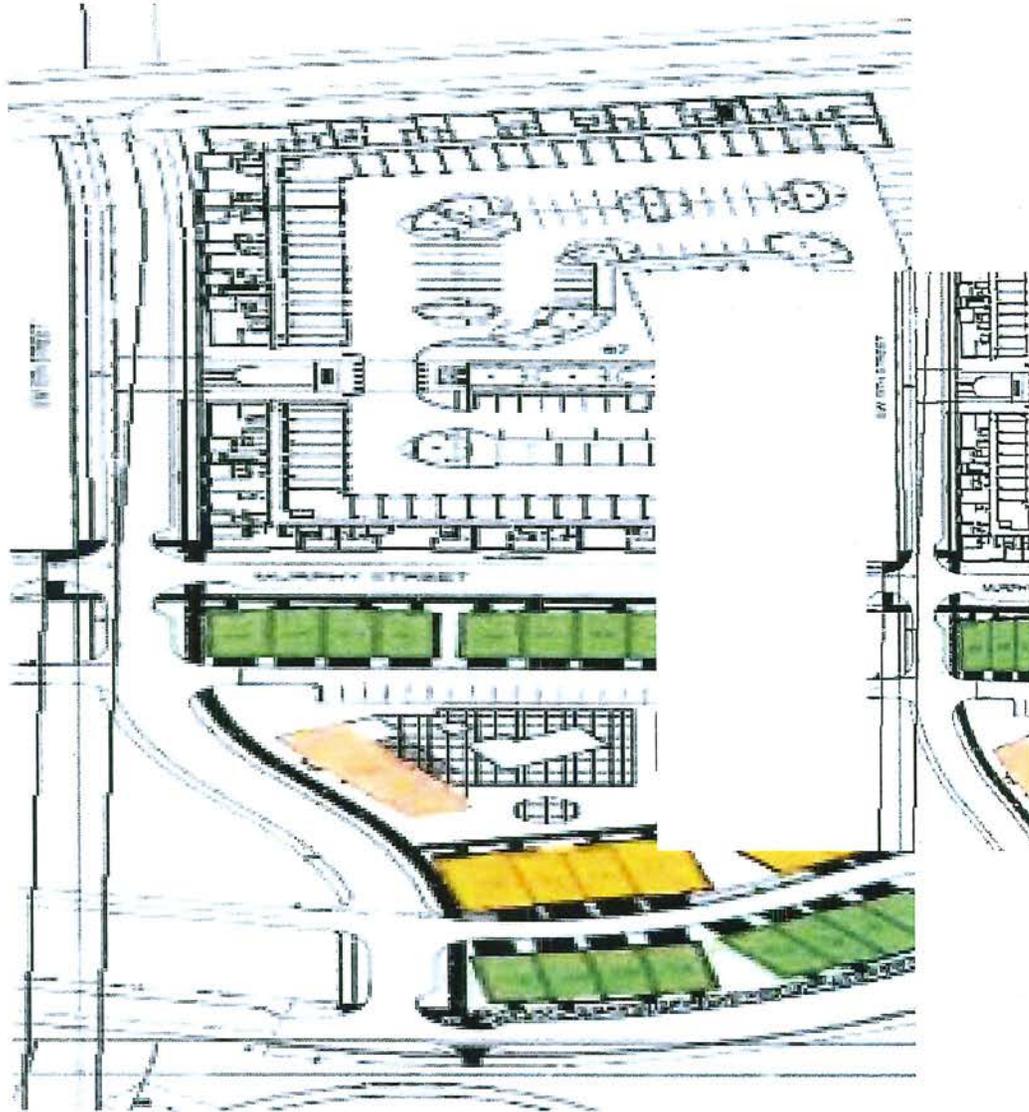


GRAY'S STATION PLAT 5
DETAILS

C5.2

2202.113

DES. MOINES, IOWA
ENGINEER
TECH: FIRST SUBMITTAL
10/16/2022





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

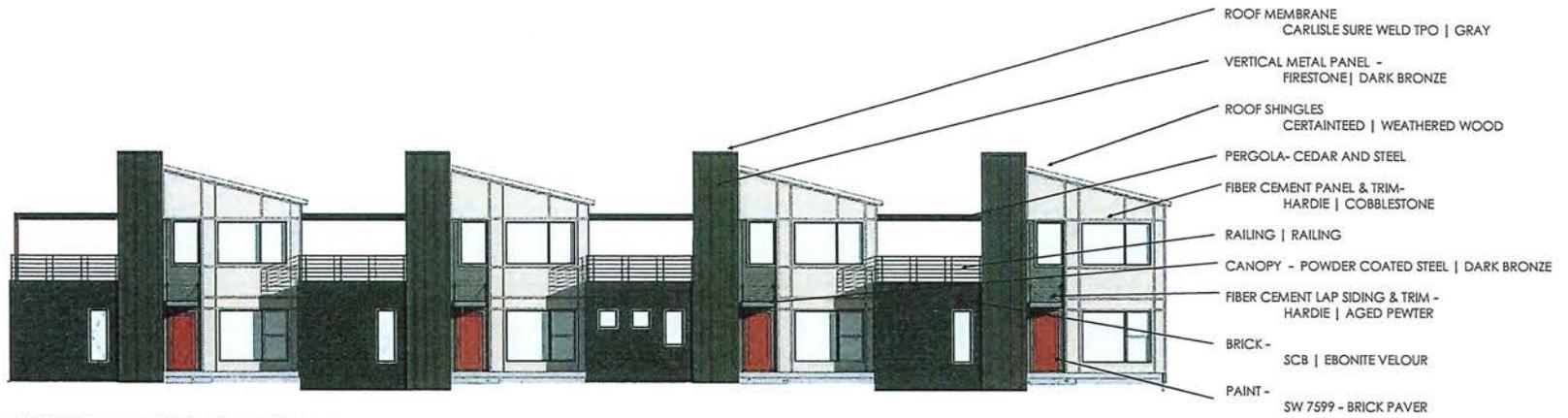
The desire was to create a darker color package for this Product and add some variation between the units.

- 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

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.

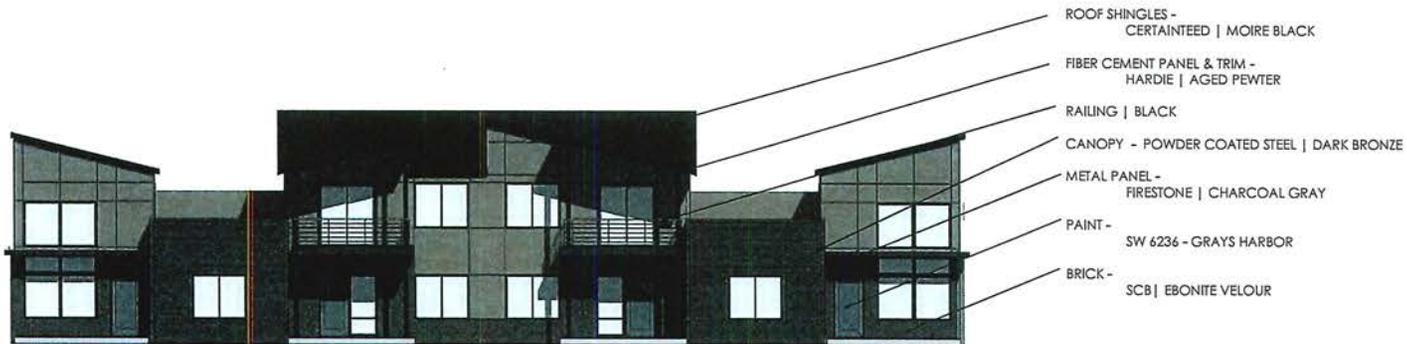


OLD FRONT ELEVATION

PRODUCT 4 | COMPARISON

COLOR PACKAGE: Product 4—#1

GRAY'S STATION | 07.07.2022 | 5



NEW FRONT ELEVATION

Product 4

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

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

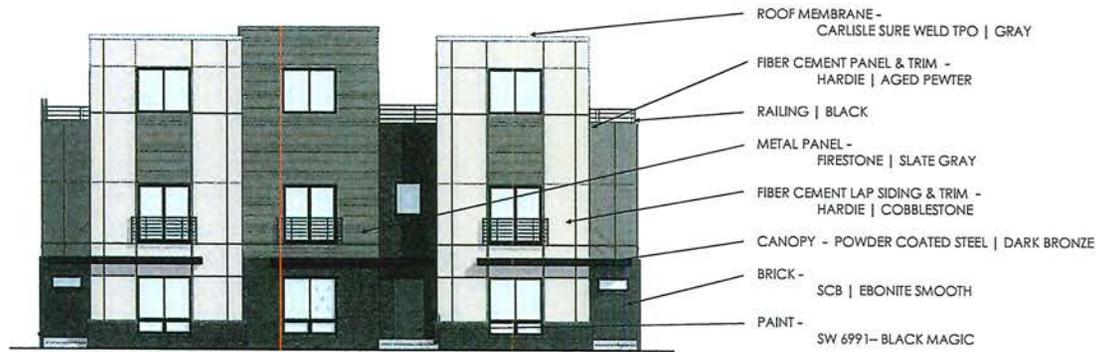


OLD FRONT ELEVATION

PRODUCT 4 | COMPARISON

COLOR PACKAGE: Product 4—#2

GRAY'S STATION | 07.07.2022 | 6



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 5

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

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

PRODUCT 5 | COMPARISON

COLOR PACKAGE: Product 5—#1

GRAY'S STATION | 07.07.2022 | 7



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

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

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

PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#1

GRAY'S STATION | 07.07.2022 | 8



- ROOF MEMBRANE - CARLISLE SURE WELD TPO | GRAY
- FIBER CEMENT PANEL & TRIM - HARDIE | AGED PEWTER
- RAILING | BLACK
- METAL PANEL - FIRESTONE | DARK BRONZE
- VERTICAL METAL PANEL - FIRESTONE | SLATE GRAY
- CANOPY - POWDER COATED STEEL | DARK BRONZE
- BRICK - SCB | MOUNTAIN SHADOW SMOOTH
- PAINT - SW 6991 - BLACK MAGIC

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

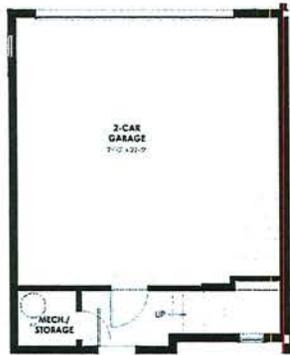
Elevation appeared boring and repetitive. These needed additional visual interest and a more urban look.

- 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

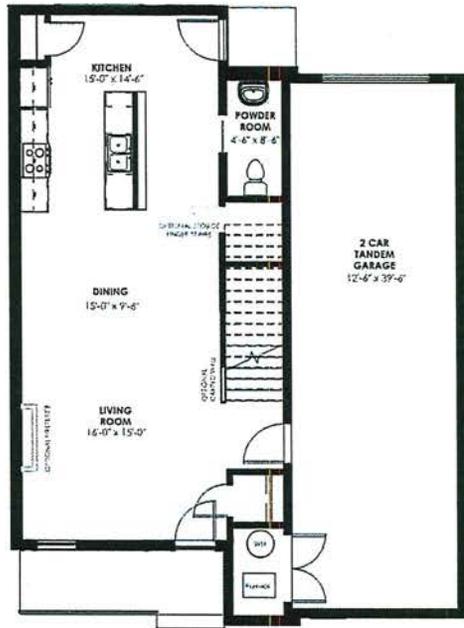


THIRD FLOOR

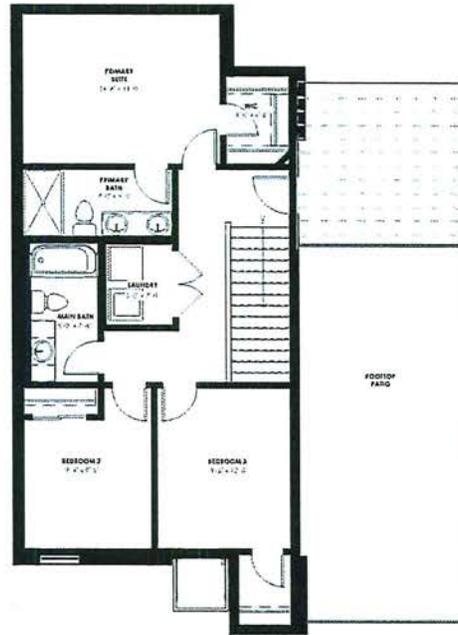
PRODUCT 1 | PRESTON

Lots: 61-63 and 64-66

GRAY'S STATION | 07.07.2022 | 45



FIRST FLOOR

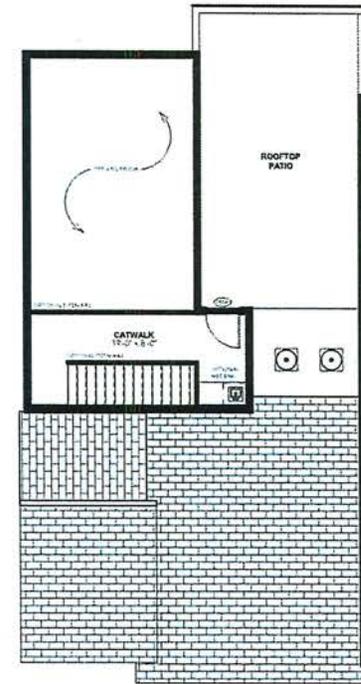
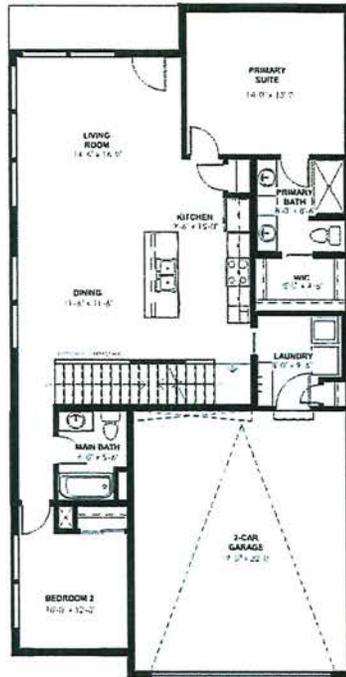
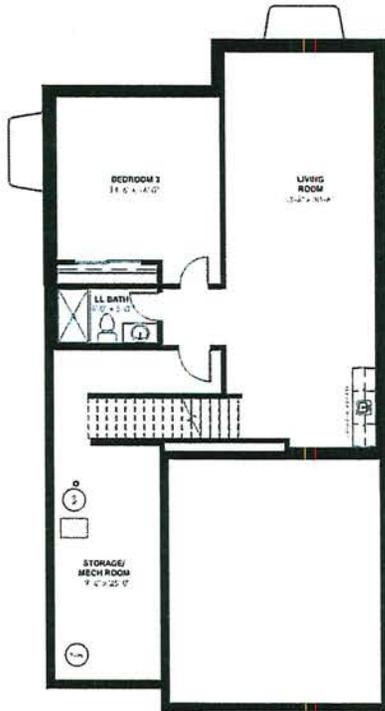


SECOND FLOOR

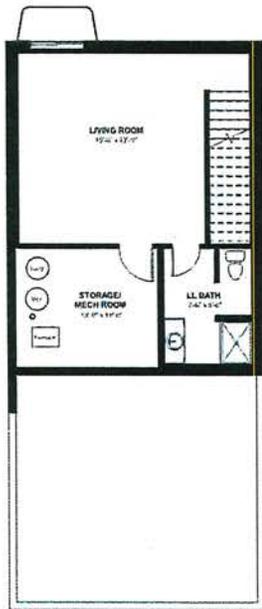
PRODUCT 3 | BEXLEY

Lots: 57-60

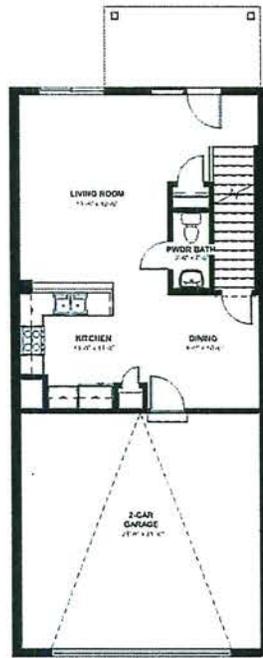
GRAY'S STATION | 07.07.2022 | 46



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



LOWER LEVEL

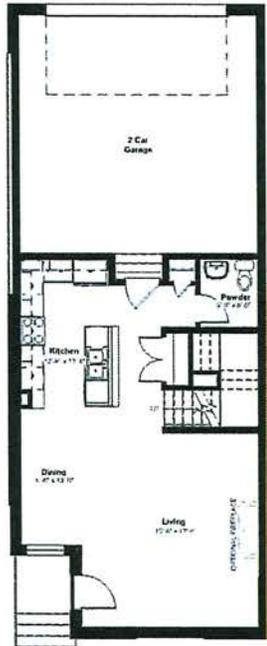


FIRST FLOOR



SECOND FLOOR

PRODUCT 4 | MARLOW
 Lots: 17&18, 21&22, 25&26, and 53-55
 GRAY'S STATION | 07.07.2022 | 48



FIRST FLOOR



SECOND FLOOR

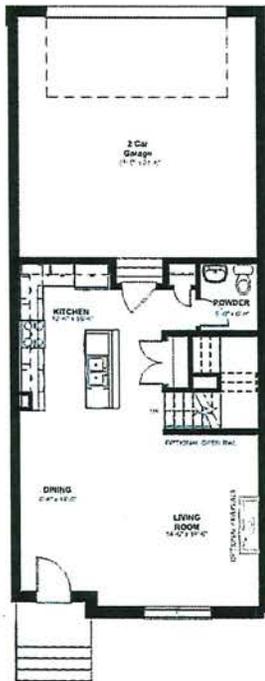


THIRD FLOOR

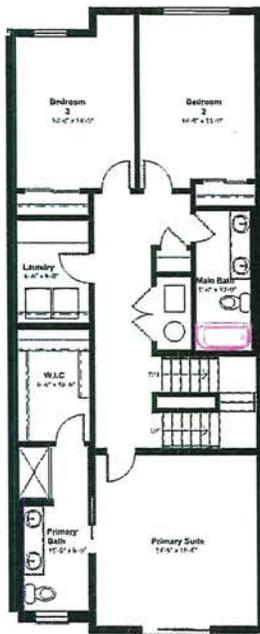
PRODUCT 5 | CHAVA

Lots: 46&48 and 49&51

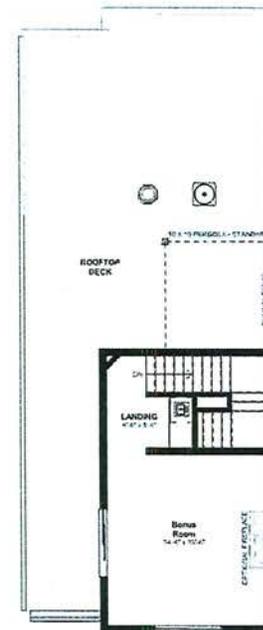
GRAY'S STATION | 07.07.2022 | 49



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

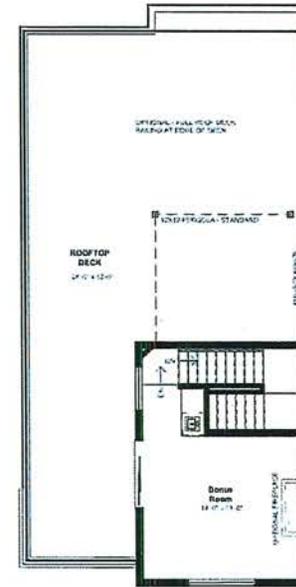
PRODUCT 5 | ASANA
 Lots: 47 and 50
 GRAY'S STATION | 07.07.2022 | 50



FIRST FLOOR



SECOND FLOOR

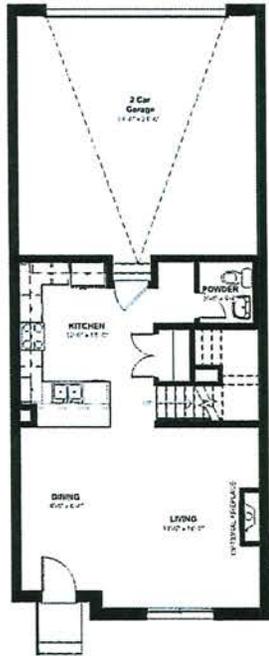


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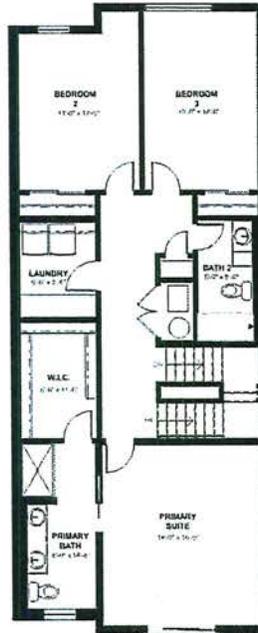
PRODUCT 6 | GRAYSON

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

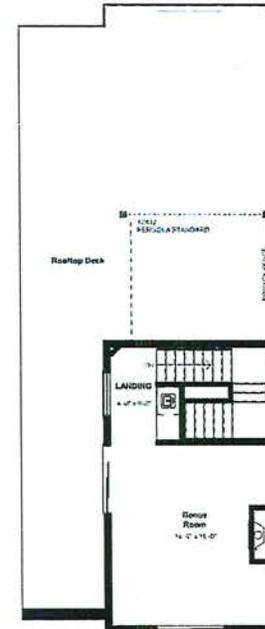
GRAY'S STATION | 07.07.2022 | 51



FIRST FLOOR

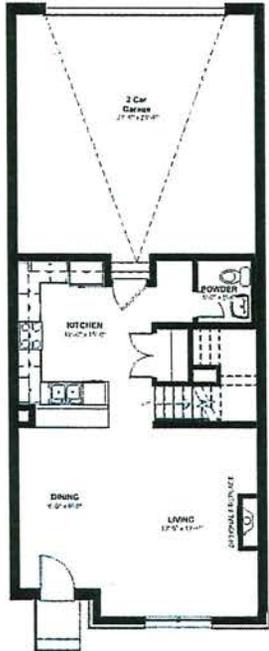


SECOND FLOOR

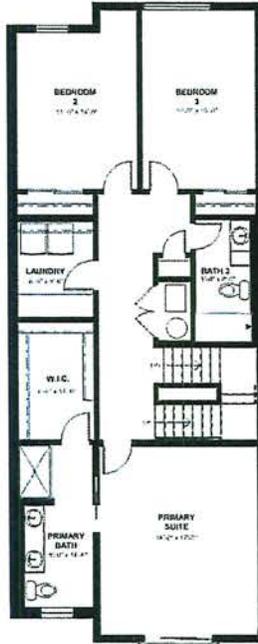


THIRD FLOOR

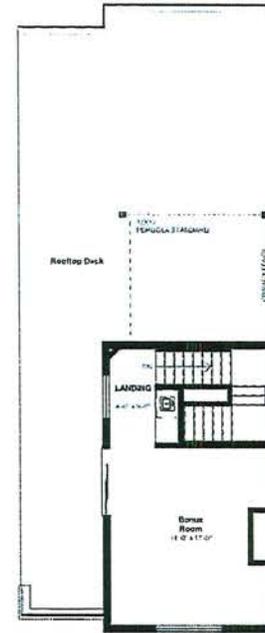
PRODUCT 6 | CORDOVA
 Lots: 2, 5, 9, 13, 30, 34, 38 and 42&44
 GRAY'S STATION | 07.07.2022 | 52



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

PRODUCT 6 | CORDOVA PLUS

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

GRAY'S STATION | 07.07.2022 | 53



Hubbell Homes
Des Moines, Iowa

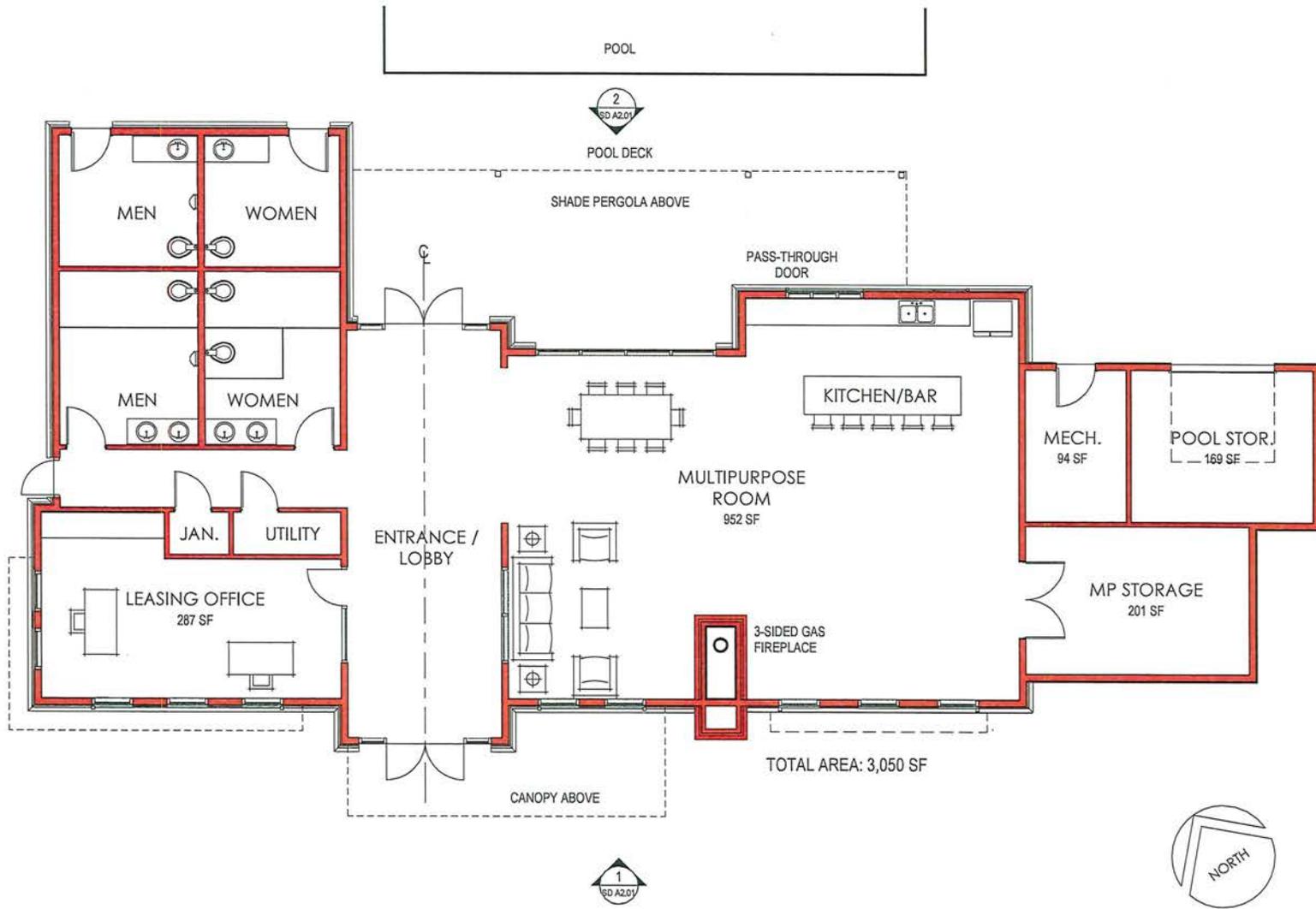
PERSPECTIVE

GRAY'S STATION CLUBHOUSE

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[AM220361]





Hubbell Homes
Des Moines, Iowa

CONCEPTUAL FLOOR PLAN 7/14/2022

GRAY'S STATION CLUBHOUSE

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[AM220361]





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



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

ELEVATIONS

Hubbell Homes
Des Moines, Iowa

GRAY'S STATION CLUBHOUSE

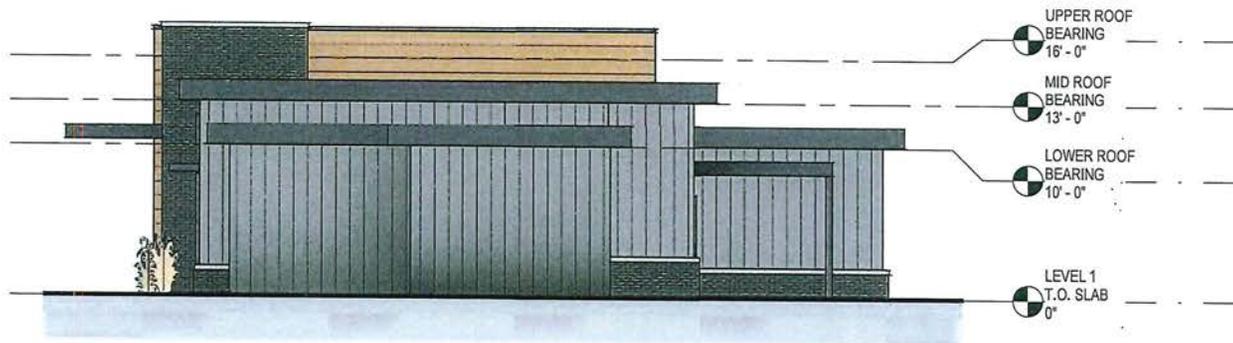


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[AM220361]



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



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

ELEVATIONS

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Des Moines, Iowa

GRAY'S STATION CLUBHOUSE



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