★ **Roll Call Number**

.....

Agenda Item Number

18

Date July 13, 2026

SET DATE OF PUBLIC HEARING ON REQUEST FROM HEART OF AMERICA (DEVELOPER), REPRESENTED BY CHRIS WHALEN (OFFICER) FOR AN APPEAL OF THE PLAN & ZONING COMMISSION'S DECISION REGARDING A PUBLIC HEARING SITE PLAN FOR PROPERTY LOCATED IN THE VICINITY OF 100 SOUTHWEST 11TH STREET. (8/3/26)

WHEREAS, at a public hearing held on June 18, 2026, the City Plan and Zoning Commission considered a request from Heart of America (Developer), represented by Chris Whalen (Officer), for approval of the Public Hearing Site Plan for Type 2 Design Alternatives waiving the following requirements, as shown in the Site Plan submitted for the property located in the vicinity of 100 Southwest 11th Street:

A) Waive primary frontage coverage where the minimum required if 95%, per City Code Section 135-2.3.3.A.2.
B) Allow a setback of 140 feet along Southwest 11th Street, where the required primary frontage build-to zone is 0-5 feet, per City Code Section 135-2.3.3.A.3.
C) Allow a setback of 45 feet along West Martin Luther King, Jr. Parkway, where the required non-primary frontage build-to zone is 0-15 feet, per City Code Section 135-2.3.3.A.4.
D) Allow a 1-story building where the minimum overall height is 3 stories, per City Code Section 135.2.3.3.B.10.
E) Waive occupied space requirements where a minimum of 30 feet in depth on primary frontages is required, per City Code Section 135-2.3.3.C.17.
F) Allow 3% transparency along Southwest 11th Street, where a minimum of 70% measured between 2 feet and 10 feet, is required for the primary frontage ground story, per City Code Section 135.2.3.3.D.19.
G) Allow 15% transparency and blank walls along West Martin Luther King, Jr. Parkway, where a minimum of 18% is required, per City Code Section 135-2.3.3.D.20.
H) Waive the requirement for a principal entrance on the primary frontage façade, per City Code Section 135-2.3.3.D.21.
I) Allow surface parking where prohibited in a "DX2" District, per City Code Section 135-2.3.3.A.8.
J) Allow a drive-through facility where not permitted in a "DX2" District, per City Code Section 135-2.22.3.A.

and

WHEREAS, following the hearing, the Plan and Zoning Commission voted on a motion to approve the matter, and the vote was recorded as five (5) in favor, five (5) opposed, zero (0) abstentions, and one (1) member passing, and because the motion did not receive a majority vote of the Commission members present at the meeting, the motion failed; and

Roll Call Number

.....

Agenda Item Number

18

Date July 13, 2026

WHEREAS, pursuant to City Code Section 135-9.3.9(B), Heart of America timely appealed the Plan and Zoning Commission's decision to City Council, requesting further review of the above-described Type 2 design alternatives to the Site Plan.

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

1. The City Council shall consider the appeal by the Heart of America at a public hearing in the Council Chambers, City Hall, 1200 Locust Street, Des Moines, Iowa at 5:00 p.m. on August 3, 2026, at which time the City Council will hear both those who oppose and those who favor the proposal.

2. The City Clerk is hereby authorized and directed to publish notice of said hearing in the form hereto attached, in accordance with Section 362.3 of the Iowa Code.

MOVED BY _____ TO ADOPT.

SECONDED BY _____.

FORM APPROVED:

/s/ *Emily A. Duffy*

Emily A. Duffy
Assistant City Attorney

(SITE-2025-000143)

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
BOESEN				
BARRON				
GATTO				
MANDELBAUM				
SIMONSON				
VOSS				
WESTERGAARD				
TOTAL				

MOTION CARRIED APPROVED

_____ Mayor

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

NOTICE OF APPEAL

July 2, 2026

To:
Des Moines City Council
400 Robert D. Ray Drive
Des Moines, IA 50309

RE: Appeal of Planning and Zoning Commission Denial – Hyper Energy Bar, 100 SW 11th Street

Dear Mayor and Members of the City Council:

Please accept this letter as the formal Notice of Appeal submitted by Heart of America Group regarding the decision of the Des Moines Planning and Zoning Commission on June 18, 2026, to deny the application for the Hyper Energy Bar project located at 100 SW 11th Street, Des Moines, Iowa.

Heart of America Group respectfully requests that the Des Moines City Council review the Planning and Zoning Commission's recommendation and consider the application based upon the materials submitted, staff recommendations, and testimony presented during the public hearing.

Please consider this letter the official Notice of Appeal for this matter. The applicant reserves the right to submit additional supporting materials, evidence, and testimony prior to the City Council hearing.

Thank you for your consideration of this request.

Sincerely,

Heart of America Group / Hyper Energy Bar LLC

By: Chris Whalen - CHRIS WHALEN
Authorized Representative

cc: Development Services Department
Project File

CITY OF DES MOINES
DEVELOPMENT SERVICES

June 26, 2026

Communication from the City Plan and Zoning Commission advising that at their June 18, 2026 meeting, the following action was taken on request from Heart of America (developer), represented by Chris Whalen (officer), for review and approval of a Public Hearing Site Plan "Hyper Energy Bar" for property located in the vicinity of 100 Southwest 11th Street, and for the following Type 2 Design Alternatives in accordance with City Code Sections 135-9.2.4(B) and 135-9.3.1(B):

A) Waive primary frontage coverage where the minimum required is 95%, per City Code Section 135-2.3.3.A.2.

B) Allow a setback of 140 feet along Southwest 11th Street, where the required primary frontage build-to-zone is 0-5 feet, per City Code Section 135-2.3.3.A.3.

C) Allow a setback of 45 feet along West Martin Luther King, Jr Parkway, where the required non-primary frontage build-to-zone is 0-15 feet, per City Code Section 135-2.3.3.A.4.

D) Allow a 1-story building where the required minimum overall height is 3 stories, per City Code Section 135.2.3.3.B.10.

E) Waive occupied space requirements where a minimum of 30 feet in depth on primary frontages is required, per City Code Section 135-2.3.3.C.17.

F) Allow 3% transparency along Southwest 11th Street, where a minimum of 70%, measured between 2 feet and 10 feet, is required for the primary frontage ground story, per City Code Section 135.2.3.3.D.19.

G) Allow 15% transparency and blank walls along West Martin Luther King, Jr Parkway, where a minimum of 18% is required, per City Code Section 135-2.3.3.D.20.

H) Waive the requirement for a principal entrance on the primary frontage façade, per City Code Section 135-2.3.3.D.21.

I) Allow surface parking where prohibited in a "DX2" District, per City Code Section 135-2.3.3.A.8.

J) Allow a drive-through facility where not permitted in a "DX2" District, per City Code Section 135-2.22.3.A..

COMMISSION RECOMMENDATION: 5-5-0-1
After public hearing, the members voted as follows:

Commission Action:	Yes	Nays	Pass	Abstain	Absent
Leah Rudolphi		X			
Laura Kessel		X			
Jane Rongerude					X
Johnny Alcivar		X			
Dominic Anania	X				
Matt Connolly	X				
Chris Draper			X		
Clayton Elwell					X
Todd Garner		X			
Katie Gillette	X				
Andrew Lorentzen	X				
Carolyn Jenison		X			
William Page					X
Rick Trower	X				

Denial of the Public Hearing Site Plan and requested Design Alternatives, subject to compliance with all administrative comments.

STAFF RECOMMENDATION TO THE P&Z COMMISSION

Staff recommends approval of the Public Hearing Site Plan and requested Design Alternatives, subject to compliance with all administrative comments.

STAFF REPORT TO THE PLANNING COMMISSION

I. GENERAL INFORMATION

1. **Purpose of Request:** The proposed site plan would allow the development of a drive-through focused restaurant use with automobile and bicycle parking, patio spaces and shade structures. Design Alternative review criteria can be found in Section I, subparagraph 10 of this report. Staff analysis of the proposal can be found in Section II of the report.

2. **Size of Site:** 2.1 acres.

3. **Existing Zoning (site):** "DX2" Downtown District.

4. **Existing Land Use (site):** The subject property is undeveloped. It is remnant land owned by the City of Des Moines following the construction of West Martin Luther King, Jr. Parkway.

5. **Adjacent Land Use and Zoning:**

North – "DX2", Uses are railroad corridor and undeveloped land.

South – "DX2" & Gray's Station "PUD", Uses are West Martin Luther King, Jr. Parkway, undeveloped land and mixed-use development.

East – "DX2", Uses are SW 11th Street and a surface parking lot.

West – "DX2", Uses are railroad corridor and stormwater facilities.

6. **General Neighborhood/Area Land Uses:** The subject property is located on the northwest corner of the SW 11th Street and West Marin Luther King, Jr. Parkway intersection in the downtown. The immediate area consists of the railroad corridor, surface parking, and undeveloped land. It is positioned between the traditional downtown core to the north and the Gray's Station/Gray's Landing area to the south.

7. **Applicable Recognized Neighborhood(s):** The subject property is located within the Downtown Des Moines Neighborhood. All neighborhoods were notified of the Commission meeting by emailing of the Preliminary Agenda on June 1, 2026 and the Final Agenda on June 12, 2026. Additionally, separate notifications of the hearing for this specific item were mailed on June 8, 2026 (10 days prior to the hearing) to the neighborhood association and to the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the requested rezoning.

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

8. **Relevant Zoning History:** N/A.

9. **PlanDSM Future Land Use Plan Designation:** Downtown Mixed-Use.

10. **Applicable Regulations:** 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.

Based on Chapter Section 135-9.2.4 and 135-9.3.1.B of the Planning and Design Ordinance, Type 2 Design Alternatives are to be considered by the Plan and Zoning Commission after a public hearing whereby the following criteria are considered:

- The design alternative provisions of Section 135-9.2.4 are intended to authorize the granting of relief from strict compliance with the regulations of this chapter as part of the site plan or alternate design documentation review process when specific site features or characteristics of the subject property, including the presence of existing buildings, creates conditions that make strict compliance with applicable regulations impractical or undesirable. The design alternative provisions are also intended to recognize that alternative design solutions may result in equal or better implementation of the regulation's intended purpose and greater consistency with the comprehensive plan.

- Consideration of requested design alternatives through the administrative and public hearing review processes will be evaluated on the merits of the

applicable request and independently of prior requests from the same applicant, and may include the following criteria:

- An evaluation of the character of the surrounding neighborhood, such as:
  - Whether at least 50% of the developed lots within 250 feet of the subject property are designed and constructed consistently with the requested design alternative(s); and
  - Whether the directly adjoining developed lots are designed and constructed consistently with the requested design alternative(s);

- For purposes of this subsection, if the lots that exist within 250 feet of the subject property are undeveloped, then the neighborhood character determination will be based upon the assumption that such lots, as if developed, comply with the applicable requirements of this chapter for which a design alternative(s) has been requested;
  - The totality of the number and extent of design alternatives requested compared to the requirements of this chapter for each site plan or alternate design documentation reviewed;
  - Whether the requested design alternative(s) is consistent with all relevant purpose and intent statements of this design ordinance and with the general purpose and intent of the comprehensive plan;
  - Whether the requested design alternative(s) will have a substantial or undue adverse effect upon adjacent property, the character of the surrounding area or the public health, safety and general welfare;
  - Whether any adverse impacts resulting from the requested design alternative(s) will be mitigated to the maximum extent feasible; and
  - Other factors determined relevant by the development services director, plan and zoning commission, or city council as applicable.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Building Size and Placement:** Parts A, B, C and D of the request all focus on the placement and size of the proposed building. Chapter 135 of the Municipal Code requires Downtown Storefront Buildings to be a minimum of three (3) stories tall and to sit at and occupy most of any front property line. The proposed one (1) story building would setback 140 feet from the property line along SW 11th Street and 45 feet from the property line along West Martin Luther King, Jr. Parkway. The

diminutive nature of the proposed building and the need for vehicular circulation is driving the need for relief of these building size and placement standards.

2. **Building Components:** Parts E, F, G and H of the request are all related to aspects of the building. Downtown Storefront Buildings are expected to have occupied space, substantial ground floor transparency and active entrances along primary frontages. The proposed drive-through focused building does not comply with these standards. Some transparency would be provided around the walk-up window and drive-through windows. Buildings of this nature do not include public entrances and have limited capacity to provide occupied space along two street frontages when placed on a corner lot due to their minimal size.

3. **Automobile-Oriented Components:** Parts I and J of the request are related to auto-oriented features that are not permitted by right. Accessory surface parking lots and drive-through windows can only be considered through the Type 2 Design Alternative process when proposed in the downtown, as they are not desirable elements in an urban setting. The proposal includes pedestrian routes and amenities along with bicycle parking to facilitate non-automobile traffic.

4. **Staff Analysis:** The subject property is irregularly shaped with a long and narrow overall orientation. It is surrounded by roads and a railway, and cannot be assembled with other property. Its shape and isolation limit the options for development and make traditional urban formats typical of downtown challenging.

   Section 135-9.2.2.B.1 of the Municipal Code states that the Design Alternative provisions of the code are "intended to authorize the granting of relief from strict compliance with the regulations of this chapter.... when specific site features or characteristics of the subject property, including the presence of existing buildings, creates conditions that make strict compliance with applicable regulations impractical or undesirable."

   The combination of the property's shape and isolation by transportation corridors is highly unusual in the downtown, if not one-of-a-kind. Staff believes that the conditions specific to this site make compliance with the subject regulations impractical.

III. STAFF RECOMMENDATION

Staff recommends approval of the Public Hearing Site Plan and requested Design Alternatives, subject to compliance with all administrative comments.

SUMMARY OF DISCUSSION

Jasmine Khammany presented staff report and recommendation.

Matt Connolly asked if this was a city owned property.

Jasmine Khammany stated the parcel is city owned.

Chris Draper asked for clarification of the applicant's business model.

Jasmine Khammany stated it was a drive through beverage business serving energy drinks.

Nikki Neal, Civil Design Advantage, discussed the challenges of developing this property. It is used for detention currently and that will need to continue. There is an overhead electrical easement. The challenges of the site make typical development nearly impossible. They would provide sidewalk and trail extensions in addition to providing expanded patio space to enhance the pedestrian friendliness of the site. Parking spaces on the lot would be mostly for staff and the double drive through would help facilitate any stacking on the property. The striping on SW 11th would be maintained for bike traffic and easy access turn into their location.

Leah Rudolphi asked if the new proposed bike trail will extend all the way to SW 15th Street.

Nikki Neal replied that it would extend the length of the property.

Laura Kessel asked for clarification as to where the utility easement was located on the property.

Nikki Neal showed on the site plan where it runs along the southern perimeter and then turns and goes northwest through the western portion of the site.

Johnny Alcivar questioned whether a double drive-thru was truly necessary for the proposal. He noted that reducing the design to a single drive-thru lane could eliminate nearly half of the proposed pavement.

Nikki Neal stated that is needed and used in other examples of their business model. She emphasized the positiveness of keeping traffic flowing and not having cars stacked on the property.

Laura Kessel noted that the Ames Campus Town Hyper business does not include a drive through and is pedestrian oriented. She wondered if this would be a possibility at this location.

Chris Whalen, Owner of Hyper Energy Bar, stated that the Hyper locations in Ames and Iowa City are unique in that they are located in areas with high pedestrian density. While downtown does have pedestrian traffic, this location would also rely on commuter traffic using vehicles to access the location.

Todd Garner mentioned what a dangerous area this already is and questioned how it would not get more dangerous by adding in another turning movement.

Chris Whalen stated they have conducted a traffic study and feel confident that even during their peak times, they should not have stacking on the site or block traffic getting in.

CHAIRPERSON OPENED PUBLIC HEARING

Carol Maher, Ward 3, spoke in opposition to the project, pointed out the limited amount of bike lanes in Des Moines. Downtown Des Moines has not allowed drive-thru options in the past pointing out Starbucks down the street was not allowed to have one. She criticized the plan to have pedestrians and bikes in this area at the same time having a double drive-thru to have more cars. This is a recipe for disaster, the traffic study has not been finalized, and this is not safe to allow traffic to cut across bike lanes. She also mentioned that an improper bike rack is specified on the site plan.

Rebuttal

Nikki Neal stated that they would gladly modify the bike rack to be compliant with city standards. She noted that they do not intend to touch the existing bike lanes and have worked to increase pedestrian space on the site with more trail and patio space.

Chris Draper asked if the bike trail was new along the south of the parcel.

Jason Van Essen stated that there is no sidewalk or bike trail along the north portion of Martin Luther King, Jr. Parkway currently. This would be added and extend to about SW 14th Street.

CHAIRPERSON CLOSED PUBLIC HEARING

COMMISSION ACTION

Johnny Alcivar stated that he would not be in support of this project as it does not fit downtown as an urban space. He appreciates that this is a challenging lot and commends the applicant for trying to activate this land and adding bike trails, but he cannot support the request.

Laura Kessel stated she understands the request for parking relief as there is no on-street parking available on the two adjacent streets. However, she believes the proposal compromises several important downtown site planning principles. She acknowledged that the site is constrained by easements, detention requirements, and access limitations, but noted that the property encompasses 2.1 acres and could potentially be developed more creatively. She referenced several successful urban sites on much smaller parcels that operate with little or no dedicated parking. She emphasized that the site is located along a major existing and future pedestrian and bicycle corridor, with

bike lanes connecting to the Gray's Station area and significant east-west bicycle and pedestrian traffic. She expressed concern that the proposal is too auto oriented and undermines the City's multimodal transportation goals. At a minimum, she recommended removing the drive-through allowance from the proposal.

Chris Draper stated that he appreciates the proposal's potential to activate an underutilized site and acknowledged that few other projects have come forward with similarly positive possibilities for the property. However, he shared concerns about the compromises being made, particularly regarding the site planning principles discussed. Because of those concerns, he indicated that he would be passing on voting on the item. While he was not opposed to the proposed use and viewed it as an opportunity to do something beneficial with the land, he felt unable to fully support the request due to the necessary compromises involved.

Matt Connolly stated that, despite comments about the site being pedestrian-friendly, the area does not currently experience significant pedestrian activity outside of some biking, jogging, and foot traffic from nearby residents. He expressed strong support for activating the site, noting that features such as outdoor patios would create a vibrant gathering place downtown. He described the proposed business as a popular local destination that would bring much-needed energy and vibrancy to the area. He also noted that nearby lots are likely to develop over time with additional retail, apartments, and residents, further supporting the project's success. He emphasized that the property is extremely difficult to develop and suggested that this proposal may be one of the few viable options. Overall, he praised the plan for balancing pedestrian, bicycle, and vehicle access and supported the two-lane design as an appropriate way to efficiently move traffic on and off the site without causing street congestion.

Rick Trower acknowledged that the proposal has a somewhat suburban feel but stated that he is inclined to support it because the site has remained essentially abandoned for as long as he can remember and he does not foresee many other viable development opportunities for the property. He remarked that, when faced with the choice between the lot remaining vacant indefinitely or being redeveloped with a project such as this, he could support the proposal. While he expressed reservations about the double drive-through lanes and suggested that aspect could potentially be modified to lessen the suburban character of the development, he indicated that he would otherwise support the project.

Carolyn Jennison noted that additional development is likely to occur in the area and that approving the proposal would be short-sighted. She expressed concern that the project could become an anomaly as surrounding redevelopment occurs over the next several years and, for that reason, she would not support the proposal.

Chris Draper stated that if the goal is to create a "hip and vibrant" destination, he questioned whether the proposal could be redesigned to incorporate a single drive-through lane instead of a double drive-through. He suggested that a revised design might better align with long-term redevelopment goals and create a more forward-

thinking site that would be better suited for future pedestrian activity and the type of vibrant, walkable environment envisioned for the area as it continues to develop.

Andrew Lorentzen expressed concerns about the redevelopment site along Martin Luther King Jr. Parkway, noting that this wide right-of-way functions more like highway infrastructure than a pedestrian-oriented corridor, which creates tension with walkability goals. He described the site as highly constrained and difficult to develop, with limited viable uses and questioned whether it had been appropriately zoned for higher-intensity development such as a three-story building. He also referenced nearby large areas of vacant or underutilized parking lots and acknowledged that long-term urban redevelopment in the area remains aspirational. Despite concerns, he supports the proposal as a pragmatic solution, emphasizing that "perfect is the enemy of the good" and that demonstrating any successful development in the corridor is important for signaling market viability. He noted the inclusion of approximately 1,000 feet of trail as a positive concession, while recognizing existing nearby trails will likely continue to serve most pedestrian needs, and ultimately concluded that the project reflects realistic market conditions and supports incremental development in a challenging site.

Matt Connolly stated the need to have the double drive-thru option as part of their business model to get people through as quickly as possible. This will also help with stacking traffic into the street.

Matt Connolly made motion for approval of the Public Hearing Site Plan and requested Design Alternatives, subject to compliance with all administrative comments.

THE VOTE: 5-5-0-1 (Johnny Alcivar, Todd Garner, Laura Kessel, Carolyn Jenison and Leah Rudolphi opposed. Chris Draper passed)

The motion to approve failed. Therefore, the application was denied.

Respectfully submitted,

Jason Van Essen, AICP
Planning & Urban Design Administrator

JMV:mrw

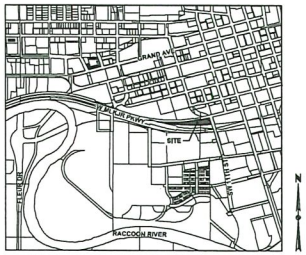
SITE PLAN FOR:

HYPER ENERGY BAR - DSM

DES MOINES, IOWA

VICINITY MAP

NOT TO SCALE



DES MOINES, IOWA

OWNER

CITY OF DES MOINES
400 ROBERT D RAY DR
DES MOINES, IA 5030-1813

APPLICANT

HYPER ENERGY BAR, LLC
515 E LOCUST STREET SUITE 100
DES MOINES, IA 50309
CONTACT: CHRISTOPHER WHALEN
EMAIL: CWHALEN@HOARI.COM
PH: (309) 797-9300

ENGINEER

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

SURVEYOR

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

DATE OF SURVEY

MAY 30, 2025

BENCHMARKS

1. CITY OF DES MOINES BM #5581-BRASS PLUG ON CONCRETE NORTH FACING WALL SW CORNER OF 11TH STREET & GRAYS PARKWAY.
   ELEVATION=25.48

SUBMITTAL DATES

FIRST SUBMITTAL:	10/31/2025
SECOND SUBMITTAL:	04/13/2026
THIRD SUBMITTAL:	06/01/2026

SITE PLAN APPROVAL

☐ APPROVED ☐ APPROVED WITH CONDITION – 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

LEGAL DESCRIPTION

A PART OF LOT 4 OF THE ORIGINAL PLAT OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 78 NORTH, RANGE 24 WEST OF THE FIFTH PRINCIPAL MERIDIAN, AN OFFICIAL PLAT, AND PART OF DISPOSAL PARCEL 19, AS SHOWN ON THE PLAT OF SURVEY RECORDED IN BOOK 12736 PAGE 582, NOW INCLUDED IN AND FORMING A PART OF THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID DISPOSAL PARCEL 19, SAID POINT BEING ON THE NORTH LINE OF WEST MARTIN LUTHER KING PARKWAY; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID DISPOSAL PARCEL 19 AND WESTERLY EXTENSION THEREOF AND A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 4169.12 FEET, WHOSE ARC LENGTH IS 986.01 FEET AND WHOSE CHORD BEARS NORTH 88°01'10" WEST, 983.71 FEET TO THE WEST LINE OF SAID LOT 4; THENCE NORTH 75°35'33" WEST ALONG THE WEST LINE OF SAID LOT 4, A DISTANCE OF 193.85 FEET TO THE NORTHWEST CORNER OF SAID LOT 4; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 4 AND A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 1793.42 FEET, WHOSE ARC LENGTH IS 40.85 FEET AND WHOSE CHORD BEARS SOUTH 86°25'52" EAST, 40.85 FEET; THENCE EASTERLY CONTINUING ALONG SAID NORTH LINE AND A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 44215.92 FEET, WHOSE ARC LENGTH IS 295.41 FEET AND WHOSE CHORD BEARS SOUTH 86°28'10" EAST, 295.41 FEET; THENCE EASTERLY CONTINUING ALONG SAID NORTH LINE AND A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 1915.64 FEET, WHOSE ARC LENGTH IS 278.34 FEET AND WHOSE CHORD BEARS NORTH 88°58'02" EAST, 278.09 FEET; THENCE EASTERLY CONTINUING ALONG SAID NORTH LINE AND A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 2231.69 FEET, WHOSE ARC LENGTH IS 321.37 FEET AND WHOSE CHORD BEARS NORTH 80°15'15" EAST, 321.09 FEET; THENCE NORTH 76°19'07" EAST CONTINUING ALONG SAID NORTH LINE, 32.16 FEET TO THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 00°08'33" EAST ALONG THE EAST LINE OF SAID LOT 4, A DISTANCE OF 17.54 FEET TO A POINT ON THE NORTHERLY LINE OF SAID DISPOSAL PARCEL 19; THENCE NORTH 74°14'30" EAST ALONG SAID NORTHERLY LINE AND IT'S EASTERLY EXTENSION THEREOF, 150.17 FEET TO A POINT ON THE EASTERLY LINE OF SAID DISPOSAL PARCEL 19; THENCE SOUTHEASTERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE SOUTHWESTERLY WHOSE RADIUS IS 202.59 FEET, WHOSE ARC LENGTH IS 121.10 FEET AND WHOSE CHORD BEARS SOUTH 33°27'51" EAST, 119.30 FEET; THENCE SOUTH 16°20'17" EAST CONTINUING ALONG SAID EASTERLY LINE, 30.88 FEET; THENCE SOUTH 22°57'12" WEST CONTINUING ALONG SAID EASTERLY LINE, 24.49 FEET TO THE POINT OF BEGINNING AND CONTAINING 2.10 ACRES (91,338 SQUARE FEET). THE PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

DEVELOPMENT SUMMARY

SITE AREA:	2.10 ACRES (91,338 SF)
BUILDING:	
# OF STORIES	1 STORY (18'-0")
ZONING:	DX2 – DOWNTOWN DISTRICT
SETBACKS	
PRIMARY FRONTAGE BUILD-TO-ZONE	0-5 FEET
NON-PRIMARY FRONTAGE BUILD-TO-ZONE	0-15 FEET
INTERIOR SIDE SETBACK	0 FEET
MINIMUM REAR SETBACK (EAST PROPERTY LINE)	0 FEET
OPEN SPACE	
REQUIRED:	9,134 SF (10%)
PROVIDED:	72,078 SF (78%)
IMPERVIOUS AREA	
PROPOSED BUILDING:	1,029 SF
PROPOSED PAVING:	15,430 SF
PROPOSED SIDEWALK:	3,161 SF
TOTAL:	19,620 SF (22%)
PARKING	
REQUIRED:	
DX DISTRICT	NONE
MAXIMUM PARKING 1 PER 150 SF # OF EMPLOYEES	7 SPACES
PROVIDED	
STANDARD:	5 SPACES
ACCESSIBLE:	2 SPACES
TOTAL:	7 SPACES
BIKE PARKING	
REQUIRED: 1 PER 4,000 SQ. FT.	1 SPACES
PROVIDED:	13 SPACES

INDEX OF SHEETS

NO.	DESCRIPTION
C0.0	COVER SHEET
C1.1	TOPOGRAPHIC SURVEY & DEMOLITION PLAN
C2.0	DIMENSION REFERENCE PLAN
C2.1	DIMENSION PLAN
C2.2	SW 11TH ST TURN LANE IMPROVEMENTS
C3.1–C3.2	GRADING PLAN
C4.1	EROSION & SEDIMENT CONTROL PLAN
C5.1	UTILITY PLAN
C6.1	DETAILS
L1.1	TREE MITIGATION PLAN
L2.1	LANDSCAPE PLAN
L2.2	LANDSCAPE DETAILS

ZONING

DX2 – DOWNTOWN DISTRICT

PROJECT SITE ADDRESS

100 SW 11TH STREET

EXISTING/ PROPOSED USE

EXISTING: DRY-BOTTOM DETENTION

PROPOSED: HYPER ENERGY BAR – DOUBLE DRIVE-THRU BEVERAGE SHOP

PRINCIPAL USE/BUILDING TYPE

PRINCIPAL USE: EATING AND DRINKING PLACES – RESTAURANT

BUILDING TYPE: DOWNTOWN STOREFRONT

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com
Call safe. It's the law.

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. 2505.391

GENERAL LEGEND

PROPOSED

- PROPERTY BOUNDARY
- SECTION LINE
- CENTER LINE
- RIGHT OF WAY
- BUILDING SETBACK
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- TYPE SW-501 STORM INTAKE
- TYPE SW-502 STORM INTAKE
- TYPE SW-503 STORM INTAKE
- TYPE SW-505 STORM INTAKE
- TYPE SW-506 STORM INTAKE
- TYPE SW-512 STORM INTAKE
- TYPE SW-513 STORM INTAKE
- TYPE SW-401 STORM MANHOLE
- TYPE SW-402 STORM MANHOLE
- FLARED END SECTION
- TYPE SW-301 SANITARY MANHOLE
- STORM/SANITARY CLEANOUT
- WATER VALVE
- FIRE HYDRANT ASSEMBLY
- SIGN
- DETECTABLE WARNING PANEL
- WATER CURB STOP
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SERVICE
- WATERMAIN WITH SIZE
- WATER SERVICE
- SAWCUT (FULL DEPTH)
- SILT FENCE
- USE AS CONSTRUCTED (UAC)
- MINIMUM PROTECTION ELEVATION MPE

EXISTING

- 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
- DECIDUOUS SHRUB
- CONIFEROUS SHRUB
- ELECTRIC POWER 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
- BENCHMARK
- SOIL BORING
- UNDERGROUND TV CABLE
- GAS MAIN
- FIBER OPTIC
- UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- FIELD TILE
- SANITARY SEWER W/ SIZE
- STORM SEWER W/ SIZE
- WATER MAIN W/ SIZE

PLAN AND ZONING COMMISSION

PLAN & ZONING COMMISSION DATE: TBD

TYPE 2 DESIGN ALTERNATIVE APPROVED: TBD
A.
B.
C.

CONDITIONS OF APPROVAL: TBD
1.
2.

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 2025 EDITION OF THE SUDAS STANDARD SPECIFICATIONS, THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.

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

JOHN PATRICK BECKER, P.E. DATE
LICENSE NUMBER 25523
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2026
PAGES OR SHEETS COVERED BY THIS SEAL:
C0.0, C1.1, C2.0–C2.2, C3.1–C3.2, C4.1, C5.1, AND C6.1

PRELIMINARY NOT FOR CONSTRUCTION

I HEREBY CERTIFY THAT THE PORTION OF THIS TECHNICAL SUBMISSION DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND RESPONSIBLE CHARGE AND I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF IOWA.

NICOLE D. NEAL, ASLA DATE
MY LICENSE RENEWAL DATE IS JUNE 30, 2026
PAGES OR SHEETS COVERED BY THIS SEAL:
L1.1 AND L2.1–L2.2

PRELIMINARY NOT FOR CONSTRUCTION

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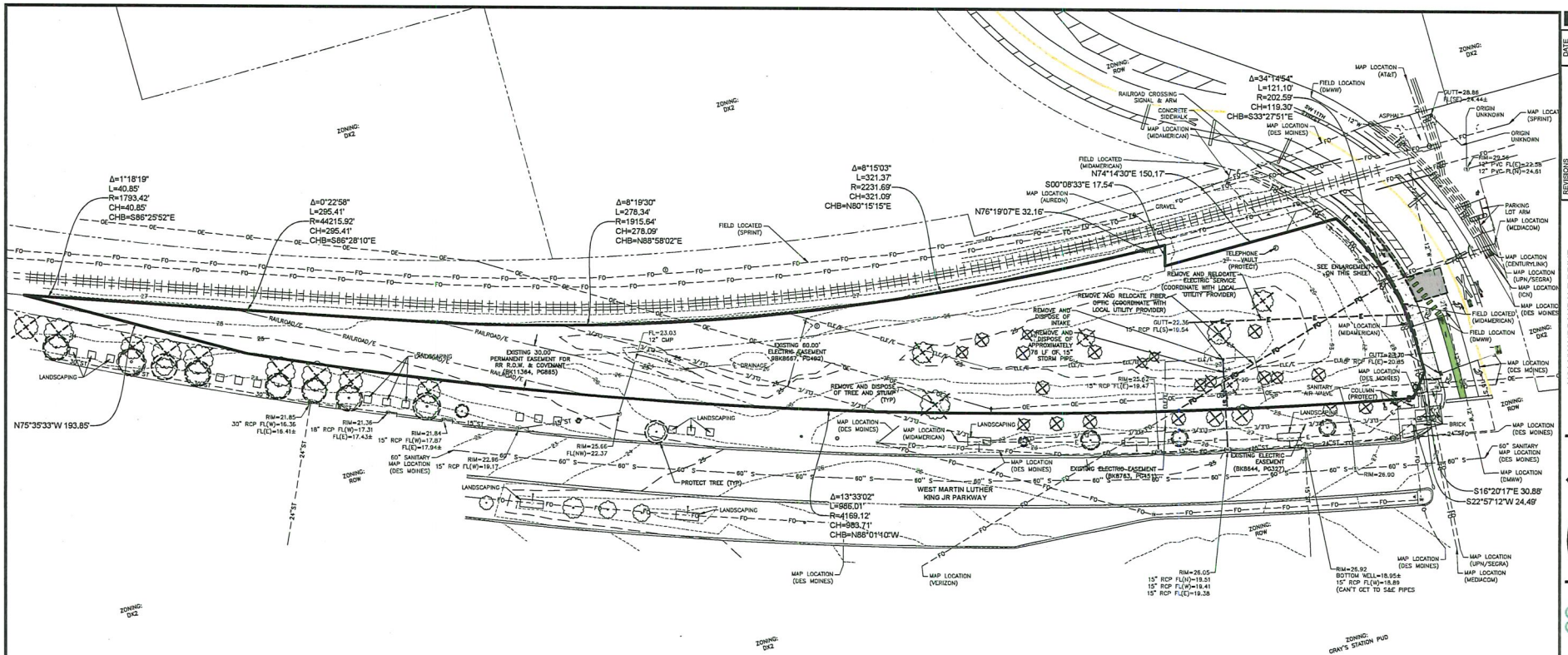

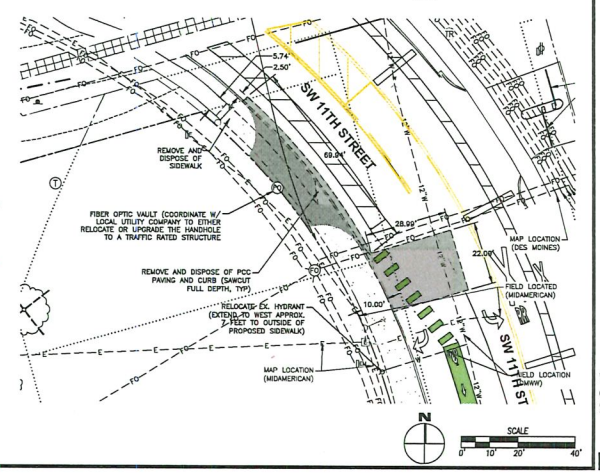

DEMOLITION NOTES

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:
   A. CITY
   B. APPROPRIATE UTILITY COMPANIES
   C. OWNER
   D. CIVIL DESIGN ADVANTAGE
   E. 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 OTHER THAN THOSE SHOWN ON THE PLAN MAY BE PRESENT.
5. BACKFILL ALL EXCAVATIONS WITH COHESIVE MATERIAL COMPACTED TO 95% MAXIMUM STANDARD PROCTOR DRY 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 RETESTING SHALL BE PAID FOR BY THE CONTRACTOR.
6. FIELD VERIFY EXISTING GRADES AND LOCATION OF EXISTING UTILITIES, CONDUIT, LINES, POLES, TREES, PAVING, BUILDING AND OTHER SITE FEATURES PRIOR TO DEMOLITION AND IMMEDIATELY INFORM 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 CONSTRUCTION/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 OSHA STANDARDS. 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.W. OR LANE 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 CLOSED SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES.
6. THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR 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 LANE STRIPING WILL NEED TO COMPLY WITH MUTCD. MAINTENANCE AND REPLACEMENT OF THE SIGNING AND STRIPING WILL BE THE RESPONSIBILITY OF THE APPLICANT.

RAILROAD NOTES

1. ALL SURVEY ACTIVITIES AND ANY ACCESS TO RAILROAD PROPERTY MUST BE COORDINATED DIRECTLY WITH IOWA INTERSTATE RAILROAD (IAIS).
2. ANY LANE SHIFT OR LANE CLOSURE AFFECTING THE AT-GRADE RAILROAD CROSSING MUST BE INCLUDED IN A TRAFFIC CONTROL PLAN AND SUBMITTED TO IAIS FOR REVIEW.
3. CONTRACTOR SHALL MAINTAIN A PHYSICAL BARRIER BETWEEN ALL CONSTRUCTION ACTIVITIES AND THE IAIS ROW. USE OF RAILROAD PROPERTY WILL ONLY BE PERMITTED WITH PROPER COORDINATION/PERMITTING.
4. WHEN WORKING NEAR SIGNALS, CONTACT RR DIRECTLY FOR LOCATES. NO WORK SHALL BLOCK VIEW OF THE SIGNALS, OR DIRECT TRAFFIC AWAY FROM / AGAINST TRAVELED LANES PROTECTED BY SIGNAL DEVICES.
5. RR WILL NOT BE RESPONSIBLE FOR ANY VEGETATION CONTROL THAT IMPACTS ADJACENT PROPERTIES AND IS OPPOSED TO PLANTING ANY VEGETATION THAT MAY INTERFERE WITH VISIBILITY OF TRAIN TRAFFIC FROM THE CROSSING.

4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 369-4400 FAX: (515) 369-4410
CIVIL DESIGN ADVANTAGE
ENGINEER:
DRAFTED:

REVISIONS

DATE

HYPER ENERGY BAR - DSM

TOPOGRAPHIC SURVEY & DEMOLITION PLAN

DES MOINES, IOWA

100 SW 11TH STREET

DATE: 06/01/2026

SHEET NUMBER: C1.1

2505.391

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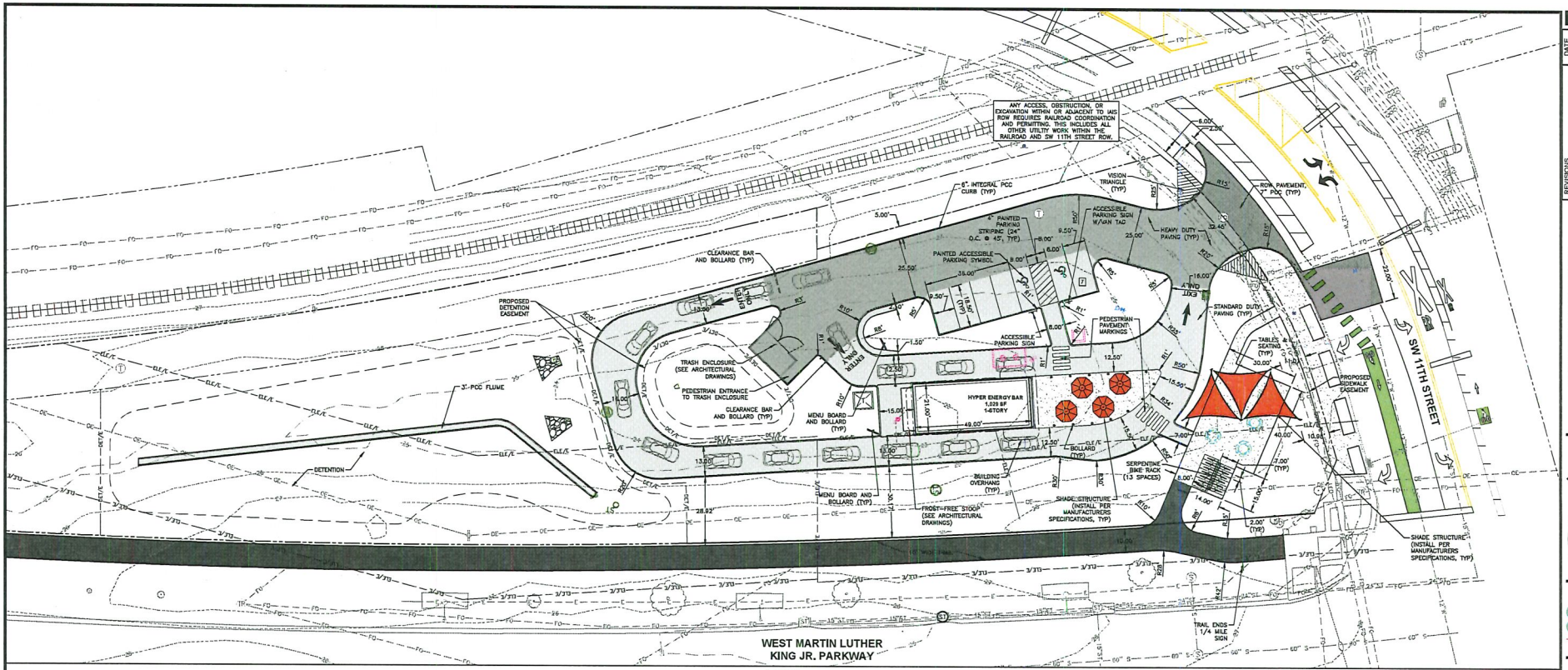
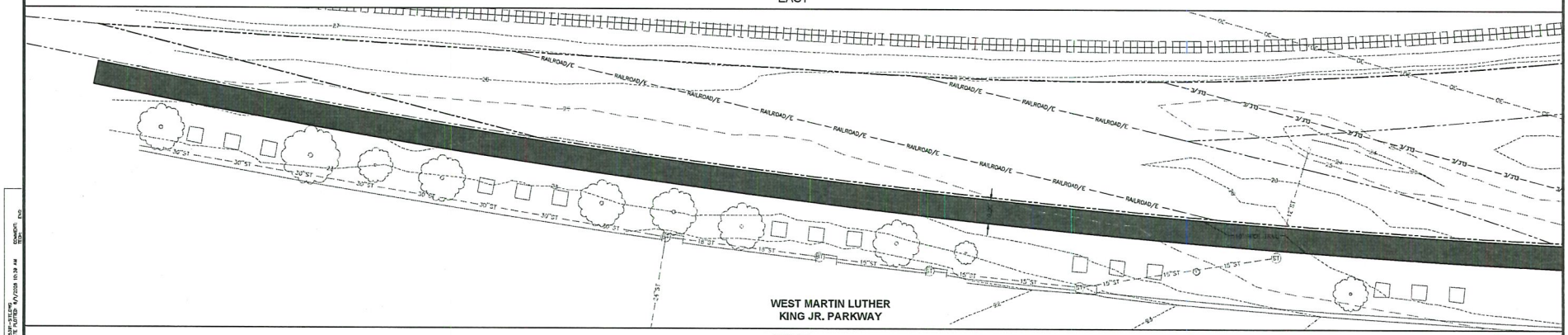
PLOTTED: 6/1/2026 10:39 AM
DRAWN: KYLE BARTHOLOMEW
CHECKED: KYLE BARTHOLOMEW





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SCALE 0' 10' 20' 40'

REVISIONS | DATE

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

DRAFTED: | ENGINEER:

CIVIL DESIGN ADVANTAGE

Hyper

HYPER ENERGY BAR - DSM

DIMENSION PLAN

100 SW 11TH STREET | DES MOINES, IOWA

DATE: 06/01/2026

SHEET NUMBER: C2.1

2505.391

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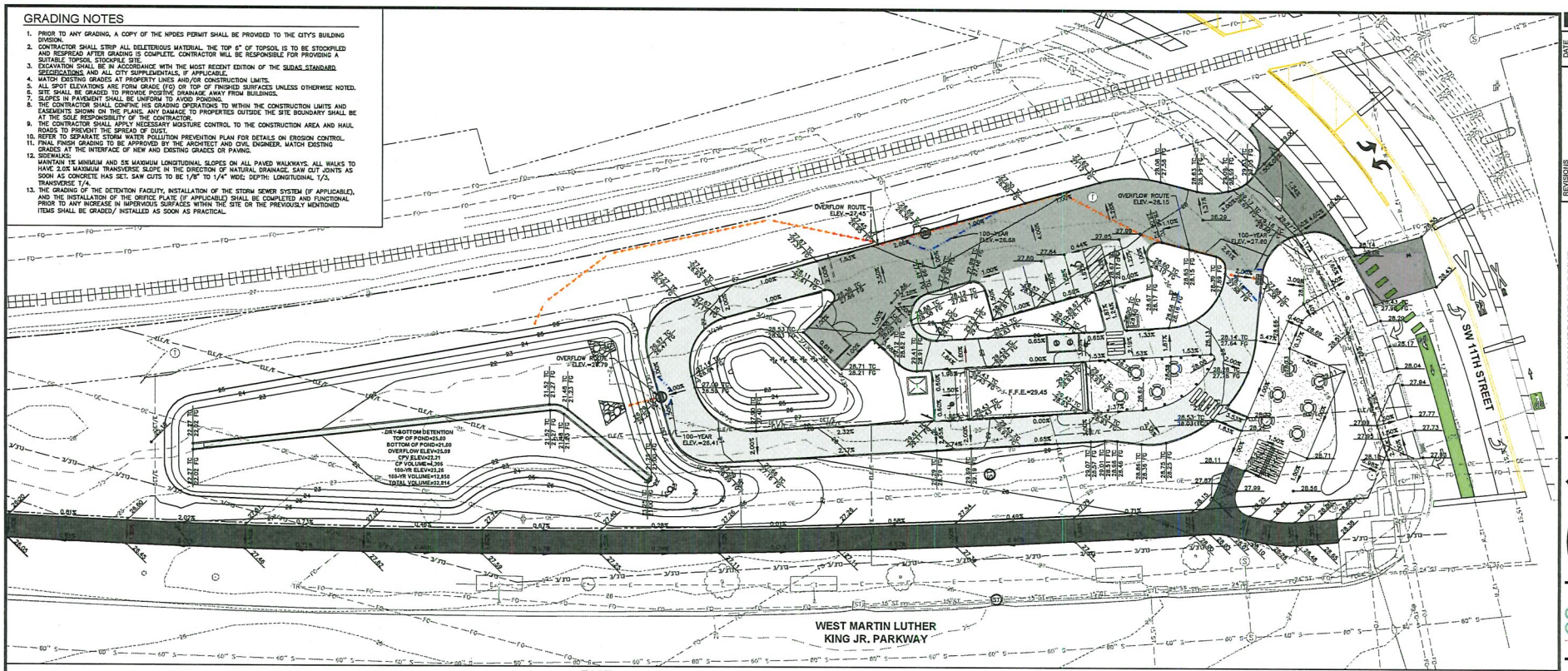
DATE PLOTTED: 6/1/2026 10:39 AM
PLOTTED BY: KEVIN MARTINSON

DESIGN: ENS
EDIT: ENS

GRADING NOTES

1. PRIOR TO ANY GRADING, A COPY OF THE NPDES PERMIT SHALL BE PROVIDED TO THE CITY'S BUILDING DIVISION.
2. CONTRACTOR SHALL STRIP ALL DELETERIOUS MATERIAL. THE TOP 6" OF TOPSOIL IS TO BE STOCKPILED AND RESPREAD AFTER GRADING IS COMPLETE. CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A SUITABLE TOPSOIL STOCKPILE SITE.
3. EXCAVATION SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE SUDAS STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTALS, IF APPLICABLE.
4. MATCH EXISTING GRADES AT PROPERTY LINES AND/OR CONSTRUCTION LIMITS.
5. ALL SPOT ELEVATIONS ARE FGRM GRADE (FG) OR TOP OF FINISHED SURFACES UNLESS OTHERWISE NOTED.
6. SITE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS.
7. SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID PONDING.
8. THE CONTRACTOR SHALL CONFINE HIS GRADING OPERATIONS TO WITHIN THE CONSTRUCTION LIMITS AND EASEMENTS SHOWN ON THE PLANS. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST.
10. REFER TO SEPARATE STORM WATER POLLUTION PREVENTION PLAN FOR DETAILS ON EROSION CONTROL.
11. FINAL FINISH GRADING TO BE APPROVED BY THE ARCHITECT AND CIVIL ENGINEER. MATCH EXISTING GRADES AT THE INTERFACE OF NEW AND EXISTING GRADES OR PAVING.
12. SIDEWALKS:
    MAINTAIN 1% MINIMUM AND 5% MAXIMUM LONGITUDINAL SLOPES ON ALL PAVED WALKWAYS. ALL WALKS TO HAVE 2.0% MAXIMUM TRANSVERSE SLOPE IN THE DIRECTION OF NATURAL DRAINAGE. SAW CUT JOINTS AS SOON AS CONCRETE HAS SET. SAW CUTS TO BE 1/8" TO 1/4" WIDE; DEPTH: LONGITUDINAL T/3; TRANSVERSE T/4.
13. THE GRADING OF THE DETENTION FACILITY, INSTALLATION OF THE STORM SEWER SYSTEM (IF APPLICABLE), AND THE INSTALLATION OF THE ORIFICE PLATE (IF APPLICABLE) SHALL BE COMPLETED AND FUNCTIONAL PRIOR TO ANY INCREASE IN IMPERVIOUS SURFACES WITHIN THE SITE OR THE PREVIOUSLY MENTIONED ITEMS SHALL BE GRADED/ INSTALLED AS SOON AS PRACTICAL.



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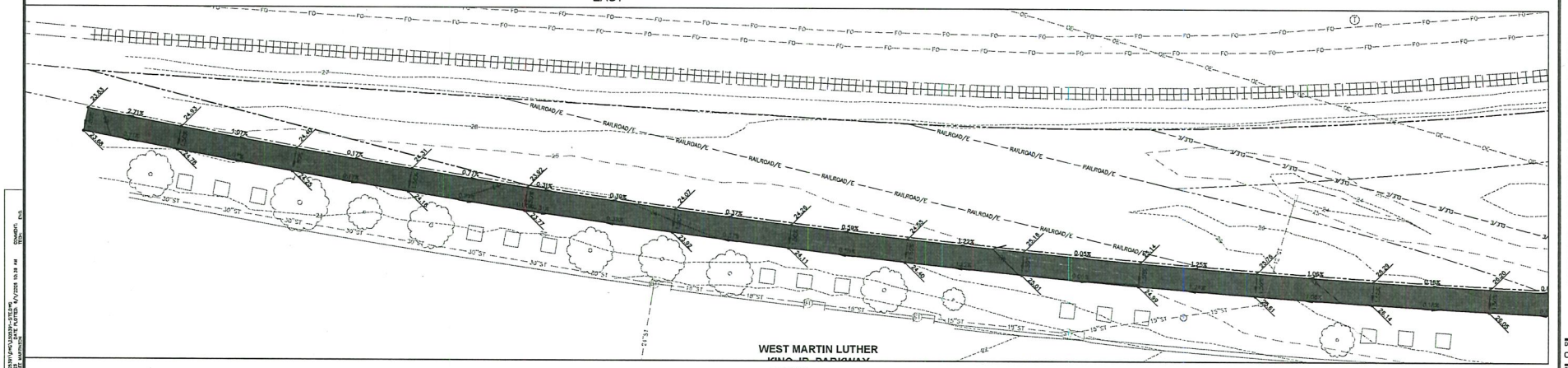


WEST

N

SCALE 0' 10' 20' 40'

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

DRAFTED:

ENGINEER:

CIVIL DESIGN ADVANTAGE

REVISIONS

DATE

HYPER ENERGY BAR - DSM

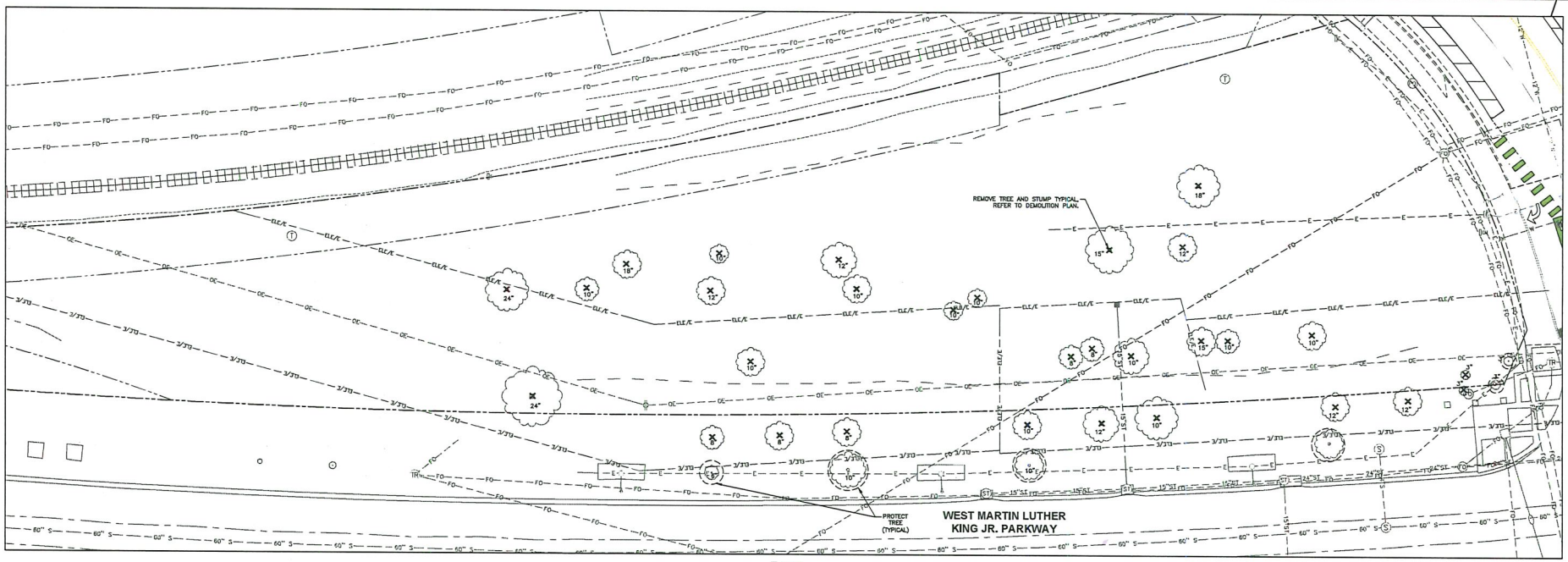
GRADING PLAN

100 SW 11TH STREET DES MOINES, IOWA

DATE: 06/01/2026

SHEET NUMBER: C3.1

2505.391



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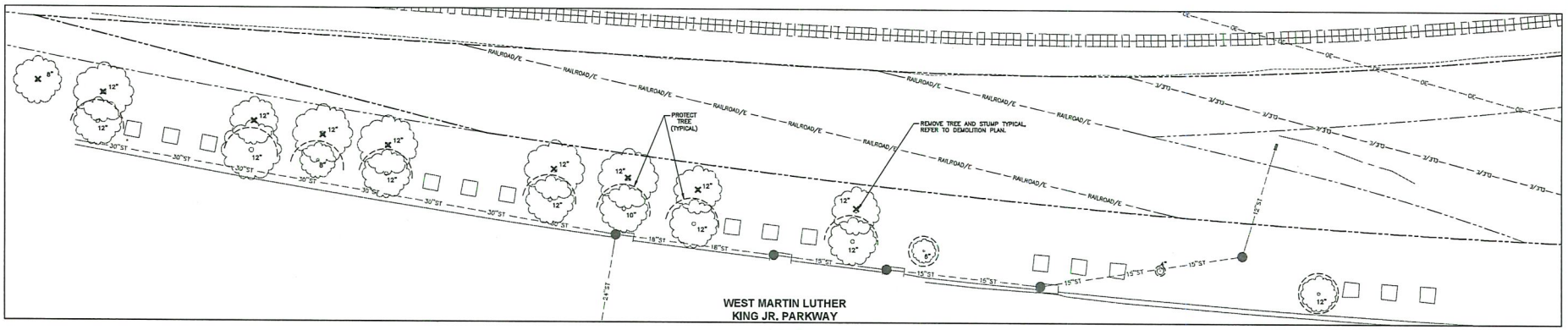


WEST

TREE MITIGATION NOTES

1. TREES REQUIRED TO BE PLANTED BY THE LANDSCAPE STANDARDS IN THE ADOPTED SITE PLAN POLICIES, INCLUDING THOSE PLANTED AS REQUIRED STREET TREES, MAY BE COUNTED TOWARDS SATISFACTION OF THE MITIGATION REQUIREMENTS SET FORT ABOVE, ACCORDING TO DES MOINES, IA CODE OF ORDINANCE SECTION 42-505. – TREE PROTECTION AND MITIGATION STANDARDS

TREE MITIGATION SUMMARY

CLASSIFICATION	REPLACEMENT RATIO	QTY. REMOVED	QTY. REQUIRED
12"–18" CALIPER	1:1	16	16
18"–24" CALIPER	2:1	2	4
24"–30" CALIPER	3:1	0	0
30"–36" CALIPER	4:1	0	0
TOTAL			20

N

SCALE 0' 10' 20' 40'

4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 369-4400 FAX: (515) 369-4410
CIVIL DESIGN ADVANTAGE

ENGINEER:

DRAFTED:

REVISIONS

DATE

HYPER ENERGY BAR - DSM

TREE MITIGATION

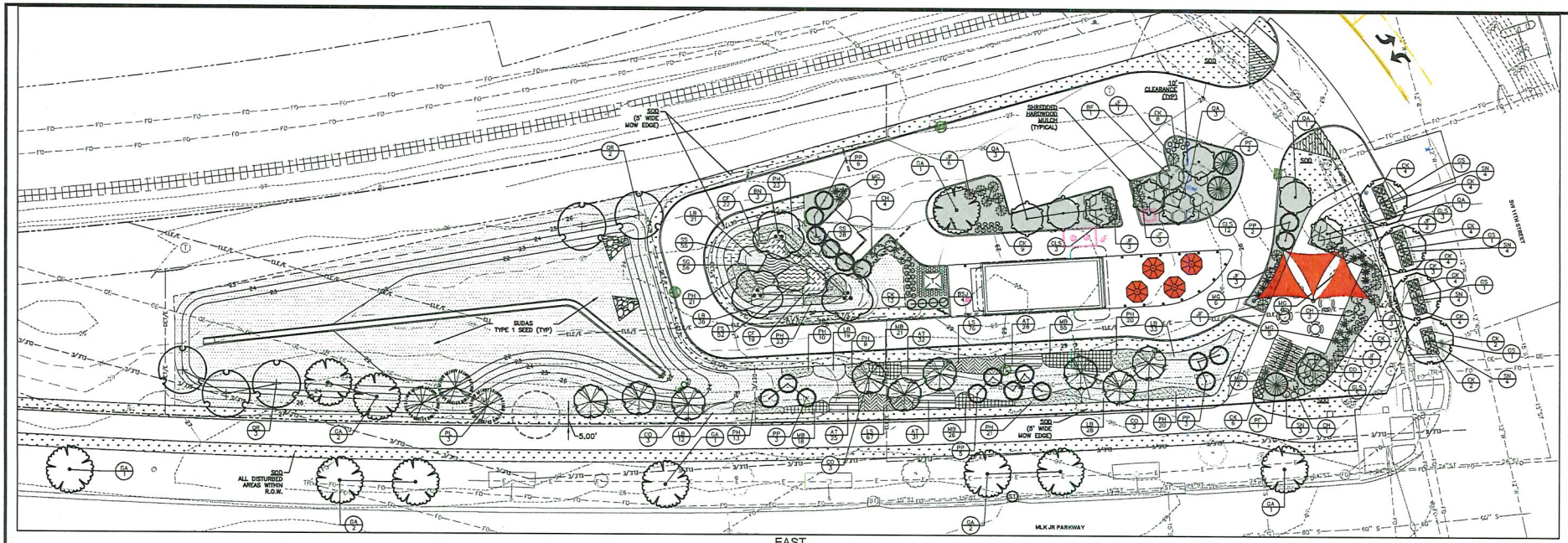
100 SW 11TH STREET

DES MOINES, IOWA

DATE: 06/01/2026

SHEET NUMBER: L1.1

2505.391



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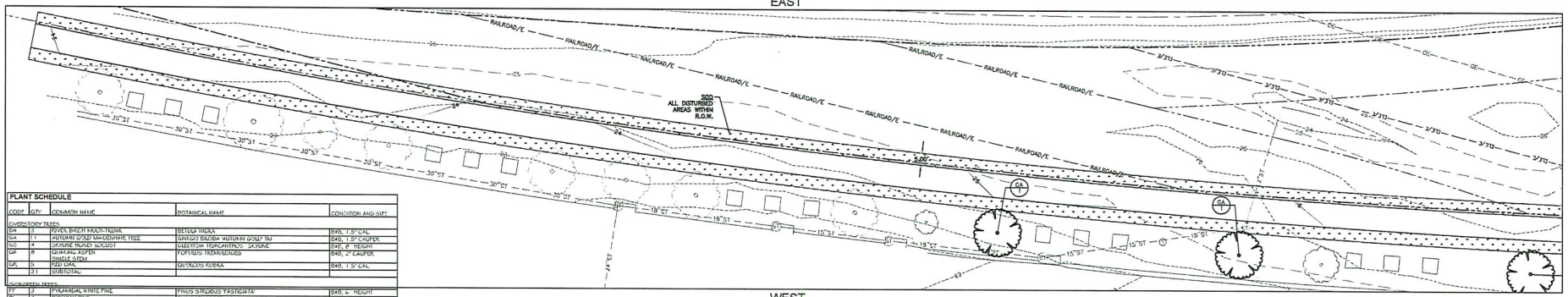

WEST

PLANT SCHEDULE				
CODE	QTY	COMMON NAME	BOTANICAL NAME	CONDITION AND SIZE
OVERSTORY TREES				
BM	3	RIVER BIRCH MULTI-TRUNK	BETULA NIGRA	B&B, 1.5" CAL
GM	11	AUTUMN GOLD MAIDENHAIR TREE	GINKGO BILOBA 'AUTUMN GOLD' M	B&B, 1.5" CALIPER
GS	4	SKYLINE HONEY LOCUST	GLEDITSIA TRIACANTHOS 'SKYLINE'	B&B, 8' HEIGHT
QA	8	QUAKING ASPEN SINGLE STEM	POPULUS TREMULOIDES	B&B, 2" CALIPER
QR	9	RED OAK	QUERCUS RUBRA	B&B, 1.5" CAL
	31	SUBTOTAL		
EVERGREEN TREES				
TF	3	PYRAMIDAL WHITE PINE	PINUS STROBUS 'FASTIGIATA'	B&B, 6' HEIGHT
PL	3	BOSNIAN PINE	PINUS HELDREICHII	B&B 6' HEIGHT
PP	19	BAKER COLORADO SPRUCE	PICEA PUNGENS 'BAKERI'	B&B, 6' HEIGHT
	25	SUBTOTAL		
ORNAMENTAL TREES				
BP	1	DAKOTA PINNACLE® ASIAN WHITE BIRCH	BETULA PLATYPHYLLA 'FARGO'	B&B, 6' HEIGHT
CG	10	AMERICAN SMOKE TREE	COTINUS OBOVATUS	B&B, 6' HEIGHT
	11	SUBTOTAL		
SHRUBS				
BSJ	4	BLUE STAR JUNIPER	JUNIPERUS SQUAMATA 'BLUE STAR'	CONT, 3 GAL
CH	8	KADY MALLO TATARIAN DOGWOOD	CORNUS ALBA 'BAILHALO'	CONT, 3 GAL
GD	25	GREAT ADVENTURE® SUMAC	RHUS AROMATICA 'GRO-LOW'	CONT, 3 GAL
JF	25	SEA GREEN JUNIPER	JUNIPERUS CHINENSIS 'SEA GREEN'	CONT, 3 GAL
	62	SUBTOTAL		
GRASSES				
GL	74	KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	CONT, 1 GAL
MG	22	SUGAR GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	CONT, 1 GAL
	96	SUBTOTAL		
PERENNIALS AND ORNAMENTAL GRASSES				
SH	19	KIDSPEAR SAGE	SALVIA 'WRIGHT'	CONT, 1 GAL
	19	SUBTOTAL		
CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT
SHRUB AREAS				
AT	116	BUTTERFLY MILKWEED	ASCLEPIAS TUBEROSA	PLUG
CP	41	CONEFLOWER	ECHINACEA PURPUREA	PLUG
CK	54	PINK SEDGE	CAREX VULPINOIDEA	PLUG
LB	149	LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM	PLUG
LS	142	BLAZING STAR	LIATRIS SPICATA	PLUG
MB	120	BERGAMOT	MONARDA FISTULOSA	PLUG
PH	140	PRAIRIE DROPSEED	SPOROBOLUS HETEROLEPIS	PLUG
PN	94	SWITCH GRASS	PANICUM VIRGATUM	PLUG
RS	83	BROWN EYED SUSAN	RUDBECKIA SPECIOSA	PLUG
	920	SUBTOTAL		

LANDSCAPE NOTES

1. LOCATE ALL UTILITIES BEFORE ANY PLANTING BEGINS.
2. THE 2025 OF THE SUDAS STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.
3. TYPE, SIZE, AND QUALITY OF PLANT MATERIAL SHALL CONFORM TO THE MOST CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK ANSI Z60.1
4. ALL PLANT MATERIAL SHALL BE HEALTHY SPECIMENS WITHOUT DEFORMITIES, VOIDS AND OPEN SPACES, WITH WELL DEVELOPED BRANCH AND ROOT SYSTEMS; TRUE TO HEIGHT, SHAPE AND CHARACTER OF GROWTH OF THE SPECIES OR VARIETY.
5. SEED OR SOD ALL DISTURBED AREAS AS PER PLAN.
6. BACKFILL TO TOP OF CURB. (MINUS 1 1/2" FOR SOD, IF REQ.)
7. WEED PREVENTER (PRE-EMERGENT) SHALL BE SPREAD OVER SOIL AFTER PLANTING AND BEFORE MULCHING IN ALL PLANTING BEDS PER MANUFACTURER'S RECOMMENDATIONS.
8. SHREDDED HARDWOOD MULCH SHALL BE PLACED AROUND ALL TREES, SHRUBS AND IN ALL PLANTING BEDS/ISLANDS TO A (MIN) DEPTH OF 3".
9. ALL EDGING SHALL BE 4" SPADE CUT EDGE.
10. PLANT QUANTITIES ARE SHOWN FOR INFORMATION ONLY, THE DRAWING SHALL PREVAIL IF ANY CONFLICTS ARISE.
11. ALL DEBRIS SPILLED IN THE PUBLIC R.O.W. SHALL BE PICKED UP BY THE CONTRACTOR AT THE END OF EACH WORK DAY.
12. CONTRACTOR SHALL WARRANTY ALL PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF INSTALLATION.
13. CONTACT THE MUNICIPAL FORESTRY DIVISION PRIOR TO PLANTING IN THE PUBLIC R.O.W. AT 283-4250.
14. ALL WIRE, TWINE AND BURLAP SHALL BE REMOVED FROM THE ROOTBALL OF STREET TREES PRIOR TO PLANTING.
15. NO STAKING OF STREET TREES IS ALLOWED.
16. THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CERTIFICATE OF OCCUPANCY.
17. ALL DISTURBED AREAS SHOULD BE RESTORED BY SEEDING OR SODDING.

SEEDBED PREPARATION

SUDAS SECTION 7E-24 – PERMANENT SEEDING

TOPSOIL:
IN ORDER TO PROVIDE AN ADEQUATE GROWING MEDIUM, A MINIMUM OF 6 INCHES OF TOPSOIL SHOULD BE PLACED OVER THE DISTURBED AREA PRIOR TO SEEDING. DEEPER TOPSOIL DEPTHS (8–12 INCHES OR GREATER) ARE DESIRABLE AS THEY INCREASE THE ORGANIC MATTER AVAILABLE FOR USE BY THE PLANTS, ALLOW FOR DEEPER ROOT PENETRATION AND INCREASE THE MOISTURE HOLDING ABILITY OF THE SOIL. THESE BENEFITS WILL INCREASE THE DROUGHT TOLERANCE AND LONG-TERM HEALTH OF THE VEGETATION. WHERE SUFFICIENT TOPSOIL IS NOT AVAILABLE, COMPOSTED MATERIAL MAY BE INCORPORATED AT THE RATE OF 1 INCH OF COMPOST FOR EVERY 3 INCHES OF DEFICIENT TOPSOIL. THIS WILL INCREASE THE ORGANIC MATTER CONTENT OF THE SOIL, AND PROVIDE AN ADEQUATE GROWING MEDIUM FOR VEGETATION.

PLANT MATERIAL SIZE REQUIREMENTS

STREET TREES	1.5" CALIPER AND 8' HEIGHT
SHADE/OVERSTORY TREES	1.5" CALIPER AND 8' HEIGHT
ORNAMENTAL/UNDERSTORY	1.5" CALIPER AND 6' HEIGHT
EVERGREEN/CONIFEROUS	6 FT. IN HEIGHT
SHRUBS	3 GAL CONTAINER AND 15"–18" HEIGHT
PERRENIALS	1 GAL CONTAINER

LANDSCAPE REQUIREMENTS

SITE TREE REQUIREMENT

15% OF THE LOT SHALL HAVE A MATURE CANOPY COVERAGE.

CANOPY COVERAGE:	
OVERSTORY TREES	1,000 SF
ORNAMENTAL TREES	700 SF
EVERGREEN TREES	300 SF

LOT AREA	= 91,338 SF
CANOPY REQUIRED	= 13,701 SF
CANOPY PROVIDED	= 38,060 SF
(25) OVERSTORY	= 25,000 SF
(10) ORNAMENTAL TREES	= 7,000 SF
(22) EVERGREEN	= 6,600 SF
(+18) EXISTING STREET TREES	

*NOTE: STREET TREES MAY BE COUNTED TOWARD CANOPY COVERAGE (18 EXISTING STREET TREES)

INTERIOR PARKING LOT REQUIREMENT

EACH PARKING SPACE SHALL BE LOCATED WITHIN 50' OF A TREE PLANTED WITHIN THE PARKING LOT INTERIOR.

ONE SHADE TREE IS REQUIRED WITHIN EACH ISLAND.

30% OF THE INTERIOR PARKING LOT SHALL HAVE A MATURE CANOPY COVERAGE.

PARKING LOT	= 14,351 SF
CANOPY REQUIRED	= 4,305 SF
CANOPY PROVIDED	= 8,300 SF
(7) OVERSTORY	= 7,000 SF
(2) EVERGREEN	= 600 SF
(1) ORNAMENTAL TREES	= 700 SF

LEGEND

- SHREDDED HARDWOOD MULCH 3" MINIMUM DEPTH (4" SPADE CUT EDGE)
- SOD
- SUDAS NATIVE GRASS AND WILDFLOWER SEED MIX

N

SCALE 0' 10' 20' 40'

CIVIL DESIGN ADVANTAGE
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 369-4400 FAX: (515) 369-4410
ENGINEER:
DRAFTED:

REVISIONS

DATE

HYPER ENERGY BAR - DSM
DES MOINES, IOWA
100 SW 11TH STREET

LANDSCAPE PLAN

DATE: 06/01/2026

SHEET NUMBER: L1.2

2505.391

FILE: A:\2025\2505391\2505391-SITE.dwg
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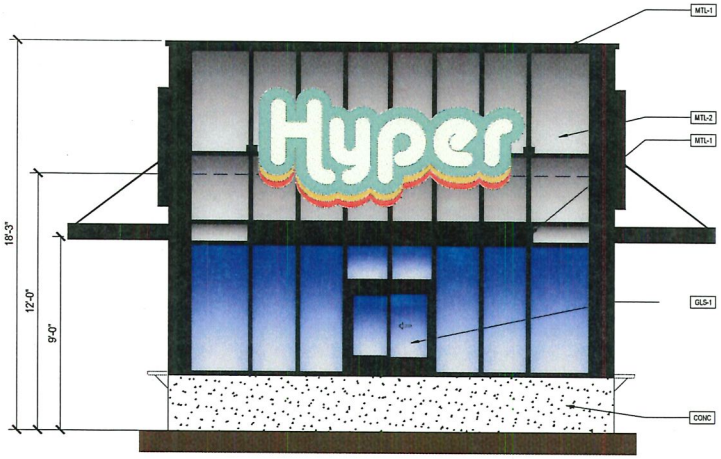
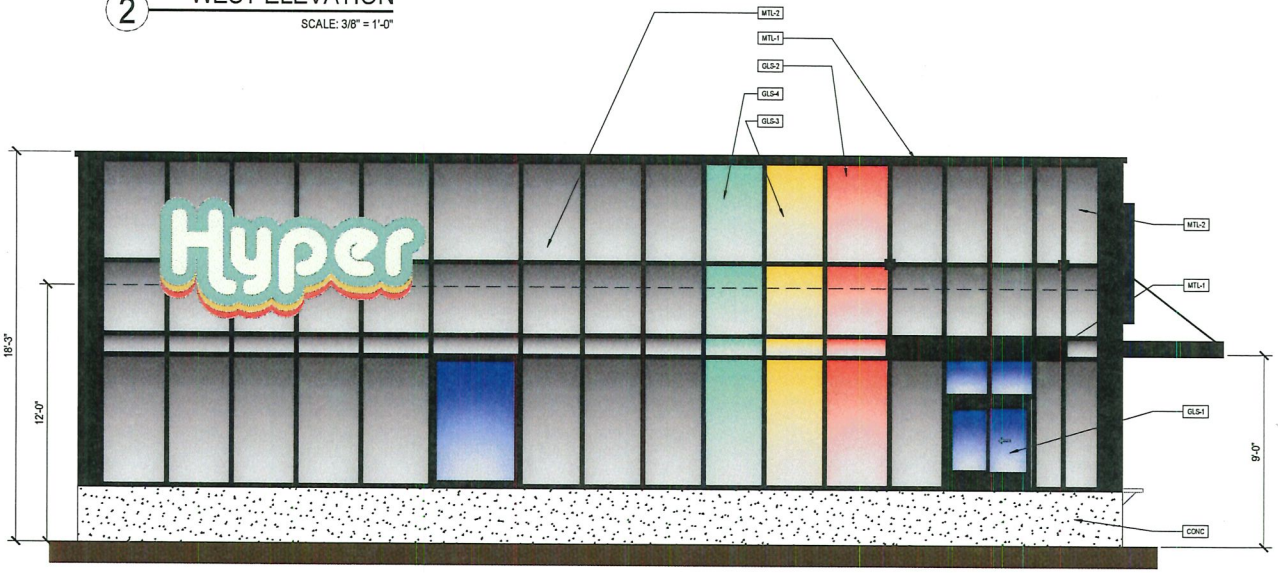


MATERIAL	SQ. FT.	%
CONC	54	14
MTL-1	97	25
MTL-2	215	56
GLS-1	15	5
TOTAL	381	

2 WEST ELEVATION

SCALE: 3/8" = 1'-0"



MATERIAL	SQ. FT.	%
CONC	126	14
MTL-1	173	19
MTL-2	443	50
GLS-1	36	4
GLS-2	38	4.33
GLS-3	38	4.33
GLS-4	38	4.33
TOTAL	892	

1 NORTH ELEVATION

SCALE: 3/8" = 1'-0"

FINISH SCHEDULE & ENTIRE BUILDING PERCENTAGES

TAG:	MATERIAL	DESCRIPTION:	CLASS	TOTAL SQ. FT.	%
CONC	CONCRETE	POUR-IN-PLACE CONCRETE	N/A	427.2	16.5%
MTL-1	ALUM. COMP. PANEL	HIGH-QUALITY INSULATED DECORATIVE METAL PANEL (BLACK)	N/A	72.9	3%
MTL-2	ALUM. CURTAIN WALL	ALUMINUM CURTAIN WALL SYSTEM (BLACK) W/ INSULATED CLEAR GLASS	N/A	1749.3	69%
GLS-1	CLEAR GLASS	CLEAR GLASS WITH NO TINT	N/A	54	2%
GLS-2	SPANDREL GLASS	SPANDREL GLASS - PANTONE 2348 C	N/A	90.2	3.5%
GLS-3	SPANDREL GLASS	SPANDREL GLASS - PANTONE 141 C	N/A	90.2	3.5%
GLS-4	SPANDREL GLASS	SPANDREL GLASS - PANTONE 338 C	N/A	90.2	3.5%
			TOTAL	2,573	100

GENERAL NOTES:

- SIGNAGE SHOWN FOR REFERENTIAL PURPOSES AND SEPARATE SIGN PERMITS AND ZONING REVIEW ARE REQUIRED.
- BUILDING TRANSPARENCY:
  100% - ALL FACADES OF BUILDING (N/S/E/W) - 70% MIN. REQ. BETWEEN +2'-0"-10'-0" A.F.F. ON EAST & SOUTH FACADES.

Date: 04/13/2026	
Designed by:	HOAD
Drawn by:	PFC
Checked by:	DEO

ISSUED FOR PERMIT:

Revisions:

HYPER ENERGY BAR

100 11TH STREET, DES MOINES, IA 50309

Heart of America
Hyper Energy Bar
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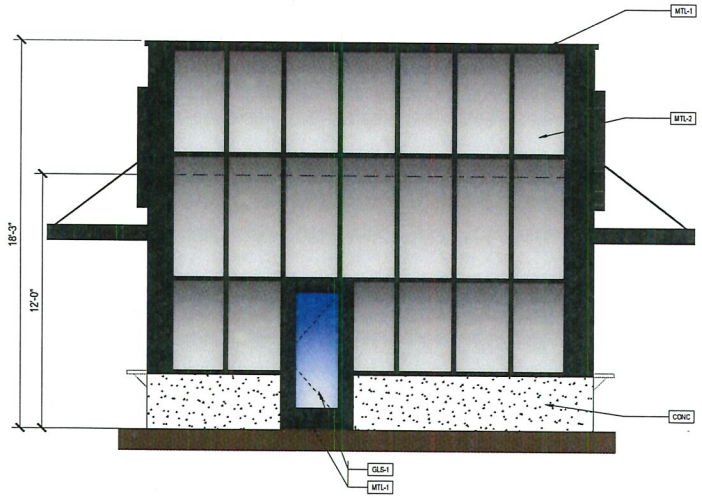
Project No. ???

Sheet Content:

ELEVATIONS

Sheet No.

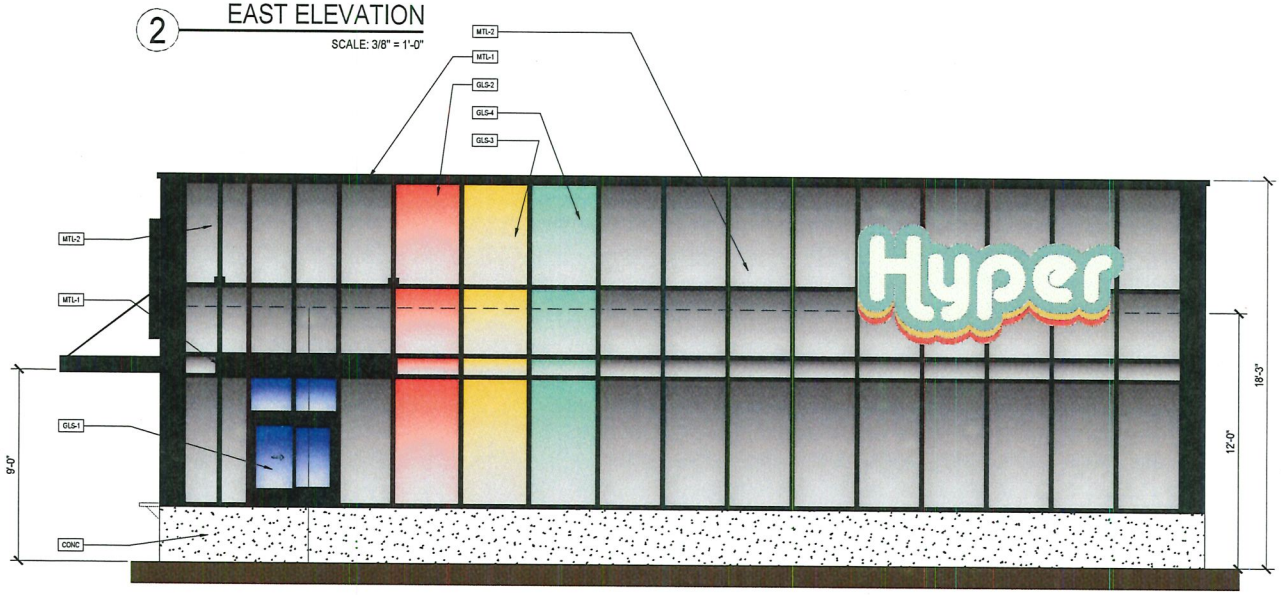
A-2.1



2 EAST ELEVATION

SCALE: 3/8" = 1'-0"

MATERIAL	SQ. FT.	%
CONC	45	12
MTL-1	89	23
MTL-2	236	62
GLS-1	11	3
TOTAL	381	



1 SOUTH ELEVATION

SCALE: 3/8" = 1'-0"

MATERIAL	SQ. FT.	%
CONC	126	14
MTL-1	158	18
MTL-2	463	52
GLS-1	15	2
GLS-2	43	4.86
GLS-3	43	4.86
GLS-4	43	4.86
TOTAL	892	

FINISH SCHEDULE & ENTIRE BUILDING PERCENTAGES

TAG:	MATERIAL	DESCRIPTION:	CLASS	TOTAL SQ. FT.	%
CONC	CONCRETE	POUR-IN-PLACE CONCRETE	N/A	427.2	16.5%
MTL-1	ALUM. COMP. PANEL	HIGH-QUALITY INSULATED DECORATIVE METAL PANEL (BLACK)	N/A	72.9	3%
MTL-2	ALUM. CURTAIN WALL	ALUMINUM CURTAIN WALL SYSTEM (BLACK) W/ INSULATED CLEAR GLASS	N/A	1748.3	68%
GLS-1	CLEAR GLASS	CLEAR GLASS WITH NO TINT	N/A	54	2%
GLS-2	SPANDREL GLASS	SPANDREL GLASS - PANTONE 2348 C	N/A	90.2	3.5%
GLS-3	SPANDREL GLASS	SPANDREL GLASS - PANTONE 141 C	N/A	90.2	3.5%
GLS-4	SPANDREL GLASS	SPANDREL GLASS - PANTONE 338 C	N/A	90.2	3.5%
			TOTAL	2,573	100

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Date: 04/13/2026	
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Checked by:	DEO

ISSUED FOR PERMIT:

Revisions:

HYPER ENERGY BAR

100 11TH STREET, DES MOINES, IA 50309

Heart of America

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Project No. ???

Sheet Content:

ELEVATIONS

Sheet No.

A-2.2

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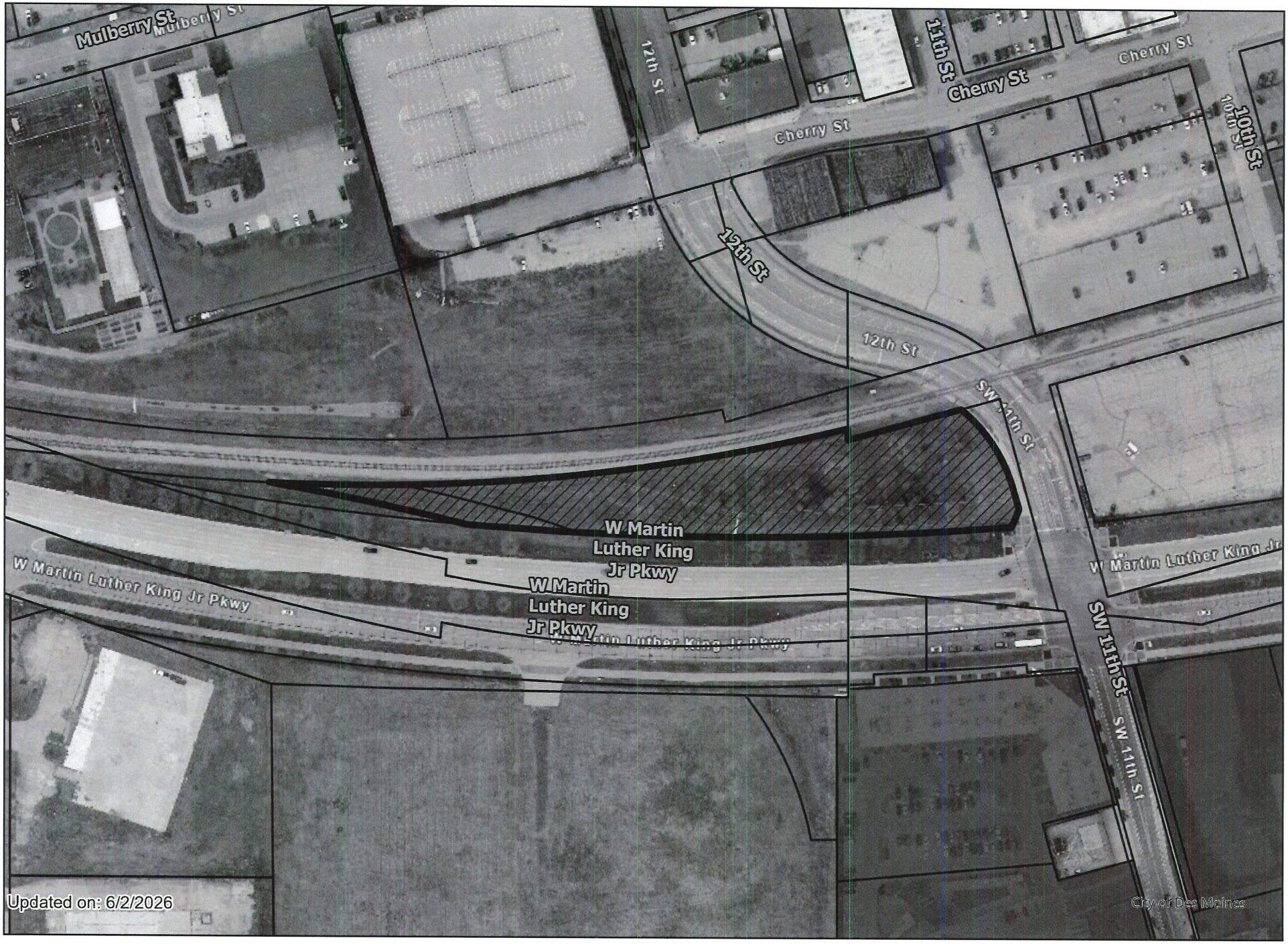
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