



Date March 27, 2023

RESOLUTION HOLDING HEARING ON REQUEST FROM HUBBELL REALTY COMPANY (OWNER), REPRESENTED BY CALEB SMITH (OFFICER), FOR REVIEW AND APPROVAL OF PUD FINAL DEVELOPMENT PLAN FOR “GRAY’S STATION TELUS CONDOS,” FOR PROPERTY LOCATED IN THE VICINITY OF 1300 TUTTLE STREET

WHEREAS, on February 20, 2023, by Roll Call No. 23-0225, the City Council received a communication from the City Plan and Zoning Commission advising that the Commission voted 8-1-1 to **APPROVE** a request from Hubbell Realty Company (Owner), represented by Caleb Smith (Officer), to approve the PUD Final Development Plan for “Gray’s Station Telus Condos” for property located in the vicinity of 1300 Tuttle Street to allow development of the property with the construction of two condo buildings containing 84 residential units, subject to compliance with all administrative review requirements and the following:

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

WHEREAS, the Property is legally described as follows:

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

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



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PARK; THENCE SOUTH 89°46'52" EAST CONTINUING ALONG SAID NORTHERLY LINE, 419.55 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2 ALSO BEING A POINT ON THE WEST RIGHT OF WAY LINE OF SW 14TH STREET; THENCE SOUTH 00°01'02" EAST CONTINUING ALONG SAID NORTHERLY LINE, 69.98 FEET TO THE SOUTHWEST CORNER OF STREET LOT B, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°35'21" EAST CONTINUING ALONG SAID NORTHERLY LINE, 70.00 FEET TO THE NORTHWEST CORNER OF LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 00°08'06" WEST CONTINUING ALONG SAID NORTHERLY LINE, 423.70 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 89°19'18" EAST CONTINUING ALONG SAID NORTHERLY LINE, 307.20 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8, ALSO BEING THE NORTHEAST CORNER OF SAID LOT 9; THENCE NORTH 00°08'11" WEST ALONG THE WESTERLY LINE OF SAID LOT 7, CENTRAL DES MOINES INDUSTRIAL PARK, 333.39 FEET; THENCE NORTHERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 804.20 FEET, WHOSE ARC LENGTH IS 93.82 FEET AND WHOSE CHORD BEARS NORTH 03°29'07" WEST, 93.77 FEET; THENCE NORTH 06°58'06" WEST CONTINUING ALONG SAID WESTERLY LINE, 15.78 FEET TO THE NORTHWEST CORNER OF SAID LOT 7 ALSO BEING THE SOUTH RIGHT OF WAY LINE OF TUTTLE STREET; THENCE NORTH 81°10'49" EAST ALONG THE NORTH LINE OF SAID LOT 7, A DISTANCE OF 411.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 7; THENCE NORTH 00°05'48" WEST ALONG THE WEST LINE OF SAID LOT 6, CENTRAL DES MOINES INDUSTRIAL PARK, 72.11 FEET TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE NORTH 81°52'47" EAST ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 347.62 FEET TO THE SOUTHEAST CORNER OF LOT 4, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE NORTH 00°31'45" WEST ALONG THE WESTERLY LINE OF SAID OUTLOT Y, CENTRAL DES MOINES INDUSTRIAL PARK, 63.43 FEET; THENCE NORTH 87°29'10" EAST CONTINUING ALONG SAID WESTERLY LINE, 10.37 FEET; THENCE NORTH 00°12'49" WEST CONTINUING ALONG SAID WESTERLY LINE, 554.99 FEET TO THE NORTHEAST CORNER OF LOT 5, SAID CENTRAL DES MOINES INDUSTRIAL PARK AND HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 575907.16 AND EASTING 1604699.48; THENCE SOUTH 89°04'27" EAST ALONG THE NORTH LINE OF SAID OUTLOT Y, 15.36 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT Y; THENCE NORTH 00°21'12" WEST ALONG THE WEST LINE OF SAID LOT 85, FACTORY ADDITION, 8.59 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF MARTIN LUTHER KING JR PARKWAY; THENCE NORTH 86°10'40" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 100.23 FEET; THENCE 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,



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173.21 FEET; THENCE SOUTH 74°42'29" WEST, 99.77 FEET; THENCE SOUTH 15°25'34" EAST, 75.29 FEET; THENCE NORTH 74°32'27" EAST, 99.81 FEET TO SAID WESTERLY RIGHT OF WAY LINE; THENCE SOUTH 15°27'22" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, 344.37 FEET TO A CORNER ON THE EASTERLY LINE OF SAID LOT 81; THENCE SOUTH 39°15'32" WEST ALONG SAID EASTERLY LINE, 97.08 FEET; THENCE SOUTH 79°27'19" WEST, 73.56 FEET TO THE EASTERLY LINE OF THE WEST HALF OF SAID LOT 81; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 716.25 FEET, WHOSE ARC LENGTH IS 712.02 FEET AND WHOSE CHORD BEARS SOUTH 06°02'51" WEST, 683.06 FEET; THENCE SOUTH 67°48'12" WEST, 51.41 FEET TO A POINT ON THE EAST LINE OF THE WEST 100 FEET OF SAID LOT 80, FACTORY ADDITION; THENCE SOUTH 00°01'40" EAST ALONG SAID EAST LINE, 767.72 FEET; THENCE SOUTH 45°36'19" EAST, 692.69 FEET TO THE WESTERLY LINE OF SAID LOT 81; THENCE SOUTH 76°09'29" EAST, 50.00 FEET TO SAID EASTERLY LINE OF THE WEST HALF OF LOT 81, HAVING A STATE PLANE IOWA SOUTH COORDINATE VALUE OF NORTHING 573317.97 AND EASTING 1605461.84; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 740.65 FEET, WHOSE ARC LENGTH IS 76.04 FEET AND WHOSE CHORD BEARS SOUTH 17°00'55" WEST, 76.01 FEET; THENCE NORTH 70°20'25" WEST, 50.00 FEET TO SAID WESTERLY LINE OF LOT 81; THENCE NORTH 45°36'19" WEST, 663.55 FEET TO SAID EAST LINE OF THE WEST 100 FEET OF LOT 80; THENCE SOUTH 00°01'40" EAST ALONG SAID EAST LINE, 439.03 FEET TO THE NORTH BANK AND MEANDER LINE OF THE RACCOON RIVER; THENCE NORTH 71°44'57" WEST AND ALONG SAID MEANDER LINE AND THE SOUTHERLY LINE OF SAID OUTLOT Z, CENTRAL DES MOINES INDUSTRIAL PARK, 888.50 FEET; THENCE NORTH 83°01'49" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 463.82 FEET; THENCE NORTH 89°10'53" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 291.24 FEET; THENCE SOUTH 82°06'06" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 296.82 FEET; THENCE SOUTH 72°02'02" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 228.32 FEET TO THE SOUTHWEST CORNER OF SAID OUTLOT Z; THENCE NORTH 00°03'17" EAST ALONG THE WEST LINE OF SAID CENTRAL DES MOINES INDUSTRIAL PARK, 1647.05 FEET TO THE POINT OF BEGINNING AND CONTAINING 83.73 ACRES (3,647,186 SQUARE FEET) AND IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

WHEREAS, on February 20, 2023, by Roll Call No. 23-0225, it was duly resolved by the City Council that the request for approval of the PUD Final Development Plan be set down for hearing on March 6, 2023, at 5:00 p.m. at City Hall Council Chambers, 400 Robert D. Ray Dr., Des Moines, Iowa 50309; and



Date March 27, 2023

WHEREAS, on March 6, 2023, by Roll Call No. 23-0332, the City Council opened and further continued said hearing to 5:00 p.m. on March 27, 2023, upon request by the applicants’ representative for additional review time; 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 PUD Final Development Plan; and

WHEREAS, in accordance with said notice, those interested in said proposed PUD Final Development 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:

1. Upon due consideration of the facts, and any and all statements of interested persons and arguments of counsel, any objections to the proposed “Gray’s Station Telus Condos” PUD Final Development Plan are hereby overruled, and the hearing is closed.
2. The proposed Amendment to the “Gray’s Station Telus Condos” PUD Final Plan, as on file in the Development Services Department, is hereby found to be in conformance with PlanDSM: Creating Our Tomorrow Plan and is hereby approved subject to compliance with all administrative review comments as well as those requirements stated above.

Moved by _____ to adopt. Second by _____

APPROVED AS TO FORM:

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

(SITE-2022-000152)

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

MOTION CARRIED APPROVED

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

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 lieu of public review by the Plan and Zoning Commission and City Council.
- B) Review and approval of a PUD Final Development Plan "Gray's Station Telus Condos," to allow for the construction of two condo buildings containing 84 residential units.
- C) Review and approval of a PUD Final Development Plan "Gray's Station Plat 5 Townhomes and Clubhouse," to allow for the construction of 65 townhomes and a clubhouse amenity building.

COMMISSION RECOMMENDATION:

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

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

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

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

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

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

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

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

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

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

STAFF RECOMMENDATION TO THE P&Z COMMISSION

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

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

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

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

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

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

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

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

STAFF REPORT TO THE PLANNING COMMISSION

I. GENERAL INFORMATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

II. ADDITIONAL APPLICABLE INFORMATION

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

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

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

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

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

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

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

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

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

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

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

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

SUMMARY OF DISCUSSION

Nick Tarpey presented staff report and recommendation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chris Draper asked if the existing powerlines would be undergrounded.

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

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

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

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

Carol Maher asked if these are all rental units.

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

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

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

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

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

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

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

Carol Maher asked if they would offer indoor bike storage.

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

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

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

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

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

Justyn Lewis asked if that's inside the building.

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

Will Page asked if they agree with staff recommendations.

Caleb Smith stated yes.

CHAIRPERSON OPENED THE PUBLIC HEARING

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

CHAIRPERSON CLOSED THE PUBLIC HEARING

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

COMMISSION ACTION:

Will Page made a motion for:

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

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

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

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

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

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

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

Motion passed: 8-1-1

Respectfully submitted,



Jason Van Essen, AICP
Planning & Urban Design Administrator

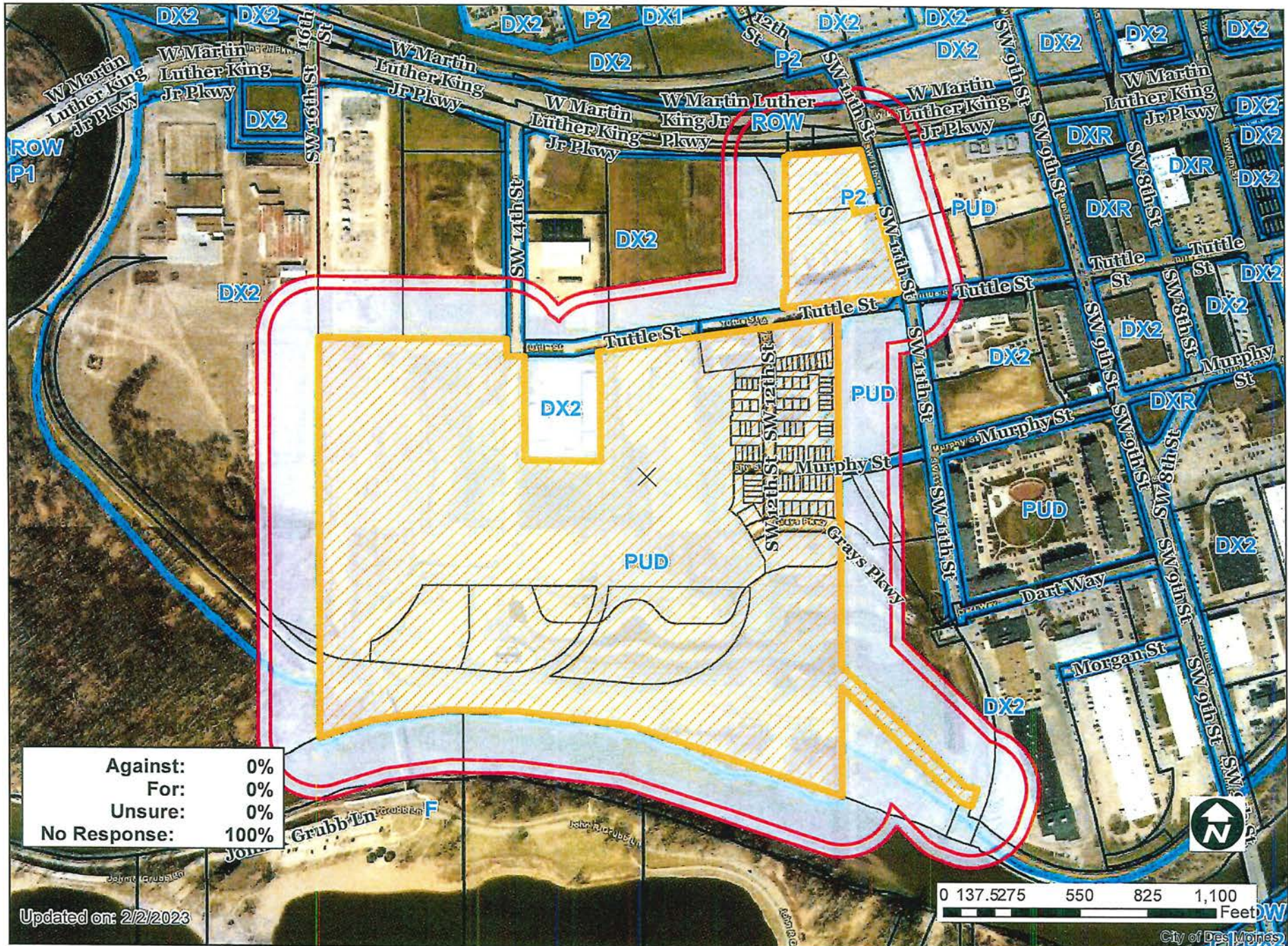
JMV:tjh



Updated on: 1/12/2023

1 inch = 517 feet

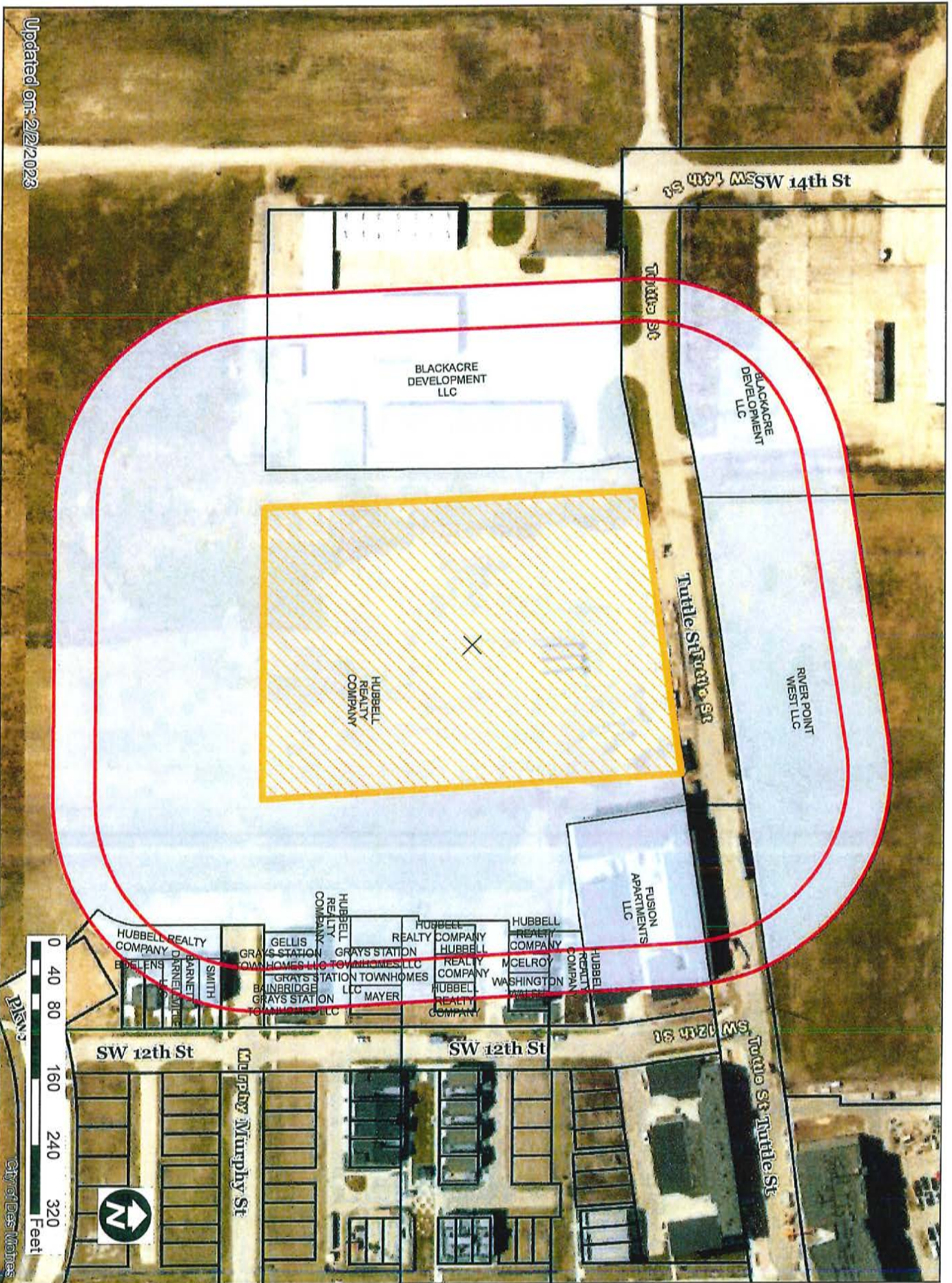
23-0332



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

Updated on: 2/2/2023

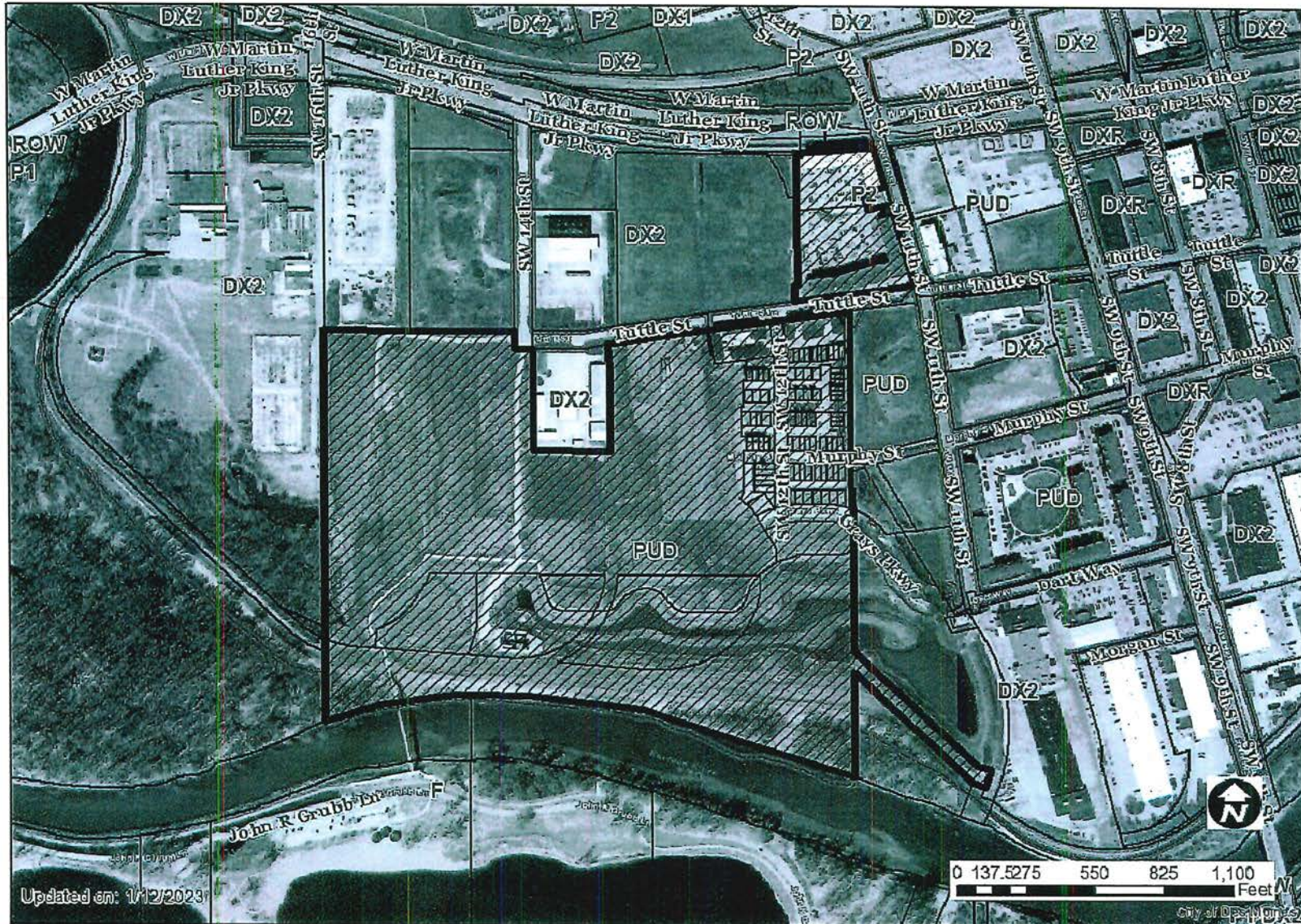
1 inch = 517 feet



Updated on: 2/2/2023

1 inch = 151 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

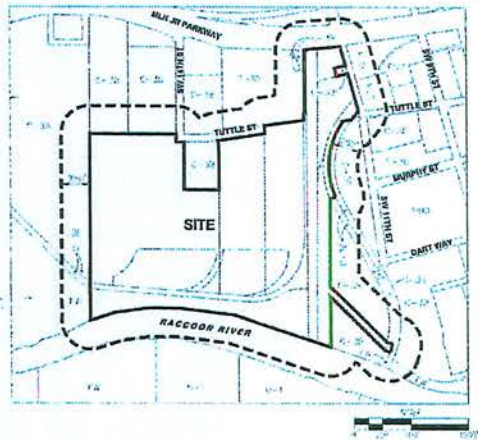
Sheet 1 of 20



VICINITY MAP (1"=2000')



ZONING OF ADJACENT PROPERTIES (1"=500')



DEVELOPER

GRAY'S STATION LLC
 1000 WEST BROADWAY
 SUITE 200
 DES MOINES, IOWA 50319
 515.281.1000

OWNER

GRAY'S STATION LLC
 1000 WEST BROADWAY
 SUITE 200
 DES MOINES, IOWA 50319
 515.281.1000

SHEET INDEX

1. CONCEPTUAL PLAN APPROVAL

CITY PRE-APPLICATION MEETING DATE

NOVEMBER 27, 2017

ZONING

PD-100
 PD-100 (CONCEPTUAL PLAN APPROVAL)
 PD-100 (CONCEPTUAL PLAN APPROVAL)
 PD-100 (CONCEPTUAL PLAN APPROVAL)

PLANDSM LAND USE

PD-100 (CONCEPTUAL PLAN APPROVAL)

ENGINEER

RDG
 1000 WEST BROADWAY
 SUITE 200
 DES MOINES, IOWA 50319
 515.281.1000

NEIGHBORHOOD MEETINGS & MEETING DATE

NO NEIGHBORHOOD MEETINGS WERE HELD FOR THIS PROJECT. THE PROJECT IS LOCATED IN AN AREA OF THE CITY OF DES MOINES THAT IS NOT A NEIGHBORHOOD.

P.U.D. PROPERTY DESCRIPTION

THE PROPERTY IS A PARCEL OF LAND IN THE CITY OF DES MOINES, IOWA, LOCATED IN THE EAST PART OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 12 WEST, POLK COUNTY, IOWA.

THE PROPERTY IS A PARCEL OF LAND IN THE CITY OF DES MOINES, IOWA, LOCATED IN THE EAST PART OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 12 WEST, POLK COUNTY, IOWA. THE PROPERTY IS A PARCEL OF LAND IN THE CITY OF DES MOINES, IOWA, LOCATED IN THE EAST PART OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 12 WEST, POLK COUNTY, IOWA. THE PROPERTY IS A PARCEL OF LAND IN THE CITY OF DES MOINES, IOWA, LOCATED IN THE EAST PART OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 12 WEST, POLK COUNTY, IOWA.

NOTES

1. THE CITY OF DES MOINES HAS REVIEWED THE CONCEPTUAL PLAN AND APPROVED IT FOR THE PD-100 ZONING DISTRICT.
2. ALL UTILITIES HAVE BEEN LOCATED AND THE CONCEPTUAL PLAN HAS BEEN APPROVED FOR THE PD-100 ZONING DISTRICT.
3. THE CONCEPTUAL PLAN HAS BEEN APPROVED FOR THE PD-100 ZONING DISTRICT.
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9. THE CONCEPTUAL PLAN HAS BEEN APPROVED FOR THE PD-100 ZONING DISTRICT.
10. THE CONCEPTUAL PLAN HAS BEEN APPROVED FOR THE PD-100 ZONING DISTRICT.

P.U.D. CONCEPTUAL PLAN APPROVAL

REVIEWED BY THE PLAN & ZONING COMMISSION ON JULY 6, 2017, AND JULY 20, 2017.

REVIEWED BY THE CITY COUNCIL ON JULY 24, 2017 (ROLL CALL NUMBER 17-1285), AND AUGUST 2, 2017 (ROLL CALL NUMBER 17-1307).

APPROVED BY THE CITY COUNCIL ON AUGUST 14, 2017, BY ROLL CALL NUMBER 17-1407. ORDINANCE NO. 15,000.

IN ACCORDANCE WITH SECTION 134-605 OF THE DES MOINES CODE AS AMENDED.

9/10/2017 DATE *M. J. P.* PLANNING DIRECTOR

LICENSED PROFESSIONAL

DESIGNED BY: *[Signature]*

DATE: 9/10/2017

DESIGN PROFESSIONAL

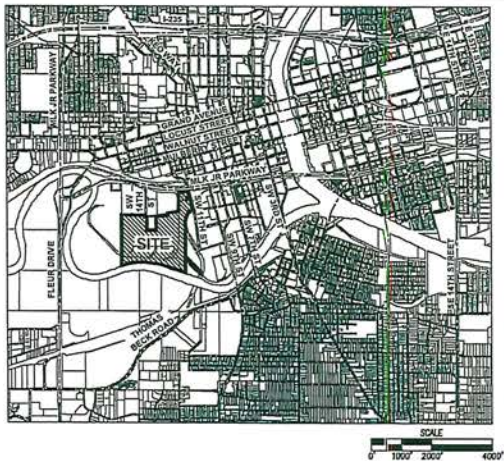
DESIGNED BY: *[Signature]*

DATE: 9/10/2017

CONCEPTUAL PLAN, FIRST AMENDMENT GRAY'S STATION

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

VICINITY MAP (1"=2000')



DEVELOPER

HUBBELL REALTY COMPANY
CONTACT: JOE PIETRUSZYNSKI
38800 WESTERN PARKWAY
WEST DES MOINES, IOWA 50326
PH. (515) 243-3228

OWNER

NORFOLK SOUTHERN RY
TAX DEPT
3 COMMERCIAL PLACE, SUITE 23
NORFOLK, VIRGINIA 23510

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

SHEET INDEX

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

CITY PRE-APPLICATION MEETING DATE

MAY 2, 2017

ZONING

- EXISTING:**
- C-3B CENTRAL BUSINESS MIXED USE DISTRICT
 - FW FLOODWAY DISTRICT
 - DOWNTOWN OVERLAY DISTRICT
 - GAMBLING GAMES PROHIBITION OVERLAY DISTRICT
- PROPOSED:**
- P.U.D.

PLAN DSM LAND USE

DOWNTOWN MIXED USE

ENGINEER

CIVIL DESIGN ADVANTAGE, LLC
CONTACT: RYAN HARDESTY
4121 NW URBANDALE DRIVE
URBANDALE, IOWA 50322
PH. (515) 389-4400

NEIGHBORHOOD MEETINGS & MEETING DATE

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

- Steering Committee Meeting #1 - June 14, 2016
- o Location: RDC Planning & Design, 301 and Avenue Des Moines, Iowa 50309
 - o Time: 2 PM - 4 PM
- Steering Committee Meeting #2 - August 15, 2016
- o Location: RDC Planning & Design, 301 and Avenue Des Moines, Iowa 50309
 - o Time: 2 PM - 4 PM
- Neighborhood Open House - August 15, 2016
- o Location: Cityville on 8th/ Common Room, 550 SW 8th/ ST Des Moines, Iowa 50309
 - o Time: 5:30 PM - 8:30 PM

P.U.D. PROPERTY DESCRIPTION

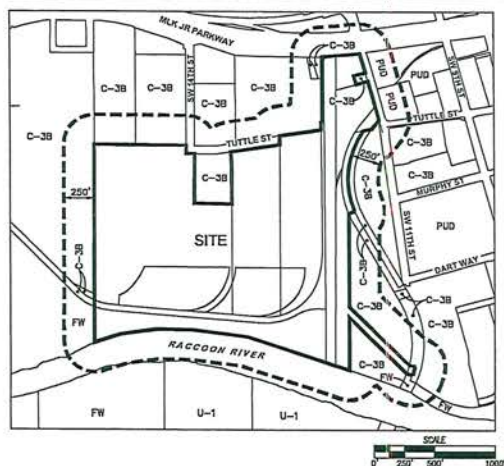
OUTLOTS Y AND Z AND A PART OF LOTS 6, 7 AND 9, CENTRAL DES MOINES INDUSTRIAL PARK, AN OFFICIAL PLAT AND PART OF LOTS 80, 81, 82, 85 AND 86 IN FACTORY ADDITION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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 1602813.67; THENCE SOUTH 81° (DEGREES) 48' (MINUTES) 50" (SECONDS) EAST ALONG THE NORTHERLY LINE OF SAID LOT 9, A DISTANCE OF 338.83 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°45'22" EAST CONTINUING ALONG SAID NORTHERLY LINE, 418.55 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2 ALSO BEING A POINT ON THE WEST RIGHT OF WAY LINE OF SW 14TH STREET; THENCE SOUTH 03°01'02" EAST CONTINUING ALONG SAID NORTHERLY LINE, 89.99 FEET TO THE SOUTHWEST CORNER OF STREET LOT 8, 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°08'09" WEST CONTINUING ALONG SAID NORTHERLY LINE, 423.70 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 81°19'18" EAST CONTINUING ALONG SAID NORTHERLY LINE, 307.20 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8, ALSO BEING THE NORTHEAST CORNER OF SAID LOT 8; THENCE NORTH 00°01'11" WEST ALONG THE WESTERLY LINE OF SAID LOT 7, CENTRAL DES MOINES INDUSTRIAL PARK, 333.39 FEET; THENCE NORTHERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 604.20 FEET, WHOSE ARC LENGTH IS 63.82 FEET AND WHOSE CHORD BEARS NORTH 03°22'07" WEST, 63.77 FEET; THENCE NORTH 00°50'09" 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°10'48" 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 8, CENTRAL DES MOINES INDUSTRIAL PARK, 72.11 FEET TO THE NORTHWEST CORNER OF SAID LOT 8; THENCE NORTH 81°32'47" EAST ALONG THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 347.62 FEET TO THE SOUTHWEST CORNER OF LOT 4, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE NORTH 00°14'01" 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 1604699.46; THENCE SOUTH 89°04'27" EAST ALONG THE NORTH LINE OF SAID OUTLOT Y, 16.36 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT Y; THENCE NORTH 02°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 88°10'40" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 100.23 FEET; THENCE NORTH 84°40'04" EAST CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 192.44 FEET TO THE WESTERLY LINE OF SAID LOT 85, FACTORY ADDITION; THENCE SOUTH 15°27'22" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, 173.21 FEET; THENCE SOUTH 74°42'54" 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 38°18'12" WEST ALONG SAID EASTERLY LINE, 97.08 FEET; THENCE SOUTH 78°27'19" WEST, 73.58 FEET TO THE EASTERLY LINE OF THE WEST HALF OF SAID LOT 81; THENCE SOUTHERLY ALONG SAID EASTERLY LINE AND A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 718.25 FEET, WHOSE ARC LENGTH IS 715.03 FEET AND WHOSE CHORD BEARS SOUTH 05°21'41" WEST, 688.05 FEET; THENCE SOUTH 67°49'12" 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°11'40" EAST ALONG SAID EAST LINE, 787.72 FEET; THENCE SOUTH 45°30'19" EAST, 892.69 FEET TO THE WESTERLY LINE OF SAID LOT 81; THENCE SOUTH 78°28'28" EAST, 30.00 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 735.04 FEET AND WHOSE CHORD BEARS SOUTH 17°00'57" WEST, 75.01 FEET; THENCE NORTH 70°20'25" WEST, 50.00 FEET TO SAID WESTERLY LINE OF LOT 81; THENCE NORTH 45°30'19" WEST, 863.55 FEET TO SAID EAST LINE OF THE WEST 100 FEET OF SAID LOT 80; THENCE SOUTH 00°11'40" EAST ALONG SAID EAST LINE, 438.03 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 81°10'53" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 291.24 FEET; THENCE SOUTH 82°00'09" WEST CONTINUING ALONG SAID SOUTHERLY LINE, 298.82 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°11'40" EAST ALONG THE WEST LINE OF SAID CENTRAL DES MOINES INDUSTRIAL PARK, 1642.05 FEET TO THE POINT OF BEGINNING AND CONTAINING 53.73 ACRES (3,647,188 SQUARE FEET) AND IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

NOTES

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

ZONING OF ADJACENT PROPERTIES (1"=500')



PUD CONCEPTUAL PLAN APPROVAL

REVIEWED BY THE PLAN & ZONING COMMISSION ON JULY 6, 2017, AND JULY 20, 2017.

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

APPROVED BY THE CITY COUNCIL ON AUGUST 14, 2017, BY ROLL CALL NUMBER 17-1407. ORDINANCE NO. 19,800.

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

DATE _____ PLANNING DIRECTOR _____

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

RYAN A. HARDESTY, P.E. DATE _____
2018

MY LICENSE EXPIRES DATE IS DECEMBER 31, 2023
PAGE# OF SHEETS COVERED BY THIS SEAL: _____
SHEETS 1 & 6

4121 NW URBANDALE DRIVE
 URBANDALE, IOWA 50322
 PHONE: (515) 389-4400 FAX: (515) 869-4410
 CIVIL DESIGN ADVANTAGE
 DES MOINES, IOWA

PREPARED BY: _____
 CHECKED BY: _____
 ENGINEER: _____
 TECH: _____

GRAY'S STATION
 PLANNED UNIT DEVELOPMENT (COVER SHEET)

1 / 2
 2202.113

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



DEVELOPMENT NARRATIVE:

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

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

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

The abundance of walking paths, sidewalks, and bike facilities within the neighborhood combined with the strong connections to the Downtown and Gray's Lake will ensure a constant flow of people on foot and bike. This stream of children, women, and men will ensure interactions between people of all kinds and that is as it should be. These interactions mixed with the 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
- Neighborhood Greenways
 - o Maintained by Home Owner's Association.

PLAN NARRATIVE & DESIGN GUIDELINES
OCTOBER 19, 2022

DESIGN GUIDELINES

- I. Overall Neighborhood Character
 - A. Development shall establish a new "livability" mixed-use urban neighborhood including medium density residential, high density residential, and vertically and horizontally mixed uses. The area to be the bridge building and at the intersection of 231st Street and Main Street Key Parkway shall accommodate residential and commercial uses.
 - B. Development shall create a sense of neighborhood and shall be designed to conform to the direction.
 - C. The neighborhood shall connect to a pedestrian bridge and landing plaza to Gray's Lake.
 - D. The development shall utilize methods to minimize the impact on existing infrastructure, including but not limited to existing street corridors, power lines, water main, and sewer main, storm sewers, and storm water basins and utility maintenance.
 - E. Development shall use public and private partnerships to modify existing storm water basins and turn them into public amenities located in a walkable quality and site engagement.
 - F. Housing product diversity in all forms and scales that are appropriate in an urban setting is encouraged. These shall be varied when densities with compatible forms in a targeted neighborhood, encouraging a mix of housing.
 - G. Opened urban townships shall be considered along green space areas and neighborhood park areas and be limited to the address as dictated on the Conceptual Restorative Master Plan on Sheet 8.
 - H. Green corridors are encouraged to minimize the impact of storm water, provide urban pathways for walking, and promote recreation, wellness, and pedestrian accessibility.
 - I. Development shall encourage proximity of parks to each other to create an urban park.
 1. Development shall provide an opportunity for housing that could include personal parking, larger units, small yards, and gardens, areas for dog play, and other landscape amenities.
 2. Housing that offers emerging views towards the river, waterways park, Gray's Lake, and downtown is encouraged.
 - J. Development shall promote street permeability to encourage walking and cycling over a road network for motor vehicles.
 - K. Development shall create a unique placemaking identity for the neighborhood through signature design in both the public and private realm.
 - L. All components and phases shall relate to, and integrate with, each other and previous components.
 - M. Development shall establish vehicular, mass transit, bicycle, and pedestrian linkages with the following:
 1. Downtown Central Business District,
 2. Gray's Lake,
 3. Development of the RICO Axis.
 - N. Long-term development shall provide consistency and compatibility of character across the development.
- II. Street Character
 - A. All components of Development shall provide a unified streetscape system that utilizes the same materials, design elements, and equipment throughout the redevelopment area. Minor variations are allowed from street to street to create street vitality or highlight local areas or place-making, the character along the Pedestrian Bridge Landing Plaza, but the overall design of each street shall not contribute to a neighborhood identity.
 - B. Development shall provide a street system primarily related to downtown street grid that provides safety and ease of use by all users:
 1. Public streets shall have sidewalks or right-of-way sidewalks.
 2. Development shall include human scale, user-friendly elements.
 3. Pedestrian shall provide a streetscape system that is walkable and that provides safety, comfort, and convenience for all users.
 - C. Development shall create a pedestrian-friendly environment along 231st and 233rd Streets that provides clear connections between the residential, mixed use, and commercial areas.
 - D. Street cross-section configurations shall be as specified in the approved Conceptual Development Plan and the Planned Unit Development (PUD) - Conceptual Plan Submittal - Sheet 12 - Conceptual Street & Alley Sections.
 1. Street cross-section may vary where existing or planned utility infrastructure will constrain and/or limit street.
- III. Building Character
 - A. Buildings shall be developed for each project phase and provide consistency and compatibility of character across the development while providing for flexibility in building design and building materials.
 1. Building materials in areas A, B, H, O, W, X, Y and Z shall be made of durable materials such as brick, metal, stone, cement board, etc.
 - a) Exterior insulation systems shall be used.
 - b) Insulated pre-engineered buildings shall not be allowed.
 - c) Insulated mechanical equipment shall be reduced or otherwise screened from public rights of way.
 2. A minimum of 75% of the surface area (including windows and doors) of facade building and perpendicular to a public street must be glass, brick, concrete panels, weathered concrete blocks (such as split-face or rough-sawn blocks), perforated metal panels or glass. These cannot or wood panels are also acceptable. Vinyl is prohibited.
 - B. Building Massing, Placement, Density, Arrangement (See approved Conceptual Development Plan for Land Use Classifications)
 - A. Primary facades of mixed-use and commercial structures shall be primarily parallel to the public right-of-way except in the address #1W and X.
 - B. Open space between building facades along Tenth Street shall minimize a human scale.
 - C. Generative mold building shall be allowed when defined residential areas.
 1. Chain-link fencing shall not be allowed.
 2. Vinyl fencing shall not be allowed.
 3. Wood fencing shall be allowed at grade or on a raised platform for an enclosed lot area or wall.
 - D. Attached and Detached Residential uses shall have minimal setbacks from public streets to encourage neighborhood integration and the pedestrian edge.
 - E. Attached and Detached Residential, Side and Corner Lots
 1. Lots with side elevations or alley corners shall include enhancements to landscaping and details defined from side elevations interior to the block.
 2. Lots with side elevations at street corners, public streets or open spaces shall include enhancements to landscaping, brick and roof lines or existing defined from side elevations interior to the block and distinct from alley corner side elevations.
 - F. Detached Residential uses on corner lots shall have minimal side yard setbacks from adjacent structures to promote density and define the edge of the public realm.
 - C. Building Height
 1. Downtown Mixed Use
 - a) Maximum height for all uses shall be four stories.
 2. High Density Residential
 - a) Maximum height for all uses shall be as follows:
 - (1) Three stories for Subareas H, L, H, and O
 - (2) Eight stories for Subareas Y and Z
 3. Medium Density Residential
 - a) Maximum height for all uses shall be one story except as indicated on the Conceptual Restorative Master Plan (Sheet 6).
 - H. Building Setbacks
 1. For all residential buildings, a minimum setback of 15 feet from the public right-of-way is permitted unless indicated on other documents.
 - 1) Attached and Detached residential buildings shall have side-set building separation(s) (i.e., building lots to building lots) that are at minimum 5 feet and at maximum 10 feet except where walking paths occur between buildings.
 - 2) Medium Density Residential
 - (1) Where walking paths occur between buildings the minimum width between buildings shall increase above the maximum separation by the width of the walking path.
 - I. Building Entrances
 1. Downtown Mixed Use
 - a) Buildings shall have entrances oriented toward primary street(s) and public plaza(s).

- b) 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.
2. High Density Residential
 - a) Buildings shall have entrances oriented toward primary street(s) and public plaza(s).
 - b) Medium Density Residential
 - (1) Buildings shall have entrances oriented toward primary street(s), public plaza(s), parks, greenways or alleys.
- J. Building Footprints
 1. Building Footprints
 - a) Buildings shall have a maximum building footprint of 40% of the lot area.
 - (1) Where exceptions 2.2.A.1 and 2.2.A.2 prohibit a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to ensure the pedestrian way and create an engaging pedestrian environment.
 - (2) For commercial and medium density buildings, at least 70 percent of the building height should be within one foot of the property line with the following exception:
 - (1) Footings in need of place space or an existing utility corridor.
 - (2) The curvilinear of the road provides efficient footage along the property line.
 - (3) Where exceptions 2.2.A.1 and 2.2.A.2 prohibit a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to ensure the pedestrian way and create an engaging pedestrian environment.
 - b) Medium Density Residential
 - (1) Buildings shall have a maximum building footprint of 40% of the lot area.
 - (1) Where exceptions 2.4.A.1 and 2.4.A.2 prohibit a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to ensure the pedestrian way and create an engaging pedestrian environment.
 - (2) For commercial and medium density buildings, at least 70 percent of the building height should be within one foot of the property line with the following exception:
 - (1) Footings in need of place space or an existing utility corridor.
 - (2) The curvilinear of the road provides efficient footage along the property line.
 - (3) Where exceptions 2.4.A.1 and 2.4.A.2 prohibit a building from being one foot from the property line, the design of the building should seek a similar design intent through building and site design to ensure the pedestrian way and create an engaging pedestrian environment.
 - K. Building Form
 1. Downtown Mixed Use
 - a) All buildings shall have a parapet or flat roof. Tower elements are allowed.
 - b) High Density Residential
 - (1) All buildings shall have a parapet or flat roof. Tower elements are allowed.
 - (2) Medium Density Residential
 - (1) All buildings shall have a cornice parapet, or flat roof.
 - V. Signs (See approved Conceptual Development Plan for Land Use Classifications)
 - A. Definitions
 1. Sign means any structure, including but not limited to a device or display, other than building or landscaping, used primarily for visual communication for the purpose of or being the result of bringing the subject thereof to the attention of a person, place, or the public generally. The term "sign" includes but is not limited to any and all outdoor posters, notices, murals, placards, directional signs, emblems, trademarks, logos, and patterns, whether attached to a building, pedestal or otherwise located on a building, or otherwise free standing building, but the term shall be restricted as to prohibited illegal or uncommercial advertising as any sign which commercial advertising is prohibited.
 2. Sign means to be attached to the side or front of a building or other structure, including but not limited to a sign containing text-to-be seen from a right-of-way sign face with an interior angle of 45 degrees or less, attached to a single supporting structure, or that is a sign or other structure which is attached to a building or other structure and is not attached to a building or other structure.
 3. Sign, building or other structure, other than a roof edge, which is supported by a building or wall, and is later defined as follows:
 - a) Sign, facade means a sign on a building or wall which is supported by its supporting wall.
 - b) Sign, projecting means a building or wall sign other than a building sign.
 - c) Sign, directional means a sign for the purpose of traffic control which is located on public property.
 - d) Sign, directional means a sign containing the name of a building, company or store and has no more than three lines of text, color and graphic design, limited to one type and one color and is limited to one type and one color.
 - e) Sign, directional display means any device of a sign face which is attached to a building or other structure and is not attached to a building or other structure.
 - f) Sign, directional display means a sign face which is attached to a building or other structure and is not attached to a building or other structure.
 4. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
 5. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
 6. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
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 10. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
 11. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
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 16. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
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 18. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
 19. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
 20. Sign, horizontal means a sign attached to the side or front of a building or other structure and is not attached to a building or other structure.
 - B. Sign, building or other structure, other than a roof edge, which is supported by a building or wall, and is later defined as follows:
 1. Sign, facade means a sign on a building or wall which is supported by its supporting wall.
 2. Sign, projecting means a building or wall sign other than a building sign.
 3. Sign, directional means a sign for the purpose of traffic control which is located on public property.
 4. Sign, directional means a sign containing the name of a building, company or store and has no more than three lines of text, color and graphic design, limited to one type and one color and is limited to one type and one color.
 5. Sign, directional display means any device of a sign face which is attached to a building or other structure and is not attached to a building or other structure.
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- 16. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 17. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 18. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 19. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 20. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 21. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 22. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 23. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
 - 24. Sign, non-premise advertising means a sign which identifies or directs attention to:
 - a) A profession, business, service, activity, product, campaign or attraction manufactured, sold, offered or conducted upon the premises where such sign is located; and
 - b) The identified or non-commercial uses of an occupant of the premises.
- Discretion Mean Use of High Density Residential Signs**
- 1. Sign shall be in accordance with the following:
 - a) Any combination of two non-premise signs 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 front foot of building frontage per occupant, and not to exceed a maximum of 100 square feet per occupant, shall be permitted. This building frontage consists of 25 percent of area of the total lot frontage, the amount of area of that building shall be permitted, in lieu of the above, one square foot in area for each foot of lot frontage per lot and not to exceed a maximum of 100 square feet per occupant. Such signs shall be permitted on public or private easements attached to and supported by a building.
 - b) All building or wall signs shall project no more than seven feet from the building, unless such projection is over the street right-of-way, in which case such sign shall project no more than 20 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 be not more than 20 square feet in area per occupant and shall not extend more than four feet above the roofline. Projecting signs may be anchored to the rear of building.
 - c) The permitted types of free-standing signs are non-commercial and sandwich board signs. Pole signs and portable signs other than sandwich board signs are not permitted.
 - d) One sandwich board sign shall be permitted per building front for identification and non-premise advertising. Such signs shall comply with ingress and egress requirements outlined in the city building code. Sandwich board signs are permitted upon the sidewalk within the public right-of-way, subject to the following:
 - (1) Such signs are permitted only during the hours the business is open to the public, and must be located adjacent to the premises.
 - (2) Such signs shall be placed no closer than five feet from the back of the street curb.
 - (3) Such signs shall be no more than ten square feet in area on each side, no more than five feet in height, and no more than five feet in width.
 - (4) There shall be no electrical service to such signs.
 - e) One non-sandwich board or wall identification sign per occupant, not to exceed two square feet in area, shall be permitted on building where occupants have no occupied frontage, and shall be located immediately adjacent to the principal entrance to each occupant's premises.
 - f) Two non-premise type B identification pole signs shall be permitted on flexible supports. The total sign area per occupant shall not exceed 100 square feet.
- VI. Parking Requirements**
- A. Unreserved 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 including 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.
 - 3. Vehicular use areas with 20 or more car stalls require interior landscape area as detailed below:
 - a) Interior landscaping shall be a minimum amount of one planting bed no smaller than 3' x 17' for every 25 interior spaces containing 1 secondary tree and 2 shrubs.
 - b) Required landscaping and planting beds may be clustered but there may be no more than 25 spaces in a single row, or 30 spaces in a double row without an intervening planting bed.
 - c) Trees planted in Parking Lot Interior Plantings are to be a minimum of 1" caliper.
 - d) Use of mulching beds is required to increase shade and reduce "urban heat island" effect.
 - e) A minimum of one (1) secondary tree and three (3) shrubs for every twenty-five (25) spaces exclusive of tree planting required by perimeter landscape area.
 - f) Corner islands beyond the 7' perimeter landscape area may be planted 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 in excess of 17' may partially be counted toward interior planting requirements.
 - i) Interior planting islands that are at least 8'x17' shall be spaced no farther than 20 parking spaces or 100' apart.
 - 4. Vehicular use areas require perimeter landscape area as detailed below:
 - a) Vehicular use areas holding up to 30 cars require a 7' perimeter landscape area (2' car parking, 2' landscape area) measured from the right-of-way line along parking lots facing public right-of-way. (Public lot cannot be counted toward fulfillment of this obligation.)
 - b) Vehicular use areas of 40 car stalls and more require a 7' perimeter landscape area (2' car parking, 2' landscape area) measured from the right-of-way line along parking lots facing public right-of-way. (Public lot cannot be counted toward fulfillment of this obligation.)
 - c) Better curbs of concrete or stone shall be a minimum of 12" in height and a minimum of 12" in width, and shall be securely installed around the perimeter landscape area and be constructed in good condition.
 - d) Sid shall be placed on the side with the perimeter landscape area, including the car parking area.
 - e) The landscape area shall contain 1 tree and 10 shrubs (24" caliper minimum unless indicated height, and no less than 18" tall) per 40 linear feet of perimeter landscape area with proportion of a deciduous tree or large shrub to evergreen, which shall be concrete block, painted and/or colored ground paint, gravel/leaves, 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 20", and no steeper than 2:1.
 - f) Groundcover or law planting is required in the car parking areas where maintenance will be provided. Chainlink gates, or hardware divided walks, is required.
 - g) Mass hbs are recommended every 100' throughout the perimeter landscape area.
 - h) Trees shall be planted a minimum of 20' from any curb.
 - i) Unreserved areas are acceptable with groupings of light spacing and larger openings between groupings.
 - j) The siting or shading of perimeter areas with parking areas is encouraged.
 - k) Trees planted in the perimeter landscape area are a separate requirement, and do not count toward other tree planting requirements of the parking lot interior planting.
- 5. Parking lot adjacent to public streets**
- a) Non-paved surfaces shall be landscaped to meet Des Moines Landscaping Standards for paving details C-3, & C-3A.
- B. Pedestrian Areas**
- 1. Streets designated as "Local" or "Collector" shall include parallel parking as depicted in the approved conceptual development plan.
- C. Situated Parking**
- 1. Features of above ground structured parking (e.g., parking parking beneath commercial or residential uses) subject 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 for transit stops and shelters.
 - C. Developers and DMRT shall work together to establish feasible transportation linkages on a case by case basis.
- VII. Public Amenities**
- A. Bicycle and Pedestrian Facilities:
 - 1. Development shall provide on-street bike lanes and on-street trails that connect to existing urban system.
 - 2. Development shall include a pedestrian bridge connection in Gray's Lake over the Florence River.
 - a) Pedestrian bridge is anticipated to be located near the southeast corner of the divided PUD boundary and west of the existing pump station associated with the enhanced stormwater basin.
 - 3. Development shall provide 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 12'.
 - 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 may include elevated (e.g., Pergola, Circle Structure, etc.) and/or other 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 12'.
 - d) Neighborhood Parks may include elevated (e.g., Shelter, Chairhouse, Pergola, etc.) and/or other artistic elements where deemed appropriate by the developer.
 - 3. Pedestrian Bridge Landings Plaza:
 - a) The Pedestrian Bridge Landings Plaza shall generally be located as depicted on the approved conceptual development plan.
 - b) The Plaza shall be designed in an accommodating pedestrian and bicycle traffic associated with daily use of the Pedestrian Bridge facility.
 - c) The Plaza shall be designed as an inviting public space that is flexible enough to accommodate neighborhood events.
 - 4. Enhanced Stormwater Basin:
 - a) The Enhanced Stormwater Basin (ESB) shall generally be located as depicted on the approved conceptual development plan on Sheet 08.
 - b) The ESB shall be designed to detain stormwater from the watershed which it serves.
 - c) The ESB shall be designed to improve the quality of streamwater 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.

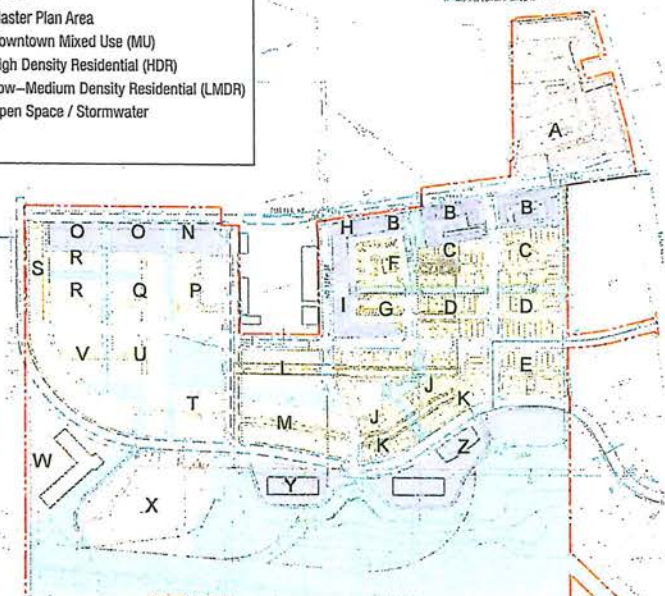


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LEGEND

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



Accessory & Temporary Uses

Category	Plan Subarea																									
	MU	HDR	MDR	MDR	MDR	MDR	MDR	HDR	HDR	MDR	MDR	MDR	MDR	MDR	MDR	MDR	MDR	MU	MU	HDR	HDR					
Use	A	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																										
Category																										
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	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	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	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	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	X
Commercial Accessory																										
Category																										
Drive-Through Facility	X																									
Outdoor Cafe	X	X					X						X									X	X	X	X	X
Outdoor Display	X	X								X	X												X	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	X
Temporary Use Category																										
Vending Place	X	X								X						X	X						X	X	X	X
Temporary Outdoor Event	X	X								X						X	X						X	X	X	X
Farmers Market	X	X								X						X	X						X	X	X	X

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

Principal Uses	Plan Subarea																										
	MU	HDR	MDR	MDR	MDR	MDR	MDR	HDR	MDR	MDR	MDR	MDR	MDR	MDR	MDR	MDR	MDR	MU	MU	HDR	HDR						
Use	A	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	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	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	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	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	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	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	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	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	X	X	
 Civic & Institutional Category																											
Assembly, Neighborhood (<10,000 sf)	X	X						X									X	X							X	X	X
Assembly, General (≥10,000 sf)	X	X						X									X	X							X	X	X
Government/Higher Education/Hospital	X	X						X									X	X							X	X	X
Library/Museum	X	X						X									X	X							X	X	X
Police/Fire	X	X						X									X	X							X	X	X
School: 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	X	X	X
School: High	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	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	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	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	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	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	X	X	X
Retail Use Category																											
Neighborhood Retail	X	X						X									X	X							X	X	X
General Retail	X	X						X									X	X							X	X	X
Beer/Wine/Liquor Sales	X	X						X									X	X							X	X	X
Convenience Store	X	X						X									X	X							X	X	X
Service Use Category																											
Neighborhood Service	X	X						X									X	X							X	X	X
General Service	X	X						X									X	X							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	X	X	X
Child Day Care (>12 children)	X	X						X									X	X							X	X	X
Community Service	X	X						X									X	X							X	X	X
Drinking Places	X	X						X									X	X							X	X	X
Eating Places	X	X						X									X	X							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	X	X	X
Private Club	X	X						X									X	X							X	X	X
Tattoo/Piercing Parlor	X	X						X									X	X							X	X	X
Employment Use Category																											
Office	X	X						X									X	X							X	X	X
Craftsman/Studio	X	X						X									X	X							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 4 of 20



USE TABLE DEFINITIONS

- GENERAL PROVISIONS**
- 1) The following general provisions apply:
 - a) All use references are those provided, unless otherwise specified.
 - b) Each of the principal uses may function as either principal use or accessory use as set forth elsewhere specified.
 - c) Uses may be permitted by right or by ordinance.
 - d) Each use shall be located within a permitted building type, unless otherwise specified.
 - e) Each use shall be located within a building, unless otherwise specifically stated.
 - 2) Density by lot shall be calculated by the method:
 - a) For a single-family detached residential building, divide the number of units by the building area as the gross development area.
 - b) For any other building type, divide the number of units by the building area as the gross development area.
- APPLICABILITY**
- This building, structure, or lot shall be used in any way other than the use permitted by the district in which the building, structure, or lot is located.

- TABLE OF PERMITTED USES**
- The Table of Permitted Uses identifies the general uses allowed in each City Zone (CZ). Permitted uses are defined in the Definitions & Use Districts sections, and each definition includes the use and any special use conditions. Items in the Table of Permitted Uses are subject to the general use conditions and any special use conditions.
- 1) Permitted CZs: These uses are permitted by right in the districts in which they are located.
 - 2) Conditional CZs: These uses are permitted by right in the districts in which they are located. However, a separate ordinance may be required for certain uses in certain districts.

- SEMINAR USES**
- These uses are grouped into several categories, which are further limited to subcategories and specific uses. For example, the Retail Sales category includes subcategories of non-retail and retail, which are further limited to specific uses.
- RETAIL SALES**
- 1) Retail Sales (Retail): A store or facility that is substantially occupied by a retail use as a principal use or accessory use, including but not limited to:
 - a) Food and beverage stores
 - b) Groceries and food stores
 - c) Clothing stores
 - d) Department stores
 - e) Specialty stores
- RESTAURANTS**
- 1) Restaurant: A place where food is prepared for the general public, whether on the premises or at a location away from the premises, including but not limited to:
 - a) Full-service restaurants
 - b) Fast-food restaurants
 - c) Casual dining restaurants
 - d) Bars and taverns

- RECREATION USES**
- 1) Amusement Park: A place where the public is entertained by means of rides, shows, or other amusements.
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PERMITTED LAND USES: DEFINITIONS OCTOBER 19, 2022

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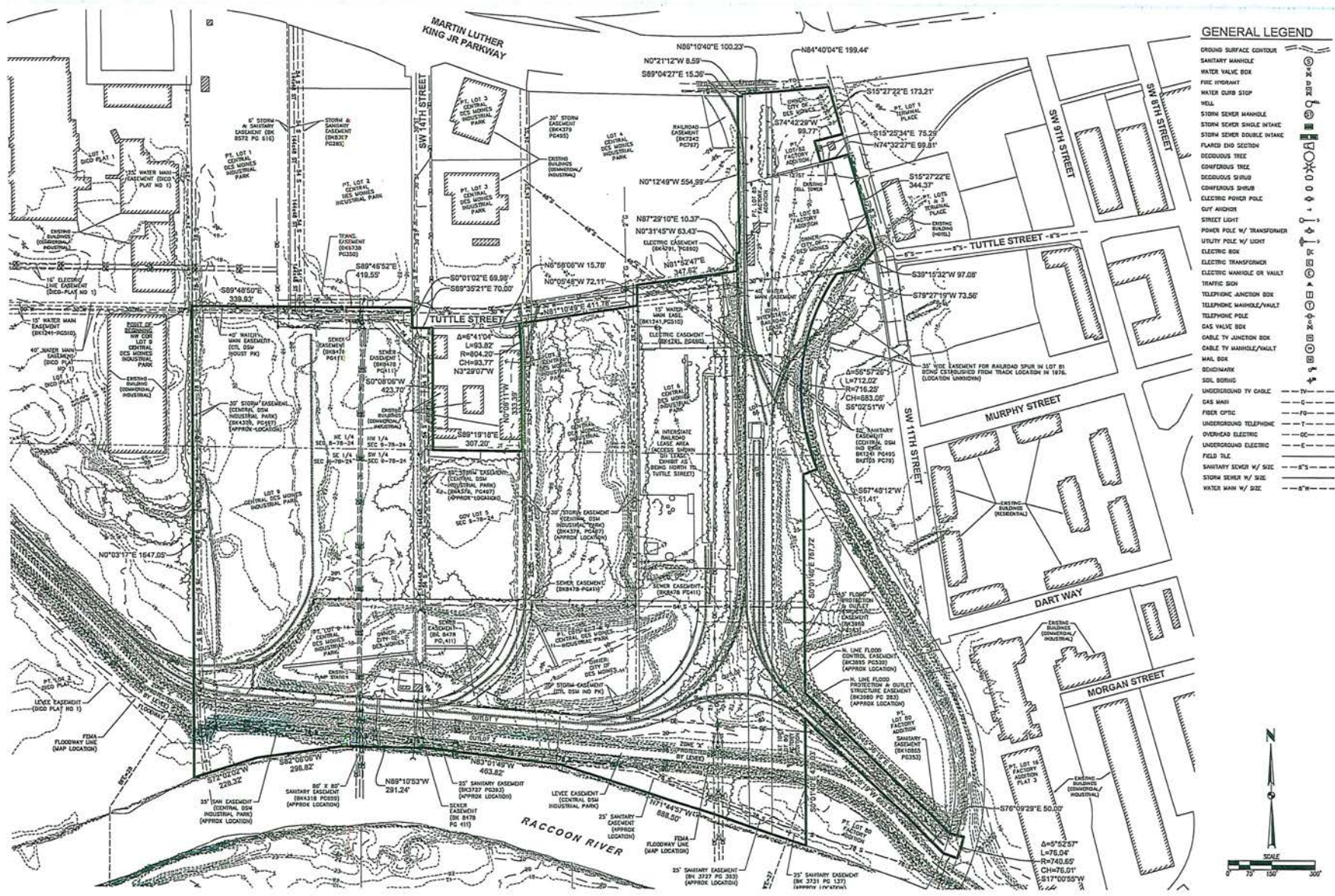
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Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 5 of 20



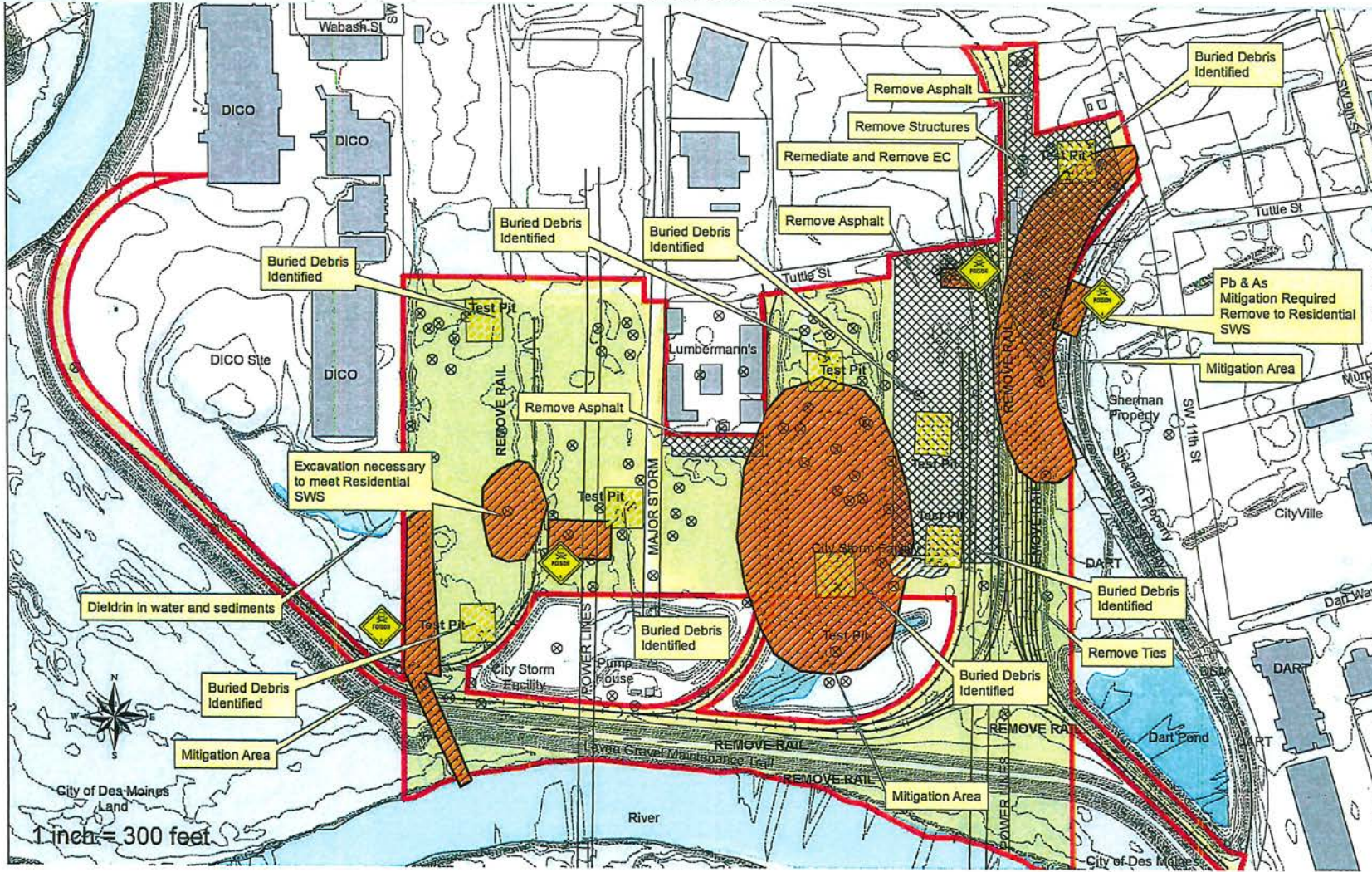
GENERAL LEGEND

- 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
- CONDUITOUS TREE
- CONDUITOUS SHRUB
- CONFEROUS 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 MANHOLE/VAULT
- MAIL BOX
- BOUNDARY
- SOIL BORING
- UNDERGROUND TV CABLE
- DAS MAIN
- FIBER OPTIC
- UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- FIELD TILE
- SANITARY SEWER W/ SIZE
- STORM SEWER W/ SIZE
- WATER MAIN W/ SIZE

PLAN MAP:
 EXISTING CONDITIONS
 MAY 3, 2017



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

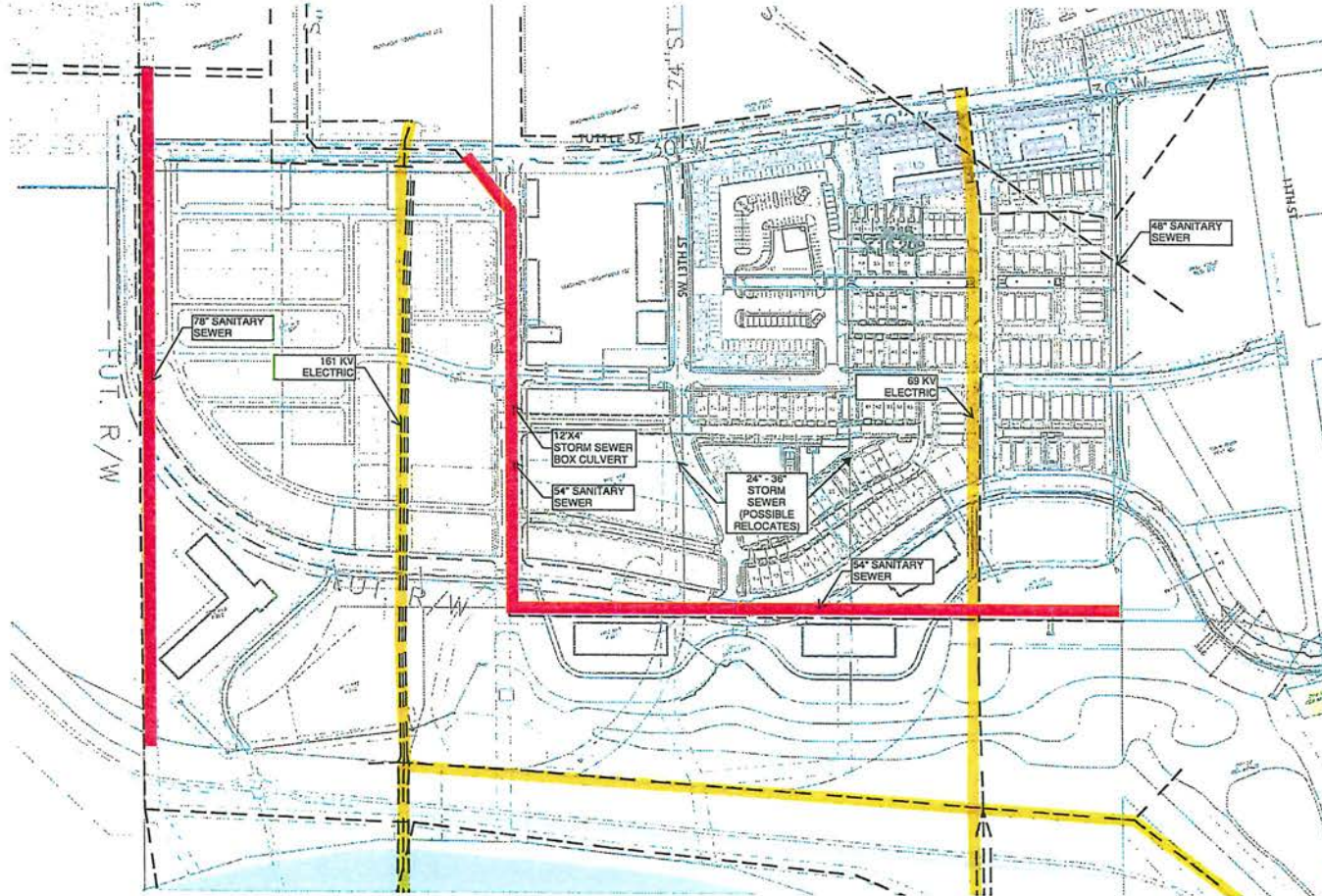


NOTES:
 1. Refer to supplemental digital content provided to the City of Des Moines for additional environmental conditions findings.

ENVIRONMENTAL CONDITIONS
 OCTOBER 19, 2022



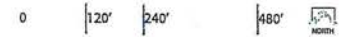
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 7 of 20



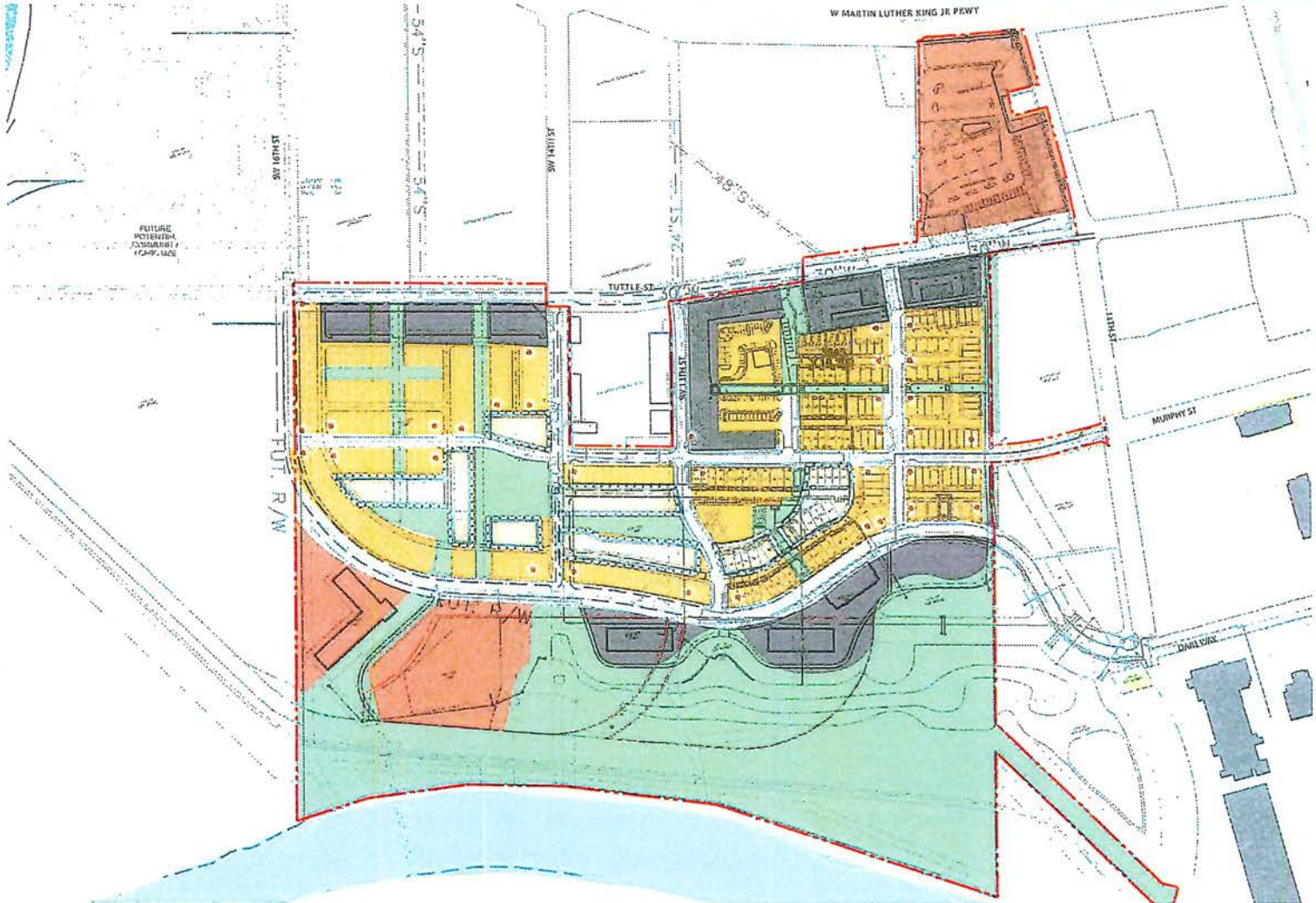
LEGEND:
— EXISTING SANITARY LINE TO REMAIN
- - - EXISTING OVERHEAD POWER LINES TO REMAIN

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



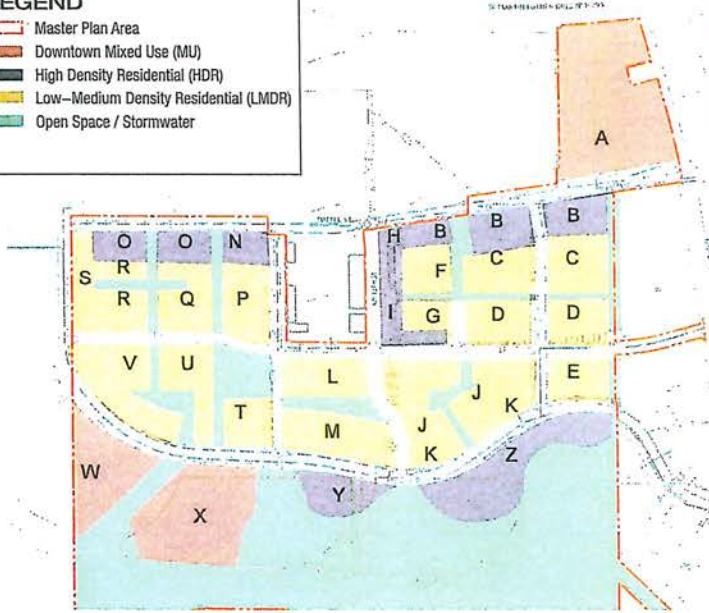
Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 9 of 20



GRAY'S STATION

LEGEND

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



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

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

Illustrative Estimate

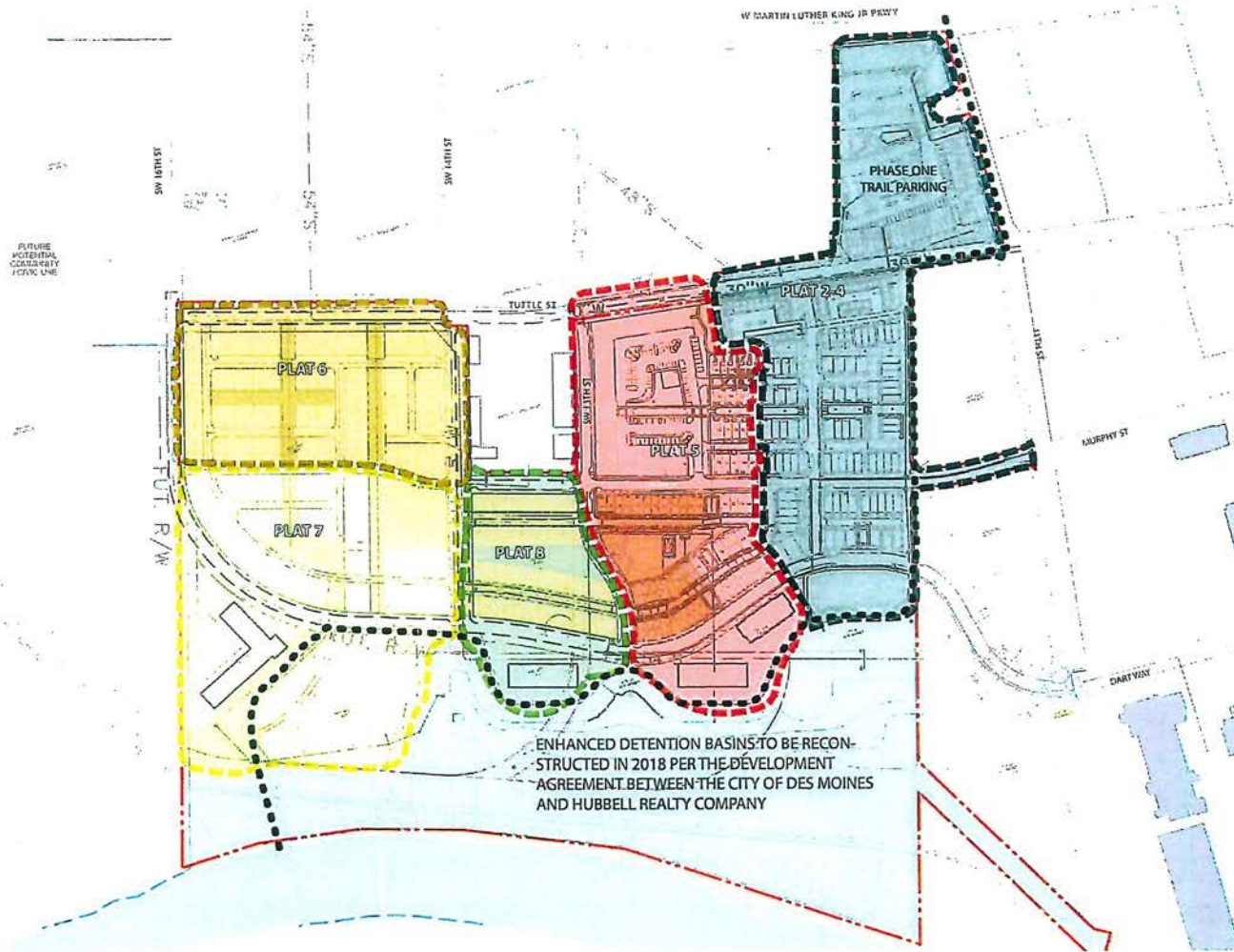
Illustrated Units	Illustrated Net Density	Assumed Multi-family residential floors	City Classification
193	37	4	High
79	41	3	High
34	17		High
34	18		High
16	16		Med
10	14		Med
11	16		Med
5	35		High
12	16	3	Med
13	11		Low-Med
22	13		Med
32	19		High
32	20		High
15	33	3	High
65	54	3	High
22	22		High
22	18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



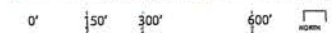
NOTES:
 Variables that will impact the anticipated phasing of the Gray's Station plan include the timing of:
 1) Redevelopment of the DICO site, and
 2) Infrastructure, improvements and street extensions completed by the City of Des Moines.

LEGEND

- Master Plan Area
- Phase One Trail - Conceptual Alignment

Anticipated Phasing:

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

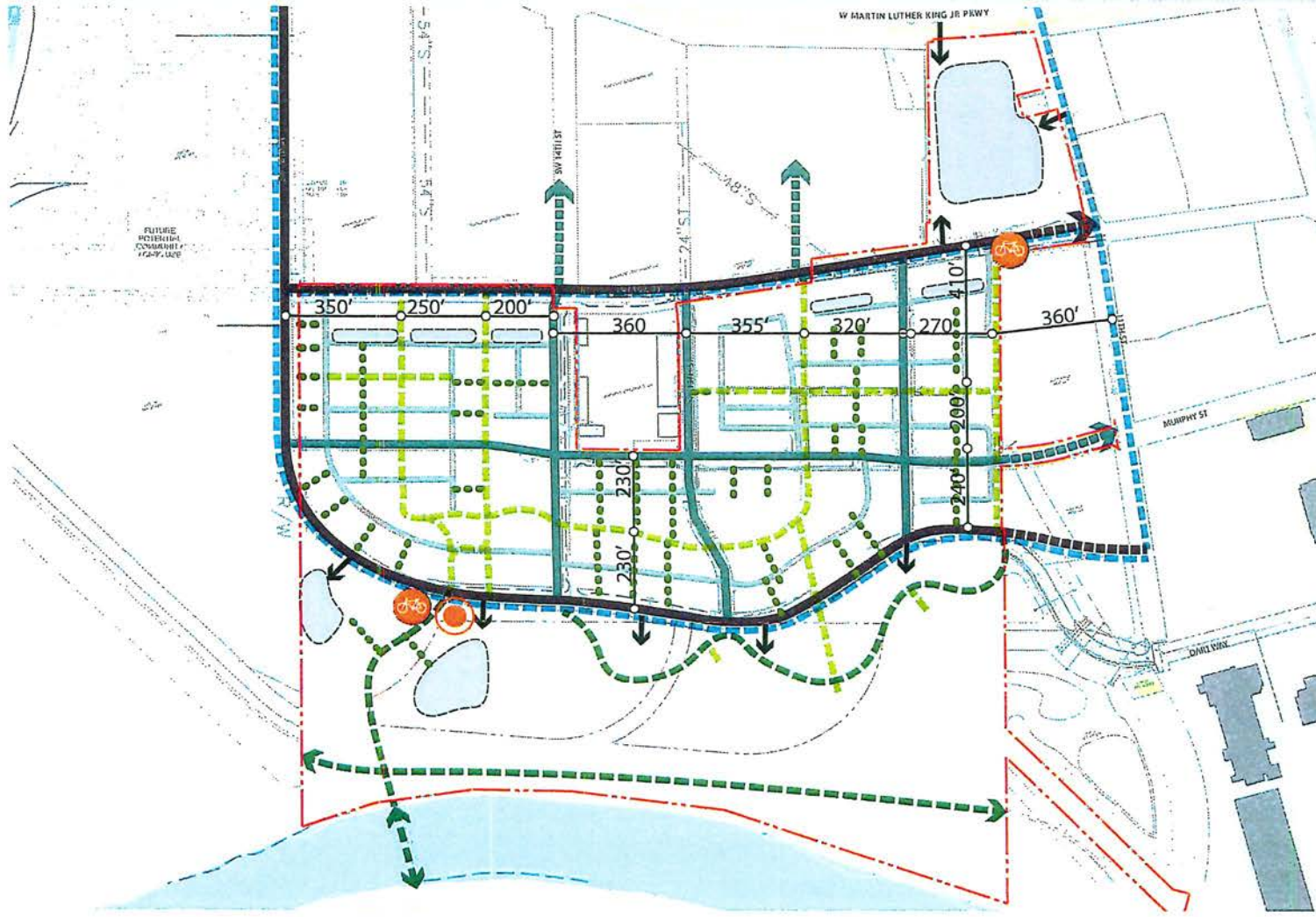


CONCEPTUAL PHASING DIAGRAM
 OCTOBER 19, 2022

Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
Sheet 11 of 20



GRAY'S STATION

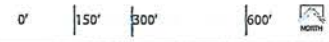


- NOTES:**
- The location of the following items are approximate and provided to show general plan intent of the circulation network:
 - Block lengths between streets and greenways;
 - Greenway locations;
 - Road centerlines;
 - Alley network;
 - Access drive location;
 - Bus stop locations;
 - Bike 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 <i>Anticipated 2 lanes travel, 2 lanes parking, bicycle facilities</i>
	Proposed Local Street <i>Anticipated 2 lanes travel, 1 lane parking</i>
	Proposed Alley
	Proposed Bicycle/Pedestrian Route – Primary
	Proposed Greenways
	Proposed On-Street Bike Facility
	Existing Regional Trail
	Existing Local Trail
	Proposed Access Drive
	Proposed Off-street Surface Parking Area
	Proposed Bus Stop
	Proposed Bike Share

CONCEPTUAL CIRCULATION DIAGRAM
OCTOBER 19, 2022

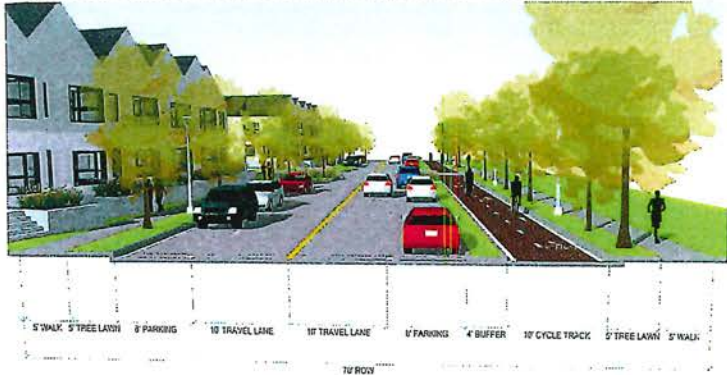


Conceptual Plan Gray's Station, a Planned Unit Development in the City of Des Moines, County of Polk, State of Iowa
 Sheet 12 of 20



GRAY'S STATION

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



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



CONCEPTUAL ALLEY SECTION



CONCEPTUAL STREET SECTION: LOCAL STREET AT 14TH STREET



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



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

CONCEPTUAL STREET AND ALLEY SECTIONS
 OCTOBER 19, 2022



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

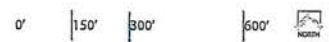


LEGEND

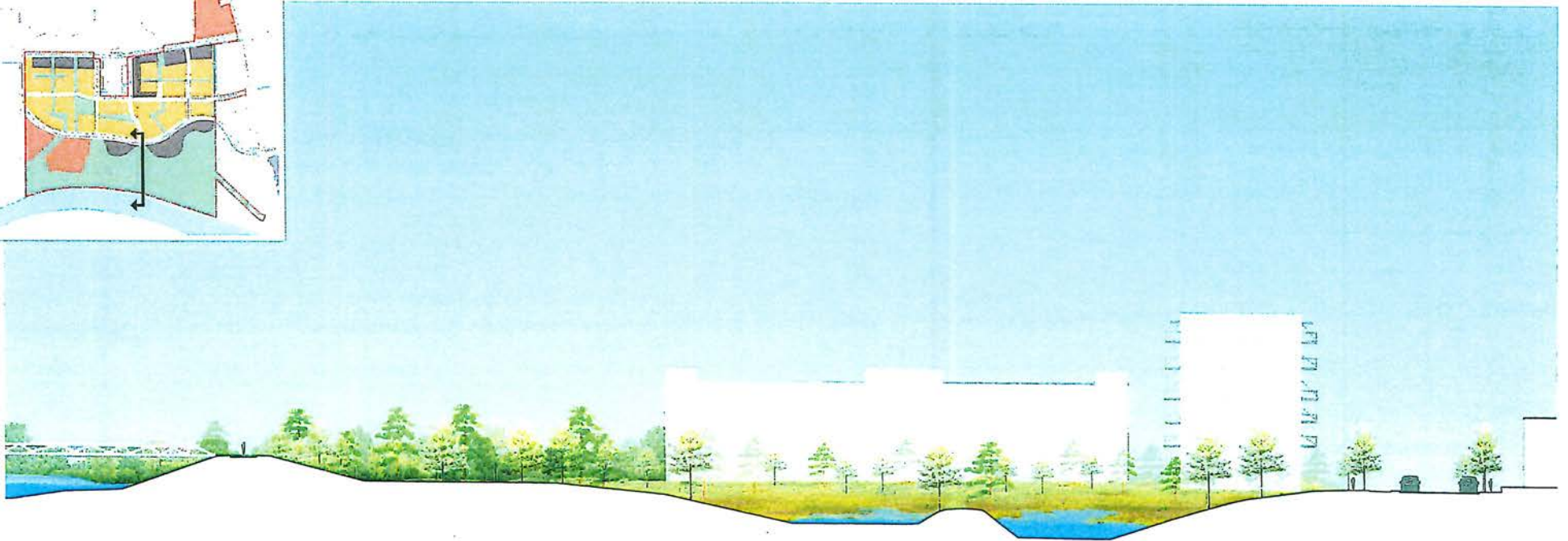
- Master Plan Area
- Proposed Public or Public Access Area
- Proposed Bicycle/Pedestrian Route – Primary
- Proposed Greenways
- Proposed On-Street Bike Facility
- Existing Regional Trail
- Existing Local Trail

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

CONCEPTUAL OPEN SPACE PLAN
 OCTOBER 19, 2022



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



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

CONCEPTUAL SECTION ELEVATION THROUGH ENHANCED DETENTION BASIN
OCTOBER 19, 2022



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



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.



PROPOSED OPEN SPACE 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 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.

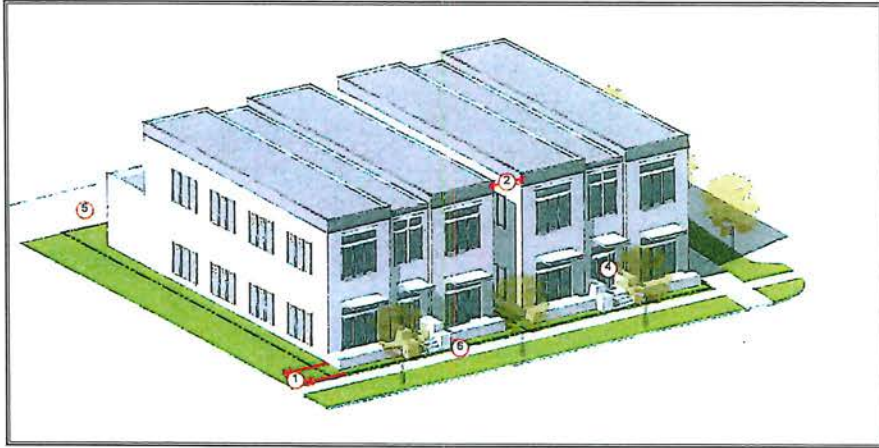


HIGH DENSITY RESIDENTIAL - PROTOTYPICAL BUILDING

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)

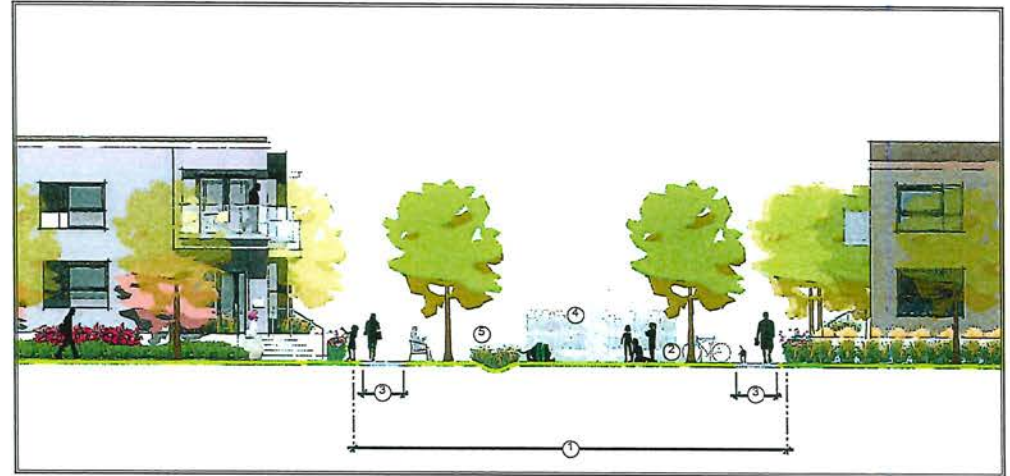
1. For all residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless constrained by utility easements.
2. Attached and Detached residential buildings shall have side-yard building separation(s) (i.e., building face to building face) that are at minimum 5 feet 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).

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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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.

PROPOSED PROTOTYPICAL FORMS
 OCTOBER 19, 2022



SITE DEVELOPMENT PLAN FOR: GRAY'S STATION TELUS

DES MOINES, IOWA

VICINITY - MAP

NOT TO SCALE



OWNER

HRC NFS 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 HARDISTY
EMAIL: RYAN@CDA-ENG.COM
PH: (515) 369-4400

SURVEYOR

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

ARCHITECT

SIMONSON & ASSOCIATES, INC.
1717 INGERSOLL AVE SUITE #117
DES MOINES, IA 50309
CONTACT: STEPHANIE POOLE
EMAIL: SPOOLE@SIMONSONASSOC.COM
PH: (515) 440-5929

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 - 8+ HOUSEHOLDS PER LOT

DEVELOPMENT SUMMARY

TOTAL SITE AREA: 3.48 ACRES (151,395 SF)
EXISTING IMPERVIOUS AREA: 0.00 ACRES (0 SF)
DEVELOPMENT CALCULATION:
TOTAL SITE: = 151,395 SF (3.48 AC.)
BUILDINGS: = 47,725 SF
PARKING AREAS: = 66,172 SF
SIDEWALK: = 14,844 SF
OPEN SPACE PROVIDED: = 22,654 SF (15.0%)
UNITS: 84 UNITS (24.14 UNITS PER ACRE)
PARKING:
STANDARD: 48 SPACES
GARAGE: 84 SPACES
ADA: 5 SPACES
TOTAL: 137 SPACES

DATE OF SURVEY

08/05/2022

BENCHMARKS

- CITY BENCHMARK #725: BRASS CAP IN THE NORTHEAST TRAFFIC SIGNAL BASE AT THE SOUTHWEST CORNER OF MARTIN LUTHER KING DRIVE AND SOUTHWEST 11TH STREET. ELEVATION=28.81
- CITY BENCHMARK #558: BRASS TABLET IN THE CONCRETE WALL 43.6 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=25.48

LEGAL DESCRIPTION

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

TAX ABATEMENT - SUSTAINABILITY

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

INDEX OF SHEETS

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

GENERAL LEGEND

PROPOSED	EXISTING
PROPERTY BOUNDARY	SANITARY MANHOLE
SECTION LINE	WATER VALVE BOX
CENTER LINE	FIRE HYDRANT
RIGHT OF WAY	WATER CURB STOP
BUILDING SETBACK	WELL
PERMANENT EASEMENT	STORM SEWER MANHOLE
TEMPORARY EASEMENT	STORM SEWER SINGLE INTAKE
TYPE SW-501 STORM INTAKE	STORM SEWER DOUBLE INTAKE
TYPE SW-502 STORM INTAKE	FLARED END SECTION
TYPE SW-503 STORM INTAKE	DECIDUOUS TREE
TYPE SW-505 STORM INTAKE	CONIFEROUS TREE
TYPE SW-508 STORM INTAKE	DECIDUOUS SHRUB
TYPE SW-512 STORM INTAKE	CONIFEROUS SHRUB
TYPE SW-S13 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
DETECTABLE WARNING PANEL	TRAFFIC SIGN
WATER CURB STOP	TELEPHONE JUNCTION BOX
SANITARY SEWER	TELEPHONE MANHOLE/VAULT
SANITARY SERVICE	TELEPHONE POLE
STORM SEWER	GAS VALVE BOX
STORM SERVICE	CABLE TV JUNCTION BOX
WATERMAIN WITH SIZE	CABLE TV MANHOLE/VAULT
WATER SERVICE	MAIL BOX
SAWCUT (FULL DEPTH)	BENCHMARK
SILT FENCE	SOIL BORING
USE AS CONSTRUCTED	UNDERGROUND TV CABLE
MINIMUM PROTECTION ELEVATION	GAS MAIN
	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.



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

SUBMITTAL APPROVAL:

APPROVED APPROVED WITH CONDITIONS - SEE EXHIBIT "A"

IN ACCORDANCE WITH SECTION 135-9.203 DES MOINES MUNICIPAL CODE, AS AMENDED.

NO CHANGES TO THIS PLAN UNLESS APPROVED BY THIS FORM 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, 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.

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.

DATE: 01/04/2023

PROJECT NO: 2205.350

DATE OF REVISION: 01/04/2023

ALL C SERIES SHEETS

PROVISIONAL

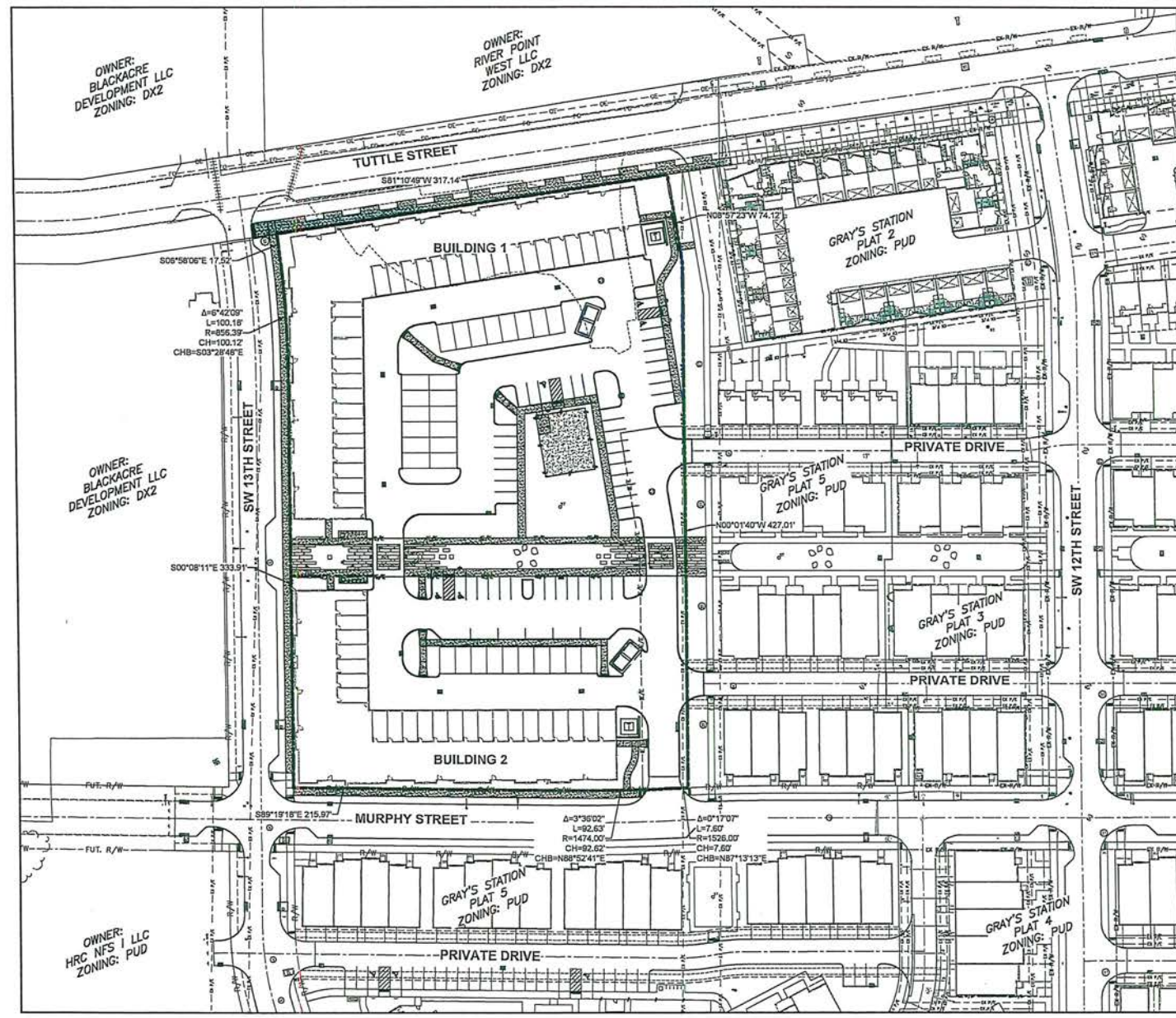
DESIGNER: CIVIL DESIGN ADVANTAGE, 4121 NW URBANDALE DRIVE, URBANDALE, IA 50322, (515) 369-4400

OWNER:
BLACKACRE
DEVELOPMENT LLC
ZONING: DX2

OWNER:
RIVER POINT
WEST LLC
ZONING: DX2

OWNER:
BLACKACRE
DEVELOPMENT LLC
ZONING: DX2

OWNER:
HRC NFS I LLC
ZONING: PUD



GENERAL NOTES

1. THE 2022 EDITION OF THE SMOKE STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTAL SPECIFICATIONS 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 WORK SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS. WORKING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH ANY APPLICABLE SAFETY REGULATIONS.
4. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER, DESIGNER, AND/OR ARCHITECT, AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO COMPENSATION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO CONSULT WITH THE CITY STANDARDS. NO STOPS ARE ALLOWED IN SANITARY REQUIREMENT.
5. ONE WEEK PRIOR TO CONSTRUCTION WITHIN CITY R.U.M. OR ANY CONNECTION TO PUBLIC SEWERS 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 INSPECTIONS. CALL 515-283-4177 OR 515-208-4177.
6. ALL CONSTRUCTION WITHIN PUBLIC R.U.M.'S, EASEMENTS, AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE CITY STANDARDS. NO STOPS ARE ALLOWED IN SANITARY REQUIREMENT.
7. MANHOLES
8. ALL CONDUITS ARE TO BACK OF CURB, BUILDING FACE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
9. CONTRACTOR SHALL VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
10. PLACE 3/4" HIGH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/SIDEWALKS AND BRIDGING. PLACE 1/2" HIGH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PAVEMENT.
11. REMOVE ALL DEBRIS SPILLED INTO R.U.M. AT THE END OF EACH WORK DAY.
12. ALL PROPERTY PITS SHALL BE PROTECTED FROM GRABBING OR OTHER OPERATIONS. ANY PITS EXPOSED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
13. DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT-OF-WAY.
14. CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND REMEDIABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR WILL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OF MATERIALS, STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
15. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE RESTORED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PAVEMENT OR SIDEWALK. THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCING AT CERTAIN LOCATIONS. REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DAY, AS DIRECTED BY THE ENGINEER OR THE CITY.
16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF WORK BETWEEN SUPPLIER AND SUBCONTRACTORS INVOLVED IN THE PROJECT, INCLUDING STAGING OF CONSTRUCTION DETAILS.
17. CONCRETE REMOVAL FOR DRIVEWAY APPROACHES SHALL BE REMOVED TO THE NEAREST TRANSVERSE JOINT. CONTRACTOR SHALL VERIFY REMOVAL LIMITS WITH CITY'S CONSTRUCTION INSPECTOR PRIOR TO ANY CONCRETE REMOVAL.
18. ALL PERMITS AND ADDITIONAL FEES REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE CONTRACTOR BID.
19. ALL WORK WITHIN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT FROM THE CITY.
20. CONTRACTOR SHALL APPLY FOR A SIDEWALK/DRIVEWAY APPROACH PERMIT IN ADVANCE OF WORK.

CITY OF DES MOINES 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 OWNER AND DEVELOPMENT CENTER PRIOR TO INSTALLATION/CONSTRUCTION.
2. ALL LIGHTING SHALL CONSIST OF LOW-GLARE FULL CUT-OFF DOWN-DIRECTED TYPE FIXTURES TO REDUCE THE GLARE LIGHT POLLUTION ON SURROUNDING PROPERTIES.
3. THE EQUIPPED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CERTIFICATE OF OCCUPANCY.
4. NO MECHANICAL OR UTILITY EQUIPMENT OVER 3' IN HEIGHT SHALL BE ALLOWED IN ANY SHARED FRONT YARD STRIP AREA.
5. ALL ROOFTOP MECHANICAL EQUIPMENT MUST BE SCREENED ON ALL SIDES WITH ARCHITECTURAL SCREENING EQUAL TO THE HEIGHT OF THE EQUIPMENT.
6. ALL DISTURBED AREAS SHALL BE RESTORED BY SEEDING OR SOILING.
7. THIS SITE SHALL BE MAINTAINED IN COMPLIANCE WITH ALL CITY APPLICABLE TO THE DATE OF THE SITE PLAN APPROVAL.
8. ANY GROUND-MOUNTED OR WALL-MOUNTED UTILITIES AND METERS SHALL BE SCREENED AND NOT VISIBLE FROM A PUBLIC STREET.
9. MECHANICAL EQUIPMENT SHALL NOT BE LOCATED IN THE FRONT YARD OR SIDE YARD AND SHALL BE SCREENED FROM VIEW FROM ANY PUBLIC WAY WITH LANDSCAPING, FENCING, OR WALL CONSENT WITH THE BUILDING DESIGN. SOLARS AND MATERIALS.
10. ALL UTILITIES SHALL BE UNDERGROUND.
11. SIDEWALK SHALL BE MONUMENT OR DISCREETLY BUT IN NO CASE SHALL BE POLE SIDEWALK.
12. ALL PLAYING SURFS SHALL INCLUDE NON-LIVING PORTABLE MATERIALS SUCH AS MULCH, NOT INCLUDING ROCK.

PAVEMENT THICKNESS

- | | |
|-----------------------|-----------|
| 1. SIDEWALKS | 4" P.C.C. |
| 2. CLASS "A" SIDEWALK | 6" P.C.C. |
| 3. PRIVATE DRIVES | 8" P.C.C. |
| 4. SIDEWALK RAMP | 9" P.C.C. |

DATE	
REVISIONS	
SECOND SUBMITTAL	
FIRST SUBMITTAL	
DATE	04/10/2024

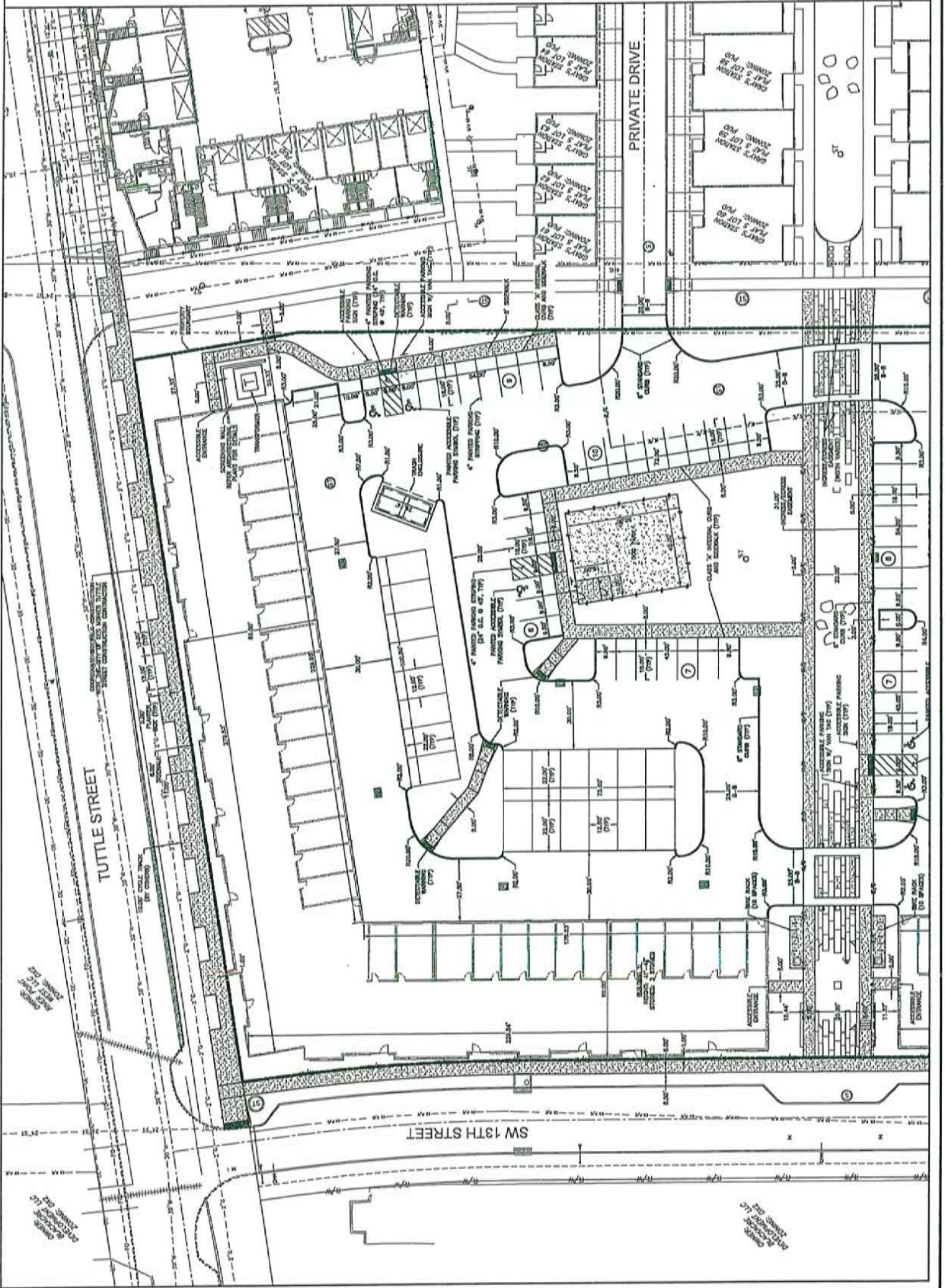
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 369-4400

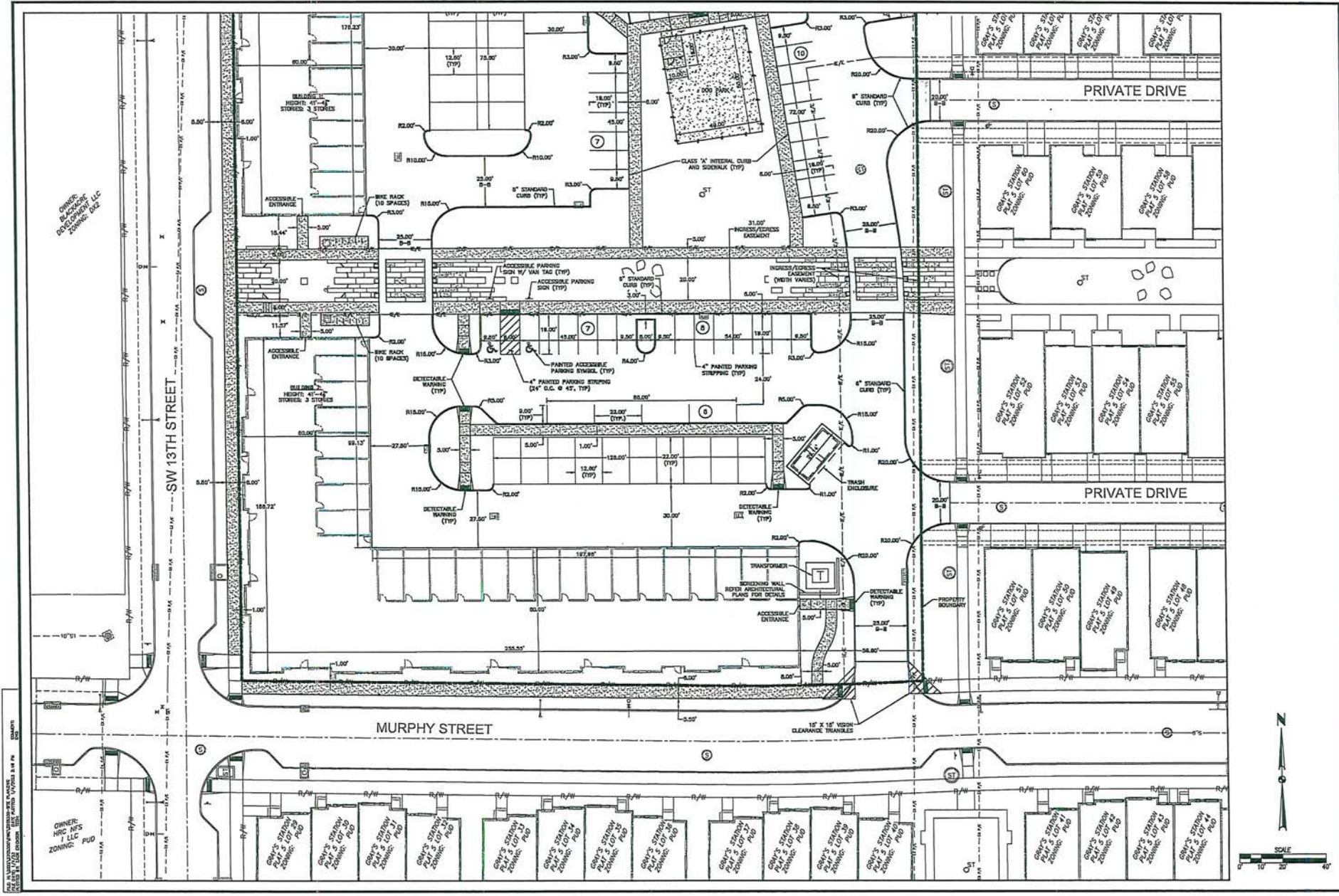


GRAY'S STATION TELUS
OVERALL DIMENSION PLAN

C1.0

2205.350





DATE	
REVISED	
SECOND SUBMITTAL	
FIRST SUBMITTAL	10/19/2020

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

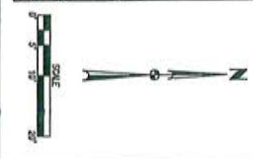
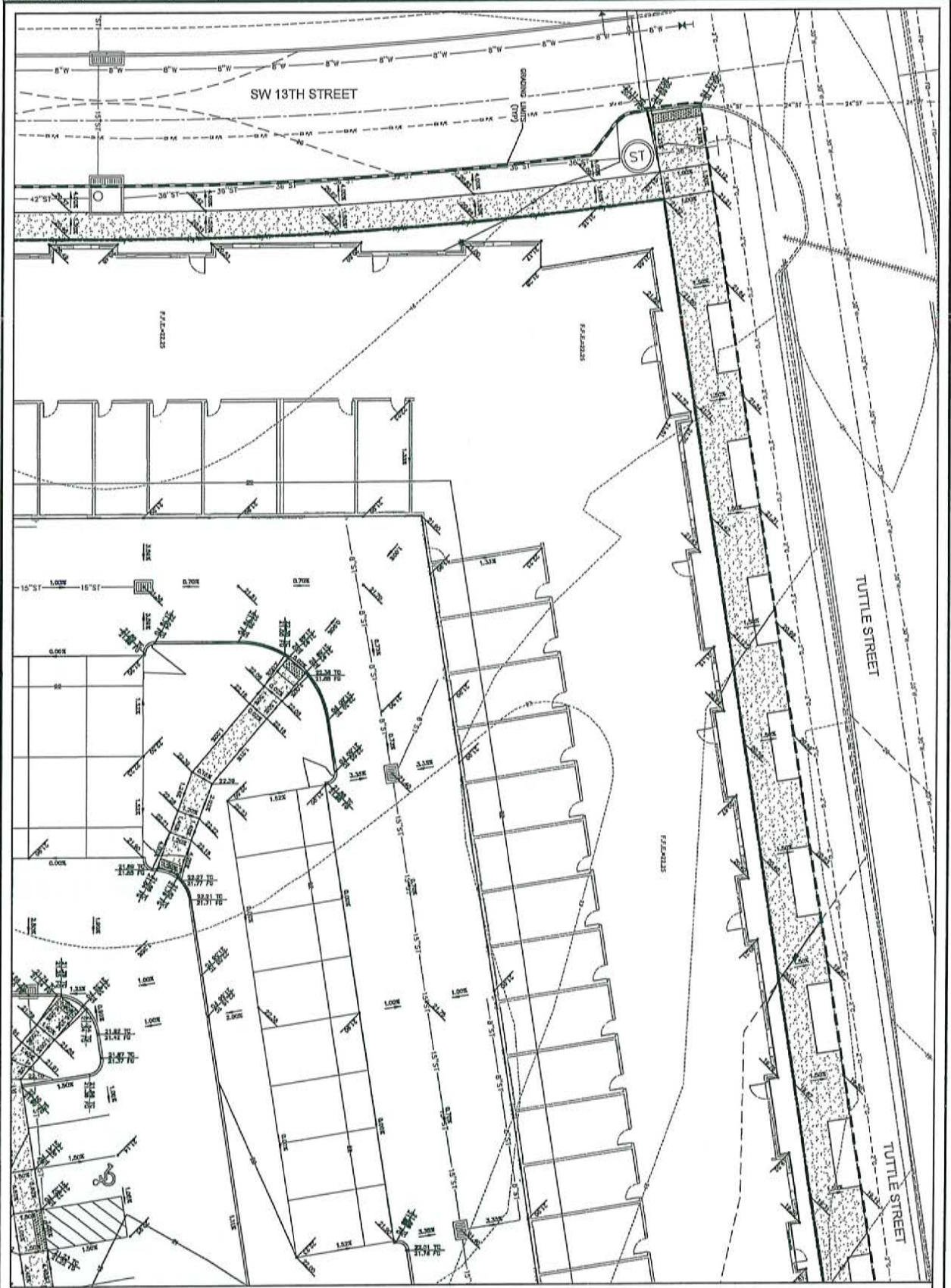
TECH: [Blank]
 ENGINEER: [Blank]

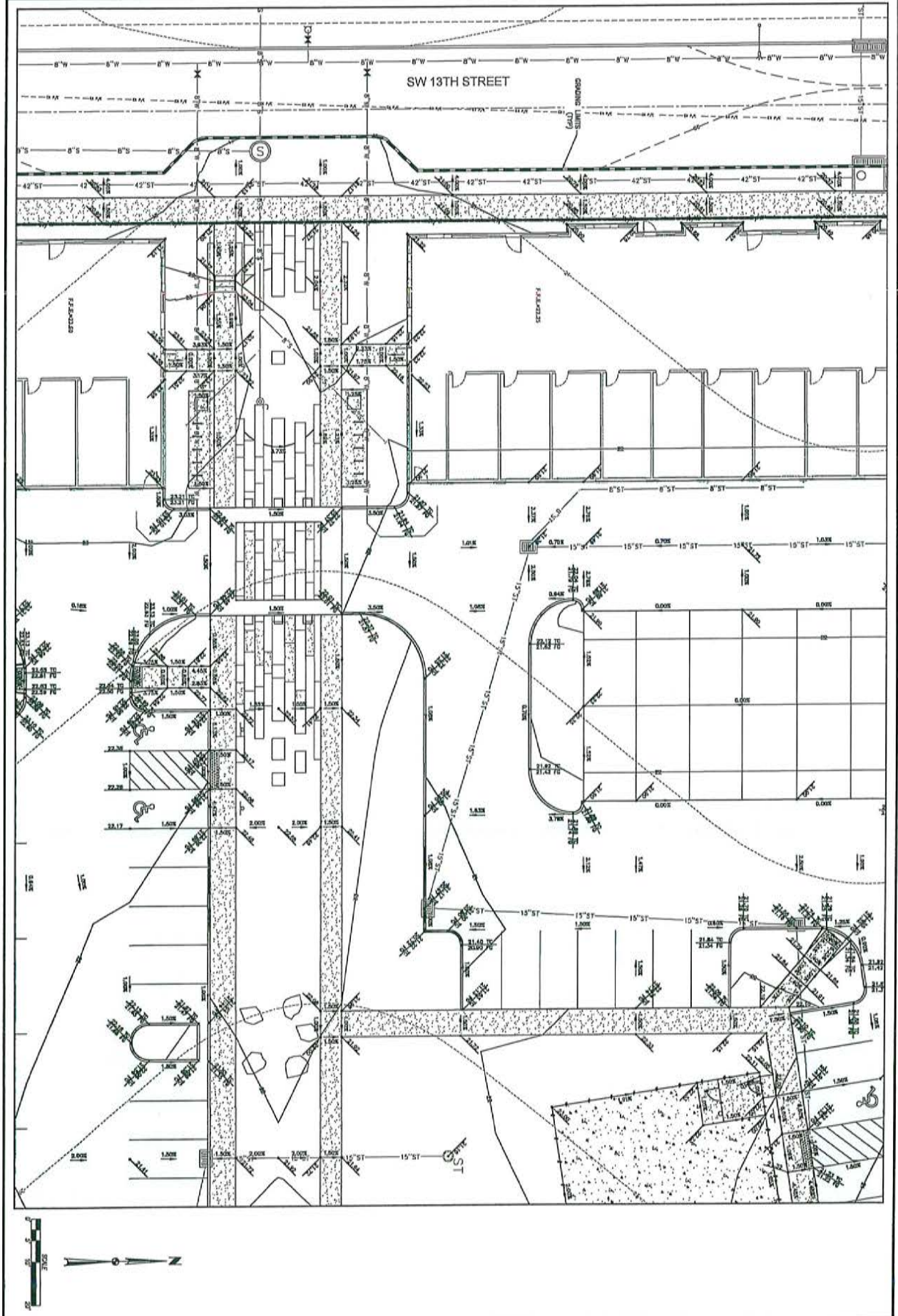
GRAY'S STATION TELUS
 DIMENSION PLAN

DES. MONES, IOWA

C1.2
 2205.350



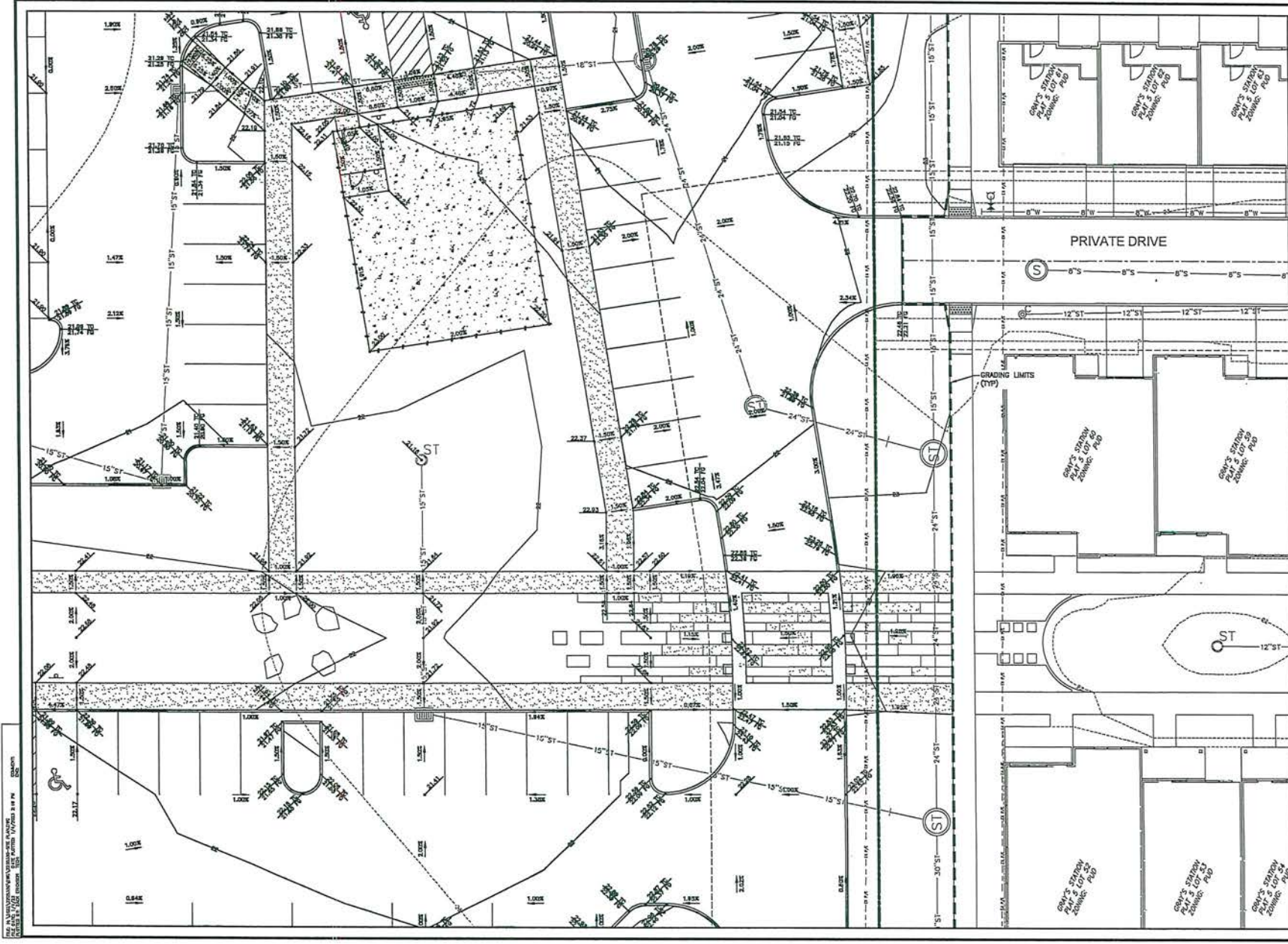




REVISIONS	DATE

ENGINEER: _____ TECH: _____

SECOND SUBMITTAL: 2/10/2023
 FIRST SUBMITTAL: 10/19/2021



DATE: 11/15/2011
 TIME: 10:00 AM
 PROJECT: GRADING PLAN
 DRAWN BY: [Name]
 CHECKED BY: [Name]

NO.	DATE	REVISIONS
1		FIRST SUBMITTAL
2		SECOND SUBMITTAL
3		UNISSUED

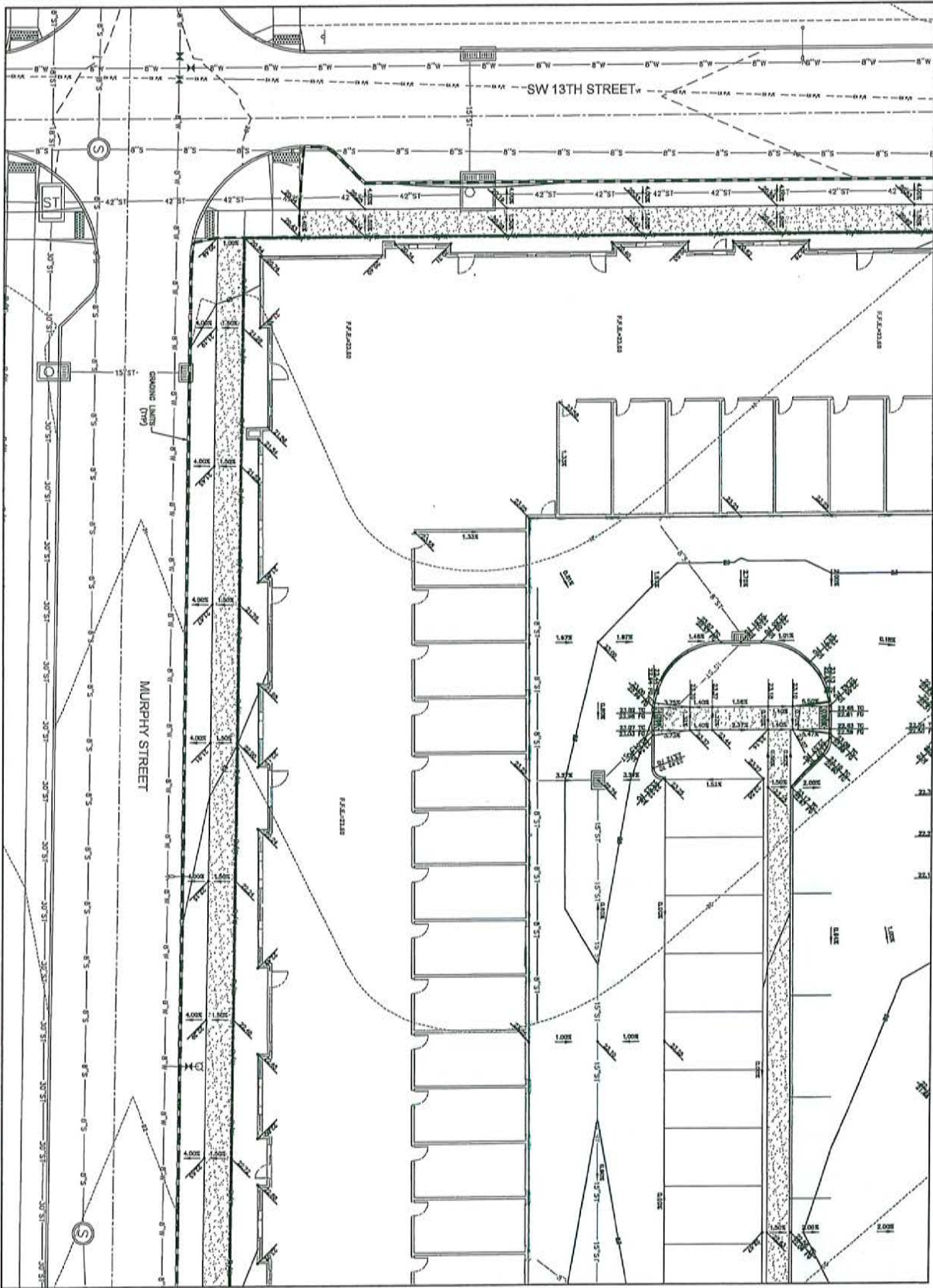
4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 989-4400

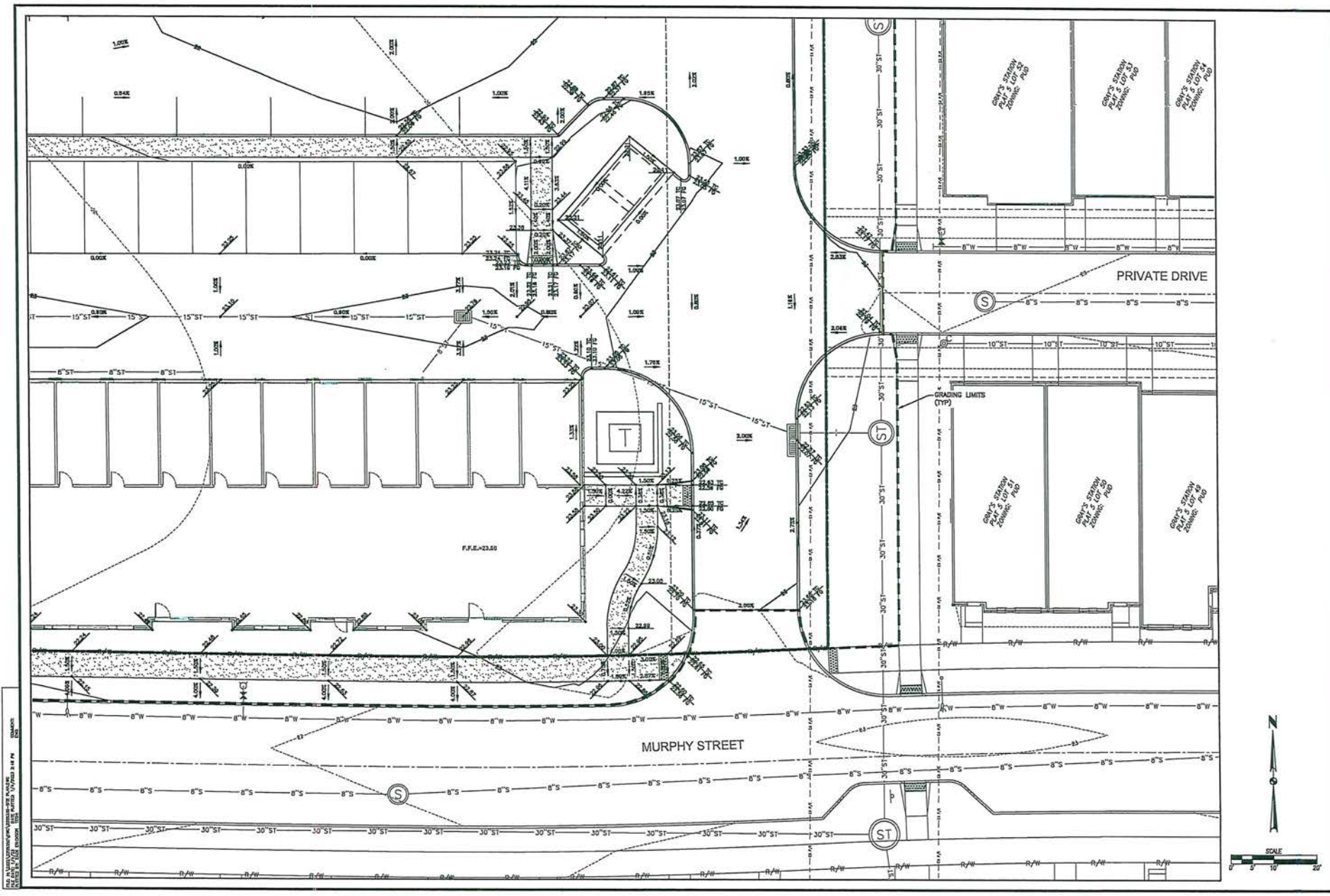


GRAY'S STATION TELUS
 GRADING PLAN

C2.4
 2205.350

DES MOINES, IOWA
 CIVIL DESIGN ADVANTAGE
 ENGINEER: [Name]
 TECH: [Name]





DATE: 11/15/2022
 TIME: 10:00 AM
 DRAWN BY: J. WILSON
 CHECKED BY: J. WILSON
 PROJECT: GRAY'S STATION GRADING PLAN

	GRAY'S STATION TELUS GRADING PLAN	DES. MOINES, IOWA CIVIL DESIGN ADVANTAGE	ENGINEER: TECH: PHONE: (515) 385-4400
C2.6 2205.350	4121 NW URBANDALE DRIVE URBANDALE, IA 50322		
REVISIONS:		DATE:	
SECOND SUBMITTAL		11/15/2022	
FIRST SUBMITTAL		10/19/2022	

GRAY'S STATION TELUS UTILITY PLAN

DES MOINES, IOWA

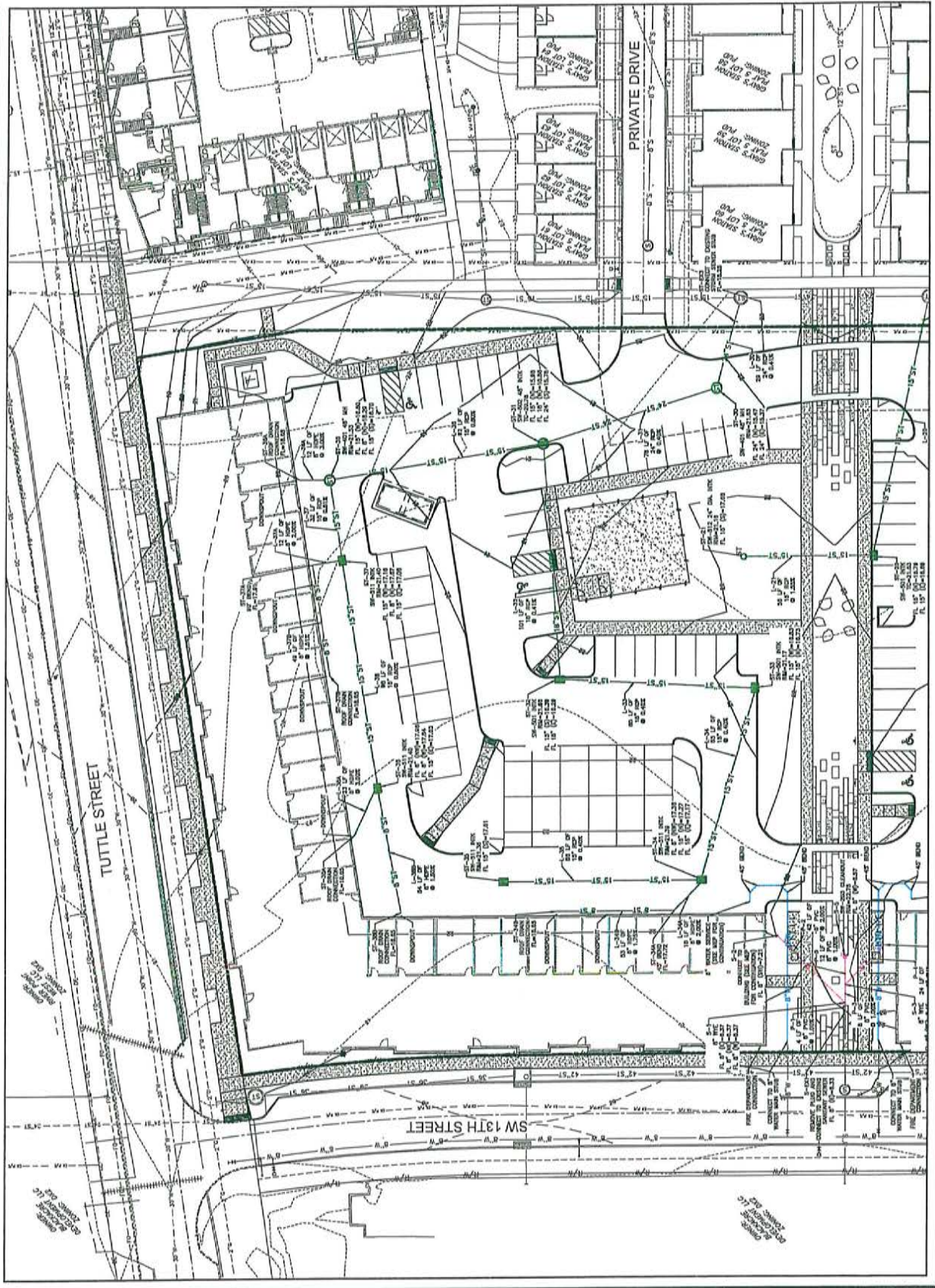


ENGINEER:

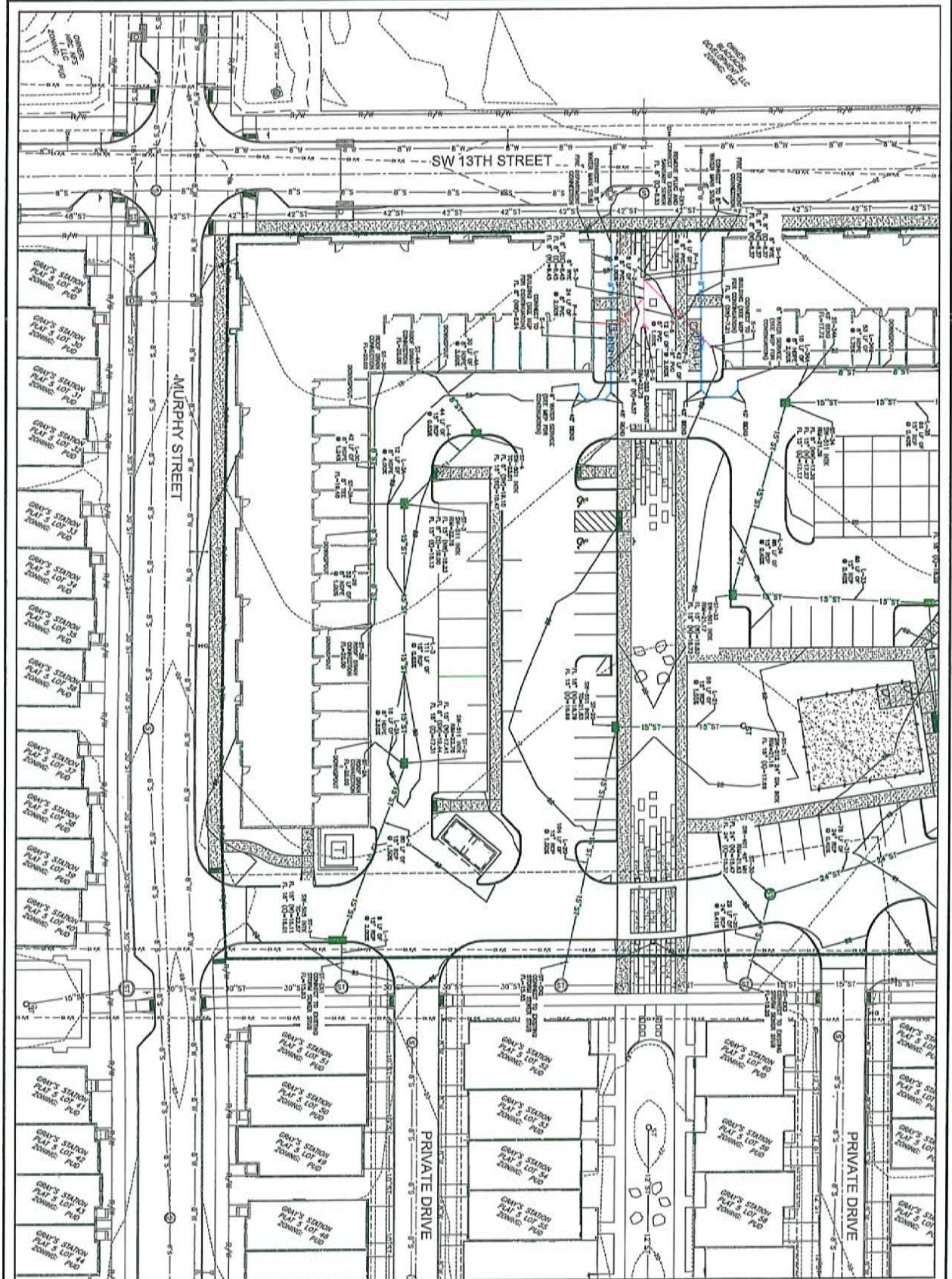
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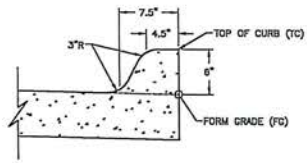
4121 NW URBANALE DRIVE
URBANKALE, IA 50322
PHONE: (515) 399-4400

REVISIONS
CADR
DATE
BY
DESCRIPTION
RECORD SUBMITTAL
FIRST SUBMITTAL
DATE
BY
DESCRIPTION

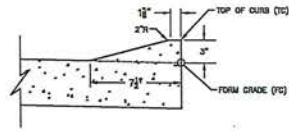


DATE: 11/15/2007 10:00 AM
 PROJECT: TELUS
 ADDRESS: 4121 NW URBANALE DRIVE
 DRAWN BY: J. H. HARRIS

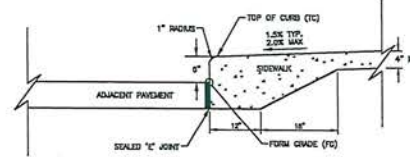




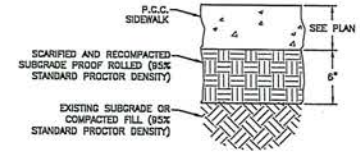
① 6" INTEGRAL CURB
NOT TO SCALE



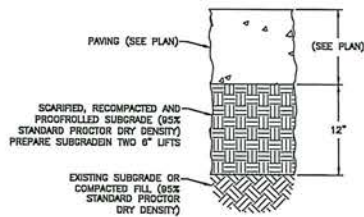
② 3" INTEGRAL ROLLED CURB
NOT TO SCALE



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

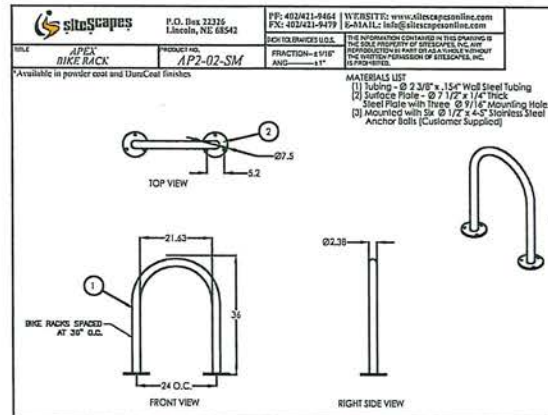


④ SIDEWALK
NOT TO SCALE

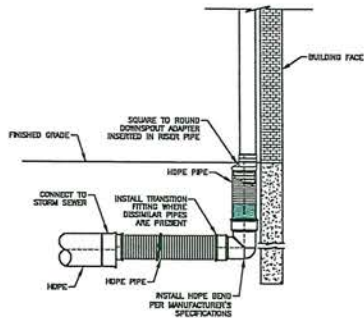


NOTES:
1. SUBGRADE PREPARATION SHALL EXTEND 24" BEYOND THE EDGE OF PAVING OR BACK OF CURB, EXCEPT WHEN ABUTTING EXISTING PAVEMENT.

⑤ 12" SUBGRADE PREPARATION
NOT TO SCALE



⑥ BIKE RACK
NOT TO SCALE



⑦ ROOF DRAIN CONNECTION WITH TEE
NOT TO SCALE

1. THE INFORMATION CONTAINED HEREIN IS THE PROPERTY OF GRAY'S STATION TELUS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

DATE	REVISIONS	DESIGNER	ENGINEER
03/04/2022			
	SECOND SUBMITTAL		
	FIRST SUBMITTAL		

4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
PHONE: (515) 365-4000

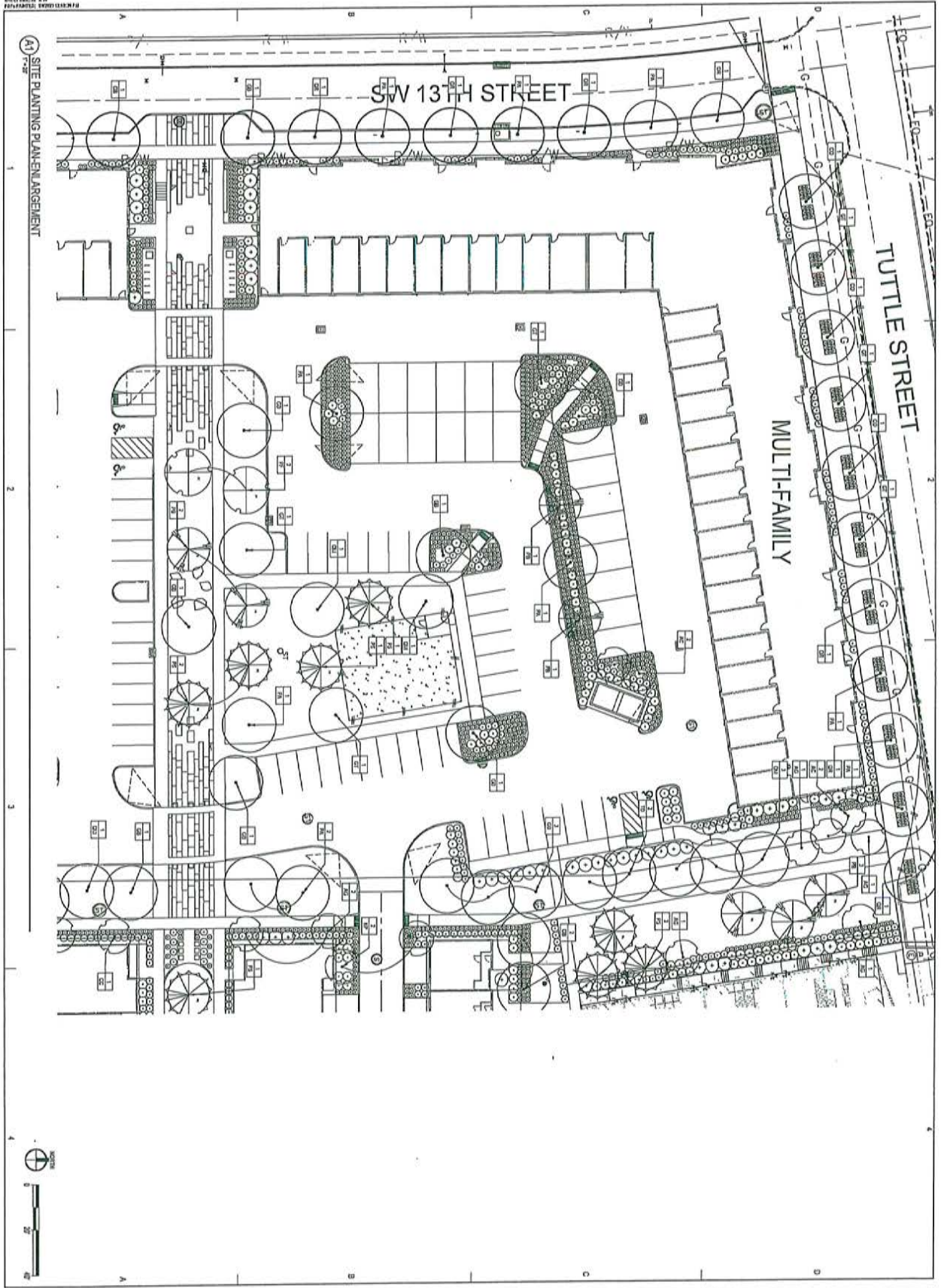
TECH: _____
ENGINEER: _____

EA CIVIL DESIGN ADVANTAGE

GRAY'S STATION TELUS
DETAILS

C4.0
2205.350

A1 SITE PLANTING PLAN ARRANGEMENT



GRAY'S STATION PLAT 5

PRELIMINARY - NOT FOR CONSTRUCTION

DESIGN DEVELOPMENT

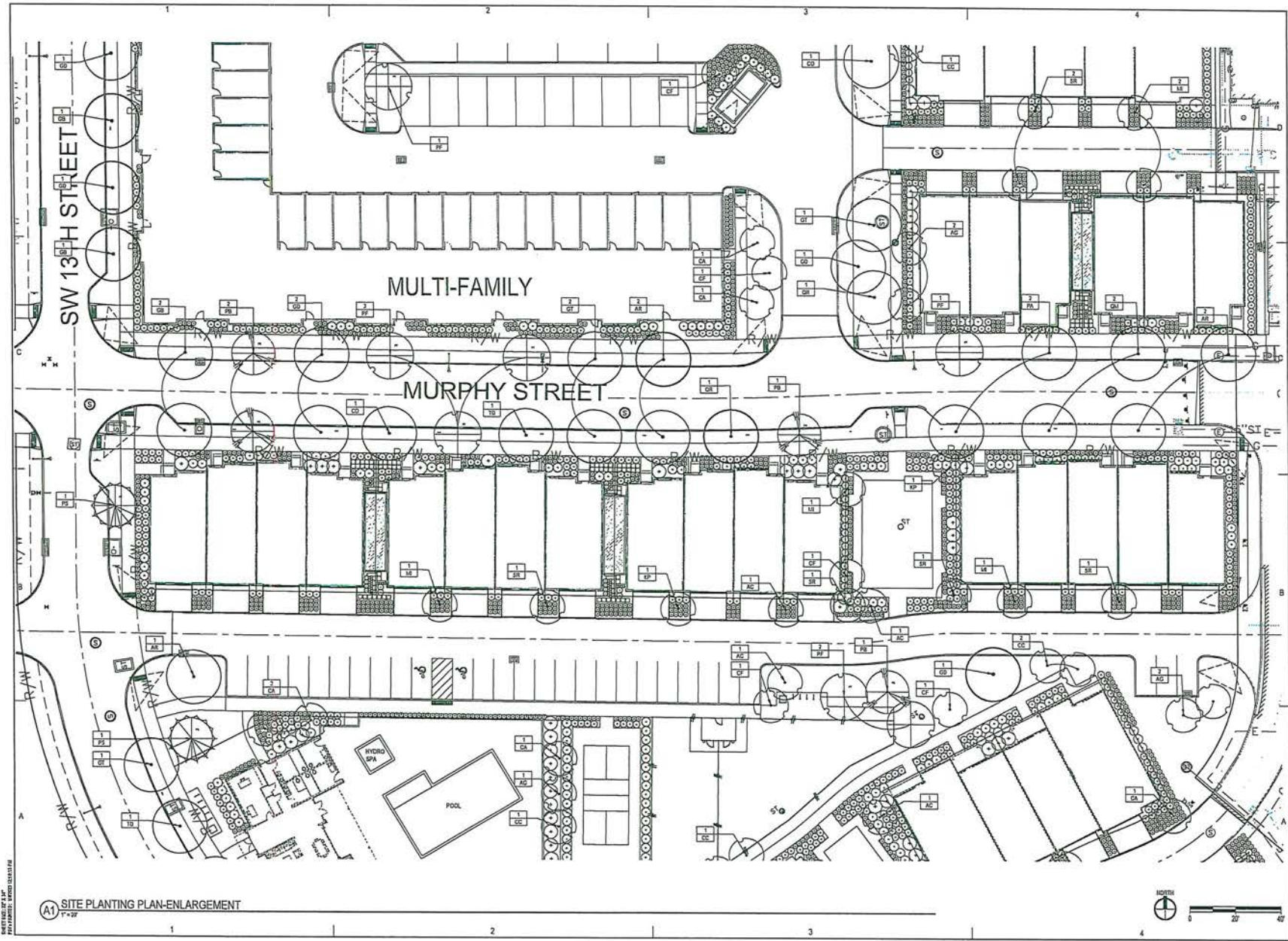
L04.02	SITE PLANTING PLAN	DATE: 04/22/2024
		PROJECT: GRAY'S STATION PLAT 5
ARCHITECT: RDG Planning & Design 200 Grand Avenue Oakdale, LA 70057 504.279.7111		
LANDSCAPE ARCHITECT: RDG Planning & Design 200 Grand Avenue Oakdale, LA 70057 504.279.7111		

HUBBELL REALTY

ARCHITECT
 RDG Planning & Design
 200 Grand Avenue
 Oakdale, LA 70057
 504.279.7111

LANDSCAPE ARCHITECT
 RDG Planning & Design
 200 Grand Avenue
 Oakdale, LA 70057
 504.279.7111





DATE: 08/14/2018
 TIME: 10:00 AM
 PROJECT: GRAY'S STATION

(A1) SITE PLANTING PLAN-ENLARGEMENT
 7"=32'

DESIGN DEVELOPMENT

PRELIMINARY - NOT FOR CONSTRUCTION

GRAY'S STATION PLAT 5



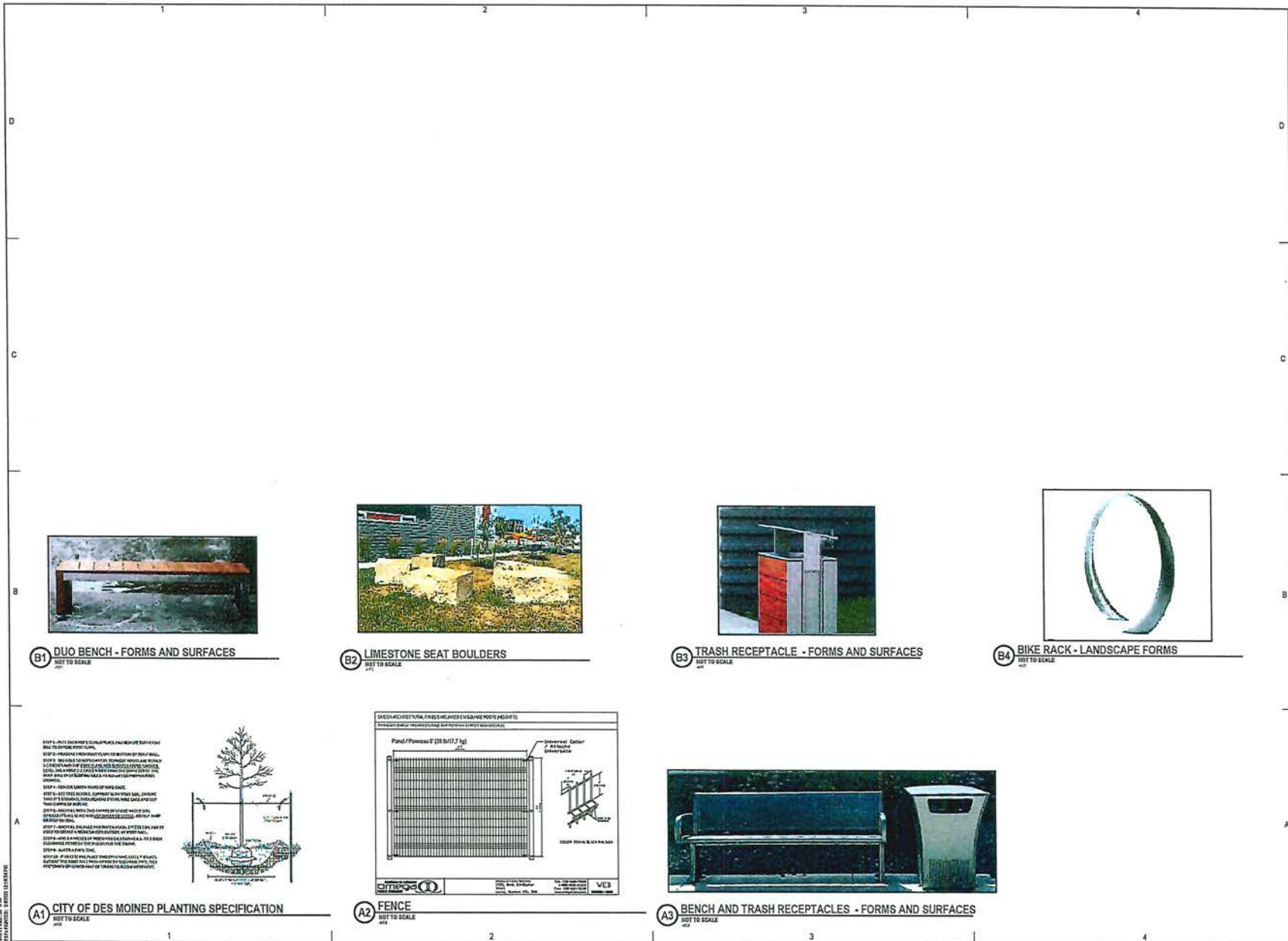
ARCHITECT: R. J. ...
 LANDSCAPE ARCHITECT: ...
 ADDRESS: ...
 PHONE: ...

HUBBELL REALTY

NO.	DESCRIPTION	DATE	BY

SITE PLANTING PLAN

L04.04



SHEET NO. 5 OF 12
DATE PRINTED: 05/20/2014 11:04 AM



ARCHITECT
2017 Parkview Drive
Des Moines, IA 50319
515.281.1000
LANDSCAPE ARCHITECT
2017 Parkview Drive
Des Moines, IA 50319
515.281.1000

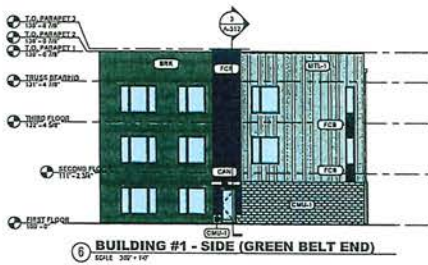
HUBBELL REALTY

NO.	DESCRIPTION	DATE	BY	APP'D

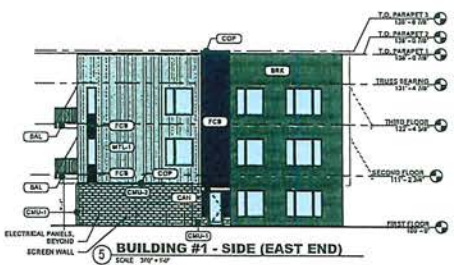
DESIGNED BY: RDG
CHECKED BY: RDG
DATE: 05/20/2014

PROJECT NO: 2013.02.010

RDG Planning & Design
2017 Parkview Drive
Des Moines, IA 50319
515.281.1000



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



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

EXTERIOR MATERIAL LEGEND	
MAT. LABEL	MATERIAL DESCRIPTION
BAL	PREFABRICATED BALCONY CLEAR WOODGRAIN
BRK	FULL BODY WOODGRAIN BRICK, NATURAL, HORIZONTAL, COLOR: GRAY
CAN	PREFABRICATED CANOPY, WHITE, OR EQUAL, COLOR: CLEAR ANODIZED
CANP	PAINTED VINYL CLAW FEEDER, NATURAL, WITH NO IRON NUTS
CAW2	SPRINT CO. CROWD BOTTLES WALL TO MATCH EXIST. NATURAL WITH NATURAL WOODGRAIN
CCP	PREFABRICATED CANOPY, WHITE, OR EQUAL, COLOR: CLEAR ANODIZED
CS	PREFABRICATED OVERHEAD METAL DOWNPOUT, COLOR: WHITE
FCE	FIBER CEMENT SILL, TANGENT REVEAL, COLOR: WHITE, MATCH DEEP RECESS (SEE EGV)
FCEP	FIBER CEMENT PANEL, COLOR MATCH FIBER CEMENT REVEALS, COLOR: BROWN GRAY
FCEP	FIBER CEMENT PANEL, COLOR: WHITE
FCEP	FIBER CEMENT PANEL, COLOR: WHITE
MFL-1	METAL PANEL, CORRUGATED PAINT OVER WITH HORIZONTAL REVEAL, COLOR: WHITE
MFL-2	METAL PANEL, CORRUGATED PAINT OVER WITH HORIZONTAL REVEAL, COLOR: WHITE
P	P. ALUMINUM STATIONARY WINDOW, CLEAR ANODIZED FRAMES
TEP	FIBER CEMENT TRIM, COLOR: TO MATCH FCP
VE	1/2" INSULATED WIPER GLASS, CLEAR, 1/2" AIR GAP, COATING

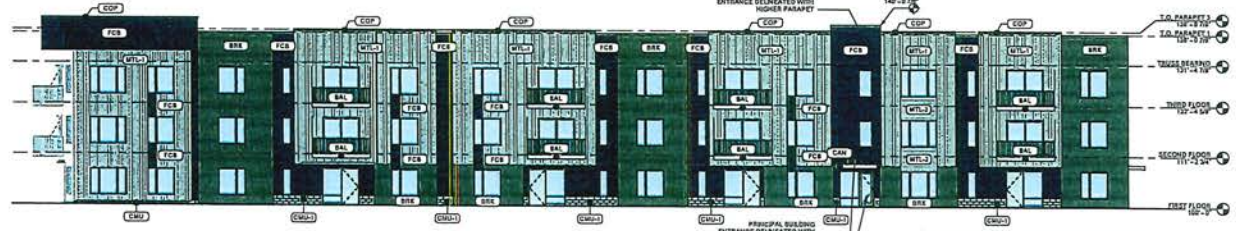
GENERAL EXTERIOR ELEVATION NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL CONDUIT RISES & SERVICE LINES SHALL BE GROUPED TOGETHER IN A MAST & COVERED MANNER AND SHOULD PENETRATE THE WALL AT THE LOWEST POINT AND ARE NOT TO RUN OVER THE TOP OF PARAPETS. ALL OTHER CONDUITS & CONDUIT RISES FOR EXTERIOR PURPOSES & EQUIPMENT SHALL BE FULLY CONCEALED WITHIN THE BUILDING CONSTRUCTION.
- ALL EXTERIOR TRANSITIONS BETWEEN DIFFERENT MATERIALS SHALL BE PLACED CONTINUOUS FROM TOP BENEATH UPPER MATERIAL AND EXTEND OVER TO HORIZONTAL FACE OF LOWER MATERIAL WITH GRIP EDGE.
- ANY RECESS OR SILL OR ELEVATION RECESS SHALL BE SIMILAR IN MATERIAL AND MAKEUP TO ADJACENT CONDITIONS ON OTHER SIMILAR CONDITIONS.
- NO EXPOSED MASONRY MATERIAL CORNER, MASONRY RETAINING AT WINDOW CORNERS ARE REQUIRED IF FRAMING IS NOT DEEP ENOUGH TO PROVIDE CLOSURE AT THE BACKINGS OF MASONRY FOR AN EFFECTIVELY SEALED JOINT.
- MATERIAL ABOVE CANOPIES & AWNINGS TO BE CONTINUED DOWN BEHIND THEM W/O.A.N. TYP.
- ANY RECESS REQUIRING WEATHERING VISIBLE FROM A PUBLIC RIGHT AWAY MUST BEAT THE PRIMARY WALL MATERIAL COLOR.
- INSTALL WEATHER EXPANSION JOINTS PER STRUCTURAL OR INITIAL AT CORNER/JUNCTION LINES AND AT POINTS OF SIGN AMPLIFICATION AS WELL AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL, CONTRAPANSION JOINT AT MAIN STRUCTURAL SEAMING LOCATIONS. VERIFY JOINTS WITH ARCHITECT.
- CORNER & SILL ALL TRANSITION-CONTROL EXPANSION AT ALL EXTERIOR MATERIALS.
- PROVIDE CASE RESULTS JUST IN FROM THE OUTER EDGE OF FACE MATERIAL OR STEP EDGE AT ALL DRAININGS & COPES.
- INSULATE AND SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIERS AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPINABLES PIPE FREEZING.
- WHERE EXTERIOR FINISH ADJACENT TO BUILDING, TOP OF FINISH TO BE 1/2" UNDER FINISH RECESS FROM FLOOR. TOP OF FINISH TO BE 1/2" UNDER A MINIMUM OF 6" WIDE SOOT STACK OR "OUT" FROM DOOR & WINDOW EXTERIOR WALL FINISHING. SLOPES CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 1/4". REFER TO SEAL.
- WHERE NO EXTERIOR FINISH ADJACENT TO BUILDING, TOP OF FINISH TO BE 1/2" UNDER A MINIMUM OF 6" WIDE SOOT STACK OR "OUT" FROM DOOR & WINDOW EXTERIOR WALL FINISHING. SLOPES CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 1/4". REFER TO SEAL.
- ADDRESS SHALL BE PROVIDED ON STREET SIDE OF BUILDING AND ON MOUNTAIN SIDE RECESS AND A MINIMUM 1/4" HIGH CONTRASTING COLOR NUMBERS WITH MINIMUM 1/4" SETBACK.
- IF ANY SEWAGE OR RISK BASE IS SHOWN IT IS FOR REFERENCE ONLY. FINAL DESIGN AND/OR ALLOWANCES SHALL BE DETERMINED WITH APPROVED SEWAGE PERMITS.

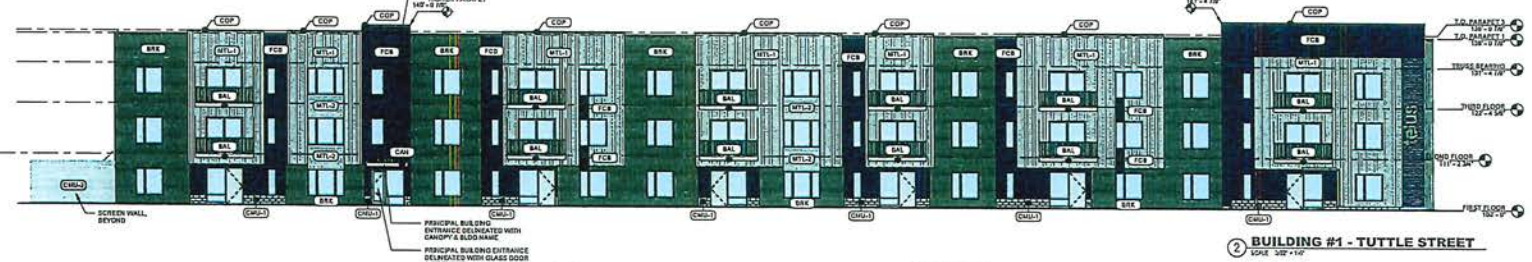
ACTUAL DETAILS & DIMENSIONS MAY VARY AND ARE SUBJECT TO CHANGE. ALL DRAWINGS ARE SUBJECT TO AUTHORITY HAVING JURISDICTION APPROVAL. SEWAGE SHOWS DOES NOT REPRESENT ALLOWABLE SEWAGE PERMIT THROUGHOUT. ALL SEWAGE PER EXISTING CITY ORDINANCE BY OTHERS.

MISC EXTERIOR MATERIAL FINISHES

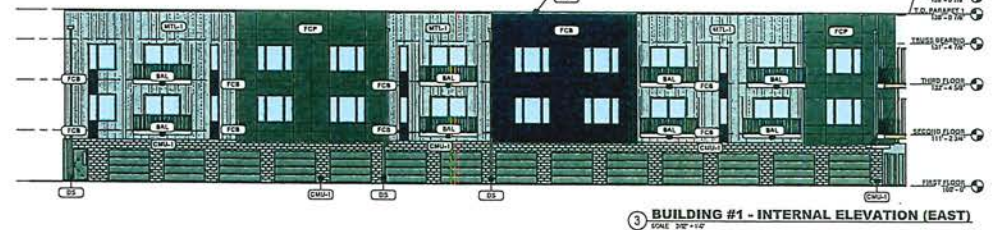
- TYPICAL COAT:
- EXPOSED CONCRETE: GRIND & BROOM & BROOM WITH CEMENT SLURRY.
 - EXPOSED LATH: GALVANIZED & PAINTED TO MATCH ADJACENT ABOVE.
 - METAL BALCONIES & RAMP: GALVANIZED & PAINTED WHITE.
 - FRAMES & COPES: METAL, PREFINISHED TO MATCH ADJACENT ROOF COLOR.
 - CANALS & SEALANTS: COLOR MATCHED TO ADJACENT MATERIAL.
 - COLUMNS: METAL, PREFINISHED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL, PREFINISHED TO MATCH ADJACENT MATERIAL.
 - COVERED: METAL, PREFINISHED TO MATCH GRAY.
- LIGHT FIXTURES: METAL, PREFINISHED TO MATCH A.S.L. OPENING FRAMING & MECHANICAL EQUIPMENT: SCREENED BY PARAPET.
- EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINT TO MATCH ADJACENT MATERIAL.
- TRIM SEES, TOP W/O.A. WINDOW OR DOORS 5/8" VERTICAL 5/8" HORIZONTAL 5/8"



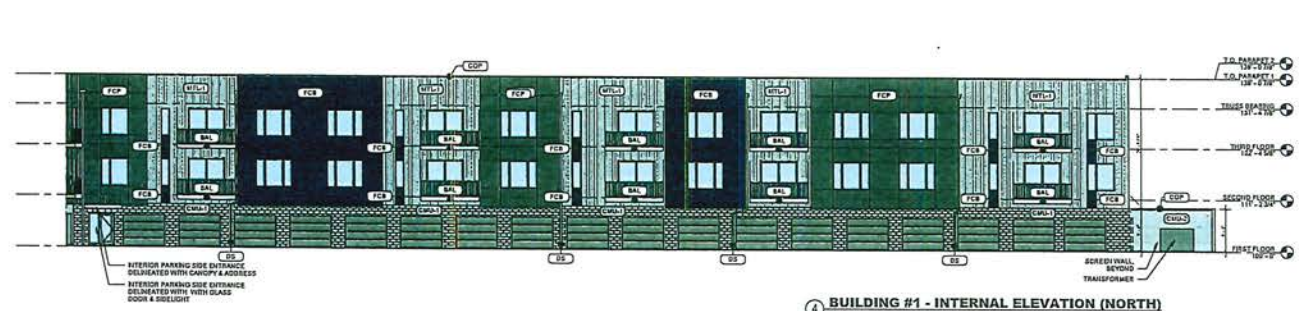
BUILDING #1 - SW 13TH STREET
SCALE 3/8" = 1'-0"



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



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



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

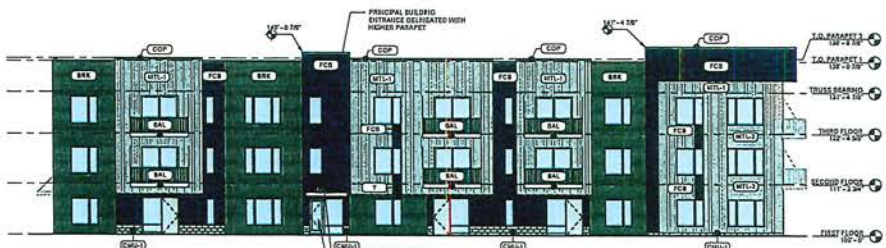
MATERIAL CALCULATIONS (CITY OF DES MOINES)			
SIDE ELEVATION (GREEN BELT) 2,088.28 SF TOTAL W/O PENETRATIONS: 1,688.88 SF			
GLASS	276.23 SF	13.2%	62.0%
BRICK	816.25 SF	39.1%	36.0%
FIBER CEMENT	905.45 SF	43.4%	42.0%
METAL PANEL	386.35 SF	18.5%	18.0%
CW	386.35 SF	18.5%	18.0%
SW 13TH STREET (STREET FACED) 8,849.65 SF TOTAL W/O PENETRATIONS: 6,622.82 SF			
GLASS	3,981.89 SF	45.0%	66.0%
BRICK	1,571.80 SF	18.0%	26.0%
FIBER CEMENT	1,943.20 SF	22.0%	30.0%
METAL PANEL	2,881.81 SF	32.5%	42.0%
CW	1,562.95 SF	17.6%	22.0%
STREET FACED TRANSPARENCY PERCENTAGE = 24%			
INTERNAL ELEVATION (EAST) 6,238.54 SF TOTAL W/O PENETRATIONS: 4,238.88 SF			
GLASS	1,830.80 SF	29.3%	62.0%
BRICK	1,810.15 SF	29.0%	38.0%
FIBER CEMENT	1,852.52 SF	29.7%	44.0%
METAL PANEL	783.89 SF	12.6%	18.0%
SIDE ELEVATION (EAST END) 2,088.28 SF TOTAL W/O PENETRATIONS: 1,688.88 SF			
GLASS	376.23 SF	18.0%	62.0%
BRICK	816.25 SF	39.1%	36.0%
FIBER CEMENT	905.45 SF	43.4%	42.0%
METAL PANEL	386.35 SF	18.5%	18.0%
CW	386.35 SF	18.5%	18.0%
TUTTLE STREET (STREET FACED) 16,388.29 SF TOTAL W/O PENETRATIONS: 12,888.88 SF			
GLASS	3,580.80 SF	21.9%	62.0%
BRICK	2,482.31 SF	15.2%	31.0%
FIBER CEMENT	2,971.20 SF	18.2%	35.0%
METAL PANEL	3,254.98 SF	19.9%	42.0%
CW	1,562.95 SF	9.5%	22.0%
STREET FACED TRANSPARENCY PERCENTAGE = 25%			
INTERNAL ELEVATION (NORTH) 6,924.14 SF TOTAL W/O PENETRATIONS: 4,888.28 SF			
GLASS	2,823.82 SF	40.8%	62.0%
BRICK	800.00 SF	11.6%	26.0%
FIBER CEMENT	2,232.80 SF	32.2%	42.0%
METAL PANEL	3,252.81 SF	47.0%	42.0%
CW	986.87 SF	14.3%	17.0%
WINDOW RECES BY MATERIAL:			
BRICK	5.00"		
CW RECESS	5.00"		
FIBER CEMENT PANEL	5.00"		
FIBER CEMENT LAP	10"		
METAL PANEL	5.00"		

SIMONSON
 ARCHITECTS, P.C.
 2116 WEST 13TH STREET, SUITE 200
 DES MOINES, IOWA 50319
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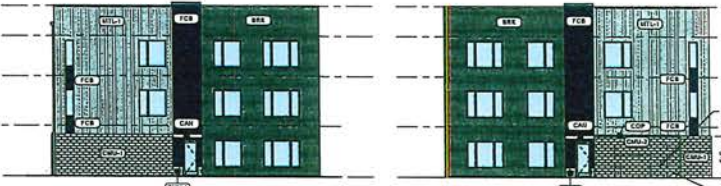
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 DES MOINES, IA

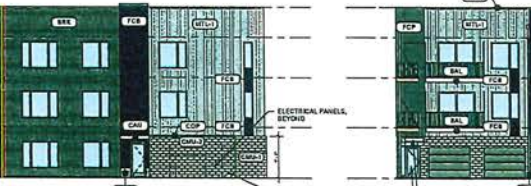
SHEET NO. 21162
 BLDG #1 - EXTERIOR ELEVATIONS COLORED
 M-201



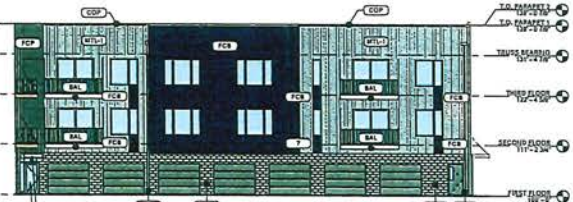
1 BUILDING #2 SW 13TH STREET
SCALE 3/8" = 1'-0"



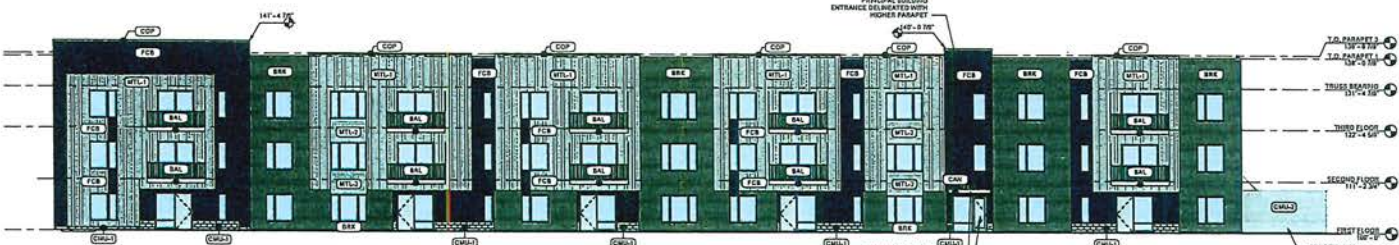
6 BUILDING #2 - SIDE (GREEN BELT)
SCALE 3/8" = 1'-0"



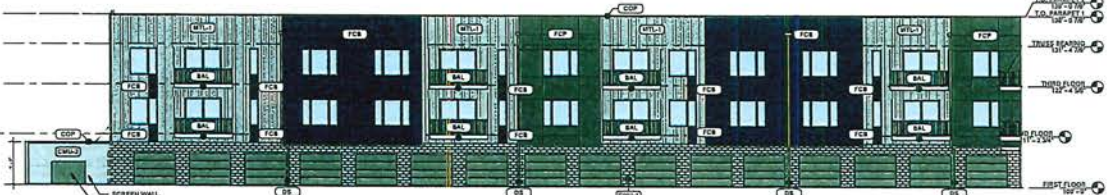
4 BUILDING #2 SIDE (EAST END)
SCALE 3/8" = 1'-0"



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



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



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

EXTERIOR MATERIAL LEGEND	
MAT. LABEL	MATERIAL DESCRIPTION
BAK	PRE-FABRICATED BASKETRY, CLEAR ANODIZED ALUMINUM
BAK	FULL DEPTH MODULAR BRICK MATERIAL, VERTICAL COLOR - GRAY
BAK	PRE-FABRICATED BRICK, CLEAR ANODIZED ALUMINUM
COW	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
COW	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
COW	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
COW	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
FCB	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
FCB	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
FCB	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
FCB	PRE-FABRICATED CONCRETE PANELS, CLEAR ANODIZED ALUMINUM
MFL	METAL PANEL, CONCRETE FASTENERS WITH VERTICAL, REVEAL COLOR - WHITE
MFL	METAL PANEL, CONCRETE FASTENERS WITH HORIZONTAL, REVEAL COLOR - WHITE
SP	1/2" ALUMINUM SINGLE FRONT FINISHING, CLEAR ANODIZED FINISH
SP	FREE STANDING TRIM, COLOR TO MATCH T/F
SP	INSULATED WINDOW GLASS, CLEAR VISIBLE GLAZING

GENERAL EXTERIOR ELEVATION NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER SPECIFICATIONS TO THESE SPECIFICATIONS.
- ALL CONDUIT RUNS & SERVICE LINES SHALL BE GROUPED TOGETHER IN A NEAT & ORDINARY MANNER AND SHOULD PENETRATE THE WALL AT THE LOWEST POINT AND AS NEAR TO THE TOP OF THE PARAPET. ALL OTHER CONDUITS & SERVICE LINES FOR EXTERIOR FEATURES & EQUIPMENT SHALL BE FULLY CONCEALED WITHIN THE BUILDING CONSTRUCTION.
- ALL HORIZONTAL TRANSITIONS BETWEEN DIFFERENT MATERIALS SHALL BE FINISHED CONTINUOUS FROM UP BEHIND UPPER MATERIAL AND EXTEND OVER TO EXTERIOR FACE OF LOWER MATERIAL WITH DRIP EDGE.
- ANY RETURNS OR BIRD ELEVATIONS NOT SHOWN SHALL BE SIMILAR IN MATERIAL AND MANNER TO ADJUST CONDITIONS OR OTHER SIMILAR CONDITIONS.
- NO EXPOSED MACHINERY MATERIAL CORES, MACHINERY RETURNS AT WALL OR MACHINERY ARE ALLOWED. FRAMING IS NOT DEEP ENOUGH TO PROVIDE CLEARANCE AT THE BACKSIDE OF MACHINERY FOR AN EFFECTIVELY SEALED JOINT.
- MATERIALS ABOVE CANOPIES & AWNINGS TO BE CONTINUED DOWN BEHIND THEM UPON, TYP.
- ANY EXPOSED ROOFING WEATHERS VISIBLE FROM A PUBLIC RIGHT AWAY MUST MATCH THE PRIMARY MATERIAL COLOR.
- INSTALL VERTICAL EXPANSION JOINTS PER STRUCTURAL OR MANUAL AT COLUMN/DOOR LINES AND AT HEAD OF DOOR JAMB/SPANDREL OR AS COVERAGE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REMOVE STRESS CRACKING. IN CONTROL JOINTS/SPANDREL JOINT AT MARK STRUCTURAL BEARING LOCATIONS. VISUAL JOINTS WITH ASCERTAIN.
- CALK & SEAL ALL TRANSITION-CONTROL-EXPANSION AT ALL EXTERIOR WATERLINES.
- PAVING CAST REGULETS JUST IN FROM THE OUTER EDGE ON UNDERSIDE OF FACE MATERIAL OR DRIP EDGE AT ALL OVERHEADS & SLOPES.
- ISOLATE AND SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIERS AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPALLS PEE.
- WHERE EXTERIOR FINISH ADJACENT TO BUILDING, TOP OF FINISH TO BE 1/4" LOWER THAN INTERIOR FINISH FLOOR. SLOPING CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 1/8" INVERSE SLOPE (1:80) FROM DOOR & VENTILATION WALL SLOPE AFTER 4" AWAY FROM DOOR (1:80) MAXIMUM SLOPE TO PUBLIC WALK, REFER TO CODE.
- WHERE NO EXTERIOR FINISH ADJACENT TO BUILDING, TOP OF FINISHED UNDERSIDE A MINIMUM OF 1/8" BELOW INTERIOR FINISH FLOOR AND 1/4" BELOW EXTERIOR WALL FINISH/INTERIOR SLOPING CONTINUOUSLY AWAY FROM BUILDING A MINIMUM OF 1/8" INVERSE SLOPE.
- ADDRESS SHALL BE PROVIDED ON STREET SIDE OF BUILDING AND ON SIDEWALK END, NUMBERS A MINIMUM 4" HIGH CONTRASTING COLOR NUMBER WITH MINIMUM 1/8" SETBACK.
- IF ANY SIGNS OR SIGN BASE IS SHOWN IT IS FOR REFERENCE ONLY. FINAL SIGNS AND SIGN ALLOWANCES SHALL BE DETERMINED WITH APPROVED SIGNAGE PERMITS.

MISC EXTERIOR MATERIAL FINISHES

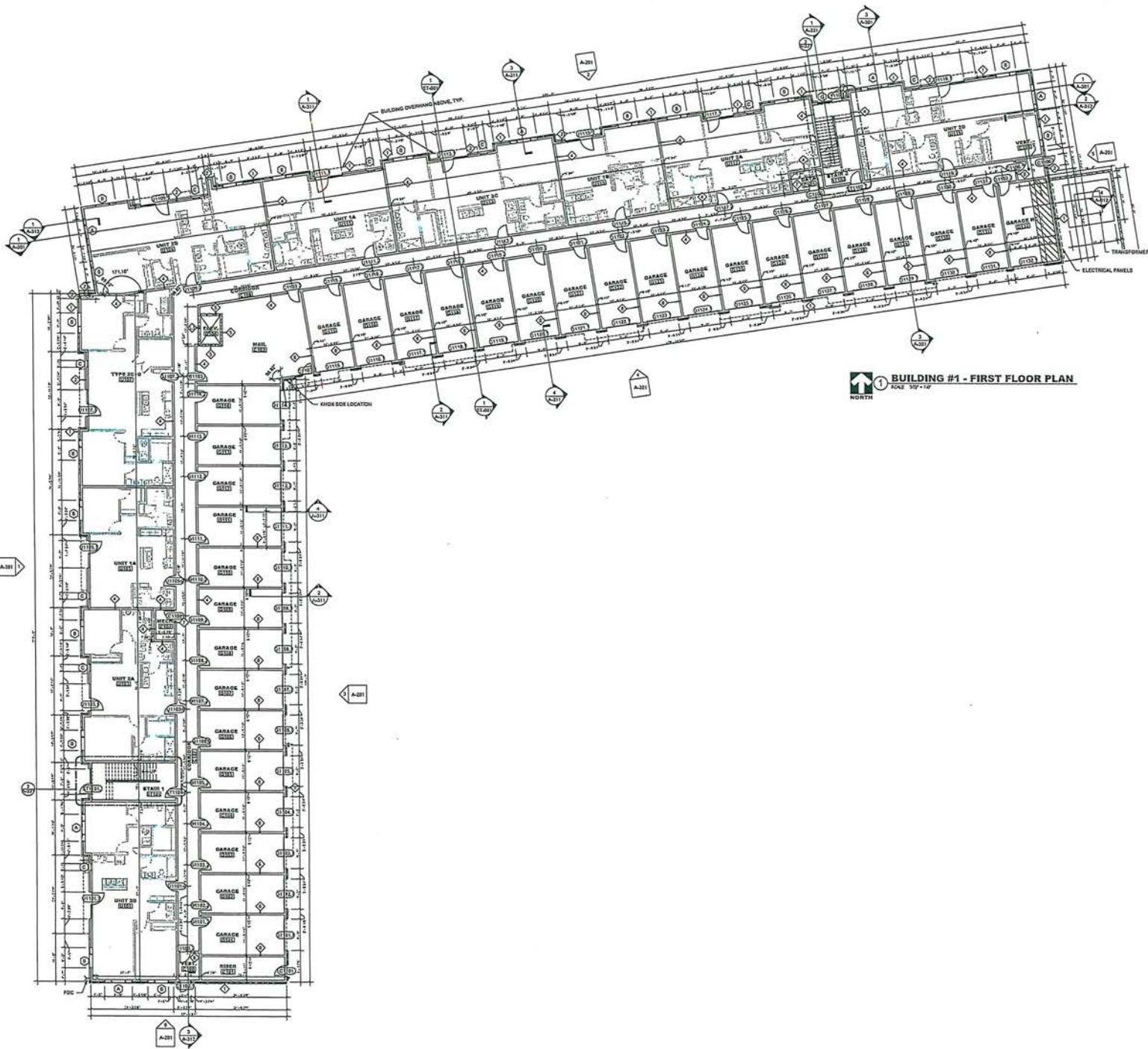
- TYPICAL U.S.I.P.
- EXPOSED CONCRETE: GRIND SMOOTH & SUBSEQUENT WITH CEMENT SLURRY.
 - EXPOSED LINTELS: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
 - METAL BALCONIES & RAILINGS: GALVANIZED & PAINTED WHITE.
 - FASCIA & SOFFIT: METAL PRE-FINISHED TO MATCH ADJACENT ROOF COLOR.
 - GUTTERS & SEALS: COLOR MATCHED TO ADJACENT MATERIAL.
 - DOWNSPOUTS: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL PRE-FINISHED TO MATCH ADJACENT MATERIAL.
 - DOORWAYS: METAL PRE-FINISHED TO MATCH ADJACENT MATERIAL.
 - LIGHT FIXTURES: METAL PRE-FINISHED HORIZONTAL TO MATCH ALL OPENING FRAMING.
 - MECHANICAL EQUIPMENT: SCREENED BY PARAPET.
 - EXTERIOR UTILITY EQUIPMENT: ALLOWANCE PARTS TO MATCH ADJACENT MATERIAL.
- TRIM SIZES, TYP. U.S.I.P.
 WINDOW & DOORS 5/8"
 VERTICAL 5/8"
 HORIZONTAL 5/8"

MATERIAL CALCULATIONS (CITY OF DES MOINES)			
SIDE ELEVATION (GREEN BELT) 2,880.8 SF TOTAL		W/O PENETRATIONS: 1,684.8 SF	
GLASS =	375.22 SF	13.0%	0.0%
BRICK =	851.19 SF	29.6%	29.6%
FIBER CEMENT =	208.34 SF	18.0%	18.0%
METAL PANEL =	375.22 SF	29.6%	29.6%
COW =	248.19 SF	13.2%	13.2%
SW 13TH STREET (STREET FACING) 6,234.45 SF TOTAL		W/O PENETRATIONS: 3,731.42 SF	
GLASS =	1,474.85 SF	24.0%	0.0%
BRICK =	1,388.54 SF	22.3%	33.9%
FIBER CEMENT =	1,135.82 SF	18.2%	23.8%
METAL PANEL =	1,485.15 SF	23.8%	43.0%
COW =	844.23 SF	13.5%	18.0%
INTERNAL ELEVATION (EAST) 3,331.16 SF TOTAL		W/O PENETRATIONS: 2,222.72 SF	
GLASS =	1,109.78 SF	33.3%	0.0%
BRICK =	818.25 SF	24.6%	0.0%
FIBER CEMENT =	801.25 SF	24.3%	27.0%
METAL PANEL =	1,182.88 SF	35.5%	54.2%
COW =	424.38 SF	12.7%	18.0%
INTERNAL ELEVATION (SOUTH) 8,331.47 SF TOTAL		W/O PENETRATIONS: 4,833.89 SF	
GLASS =	2,285.78 SF	27.5%	0.0%
BRICK =	1,828.25 SF	22.0%	22.0%
FIBER CEMENT =	1,838.10 SF	22.1%	42.0%
METAL PANEL =	1,888.28 SF	22.7%	47.0%
COW =	697.40 SF	8.4%	13.0%
WINDOW RECESS BY MATERIAL:			
BRICK	5/8"		
COW VERTICAL	5/8"		
FIBER CEMENT PANEL	3/4"		
FIBER CEMENT LAP	3/4"		
METAL PANEL	5/8"		



TELUS CONDOS
DES MOINES, IA

DATE	DESCRIPTION
11/15/2023	ISSUED FOR PERMITS



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

- GENERAL FLOOR PLAN NOTES**
- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER SHEETS SPECIFIC.
 - ALL SITE AND FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE BEEN PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO THE VISE, CONSTRUCTION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS.
 - DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
 - ALL CONDUITS, PIPES, WIRING, ROUGH-IN, ETC. SHOULD BE HELD AS HIGH AS POSSIBLE TO THE ROOF OR FLOOR DECK OR SHOULD BE KEPT WITH INTERIOR DOWNFITS. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISH WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO FINISHES RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. TRADE/COORDINATION BETWEEN TRADES IS REQUIRED.
 - INSTALL VERTICAL EXPANSION JOINT MINIMAL AT COLUMN/GRID LINES AND AT THE HEAD OF BENCH ANCHORAGE/ON AS COVERED/NOTED OR WHERE REQUIRED FOR EXTERIOR MATERIAL FINISHES TO REDUCE STRESS CRACKING. PROVIDE CONTROL JOINT EXPANSION JOINT IN LOAD BEARING AREAS. EASY ANNY 2" MIN.
 - GRADE & SEAL ALL CONTROL/EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
 - PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE PONDING WATER 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.
 - PROVIDE POSITIVE DRAINAGE OF SURFACE WATERS AWAY FROM BUILDING WITHOUT PONDING OF WATER ADJACENT TO BUILDING OR ON PAVED/DIRT.

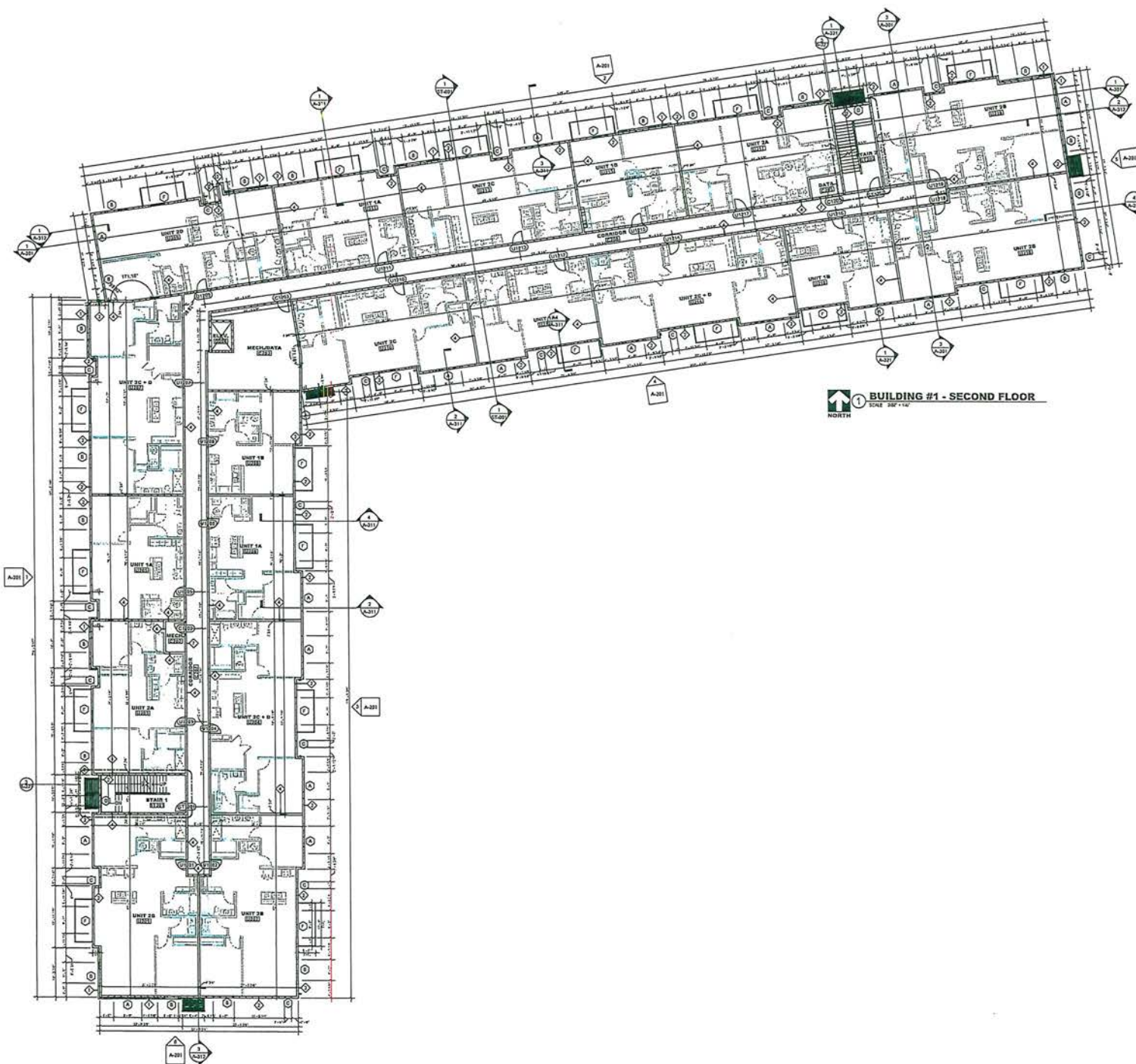
BUILDING #1 UNIT MIX:

FIRST FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 1C	2
UNIT 1D	2
UNIT 1E	2
UNIT 1F	2
UNIT 1G	2
UNIT 1H	2
UNIT 1I	2
UNIT 1J	2
UNIT 1K	2
UNIT 1L	2
UNIT 1M	2
UNIT 1N	2
UNIT 1O	2
UNIT 1P	2
UNIT 1Q	2
UNIT 1R	2
UNIT 1S	2
UNIT 1T	2
UNIT 1U	2
UNIT 1V	2
UNIT 1W	2
UNIT 1X	2
UNIT 1Y	2
UNIT 1Z	2
TOTAL	38 (31 RED GARAGES, 1 ADA GARAGE)

SECOND FLOOR	
UNIT 2A	4
UNIT 2B	4
UNIT 2C	4
UNIT 2D	4
UNIT 2E	4
UNIT 2F	4
UNIT 2G	4
UNIT 2H	4
UNIT 2I	4
UNIT 2J	4
UNIT 2K	4
UNIT 2L	4
UNIT 2M	4
UNIT 2N	4
UNIT 2O	4
UNIT 2P	4
UNIT 2Q	4
UNIT 2R	4
UNIT 2S	4
UNIT 2T	4
UNIT 2U	4
UNIT 2V	4
UNIT 2W	4
UNIT 2X	4
UNIT 2Y	4
UNIT 2Z	4
TOTAL	52 (17 1-BEDROOMS = 35%)

THIRD FLOOR	
UNIT 3A	4
UNIT 3B	4
UNIT 3C	4
UNIT 3D	4
UNIT 3E	4
UNIT 3F	4
UNIT 3G	4
UNIT 3H	4
UNIT 3I	4
UNIT 3J	4
UNIT 3K	4
UNIT 3L	4
UNIT 3M	4
UNIT 3N	4
UNIT 3O	4
UNIT 3P	4
UNIT 3Q	4
UNIT 3R	4
UNIT 3S	4
UNIT 3T	4
UNIT 3U	4
UNIT 3V	4
UNIT 3W	4
UNIT 3X	4
UNIT 3Y	4
UNIT 3Z	4
TOTAL	52 (32 GARAGES)

DATE	12-22-2017
BY	10/26/2017
REVISIONS	
1	REVISED GARAGE CO. SET
2	REVISED GARAGE CO. SET



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 SPECIFICATIONS DOCUMENTS.
 2. ALL SITE INFO, FURNITURE, FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE TO BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO 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, HOUGH-IN, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR EDGE OR SHOULD BE KEPT WITHIN INTERIOR WALL CHASES. NOTING SHALL BE BEYOND THE EXISTING EDGE OF WALL FINISHING FRAMES. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PENETRATE A FINISH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE IS GRANTED BY THE ARCHITECT OR OWNER. FLAGMENT COORDINATION ESTIMATED SHALL BE REQUIRED.
 5. INSTALL VERTICAL EXPANSION JOINTS AT COLUMN/BEAM LINES AND AT THE HEAD OF DOOR JAMB OPENINGS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS. STAY AWAY 2'-0" MIN.
 6. CURE & SEAL ALL CONTROL-EXPANSION, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
 7. PROVIDE LOWER LEVEL AROUND UNDERFLOOR DRAINAGE SYSTEM TO RECEIVE HYDROSTATIC UNLIFT AND PROTECT AGAINST MOISTURE ESCAPE. PROVIDE PERIMETER 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 POOLING OF WATER ADJACENT TO BUILDING OR ON PAVEMENTS.

BUILDING #1 UNIT MIX:

BASE FLOOR

UNIT 1A	1
UNIT 1B	1
UNIT 2A	1
UNIT 2B	1
UNIT 2C-D	1
TOTAL	5

TOTAL 10 (2) RES GARAGES, 1 ADA GARAGES

SECOND FLOOR

UNIT 1A	4
UNIT 1B	4
UNIT 2A	4
UNIT 2B	4
UNIT 2C-D	4
TOTAL	20

THIRD FLOOR

UNIT 1A	4
UNIT 1B	4
UNIT 2A	4
UNIT 2B	4
UNIT 2C-D	4
TOTAL	20

TOTALS

UNIT 1A	10	17 1-BEDROOMS + 50K
UNIT 1B	10	
UNIT 2A	8	
UNIT 2B	8	
UNIT 2C-D	8	
TOTAL	48 (2) GARAGES)	



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HUBBELL REALTY COMPANY

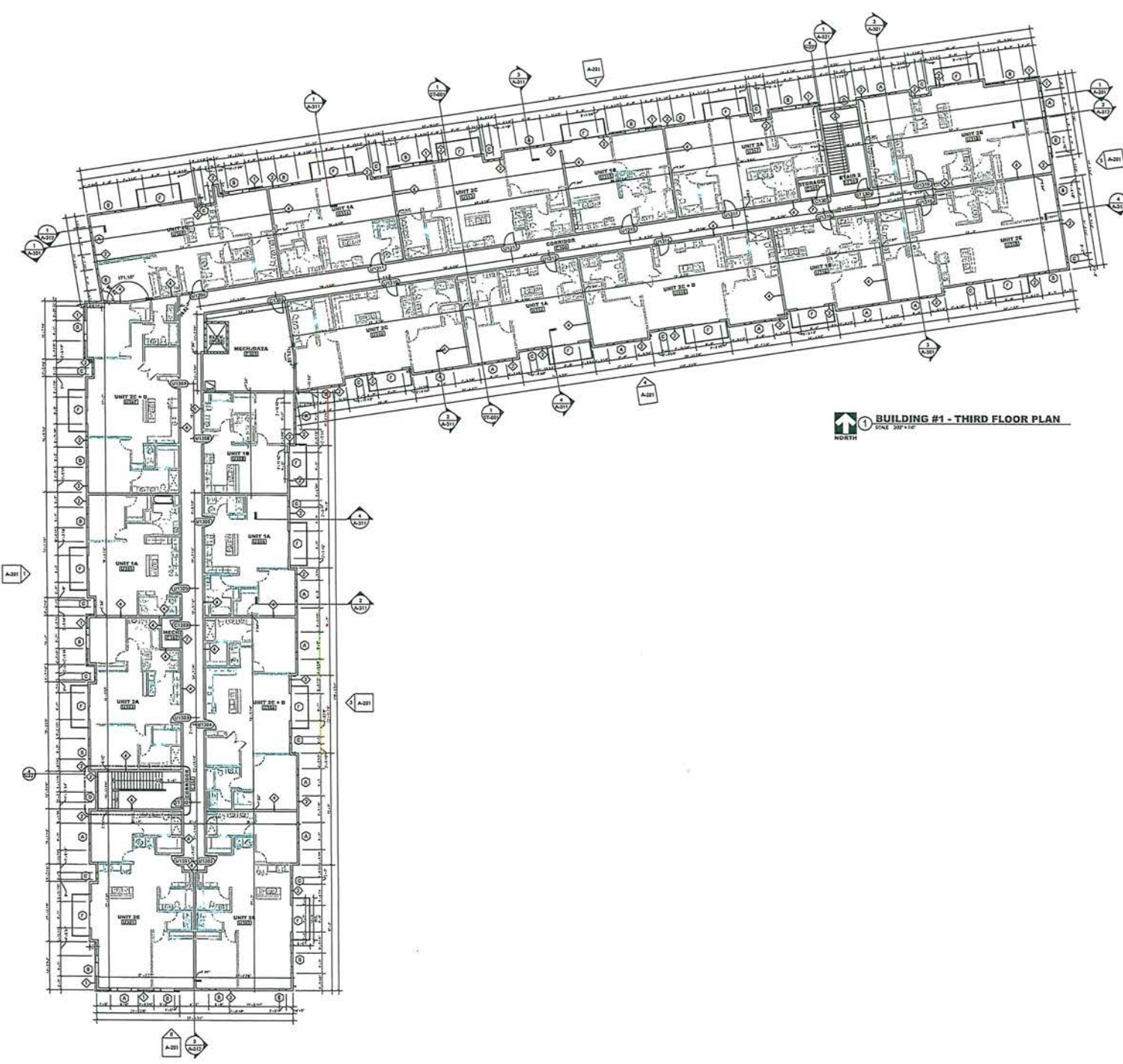
TELUS CONDOS
 DES MOINES, IA

DATE	10/20/2010
BY	10/20/2010
SCALE	3/8" = 1'-0"
PROJECT	TELUS CONDOS
CLIENT	TELUS
ARCHITECT	SIMONSON ARCHITECTS
ENGINEER	TELUS
CONTRACTOR	TELUS

JAN 14, 2011 FIG. 101
 21142 SP
 BUILDING #1 -
 SECOND FLOOR
 PLAN

A-102

02/28/2011 10:51 AM



BUILDING #1 - THIRD FLOOR PLAN
 NORTH
 SCALE 3/16" = 1'-0"

- GENERAL FLOOR PLAN NOTES**
1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
 2. ALL LIFE SAFETY FURNITURE, PARTS AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY HAVE TO BE PROVIDED FOR COORDINATION PURPOSES ONLY. REFER TO C.A. FIRE PROTECTION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS AND CONSULTANTS FOR SPECIFIC DESIGN REVISIONS & REQUIREMENTS.
 3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
 4. ALL CORNERS, FRICES, MIRRORS, MIRROR, ETC. SHOULD BE HELD AS TIGHT AS POSSIBLE TO THE ROOF OR FLOOR JOCK OR SHOULD BE LEFT OPEN TO INTERIOR WALLS. FINISHES SHOULD BE BELOW THE TOP OF AREA AND FRAMES, NOTHING SHALL BE EXPOSED IN FINISHED SPACES, NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISH WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO PLUMBING RUN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACE/NOTY COORDINATION BETWEEN TRADES IS REQUIRED.
 5. INSTALL VERTICAL EXPANSION JOINT ANNUAL AT COLUMN/ROOF LINE AND AT THE HEAD OF BOYS AND ROOFING OR AS OTHERWISE NOTED OR OWNER. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS, STAY AWAY 2'-0" MIN.
 6. SEAL & SEAL ALL CONTRACTION/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 FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURE AND PROTECT AGAINST MOISTURE SEEPAGE. BOTH SYSTEMS SHALL BE OUTLET TO APPROPRIATE RELIEF.
 8. PROVIDE POSITIVE DRAINAGE OF SURFACE WATER AWAY FROM BUILDING WITHOUT POOLING OF WATER ADJACENT TO BUILDING OR ON PERIMETER.

BUILDING #1 UNIT MIX:

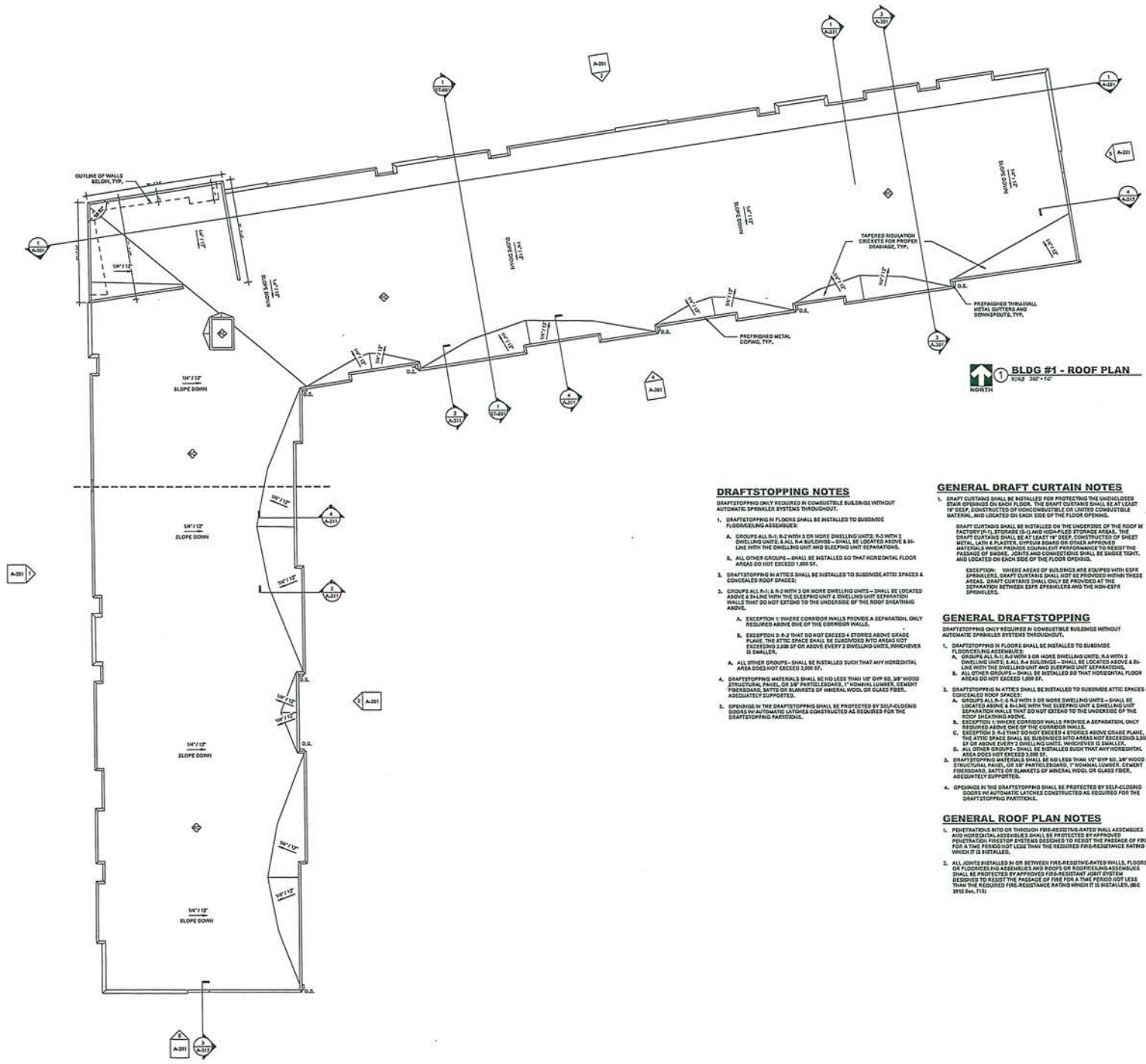
FLOOR	UNIT	QUANTITY	REMARKS
FIRST FLOOR	UNIT 1A	1	
	UNIT 1B	1	
	UNIT 2A	1	
	UNIT 2B	1	
	UNIT 2C-B	1	(2) REG GARAGES, 1 ADA GARAGES
TOTAL			
SECOND FLOOR	UNIT 1A	1	
	UNIT 1B	1	
	UNIT 2A	1	
	UNIT 2B	1	
	UNIT 2C-B	1	
TOTAL			
THIRD FLOOR	UNIT 1A	1	
	UNIT 1B	1	
	UNIT 2A	1	
	UNIT 2B	1	
	UNIT 2C-B	1	
TOTAL			
TOTALS	UNIT 1A	3	17 1-BEDROOMS = 20%
	TOTAL	12	(2) GARAGES)

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Hubbell
 HUBBELL REALTY COMPANY

TELUS CONDOS
 DES MOINES, IA

DATE	PROJECT/REVISION	SCALE
10/20/2017	10/20/2017	3/16" = 1'-0"
10/20/2017	10/20/2017	3/16" = 1'-0"



DRAFTSTOPPING NOTES

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING ON FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORINGING ASSUMPTIONS:
 - GROUPS ALL R-1, R-2 WITH 1 OR MORE DWELLING UNITS, R-3 WITH 2 DWELLING UNITS, R-4, R-4 BUILDINGS - SHALL BE LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1800 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 & BE LINE WITH THE DWELLING UNIT & SLEEPING 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 INTO AREAS NOT EXCEEDING 300 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREAS DOES NOT EXCEED 300 SF.
 - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" GYP OR 3/8" WOOD STRUCTURAL PANEL, OR 2" PARTICLE BOARD, FIBERGLASS CEMENT FIBERGLASS, BATTLS OR BUNKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY SUPPORTED.
 - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITION.

GENERAL DRAFT CURTAIN NOTES

- DRAFT CURTAINS SHALL BE INSTALLED FOR PROTECTING THE UNMILITATED STAIR OPENINGS ON EACH FLOOR. THE DRAFT CURTAINS SHALL BE AT LEAST 1/2" CLEAR, CONSTRUCTED OF NON-COMBUSTIBLE OR LISTED COMBUSTIBLE MATERIAL, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

DRAFT CURTAINS SHALL BE INSTALLED ON THE UNDERSIDE OF THE ROOF IN FACTORY BUILT STRUCTURES (R-4) AND STORAGE AREAS. TO DRAFT CURTAINS SHALL BE AT LEAST 1/2" CLEAR, CONSTRUCTED OF SHEET METAL, 1/4" PLATE, GYPSUM BOARD OR OTHER APPROVED MATERIALS WHEN PROTECTED TO RESIST THE PASSAGE OF SMOKE, GASES AND CONNECTIONS SHALL BE SMOOTH, TIGHT, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

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

GENERAL DRAFTSTOPPING

- DRAFTSTOPPING ONLY REQUIRED IN COMBUSTIBLE BUILDINGS WITHOUT AUTOMATIC SPRINKLER SYSTEMS THROUGHOUT.
- DRAFTSTOPPING ON FLOORS SHALL BE INSTALLED TO SUBGRADE FLOORINGING ASSUMPTIONS:
 - GROUPS ALL R-1, R-2 WITH 1 OR MORE DWELLING UNITS, R-3 WITH 2 DWELLING UNITS, R-4, R-4 BUILDINGS - SHALL BE LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATION.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1800 SF.
 - DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SUBGRADE ATTIC SPACES & CONCEALED ROOF SPACES:
 - LOCATED ABOVE & BE LINE WITH THE DWELLING UNIT & SLEEPING 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 INTO AREAS NOT EXCEEDING 300 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREAS DOES NOT EXCEED 300 SF.
 - DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" GYP OR 3/8" WOOD STRUCTURAL PANEL, OR 2" PARTICLE BOARD, FIBERGLASS CEMENT FIBERGLASS, BATTLS OR BUNKETS OF MINERAL WOOL OR GLASS FIBER, ADEQUATELY SUPPORTED.
 - OPENINGS IN THE DRAFTSTOPPING SHALL BE PROTECTED BY SELF-CLOSING DOORS OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITION.

GENERAL ROOF PLAN NOTES

- PENETRATIONS INTO OR THROUGH PRE-ENGINEERED METAL WALL ASSEMBLIES AND HORIZONTAL ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION FIRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED PERFORMANCE RATING WHICH IS INSTALLED.
- ALL JOISTS INSTALLED IN OR BETWEEN PRE-ENGINEERED METAL WALLS, FLOORS OR FLOORING ASSEMBLIES AND ROOFS OR ROOFCEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED PENETRATION FIRESTOP SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE RESISTANCE RATING WHICH IS INSTALLED, (SEE 3102.4.1.1.1)

GENERAL ROOF PLAN NOTES

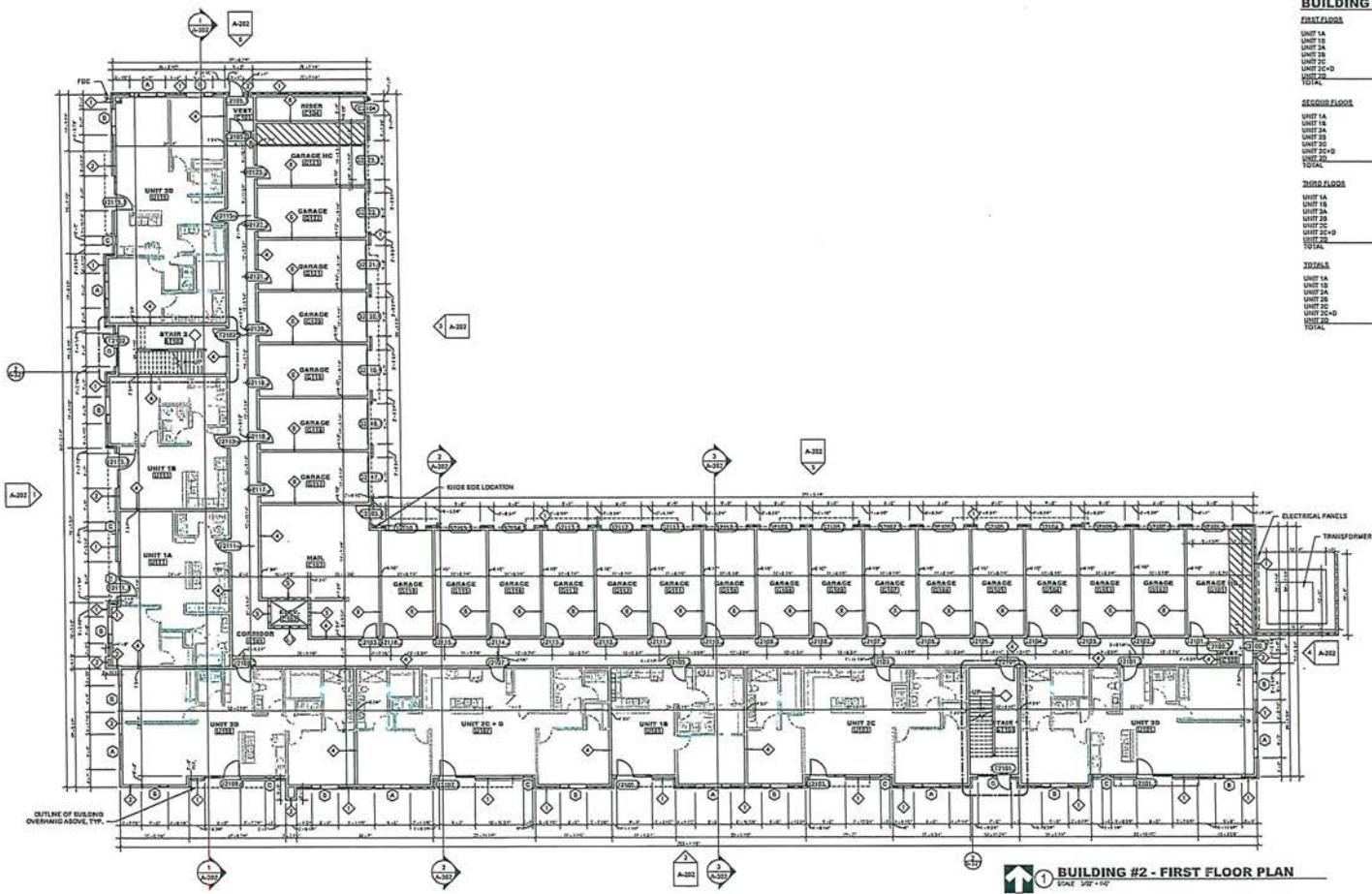
- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL UTILITIES AND EQUIPMENT SHOULD BE CONSIDERED CONCEALED AND MAY BE PROVIDED FOR CONDUIT PURPOSES ONLY. REFER TO MECHANICAL, FIRE PROTECTION, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRONIC SAFETY & SECURITY DOCUMENTS FOR ROOF PENETRATIONS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL FRAMING.
- ALL ROOF PENETRATIONS FOR ROOF VENTS AND SIMILAR ITEMS MAY NOT BE SHOWN ON THE ROOF PLAN. HOWEVER, ALL ROOF PENETRATIONS SHALL BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL ROOFING WARRANTIES. REFER TO ALL OTHER CONSTRUCTION DOCUMENTS FOR ADDITIONAL ROOF PENETRATIONS REQUIRING ROOFING WORK.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUBCONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND SYSTEMS TO ACCOMMODATE EXPANDED CONTRACTOR OF THE BUILDING AND BUILDING COMMENTS FOR A LONG-LASTING ROOF.
- CONTRACTOR SHALL KEEP ROOF CLEAR OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND ANY WORK ASSOCIATED WITH THE ROOF SHALL BE DONE AS TO NOT VOID ANY ROOF WARRANTIES.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER SO AS TO PREVENT MOISTURE ENTERING THE WALL AND ROOF THROUGH JOISTS IN CORNERS & AT INTERSECTIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
 - FLASHING SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, AT GUTTERS, UNLESS 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" OR BE GALVANNEED STEEL.
 - PARAPET WALLS SHALL BE PROPERLY COPED WITH NON-COMBUSTIBLE, WEATHER PROTECTIVE 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, FINAL DETAILED DESIGN OF ROOF DRAINAGE SYSTEMS TO BE BY PLUMBING CONSULTANT.
 - OVERSIZED ROOF DRAINAGE GUTTERS AND/OR DOWNSPOUTS SHOULD BE PROVIDED TO ELIMINATE ANY OVERFLOW ON BACKUP.
 - NOT LESS THAN 2 ROOF DRAINS SHALL BE INSTALLED IN ROOF AREAS 1800 SF OR LESS AND NOT LESS THAN FOUR ROOF DRAINS SHALL BE INSTALLED IN ROOFS OVER 1800 SF IN AREA.
 - WHERE ROOF DRAINS ARE REQUIRED, SECONDARY (EMERGENCY) ROOF DRAINS OR SCUPPERS SHALL BE PROVIDED WHERE ROOF PENETRATION CONSTRUCTION EXTENDS ABOVE THE ROOF IN A MANNER THAT WILL CAUSE WATER TO BE ENTRAPPED AT THE PRIMARY ROOF DRAIN 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 LOCATION THAT WOULD NORMALLY BE OBSERVED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
 - SECONDARY SCUPPERS SHALL BE SIZED TO PREVENT THE DEPTH OF POOLING WATER FROM EXCEEDING THAT FOR WHICH THE ROOF WAS DESIGNED. THEY SHALL HAVE AN OPENING DIMENSION OF NOT LESS THAN 4".
 - A GUTTER OR SADDLE SHALL BE INSTALLED ON THE REAR EDGE OF ANY PENETRATION GREATER THAN 20" 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" PER FOOT SLOPE AT ALL FLATTENED ROOF AREAS TO ENSURE POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPE.
- PROVIDE CONCRETE SLOPE BLOCKS AT ALL DOWNPOUT LOCATIONS.
- ROOF VENTILATION IN AREA & DRAFTSTOPPING SHALL BE PROVIDED IN EACH & ALL ENCLOSED ATTIC AND RAFTER SPACES TO CREATE CROSS VENTILATION IN ACCORDANCE WITH CODES & THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
- INSULATE AND SEAL TO ENSURE ADEQUATE AIR INFILTRATION BARRIERS AND SEAL ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPRINKLER PIPE FLOODING.
- ROOF ACCESS SCAFFOLD:
 - WHERE EQUIPMENT REQUIRED ACCESS OR APPLIANCES ARE LOCATED ON AN ELEVATED STRUCTURE ON THE ROOF OF A BUILDING SUCH THAT PERSONNEL WILL HAVE TO CLIMB MORE THAN 10' ABOVE GRADE TO ACCESS SUCH EQUIPMENT OR APPLIANCES, A PERMANENT INTERIOR OR EXTERIOR MEANS OF ACCESS SHALL BE PROVIDED. SUCH ACCESS SHALL NOT REQUIRE CLIMBING OVER OBSTRUCTIONS GREATER THAN 30" IN HEIGHT OR WALKING ON ROOFS WITH A SLOPE GREATER THAN 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 WALKING SURFACE & PREVENT THE PASSAGE OF A PERSON 20" IN WIDTH.
 - ANY ROOF HATCHES SHALL BE NORMALLY BROKEN.
 - SEE DETAIL, AOR ACCESS POINTS FOR ADDITIONAL REQUIREMENTS.
- ACCESS TO UNOCCUPIED SPACES:
 - CRAWL SPACES SHALL BE PROVIDED WITH NO FLOOR THAN 1 ACCESS OPENING WHICH SHALL NOT BE LESS THAN 18" X 24".
 - AN OPENING OF NOT LESS THAN 30" X 30" SHALL BE PROVIDED TO ANY ATTIC AREA HAVING A CLEAR HEIGHT OF OVER 50". CLEAR HEADROOM OF NOT LESS THAN 7' SHALL BE PROVIDED IN THE ATTIC SPACE AT OR ABOVE THE ACCESS OPENING.
 - ACCESS TO MECHANICAL APPLIANCES INSTALLED IN UNDER FLOOR AREAS, IN ATTIC SPACES AND ON ROOFS OF LOCATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE INTL. MECHANICAL CODE.
 - ATTIC CRAWLSPACE APPLIANCES SHALL BE PROVIDED WITH ALL OPENINGS AND UNOCCUPIED PASSAGEWAYS LARGE ENOUGH TO ALLOW EGRESS OF THE PASSENGER. THE PASSENGER SHALL NOT BE LESS THAN 36" X 24" AND NOT MORE THAN 20" IN LENGTH MEASURED AT THE CENTERLINE OF THE PASSENGER FROM THE OPENING TO THE APPLIANCE. THE PASSENGER SHALL HAVE CONTINUOUS SMOOTH FLOORING NOT LESS THAN 1/2" THICK LEVEL SURFACE SPACE NOT LESS THAN 30" X 30" SHALL BE PRESENT AT THE FRONT OF EGRESS SIDE OF THE APPLIANCE.
- FROM THE ROOF SHOW GUARDS/PARAPETS ABOVE ALL EXTERIOR PORTS TO BUILDING.
- ROOF TRUSSES DESIGN BUILT BY TRUSS MANUFACTURER.
- PRECAST MANUFACTURED ROOF PROTECTED GAS PIPING AND CONDUIT SUPPORTS AS REQUIRED. PAINT OR GASKETS YELLOW AT VALVE/VALVE CROSSINGS ONLY.
- FLAT LOW SLOPE (4:12) MEMBRANE ROOF:
 - ROOF MEMBRANE TO EXTEND UP AND OVER TOP OF ANY PARAPET WALLS AND RAISE OVER FRONT OF WALL 2". MEMBRANE TO EXTEND UP VERTICALLY UNDER FRONT MATERIAL 12".
 - PROVIDE WALKWAY PADS ON ALL MEMBRANE ROOFING FROM ROOF ACCESS POINTS TO EACH END OF BUILDING.
- ENGINE-PLY MEMBRANE ROOFING:
 - ENGINE-PLY MEMBRANE ROOF SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/4" IN 12" FOR DRAINAGE.

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TELUUS CONDOS
 DES MOINES, IA

NO. 1	DATE	BY	FOR
1	10/20/2023	DESIGN	FOR PERMIT
2	11/15/2023	REVISION	FOR PERMIT
3	12/15/2023	REVISION	FOR PERMIT



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

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER RECEIPIES 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, ELECTRONICS, 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 DECK OR SHOULD BE LEFT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAME. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO FALLING HAZARD IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS OBTAINED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT MINIMAL AT COLUMN GRID LINES AND AT THE HEAD OF DOOR JAMB EXPANDES OR AS OTHERWISE NOTED OR IN CASE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT TO LOAD BEARING WALL, STAIRWAY 2ND FLR.
6. CAULK & SEAL ALL CONTROL/EXPANDED, SAWCUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL AND/OR UNDERFLOOR DRAINAGE SYSTEM TO REDUCE HUMIDITY UPWARD 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 1C	1
UNIT 1D	1
UNIT 2C-D	1
UNIT 2E	1
TOTAL	6 (3 RES. GARAGES, 3 ADA GARAGES)

SECOND FLOOR

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

TOTALS

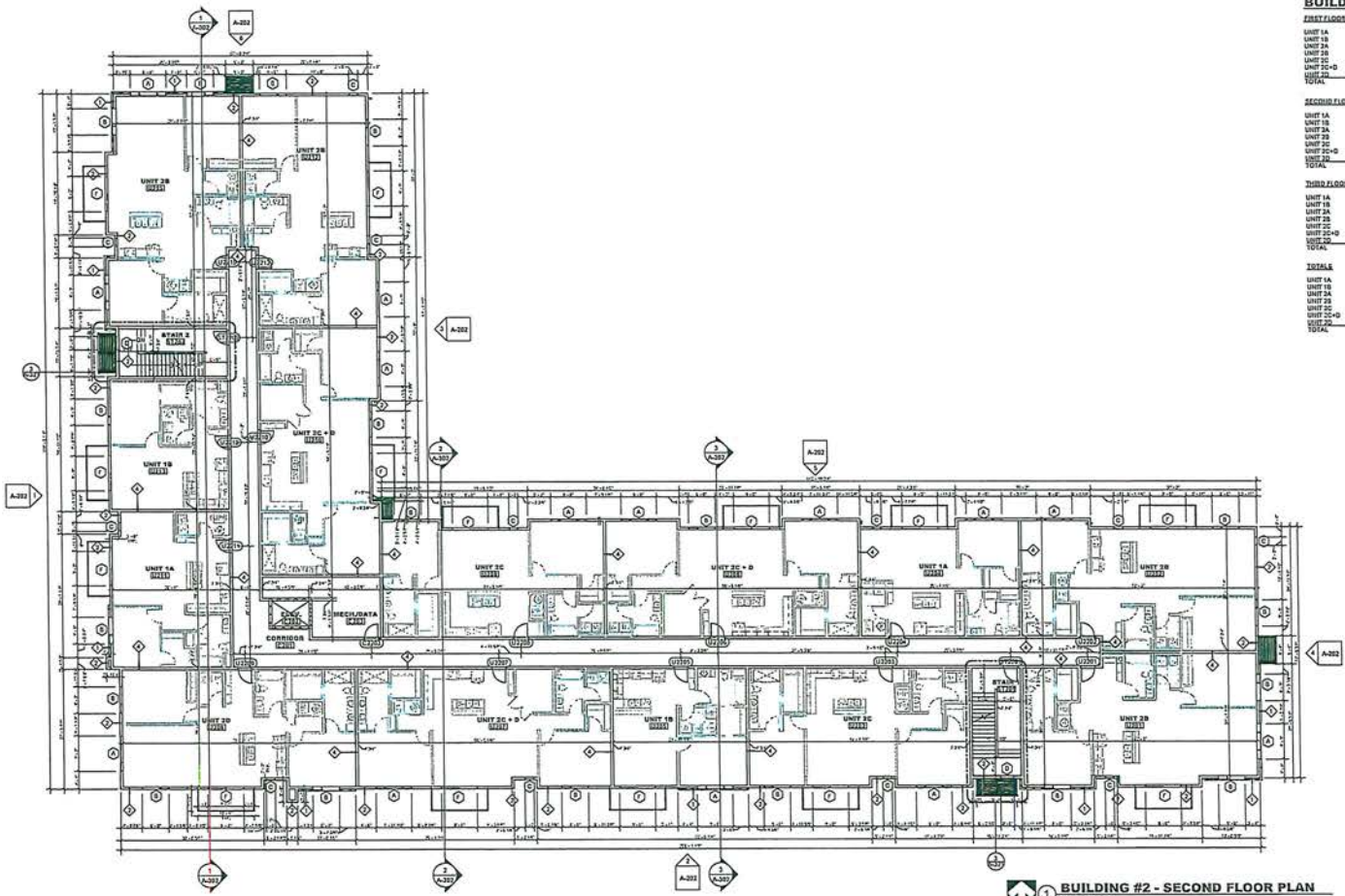
UNIT 1A	3
UNIT 1B	3
UNIT 1C	3
UNIT 1D	3
UNIT 2C-D	3
UNIT 2E	3
TOTAL	18 (11 1-BEDROOMS + 20% ADA)
TOTAL	30 (13 GARAGES)



TELUS CONDOS
DES MOINES, IA

NO.	DATE
1	10/28/2017
2	11/15/2017
3	11/15/2017
4	11/15/2017
5	11/15/2017
6	11/15/2017
7	11/15/2017
8	11/15/2017
9	11/15/2017
10	11/15/2017
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26	11/15/2017
27	11/15/2017
28	11/15/2017
29	11/15/2017
30	11/15/2017

Job No. 21182
Rev. EP
Client TELUS
BUILDING #2 - FIRST FLOOR PLAN
Sheet No. A-111



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 LIFT 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 INFORMATION & REQUIREMENTS.
3. DIMENSIONS ARE TO FACE OF FINISH MATERIAL OR CENTER OF STRUCTURE UNLESS OTHERWISE SPECIFIED.
4. ALL CONDUCITE, PIPES, 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 FRAME. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PRESENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND NO FINISHES SHALL BE EXTERIOR WALLS UNLESS PER APPROVAL GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. METAL VERTICAL EXPANSION JOINT BRANCH AT COLUMN GRID LINES AND AT THE HEAD OF DOOR JAMB OPENINGS OR AS OTHERWISE NOTED OR WHERE REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINTS/EXPANSION JOINTS IN LEAD BEARING AREAS, STAY AWAY 2'-0" MIN.
6. CAULK & SEAL ALL CONTROL-EXPANSION, SCAJOUT JOINTS AT ALL INTERIOR & EXTERIOR MASONRY & CONCRETE.
7. PROVIDE LOWER LEVEL UNDER FLOOR DRAINAGE SYSTEM TO REDUCE PENETRATED UPFLOW 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 2A	1
UNIT 2B	1
UNIT 2C	1
UNIT 2C-D	1
UNIT 2D	1
TOTAL	7 (21 REG. GARAGES, 2 ADA GARAGES)

SECOND FLOOR

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

THIRD FLOOR

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

TOTALS

UNIT 1A	5	11 BEDROOMS = 20%
UNIT 1B	5	
UNIT 2A	5	
UNIT 2B	5	
UNIT 2C	5	
UNIT 2C-D	5	
UNIT 2D	5	
TOTAL	35 (32 GARAGES)	



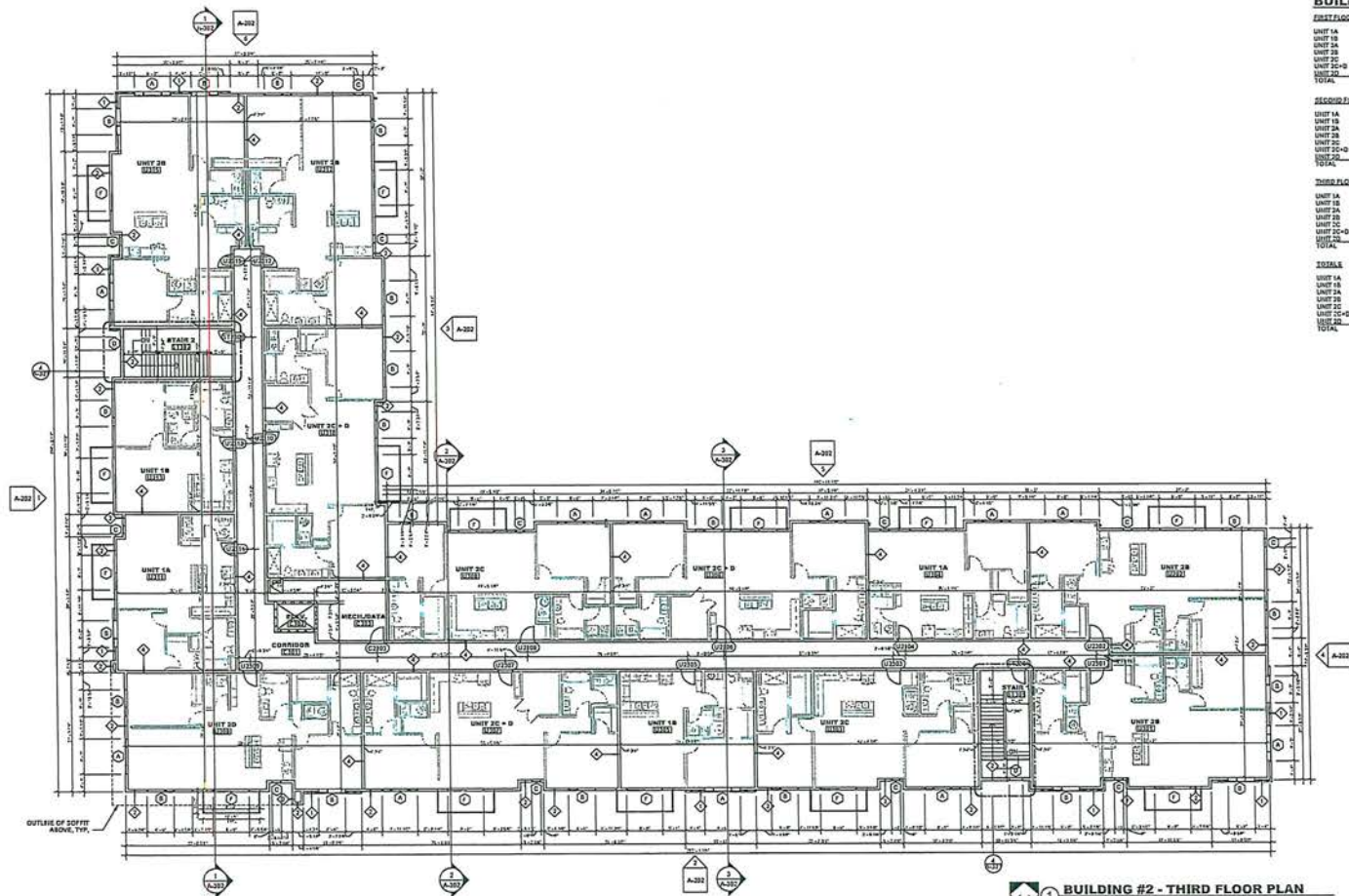
TELUS CONDOS
DES MOINES, IA

DATE	10/20/2017
UNIT	FRANKLIN
SCALE	3/8" = 1'-0"
DESIGNED BY	FRANKLIN
CHECKED BY	FRANKLIN

Proj. No. 21102
Sheet No. 5P
PROJECT: BUILDING #2 - SECOND FLOOR PLAN
DATE: 10/20/2017

A-112

9/28/2017 4:52:58 PM



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

GENERAL FLOOR PLAN NOTES

1. REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
2. ALL SITE AND FURNITURE FIXTURES AND EQUIPMENT SHOWN SHOULD BE CONSIDERED CONCEPTUAL AND MAY VARY BY PROVIDER FOR COORDINATION. PROVIDER ONLY. REFER TO JOB FILE FOR PRELIMINARY 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 DECK OR SHOULD BE KEPT WITHIN INTERIOR WALL CAVITIES. NOTHING SHALL BE BELOW THE BOTTOM EDGE OF MAIN BUILDING FRAMES. NOTHING SHALL BE EXPOSED IN FINISHED SPACES. NOTHING SHALL PREVENT A SMOOTH CONTINUOUS FINISHED WALL OR CEILING AS NOTED ON THE DRAWINGS AND TO ALLOWING GAN IN EXTERIOR WALLS UNLESS PRIOR APPROVAL IS GRANTED BY THE ARCHITECT OR OWNER. PLACEMENT COORDINATION BETWEEN TRADES IS REQUIRED.
5. INSTALL VERTICAL EXPANSION JOINT ANIMAL AT COLUMN/ROOF LINES AND AT THE HEAD OF DOOR JAMB/SWEEPERS OR AS OTHERWISE NOTED ON SHEETS. REQUIRED PER STANDARD MATERIAL PRACTICE TO REDUCE STRESS CRACKING. NO CONTROL JOINT/EXPANSION JOINT IN LOAD BEARING AREAS. 5 DAY AWAY 2" 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 INADEQUATE DRYUP AND PREVENT AGAINST MOISTURE SEEPAGE. PROVIDE FOUNDATION WALL DRAINAGE SYSTEM TO REDUCE LATERAL PRESSURES AND PROTECT AGAINST MOISTURE SEEPAGE. SOIL 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 PARADELTS.

BUILDING #2 UNIT MIX:

FIRST FLOOR	
UNIT 1A	1
UNIT 2A	0
UNIT 2B	0
UNIT 2C	1
UNIT 2C-B	0
UNIT 2D	0
TOTAL	2 (2) REG. GARAGES, 2 ADA GARAGES)

SECOND FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 2A	4
UNIT 2B	4
UNIT 2C-B	3
UNIT 2D	3
TOTAL	18

THIRD FLOOR	
UNIT 1A	2
UNIT 1B	2
UNIT 2A	4
UNIT 2B	4
UNIT 2C-B	3
UNIT 2D	3
TOTAL	18

TOTALS	
UNIT 1A	5
UNIT 1B	4
UNIT 2A	8
UNIT 2B	8
UNIT 2C-B	6
UNIT 2D	6
TOTAL	33 (23 GARAGES)



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TELUS CONDOS
 DES MOINES, IA

DATE	10/22/2013
BY	10/22/2013
PROJECT	TELUS CONDOS
NO.	21192
REV.	01
DESCRIPTION	BUILDING #2 - THIRD FLOOR PLAN

DATE PLOTTED: 10/22/2013
 TIME PLOTTED: 10:28:37 AM
 PLOT FILE: I:\Projects\21192\21192_01.dwg
 PLOT SCALE: 1/8" = 1'-0"
 PLOT AREA: 11.00 X 17.00
 PLOT ORIGIN: 0,0
 PLOT UNIT: Feet
 PLOT COLOR: Black
 PLOT LINE WEIGHT: 0.50
 PLOT FONT: Arial, 10
 PLOT STYLE: Standard
 PLOT PLOTTER: HP DesignJet 5000 Series
 PLOT PLOTTER DRIVER: HPGL-ETL
 PLOT PLOTTER MODEL: HP DesignJet 5000 Series
 PLOT PLOTTER VERSION: 6.15.00
 PLOT PLOTTER PORT: LPT1
 PLOT PLOTTER STATUS: OK
 PLOT PLOTTER TYPE: HP DesignJet 5000 Series
 PLOT PLOTTER VERSION: 6.15.00
 PLOT PLOTTER PORT: LPT1
 PLOT PLOTTER STATUS: OK

A-113

DRAFTSTOPPING NOTES

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

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SURROUND FLOORCEILING ASSEMBLIES.
 - GROUPS ALL 1/2-1/2 WITH 3 OR MORE DWELLING UNITS, 1/2 WITH 2 DWELLING UNITS & ALL 1/4 BUILDINGS - SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1200 SF.
- DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SURROUND ATTIC SPACES & CONCEALED ROOF SPACES.
 - GROUPS ALL 1/2-1/2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BELOW WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATIONS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE.
 - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
 - EXCEPTION 2: 1/2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACES SHALL BE SUBDIVIDED INTO AREAS NOT EXCEEDING 1200 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
- ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 1200 SF.
- DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" OVP 80, 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 OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.

GENERAL DRAFTSTOPPING

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

- DRAFTSTOPPING IN FLOORS SHALL BE INSTALLED TO SURROUND FLOORCEILING ASSEMBLIES.
 - GROUPS ALL 1/2-1/2 WITH 3 OR MORE DWELLING UNITS, 1/2 WITH 2 DWELLING UNITS & ALL 1/4 BUILDINGS - SHALL BE LOCATED ABOVE & BELOW WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATIONS.
 - ALL OTHER GROUPS - SHALL BE INSTALLED SO THAT HORIZONTAL FLOOR AREAS DO NOT EXCEED 1200 SF.
- DRAFTSTOPPING IN ATTICS SHALL BE INSTALLED TO SURROUND ATTIC SPACES & CONCEALED ROOF SPACES.
 - GROUPS ALL 1/2-1/2 WITH 3 OR MORE DWELLING UNITS - SHALL BE LOCATED ABOVE & BELOW WITH THE SLEEPING UNIT & DWELLING UNIT SEPARATIONS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE.
 - EXCEPTION 1: WHERE CORRIDOR WALLS PROVIDE A SEPARATION, ONLY REQUIRED ABOVE ONE OF THE CORRIDOR WALLS.
 - EXCEPTION 2: 1/2 THAT DO NOT EXCEED 4 STORES ABOVE GRADE PLANE, THE ATTIC SPACES SHALL BE SUBDIVIDED INTO AREAS NOT EXCEEDING 1200 SF OR ABOVE EVERY 2 DWELLING UNITS, WHICHEVER IS SMALLER.
- ALL OTHER GROUPS - SHALL BE INSTALLED SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 1200 SF.
- DRAFTSTOPPING MATERIALS SHALL BE NO LESS THAN 1/2" OVP 80, 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 OR AUTOMATIC LATCHES CONSTRUCTED AS REQUIRED FOR THE DRAFTSTOPPING PARTITIONS.

GENERAL ROOF PLAN NOTES

- PENETRATIONS INTO OR THROUGH FIRE-RESISTANT WALL ASSEMBLIES AND ROOFING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT PENETRATION PREVENTION SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHEN IT IS INSTALLED, SEE 303.104.1(1).
- ALL JOINTS INSTALLED IN OR BETWEEN FIRE-RATED PARTITION WALLS, FLOORS OR FLOORCEILING ASSEMBLIES AND ROOF OR ROOFCEILING ASSEMBLIES SHALL BE PROTECTED BY APPROVED FIRE-RESISTANT JOINT SYSTEMS DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING WHEN IT IS INSTALLED, SEE 303.104.1(1).

GENERAL DRAFT CURTAIN NOTES

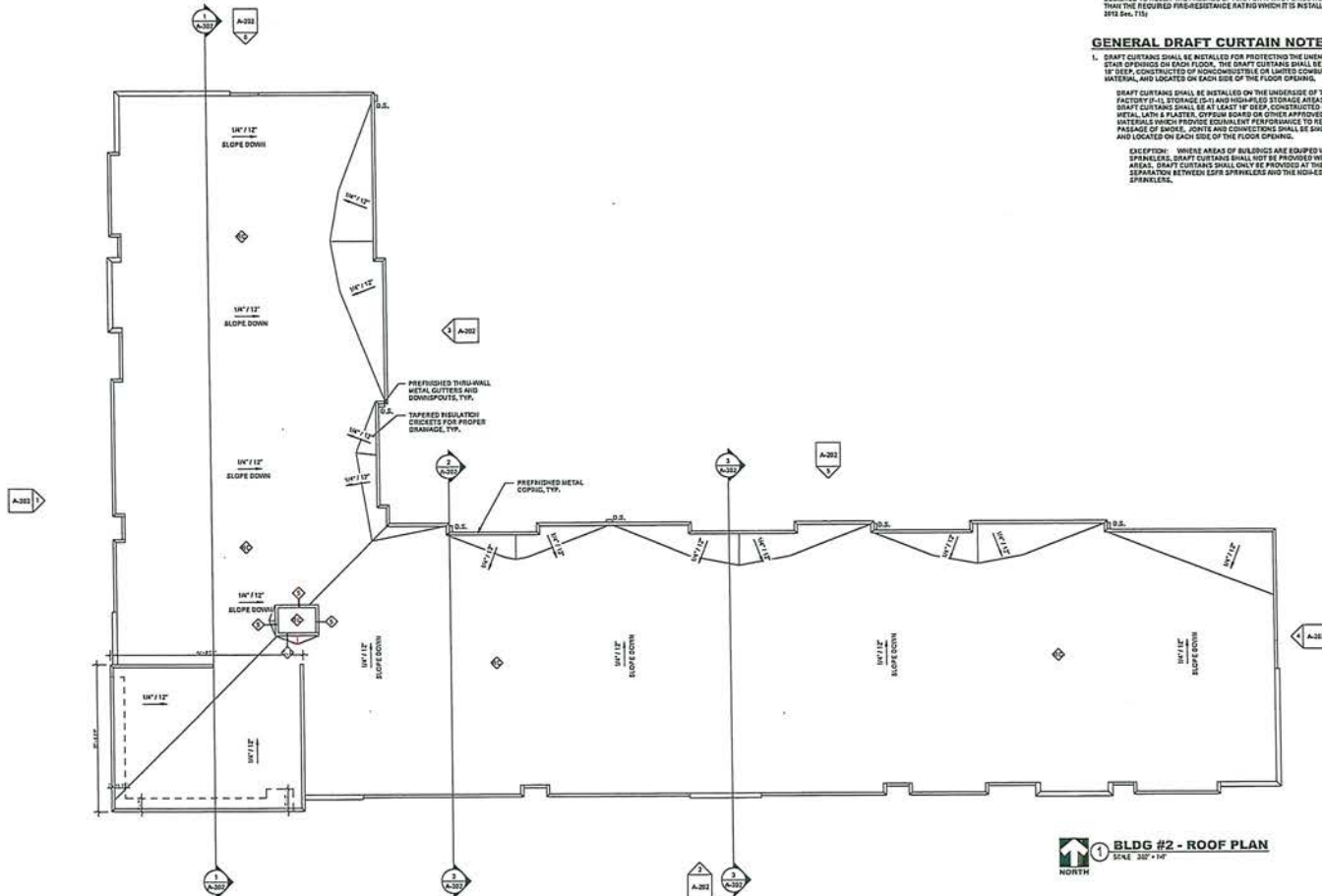
- DRAFT CURTAINS SHALL BE INSTALLED FOR PROTECTING THE UNENCLOSED STAIR OPENINGS ON EACH FLOOR. THE DRAFT CURTAINS SHALL BE AT LEAST 18" DEEP, CONSTRUCTED OF NONCOMBUSTIBLE OR LIMITED COMBUSTIBLE MATERIAL, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

DRAFT CURTAINS SHALL BE INSTALLED ON THE UNDERSIDE OF THE ROOF OR FLOORCEILING ASSEMBLIES AND ROOF OR ROOFCEILING ASSEMBLIES. THE DRAFT CURTAINS SHALL BE AT LEAST 18" DEEP, CONSTRUCTED OF SHEET METAL, LATH & PLASTER, GYPSUM BOARD OR APPROVED MATERIAL WHICH PROVIDE EQUIVALENT PERFORMANCE TO RESIST THE PASSAGE OF SMOKE, JOINTS AND CONNECTIONS SHALL BE SMOKE TIGHT, AND LOCATED ON EACH SIDE OF THE FLOOR OPENING.

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

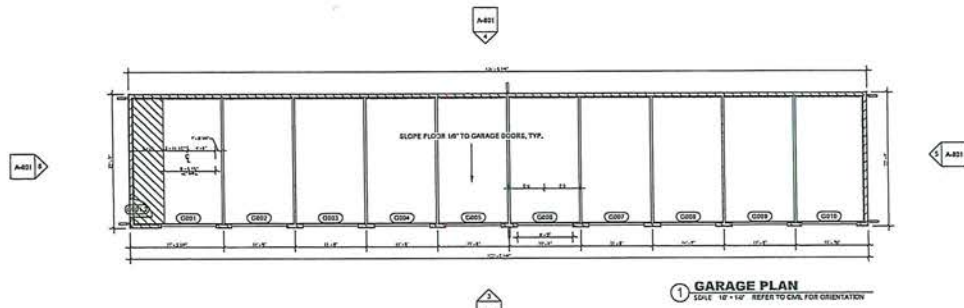
GENERAL ROOF PLAN NOTES

- REFER TO ADDITIONAL NOTES AND REQUIREMENTS ON ALL OTHER DOCUMENTS AND OTHER DISCIPLINE DOCUMENTS.
- ALL PERISHABLE EQUIPMENT SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE PROVIDED FOR CONFORMANCE PURPOSES ONLY. REFER TO LIFE SAFETY CODE, PLUMBING, MECHANICAL, ELECTRICAL, COMMUNICATIONS, ELECTRIC SAFETY & SECURITY DOCUMENTS AND CONTRACTORS FOR SPECIFIC DESIGN INFORMATION & REQUIREMENTS. REFER TO STRUCTURAL DRAWINGS FOR ROOF OPENING STRUCTURAL FRAMING.
- ALL ROOF PENETRATIONS FOR WIND ROOF VENTS AND SIMILAR ITEMS MAY NOT BE NOTED ON THE ROOF PLAN. HOWEVER, ALL ROOF PENETRATIONS SHALL BE PROVIDED BY THE ROOFING SUBCONTRACTOR SO AS TO OBTAIN FULL COMPLIANCE WITH ALL APPLICABLE CODES AND STANDARDS. CONTRACTORS FOR ADDITIONAL ROOF PENETRATIONS REQUIRING ROOF FLASHING MODEL.
- IT SHOULD BE THE RESPONSIBILITY OF THE ROOF SUBCONTRACTOR TO PROVIDE ALL NECESSARY DETAILS AND PROTECTING ACCORDING TO THE EXPANSION/CONTRACTION OF THE BUILDING AND BUILDING COMPONENTS FOR A COMPLETE ROOF.
- CONTRACTOR SHALL KEEP ROOF CLEAN OF ALL DEBRIS DURING ALL CONSTRUCTION WORK.
- ROOF SYSTEM AND ANY WORK ASSOCIATED WITH THE ROOF SHALL BE DONE AS TO NOT VOID ANY ROOF WARRANTIES.
- FLASHING:
 - FLASHING SHALL BE INSTALLED IN SUCH A MANNER AS TO PREVENT MOISTURE PENETRATING THROUGH ROOF THROUGH JOINTS, CORNERS & AT INTERSECTIONS WITH PARAPET WALLS & OTHER PENETRATIONS THROUGH THE ROOF PLANE.
 - FLASHING SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, AT CORNERS, WHERE THERE IS A CHANGE IN ROOF SLOPE OR AT THE POINTS AND ABOVE ROOF OPENINGS, WHERE FLASHING IS METAL, THE METAL SHALL BE CORROSION RESISTANT WITH A THICKNESS OF NOT LESS THAN 30 GA. NO. 30 GALVANIZED SHEET.
 - PARAPET WALLS SHALL BE PROPERLY CORDED WITH NON-COMBUSTIBLE, WEATHER-RESISTANT MATERIAL OF A MINIMUM NO. 18 GAGE.
- ROOF DRAINAGE:
 - DESIGN OF ROOF DRAINAGE SYSTEMS SHALL COMPLY WITH THE INTL. PLUMBING CODE, FPM, DETAILED DESIGN OF ROOF DRAINAGE SYSTEMS TO BE BY PLUMBER/CONSULTANT.
 - OVERSEER ROOF DRAINS, GUTTERS AND/OR DOWNSPOUTS SHOULD BE PROVIDED TO ELIMINATE ANY OVERFLOW OR BACKUP.
 - NOT LESS THAN 1" ROOF DRAIN SHALL BE INSTALLED IN ROOF AREAS 18" OR LESS AND NOT LESS THAN FOUR ROOF DRAINS SHALL BE INSTALLED IN ROOF OVER 1800 SF IN AREA.
 - WHERE ROOF DRAINS ARE REQUIRED, SECONDARY (EMERGENCY) ROOF DRAINS OR EQUIPPED SHALL BE PROVIDED WHERE THE ROOF PENETRATOR OF THE ROOF EXTENDS ABOVE THE ROOF FINISH. SECONDARY ROOF DRAINS WILL BE ENTRAPPED IF THE PRIMARY DRAIN ALLOWS BUILDUP 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 GENERALLY BE DETERMINED BY THE BUILDING OCCUPANTS OR MAINTENANCE PERSONNEL.
 - SECONDARY SCUPPERS SHALL BE SEED TO PREVENT THE DEPTH OF PENETRATOR FROM EXCEEDING THAT FOR WHICH THE ROOF WAS DESIGNED. THEY SHALL HAVE AN OPENING DIMENSION OF NOT LESS THAN 4".
 - A CRACKET OR SADDLE SHALL BE INSTALLED ON THE RIDGE SIDE OF ANY PENETRATOR GREATER THAN 3" WIDE AS MEASURED PERPENDICULAR TO THE SLOPE.
 - ALL ROOF SLOPES, INCLUDING FLATTENED ROOF AREAS TO OBTAIN POSITIVE DRAINAGE, BE THE MINIMUM SLOPE TO OBTAIN POSITIVE SUPPORT DESIGN. PROVIDE TAPERED ROOF INSULATION TO MAINTAIN A MINIMUM 1/4" PER FOOT SLOPE TO OBTAIN POSITIVE DRAINAGE. PROVIDE POSITIVE DRAINAGE ALL THE WAY TO ROOF DRAIN FROM ALL PENETRATIONS AND CHANGES IN ROOF SLOPE.
 - PROVIDE CONCRETE SPLASH BLOCKS AT ALL DOWNPOUT LOCATIONS.
 - ROOF VENTILATION INTAKE & EXHAUST VENTS SHALL BE PROVIDED IN EACH & ALL ENCLOSED ATTIC ROOF VENTS SPACES TO CREATE AN EXHAUSTION IN ACCORDANCE WITH CODES & MANUFACTURERS INSTALLATION INSTRUCTIONS.
 - INSULATE AND SEAL TO ENSURE ADEQUATE AIR SUPPLETION BARRIER AROUND ALL EXTERIOR PENETRATIONS TO PREVENT WATER AND SPERMILER PIPE FREEZING.
 - ROOF ACCESS & GUARDS:
 - WHERE EQUIPMENT REQUIRING ACCESS OR APPLIANCES ARE LOCATED ON AN ELEVATED STRUCTURE ON THE ROOF OF A BUILDING SUCH THAT OCCASIONAL WALK TO CLEAR SPACE THAT IS ABOVE GRADE TO ACCESS EQUIPMENT OR APPLIANCES, A PERMANENT ACCESS OR EXTERIOR MEANS OF ACCESS SHALL BE PROVIDED. SUCH ACCESS SHALL NOT REQUIRE CLIMBING OVER OBSTRUCTIONS GREATER THAN 36" HEIGHT OR WALKING ON ROOFS HAVING A SLOPE GREATER THAN 4:12.
 - 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 4" ABOVE WALKING SURFACE & PREVENT THE PASSAGE OF A SPHERE 3" IN DIAMETER.
 - ANY ROOF HATCHES SHALL BE THERMALLY BROKEN.
 - SEE DETAIL FOR ACCESS NOTES FOR ADDITIONAL REQUIREMENTS.
- ACCESS TO UNOCCUPIED SPACES
 - CRACK SPACES SHALL BE PROVIDED WITH NO FEWER THAN 1 ACCESS OPENING WHICH SHALL NOT BE LESS THAN 18" X 24".
 - AN OPENING OF NOT LESS THAN 20" OVP SHALL BE PROVIDED TO ANY ATTIC AREA HAVING A CLEAR HEIGHT OF OVER 30". CLEARANCE OF NOT LESS THAN 30" SHALL BE PROVIDED IN THE ATTIC SPACE AT OR ABOVE THE ACCESS OPENING.
- ACCESS TO MECHANICAL APPLIANCES INSTALLED IN UNDER FLOOR AREAS, ATTIC SPACES AND ON ROOFS OR ELEVATED STRUCTURES SHALL BE IN ACCORDANCE WITH THE INTL. MECHANICAL CODE.
 - ATTIC CONTAINING APPLIANCES SHALL BE PROVIDED WITH AN OPENING AND UNRESTRICTED PASSAGEWAY LARGE ENOUGH TO ALLOW REMOVAL OF THE LARGEST APPLIANCE. THE PASSAGEWAY SHALL NOT BE LESS THAN 24" X 24" AND NOT MORE THAN 2" IN LENGTH MEASURED ALONG THE CENTERLINE OF THE PASSAGEWAY FROM THE OPENING TO THE APPLIANCE. THE PASSAGEWAY SHALL HAVE CONTINUOUS ROOF FLASHING NOT LESS THAN 24" WIDE. A LEVEL SURFACE SPACE NOT LESS THAN 10" X 10" SHALL BE PROVIDED AT THE FRONT OF SERVICE SIDE OF THE APPLIANCE.
- PROTECT ROOF SHOW GUARDSPACES ABOVE ALL ENTIREMENT POINTS TO BUILDING.
- ROOF TRUSSES DESIGN BUILT BY TRUSS MANUFACTURER.
- PROVIDE MANUFACTURED ROOF PROTECTED GAS PIPING AND CONDUIT SUPPORTS AS REQUIRED. PAINT OR GALLUM YELLOW AT WALKWAY TRAP CROSSINGS ONLY.
- FLAT ROOF SLOPE (4:12) MEMBRANE ROOF:
 - ROOF MEMBRANE TO EXTEND UP AND OVER TOP OF ANY PARAPET WALLS AND DRAPE OVER FRONT OF WALLS. MEMBRANE TO EXTEND UP VERTICALLY UNDER FINISH MATERIAL, ET.
 - PROVIDE WALKWAY PADS ON ALL MEMBRANE ROOFS FROM ROOF ACCESS POINTS TO EACH END OF BUILDING.
- SINGLE-PLY MEMBRANE ROOFING:
 - ENSURE ANY MEMBRANE ROOF SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF 1/4:12 (2%) OR DRAINAGE.

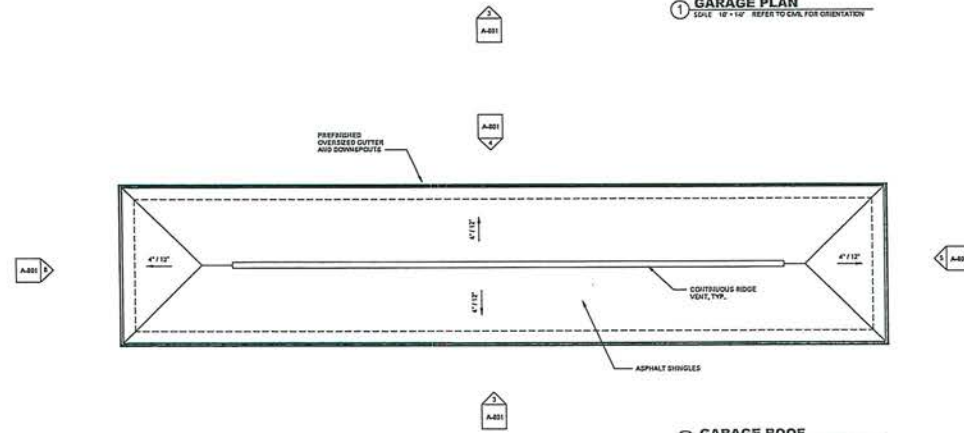


TELUUS CONDOS
DES MOINES, IA

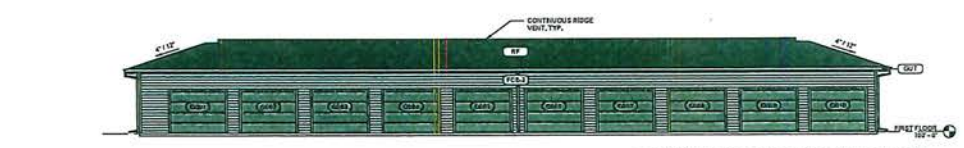
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BY:	ARCHITECT
PROJECT:	TELUUS CONDOS
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NO.:	10/11/2023



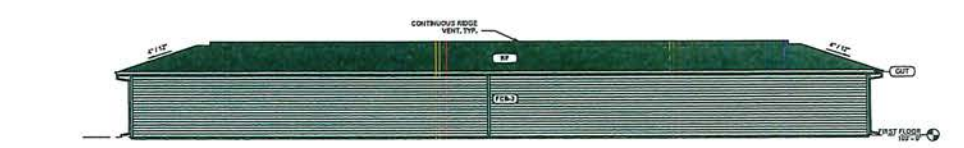
1 GARAGE PLAN
SCALE 1/8" = 1'-0" REFER TO CIVIL FOR ORIENTATION



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



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



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



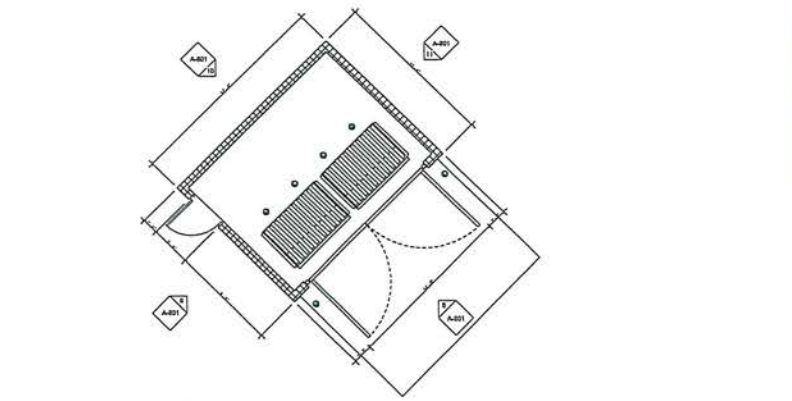
5 GARAGE SIDE 1 (10 STALL) ELEVATION
SCALE 1/8" = 1'-0"



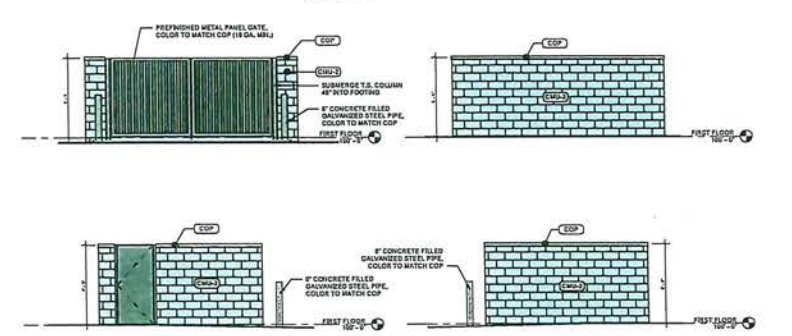
6 GARAGE SIDE 2 (10 STALL) ELEVATION
SCALE 1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND - GARAGE	
MAT. LABEL	MATERIAL DESCRIPTION
BAL	PREFABRICATED BALCONY CLEAR ANODIZED ALUM.
BALC	PAV. WITH MODULAR BRICK, NATURAL, MORTAR COLOR - GRAY
CAN	PREFABRICATED CANOPY, MAPLE, OR EQUAL, COLOR, CLEAR ANODIZED
CANV	4" X 8" X 1/2" VINYL CAN, BLACK, NATURAL WITH NATURAL MORTAR
CANL	4" X 8" X 1/2" VINYL CAN, BLOCK, NATURAL WITH NATURAL MORTAR
CANL3	4" X 8" X 1/2" CAN BLOCK COLOR, WHITE, TO MATCH GRAY, NATURAL WITH NATURAL MORTAR
COP	PREFINISHED METAL COPING, COLOR TO MATCH MATERIAL, SECTION
CP	PREFINISHED CONCRETE BRICK, HORIZONTAL, COLOR WHITE
FCB	FIBER CEMENT CAP, RANDOM REVEALS, COLOR - JAMES HARDIE DEEP OCEAN (DR. ED.)
FCB3	FIBER CEMENT CAP, RANDOM REVEALS, COLOR - TO MATCH COP
FCP	FIBER CEMENT PANEL, COLOR TO MATCH FIBER CEMENT COPING - IRON GRAY
GUT	PREFINISHED SEAMLESS GUTTERS, COLOR - WHITE
HTC1	METAL PANEL, CONCRETE FASTENER WITH HORIZONTAL REVEAL, COLOR - WHITE
HTC3	METAL PANEL, CONCRETE FASTENER WITH HORIZONTAL REVEAL, COLOR - WHITE
HT	MACHINED METAL, SHINY FINISH, COLOR - CHAMPION
IF	1/2" ALUMINUM STIFFENING FRAMING, CLEAR ANODIZED FINISH
TR	FIBER CEMENT TRUSS, COLOR TO MATCH COP

- MISC EXTERIOR MATERIAL FINISHES**
- TYPICAL U.O.N.
- EXPOSED CONCRETE: GRIND SMOOTH & BUSHCOAT WITH CEMENT SLURRY.
 - EXPOSED LANTERNS: GALVANIZED & PAINTED TO MATCH ADJACENT MATERIAL ABOVE.
 - METAL BALCONIES & BALRDS: GALVANIZED & PAINTED WHITE.
 - FASCIA & SOFFIT: METAL, PREFINISHED TO MATCH ADJACENT ROOF COLOR.
 - SCUPPERS, GUTTERS & DOWNSPOUTS: METAL, PREFINISHED TO MATCH ADJ. MATERIAL.
 - GULLIES & SEALANTS: COLOR MATCHED TO ADJACENT MATERIAL.
 - HOLLOW METAL RAIN SPOUTS & FRAMES: PAINTED TO MATCH ADJACENT MATERIAL.
 - OVERHEAD PANEL DOORS: METAL, PREFINISHED TO MATCH ADJACENT MATERIAL.
 - LOUVERES: METAL, PREFINISHED TO MATCH GRAY.
 - LIGHT FIXTURES: METAL, PREFINISHED HOUSINGS TO MATCH ADJ. OPENING FRAMING.
 - MECHANICAL EQUIPMENT: ACCESSORIES BY FRAME.
 - EXTERIOR UTILITY EQUIPMENT: IF ALLOWED, PAINTED TO MATCH ADJACENT MATERIAL.
- TRIM SIZES, TYP. U.O.N.
- VERTICAL: 2" X 4" & 2" X 6"
 - VERTICAL: 2" X 4"
 - HORIZONTAL: 2" X 4"



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

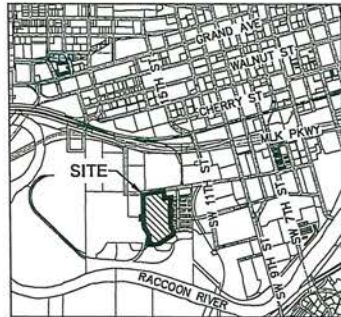


PRELIMINARY PLAT / DEVELOPMENT PLAN FOR: **GRAY'S STATION PLAT 5**

DES MOINES, IOWA

VICINITY MAP

NOT TO SCALE



DES MOINES, IOWA

OWNER
HRC NFS LLC
8900 WESTERN PKWY
WEST DES MOINES, IA 50268

APPLICANT
HUBBELL REALTY COMPANY
8900 WESTERN PKWY
WEST DES MOINES, IA 50268
CONTACT: CALLED SMITH
PH. (515) 243-3228

ENGINEER
CIVIL DESIGN ADVANTAGE
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: CHARLIE MICHOULDEN
EMAIL: CHARLEMICODA-ENG.COM
PH. (515) 369-4400

SURVEYOR
CIVIL DESIGN ADVANTAGE, LLC
4121 NW URBANDALE DRIVE
URBANDALE, IA 50322
CONTACT: CHARLIE MICHOULDEN
EMAIL: CHARLEMICODA-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 #6581: BRASS TABLET IN THE CONCRETE WALL 43.8 FEET WEST OF THE EAST FACE NEAR THE SANITARY SEWER PUMP STATION. ELEVATION=25.49

SUBMITTAL DATES

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

LEGAL DESCRIPTION

A PART OF LOTS 6, 7, AND 9 CENTRAL DES MOINES INDUSTRIAL PARK AND A PART OF PARCELS 2018-146 OF SAID LOTS 6, 7, AND 9, AS SHOWN ON THE PLAT OF SURVEY RECORDED IN BOOK 17873, PAGE 735, BOTH OFFICIAL PLATS IN THE CITY OF DES MOINES, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 12, GRAY'S STATION PLAT 2, AN OFFICIAL PLAT, THENCE SOUTH 08°20'42" EAST ALONG THE WEST LINE OF SAID LOT 12, A DISTANCE OF 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, 89.73 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, 122.09 FEET; THENCE NORTH 89°58'20" EAST CONTINUING ALONG SAID WESTERLY LINE OF SAID GRAY'S STATION PLAT 4, A DISTANCE OF 17.81 FEET; THENCE SOUTH 00°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, 148.03 FEET; THENCE SOUTHERLY CONTINUING ALONG SAID WESTERLY LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 80.00 FEET, WHOSE ARC LENGTH IS 58.35 FEET AND WHOSE CHORD BEARS SOUTH 20°01'18" WEST, 55.20 FEET; THENCE SOUTH 49°29'41" EAST CONTINUING ALONG SAID WESTERLY LINE, 62.02 FEET; THENCE SOUTH 22°22'50" EAST CONTINUING ALONG SAID WESTERLY LINE, 105.01 FEET TO THE SOUTHWEST CORNER OF STREET LOT 'A', SAID GRAY'S STATION PLAT 4; THENCE SOUTHERLY 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°23'44" WEST, 249.83 FEET; THENCE WESTERLY ALONG A CURVE CONCAVE NORTHERLY WHOSE RADIUS IS 368.00 FEET, WHOSE ARC LENGTH IS 302.72 FEET AND WHOSE CHORD BEARS SOUTH 77°57'44" WEST, 294.28 FEET; THENCE NORTH 78°28'18" WEST, 28.20 FEET; THENCE NORTH 11°31'42" EAST, 70.00 FEET; THENCE SOUTH 78°28'18" EAST, 22.83 FEET; THENCE NORTH 00°01'11" WEST, 51.22 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°58'00" WEST, 123.46 FEET; THENCE NORTH 33°43'49" WEST, 43.36 FEET; THENCE NORTHERLY ALONG A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 278.00 FEET, WHOSE ARC LENGTH IS 181.83 FEET AND WHOSE CHORD BEARS NORTH 16°58'00" WEST, 159.52 FEET; THENCE NORTH 00°08'11" WEST, 58.58 FEET; THENCE NORTH 89°19'18" WEST, 43.82 FEET; THENCE NORTH 00°40'42" EAST, 52.00 FEET TO THE SOUTH LINE OF LOT 8, SAID CENTRAL DES MOINES INDUSTRIAL PARK; THENCE SOUTH 89°19'18" EAST ALONG SAID SOUTH LINE, 43.18 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8; THENCE NORTH 00°01'11" WEST ALONG THE EAST LINE OF SAID LOT 8, A DISTANCE OF 333.17 FEET; THENCE NORTHERLY CONTINUING ALONG SAID EAST LINE AND A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 804.42 FEET, WHOSE ARC LENGTH IS 84.04 FEET AND WHOSE CHORD BEARS NORTH 03°28'39" WEST, 83.89 FEET; THENCE NORTH 08°56'09" 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.

ZONING

GRAY'S STATION PUD – ZON2017-00087

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.

INDEX OF SHEETS

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

DEVELOPMENT SUMMARY

TOTAL SITE AREA:	11.47 ACRES (499,715 SF)
EXISTING IMPROVED AREA:	0.00 ACRES (0 SF)
OPEN SPACE CALCULATION:	
TOTAL SITES	= 499,715 SF (11.47 AC)
BUILDINGS	= 85,884 SF
STREETS	= 12,745 SF
DRIVEWAYS	= 74,382 SF
OPEN SPACE PROVIDED	= 282,622 SF (58.6%)

UNITS:
85 TOWNHOME UNITS
84 CONDOMINIUM UNITS (LOT 57)
149 TOTAL UNITS (1.29 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 RENAISSANCE DEVELOPMENT AGREEMENT – SECTION 5.02 (R161629 P221-285).XXXX

UTILITY WARNING

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



4121 NW URBANDALE DRIVE, URBANDALE, IA 50322
PH: (515) 369-4400
PROJECT NO. 2202.113

GENERAL LEGEND

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

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

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

THE 2022 EDITION OF THE SDAS STANDARD SPECIFICATIONS, THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAD) AND ALL CITY 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

FOR CONSTRUCTION

DATE: _____

DESIGN NUMBER: 2202.113
BY: CHARLIE MICHOULDEN
PAGES OR SHEETS COVERED BY THIS SEAL: _____
C SERIES SHEETS

SITE PLAN APPROVAL:

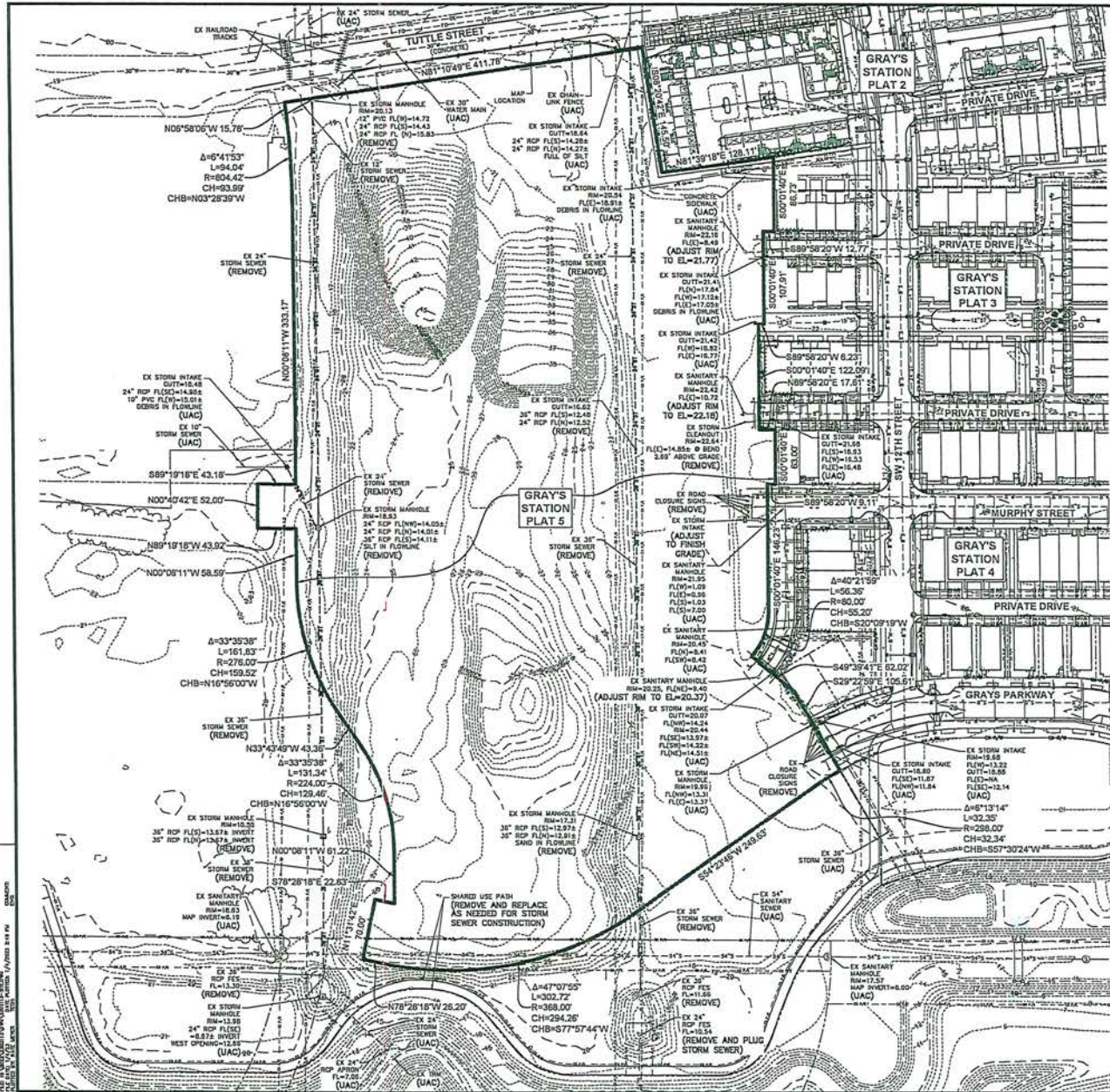
APPROVED APPROVED WITH CONDITIONS - SEE EXHIBIT "A"

IN ACCORDANCE WITH SECTION 135-9, 2013 DES MOINES MUNICIPAL CODE, AS AMENDED.

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

DEVELOPMENT SERVICES DIRECTOR: _____ DATE: _____

DATE PLOTTED: 10/19/2022 10:00 AM



DEMOLITION NOTES

1. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER OR CONTRACTOR AND CONSULT WITH OWNERS 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 OTHER THAN THOSE SHOWN ON THE PLAN MAY BE PRESENT.
5. DEMOLISH ALL EXISTING WORK WITH CONCRETE MATERIAL COMPACTED TO EXE HANSON 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 RETESTING SHALL BE PAID FOR BY THE CONTRACTOR.
6. FIELD VERIFY EXISTING GRADES AND LOCATION OF EXISTING UTILITIES, CONDUIT LINES, PILES, 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 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 CONFIRMED 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 IOWA STANDARDS. NOTINGS INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPLICABLE 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.S. 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. PROMINENT SIGNING THAT CONVEYS A MESSAGE CONTRARY TO THE MESSAGE OF TEMPORARY SIGNING AND NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE OBTAINED BY THE CONTRACTOR WITHIN 48 HOURS OF THE START OF WORK.
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 508 AND IOWA DOT DESIGN MANUAL, CHAPTER 124-4.
6. THE CONTRACTOR IS CAUTIONED NEITHER TO DESTROY 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.



NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE PRIVATE CONSTRUCTION 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	10/20/2023
REVISIONS	
SECOND SUBMITTAL	
FIRST SUBMITTAL	

4121 NW URBANA LANE DRIVE
DES MOINES, IA 50312
PHONE: (515) 389-4400

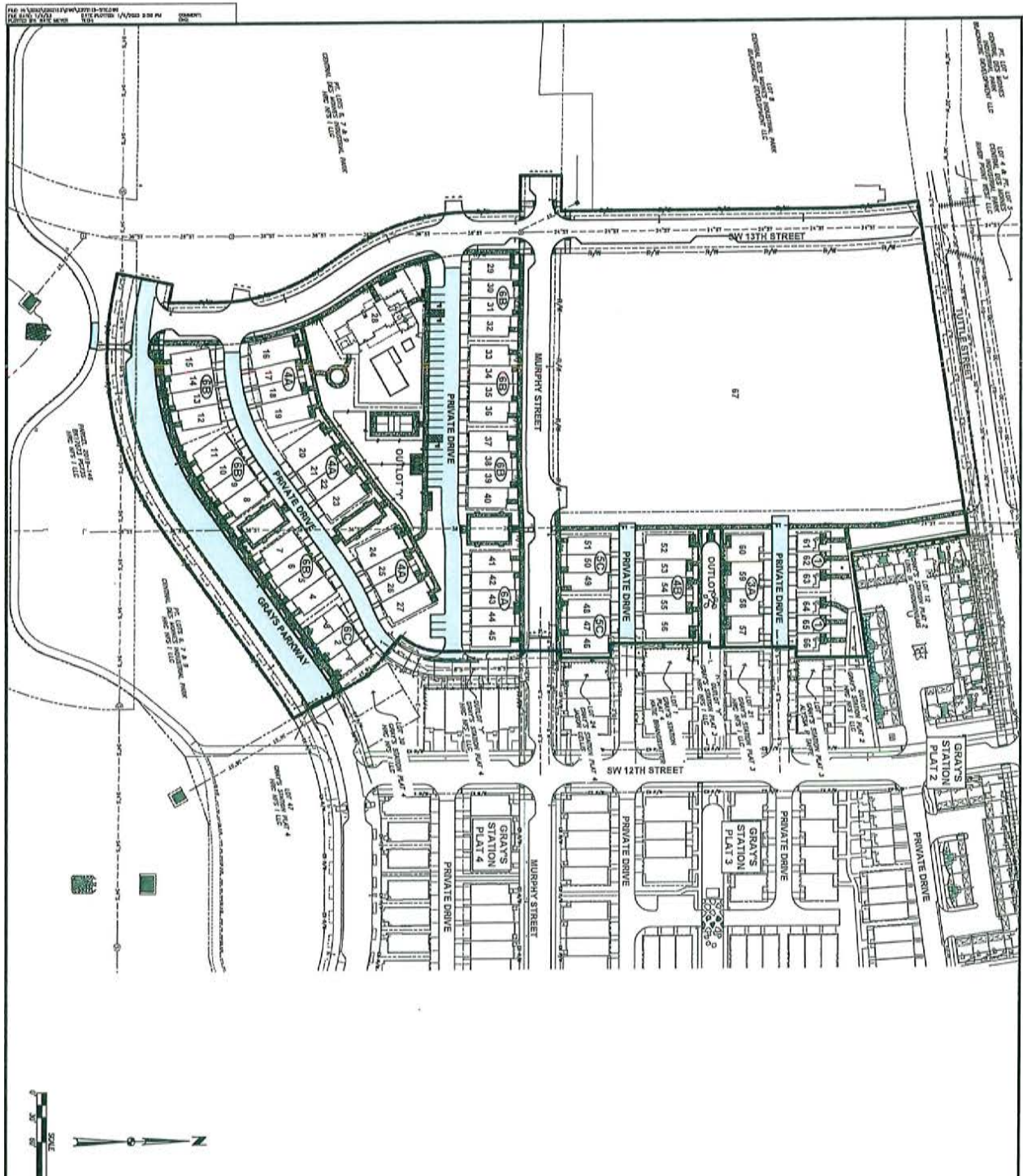
TECH: ENGINEER

GRAY'S STATION PLAT 5
TOPOGRAPHIC SURVEY / DEMOLITION PLAN

CIVIL DESIGN ADVANTAGE

DES MOINES, IOWA

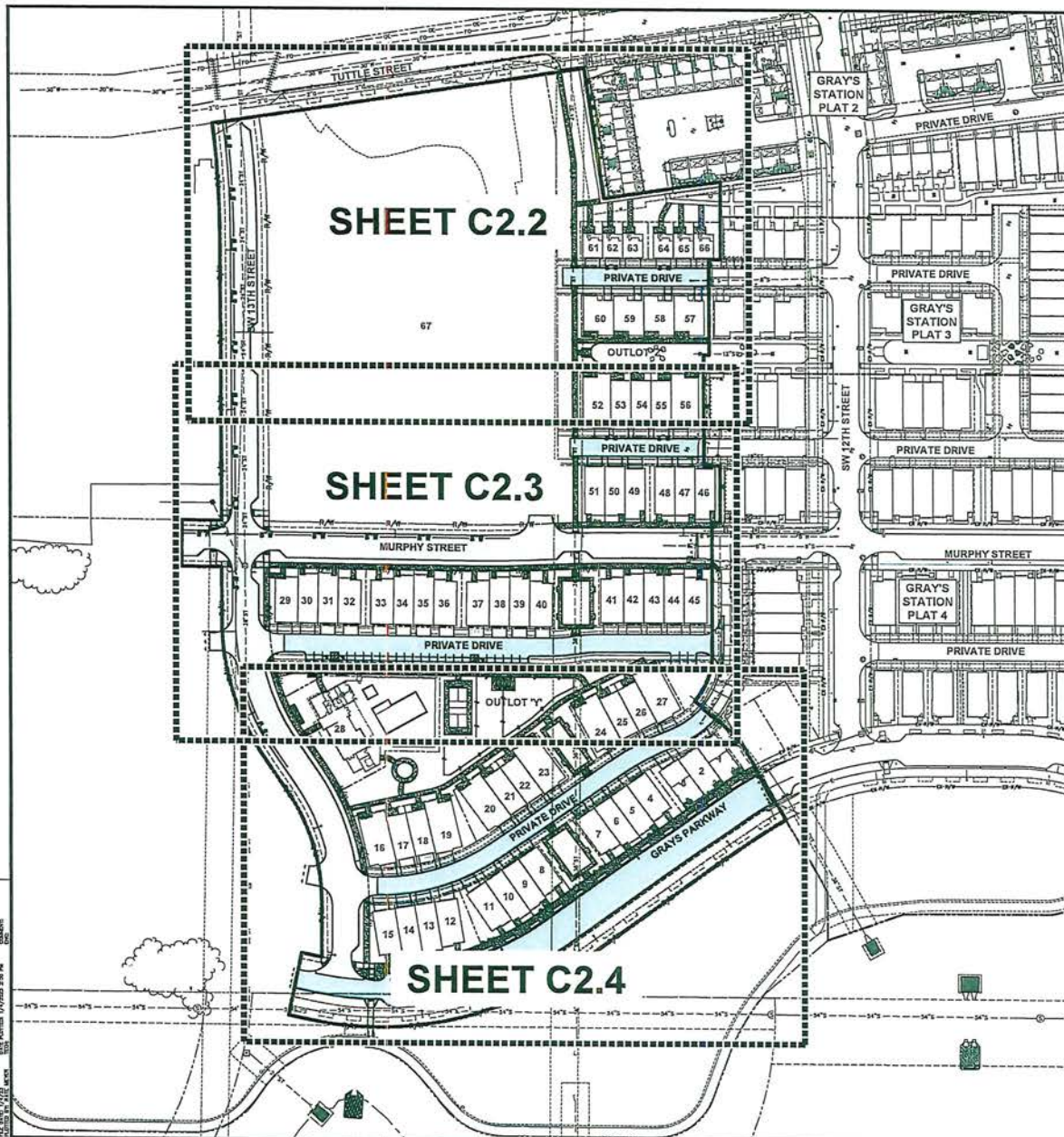
C1.1
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NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE IMPROVEMENT PLANS. IF THERE ARE ANY DISCREPANCIES BETWEEN THE DEVELOPMENT PLAN AND THE PUBLIC IMPROVEMENT PLANS THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

PLAT	PRODUCT NUMBER	PRODUCT DESCRIPTION
5	1 (LOTS 51-55)	PRODUCT 1A - 3 UNITS
5	2A (LOTS 56-60)	PRODUCT 2A - 4 UNITS
5	3A (LOTS 61-65)	PRODUCT 3A - 4 UNITS
5	4A (LOTS 66-70)	PRODUCT 4A - 4 UNITS
5	4B (LOTS 71-75)	PRODUCT 4B - 4 UNITS
5	5C (LOTS 76-80)	PRODUCT 5C - 3 UNITS
5	5A (LOTS 81-85)	PRODUCT 5A - 3 UNITS
5	5B (LOTS 86-90)	PRODUCT 5B - 4 UNITS
5	5C (LOTS 91-95)	PRODUCT 5C - 3 UNITS

PLAT	PRODUCT NUMBER	LOT NUMBER	COLOR PACKAGE NUMBER
5	1	51-55	1
5	2A	56-60	1
5	3A	61-65	2
5	4A	66-70	2
5	4B	71-75	2
5	4C	76-80	2
5	5A	81-85	1
5	5B	86-90	1
5	5C	91-95	1
5	6A	41-45	1
5	6B	46-50	1
5	6C	51-55	1
5	6D	56-60	1
5	6E	61-65	1
5	6F	66-70	1
5	6G	71-75	1
5	6H	76-80	1
5	6I	81-85	1
5	6J	86-90	1
5	6K	91-95	1



GENERAL NOTES

1. THE 2002 EDITION OF THE SERIAL 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 WORK SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS. NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH ANY APPLICABLE SAFETY REGULATIONS.
4. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE CONSULTING ENGINEER AND/OR ARCHITECT, AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO CONSTRUCTION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
5. ONE WEEK PRIOR TO COMMENCEMENT OF CONSTRUCTION TO COORDINATE CONSTRUCTION, CONTRACTOR SHALL NOTIFY THE CITY P.U.M. 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 INSPECTIONS. CALL 515-281-4177 OR 515-228-4177.
6. ALL CONSTRUCTION WITHIN PUBLIC ROW/ EASEMENTS, AND/OR ANY CONNECTION TO PUBLIC SERVICES AND UTILITIES SHALL COMPLY WITH THE CITY'S STANDARDS. NO STOPS ARE ALLOWED IN SANITARY MAINS.
7. ALL EMBOSING ARE TO BACK OF CURB, BUILDING FACE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
8. CONTRACTOR TO NOTIFY BUILDING DEPARTMENT WITH ARCHITECTURAL PLANS.
9. PLACE 3/4" HIGH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/SEALMAIS AND SECTIONS. PLACE 1/2" HIGH EXPANSION JOINT BETWEEN SODMAIS AND P.C.C. PAVEMENT.
10. REMOVE ALL SOILING SPILLED WITH FLUID 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 RESERVE GRADE AREAS AND DRAINAGE TRENCHES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR WILL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OF MATERIALS, STORAGE, PARKING AND SERVICE AREAS.
14. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR EQUIPMENT ON THE PAVEMENT OR SEALMAIS.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE REQUIRED. THIS MAY BE REQUIRED BY THE ENGINEER OR THE CITY.
16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL UTILITIES AND SUBCONTRACTORS INVOLVED IN THE PROJECT, INCLUDING STAGING OF CONSTRUCTION DETAILS.
17. CONCRETE REMOVAL FOR CONCRETE APPROXIMATIONS SHALL BE REMOVED TO THE NEAREST TRANSVERSE JOINT. CONTRACTOR SHALL VERIFY REMOVAL LIMITS WITH CITY'S CONSTRUCTION INSPECTOR PRIOR TO ANY CONCRETE REMOVAL.
18. ALL PERMITS AND ADDITIONAL FEES REQUIRED TO COMPLETE THE WORK SHALL BE OBTAINED BY THE CONTRACTOR.
19. CONTRACTOR SHALL APPLY FOR SPECIAL PARKING PERMIT IN ADVANCE OF WORK TO SCHEDULE PARKING METER REMOVALS.
20. ALL WORK WITHIN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT.
21. CONTRACTOR SHALL APPLY FOR A SPECIAL/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 SHALL BE 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 PREVENT THE GLARE OF LIGHT POLLUTION ON SURROUNDING PROPERTIES.
3. THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CONTRACTORS OF EQUIPMENT OR CERTIFICATE OF LONG COMPLIANCE.
4. ALL DISTURBED AREAS SHALL BE RESTORED BY SEEDING OR SOILING.
5. THE SITE SHALL BE MAINTAINED IN COMPLIANCE WITH ALL CITY CODES APPLICABLE TO THE DATE OF SITE PLAN APPROVAL.
6. ANY GRASS-COUNTED OR WALL-MOUNTED UTILITIES AND METERS SHALL BE LOCATED AND NOT VISIBLE FROM PUBLIC STREETS.
7. ANY UNMOUNTED UTILITIES SHALL BE SCREENED ON ALL SIDES AND PROTECTED TO MATCH BUILDING.
8. ALL UTILITIES SHALL BE UNDERGROUND.
9. ALL SITEWORK MECHANICAL EQUIPMENT MUST BE SCREENED ON ALL SIDES WITH MECHANICAL SCREENING TO THE HEIGHT OF THE EQUIPMENT.
10. ADDITIONAL SCREENING SHALL NOT BE LOCATED IN THE FRONT YARD OR STREET FRONT YARD AND SHALL BE SCREENED FROM VIEW FROM ANY PUBLIC STREET OR SIDEWALK, FENCED OR WALLS CONSISTENT WITH THE BUILDING.
11. NO ROCK WILL BE UTILIZED AS A GROUNDWORK MATERIAL, PER CITY CODE SECTION 12-1-1.
12. FOR TOWNHOUSES, INDIVIDUAL RESIDENTIAL TOTES FOR TRASH AND RECYCLING WILL BE STORED INDOORS, AND PLACED AT THE CURB UPON DAY OF PICKUP.
13. ANY WORKING ON SITE SIGNAGE SHALL CONFORM WITH THE PROVISIONS DESCRIBED IN THE GRAY'S STATION PLAN.

PAVEMENT THICKNESS

1. SODMAIS	4" P.C.C.
2. CLASS 14 SEEDMAIS	3" P.C.C.
3. CYCLE TRACK	3" P.C.C.
4. PRIVATE DRIVES	4" P.C.C.
5. SODMAIS RAMPS	8" P.C.C.
6. PUBLIC STREETS	7" & 8" P.C.C.

GRAY'S STATION ADDRESSING

PLAT	LOT NUMBER	ADDRESS NUMBER	STREET NAME
S	1	XXX	XXX
S	2		
S	3		
S	4		
S	5		
S	6		
S	7		
S	8		
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S	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) 365-4400

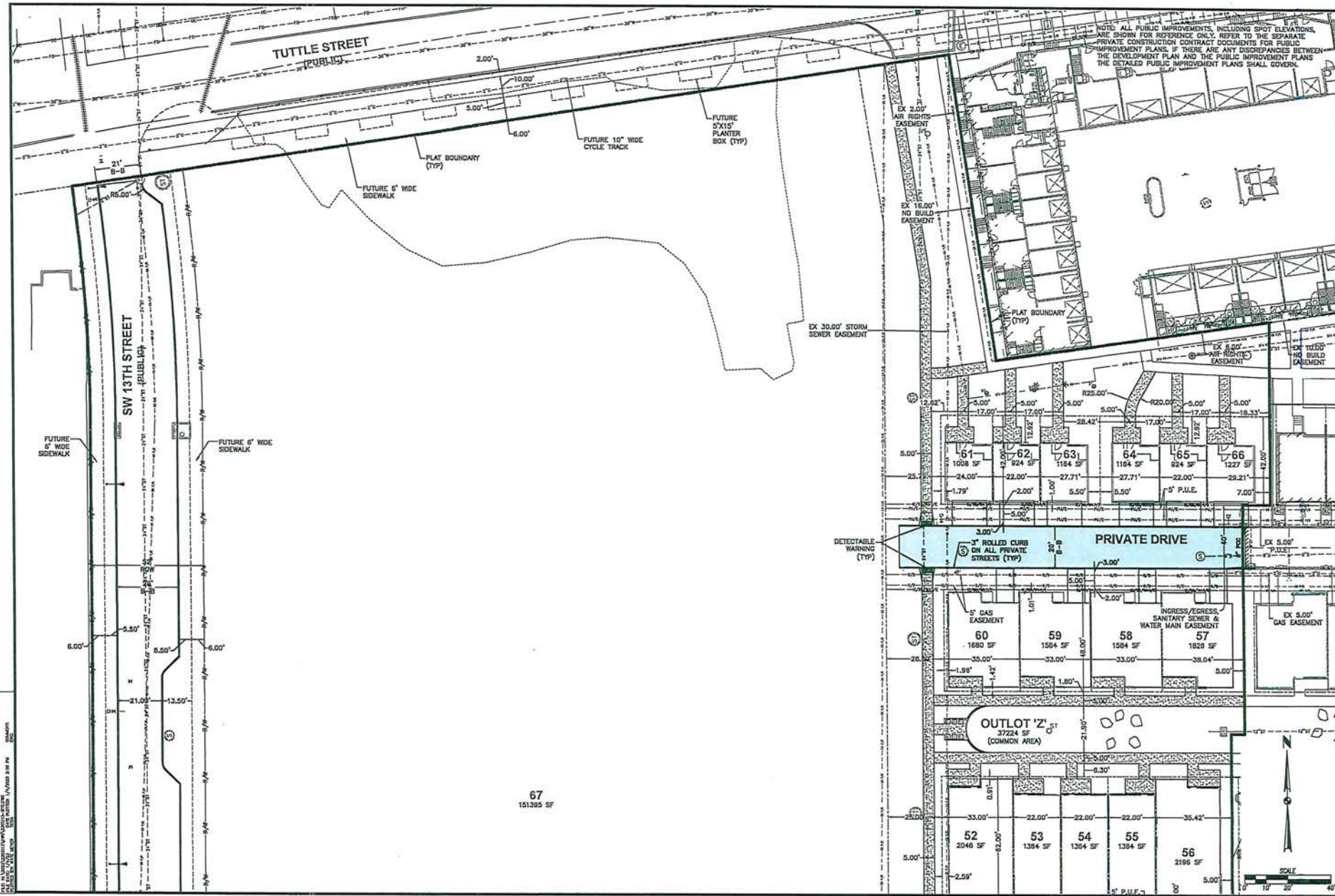
TECH: _____
 ENGINEER: _____

DESIGN ADVANTAGE
 CIVIL DESIGN ADVANTAGE

GRAY'S STATION PLAT 5
 DIMENSION PLAN

DES MOINES, IOWA

C2.1
 2202.113



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DATE	REVISIONS
03/07/2022	FIRST SUBMITTAL
03/07/2022	SECOND SUBMITTAL
03/07/2022	REVISIONS

4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 989-4400



GRAY'S STATION PLAT 5
 DIMENSION PLAN

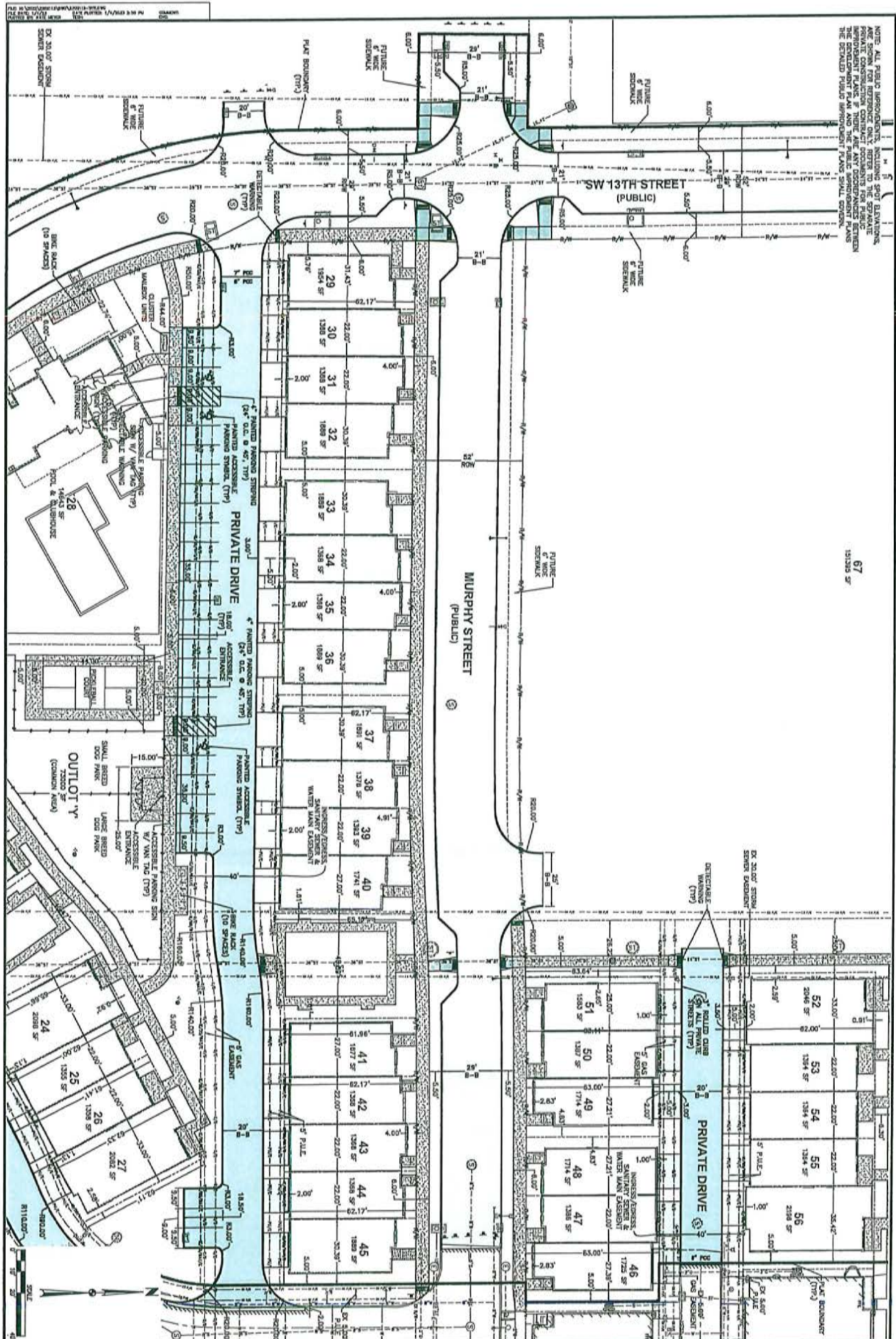
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 2202.113

DESIGNER: DEE MOINES, ICWA
 ENGINEER: CIVIL DESIGN ADVANTAGE

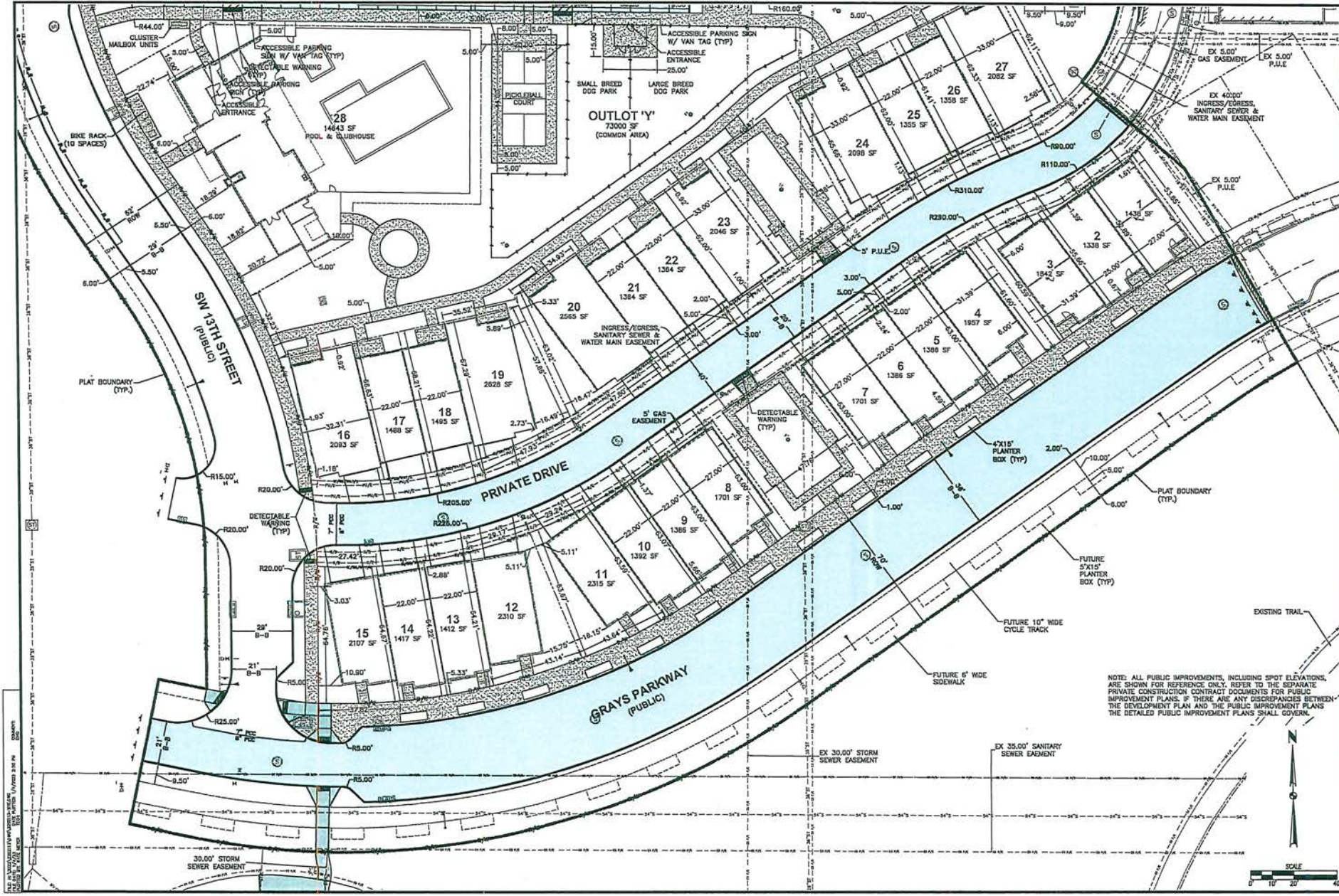
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NOTE: ALL FIELD IMPROVEMENTS, INCLUDING SEPT-BLASTING, ARE TO BE COMPLETED PRIOR TO THE COMMENCEMENT OF PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENT PLANS. ALL OTHER IMPROVEMENTS BETWEEN THE COMMENCEMENT OF THE PUBLIC IMPROVEMENT PLANS AND THE COMPLETION OF THE DEMAND FIELD IMPROVEMENT PLANS SHALL BE AT THE OWNER'S RISK.

67
15,350 SF



<p>C2.3</p> <p>2202-113</p>	<p>GRAY'S STATION PLAT 5</p> <p>DIMENSION PLAN</p> <p>DES MOINES, IOWA</p>	<p>CIVIL DESIGN ADVANTAGE</p>	<p>4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 369-4400</p>	<p>ENGINEER:</p>	<p>TECH:</p>						
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SECOND SUBMITTAL	01/04/2023										
FIRST SUBMITTAL	10/19/2022										

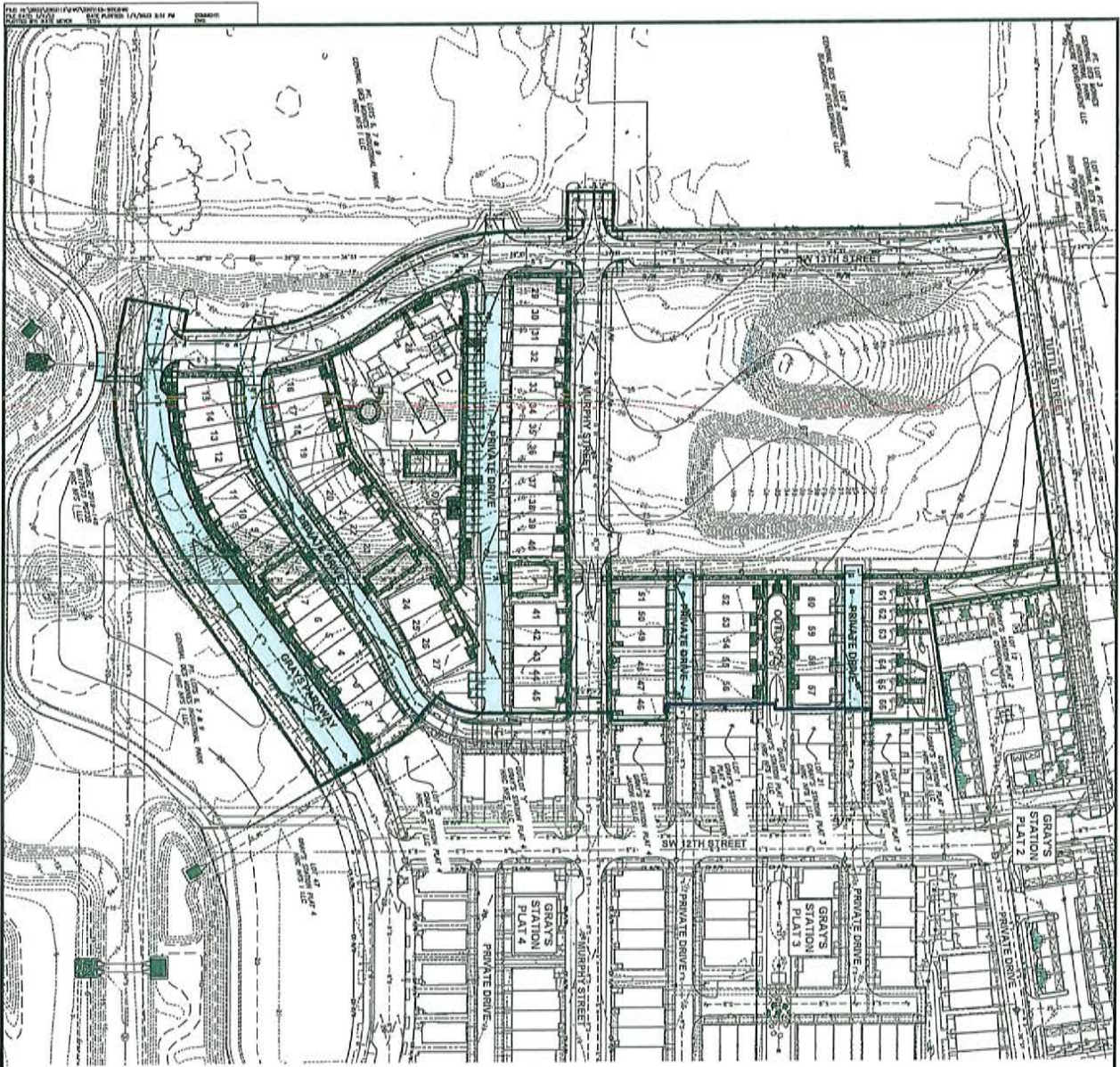


NOTE: ALL PUBLIC IMPROVEMENTS, INCLUDING SPOT ELEVATIONS, ARE SHOWN FOR REFERENCE ONLY. REFER TO THE SEPARATE PRIVATE CONSTRUCTION CONTRACT DOCUMENTS FOR PUBLIC IMPROVEMENT PLANS. IF THERE ARE ANY DISCREPANCIES BETWEEN THE DEVELOPMENT PLAN AND THE PUBLIC IMPROVEMENT PLANS THE DETAILED PUBLIC IMPROVEMENT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

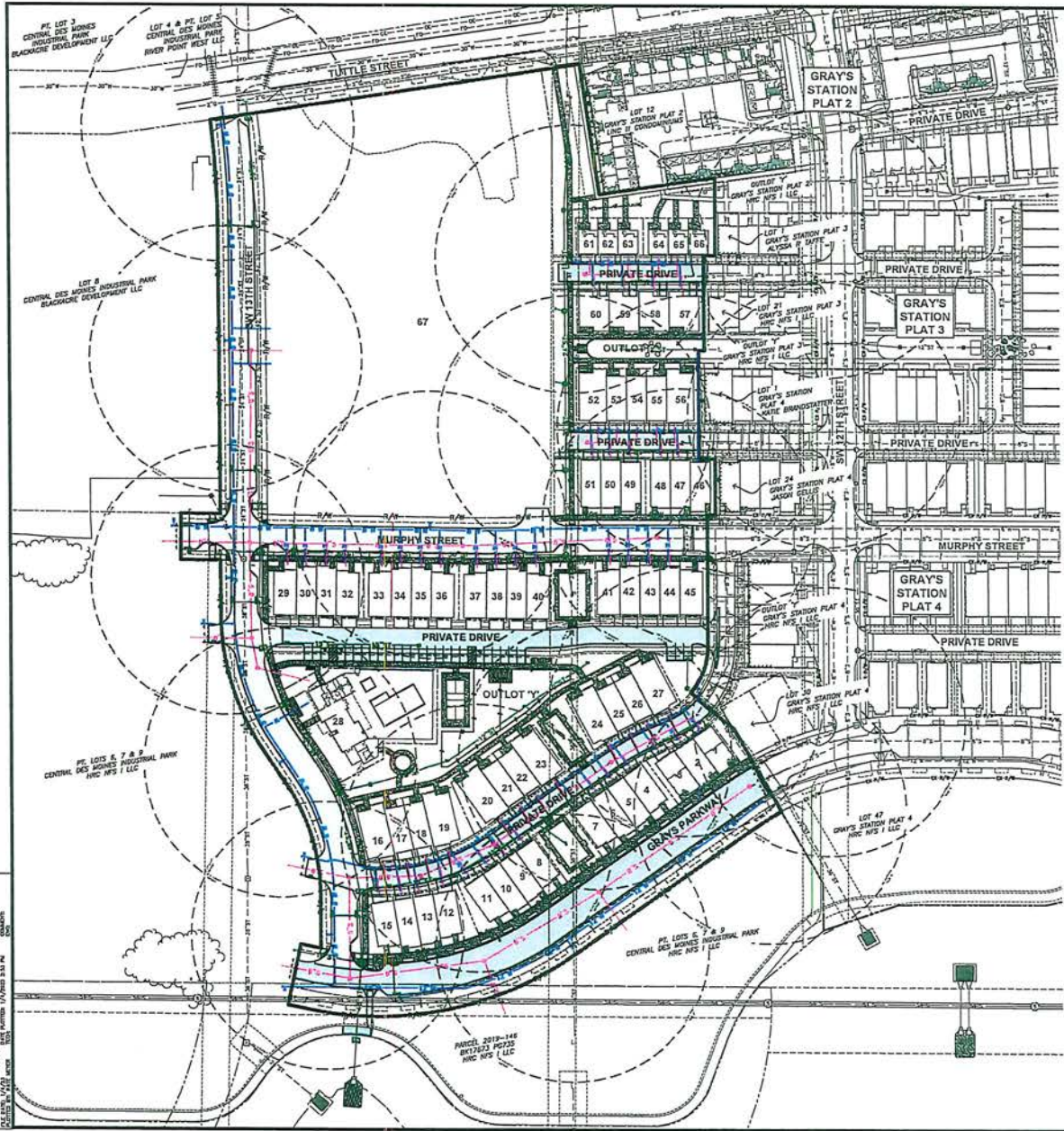


DATE	
REVISIONS	
SECOND SUBMITTAL	
FIRST SUBMITTAL	
TECH:	
ENGINEER:	
 CIVIL DESIGN ADVANTAGE DES MOINES, IOWA	
GRAY'S STATION PLAT 5 DIMENSION PLAN	
C2.4 2202.113	

4121 NW URBANDALE DRIVE
 URBANDALE, IA 50322
 PHONE: (515) 395-4400



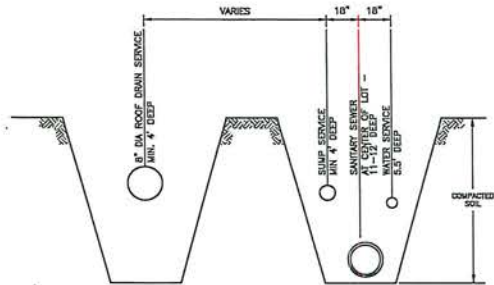
NOTE: ALL FIELD MEASUREMENTS, INCLUDING SPOT ELEVATIONS, SHALL BE VERIFIED BY THE ENGINEER. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE SPOT ELEVATIONS AND THE GRADING PLAN. IF THERE ARE ANY DISCREPANCIES BETWEEN THE FIELD MEASUREMENTS AND THE GRADING PLAN, THE ENGINEER SHALL CORRECT THE GRADING PLAN TO REFLECT THE FIELD MEASUREMENTS.



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.

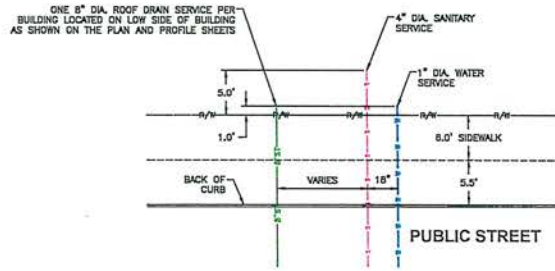
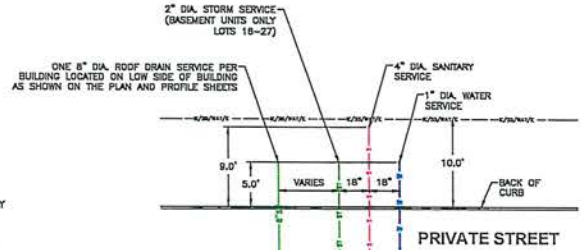
DES MOINES, IOWA
 2022.113
 11/15/22

EA	DATE	REVISIONS	SECOND SUBMITTAL	FIRST SUBMITTAL	10/19/2022
4121 NW URBANDALE DRIVE URBANDALE, IA 50322 PHONE: (515) 959-4600					
				TECH:	
				ENGINEER:	
CIVIL DESIGN ADVANTAGE					
GRAY'S STATION PLAT 5 OVERALL UTILITY PLAN					
DES MOINES, IOWA					
C4.0 2202.113					

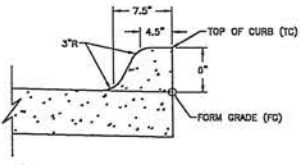


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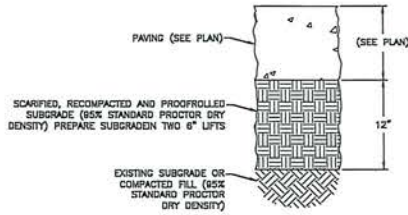
1. MARK THE LOCATION OF ALL SANITARY SEWER SERVICE STUBS AT THE TIME OF INSTALLATION BY A TWO-INCH WIDE DETECTABLE MARKING TAPE INSTALLED AT A DEPTH OF 18 INCHES TO 24 INCHES BELOW FINISHED GRADE, DIRECTLY OVER THE SERVICE STUB, FOR ITS ENTIRE LENGTH AND BROUGHT UP TO THE SURFACE AT THE END OF THE SERVICE 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 18-27).



1 SERVICE LOCATION DETAIL
NOT TO SCALE

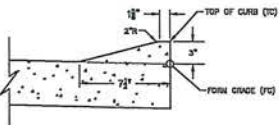


2 6" INTEGRAL CURB
NOT TO SCALE

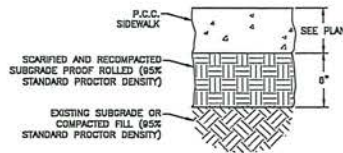


3 12" SUBGRADE PREPARATION
NOT TO SCALE

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

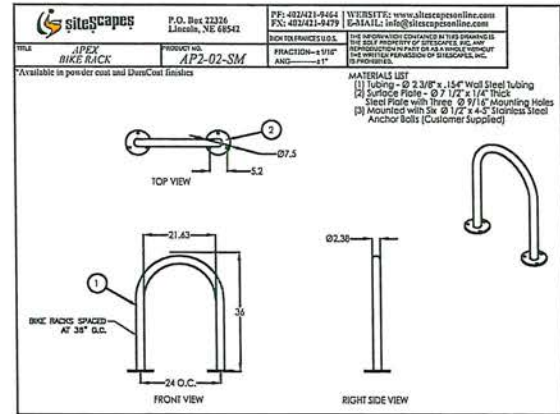


4 3" INTEGRAL ROLLED CURB
NOT TO SCALE



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

FILE IN: \\spscapes\shared\Projects\2010\2010-02-02-SM\2010-02-02-SM.dwg
 PLOT DATE: 12/15/10 10:00 AM
 PLOT BY: J. H. HARRIS

DATE		REVISIONS		TECH:	
DESIGNED		SECOND SUBMITTAL		ENGINEER:	
CHECKED		FINAL SUBMITTAL			

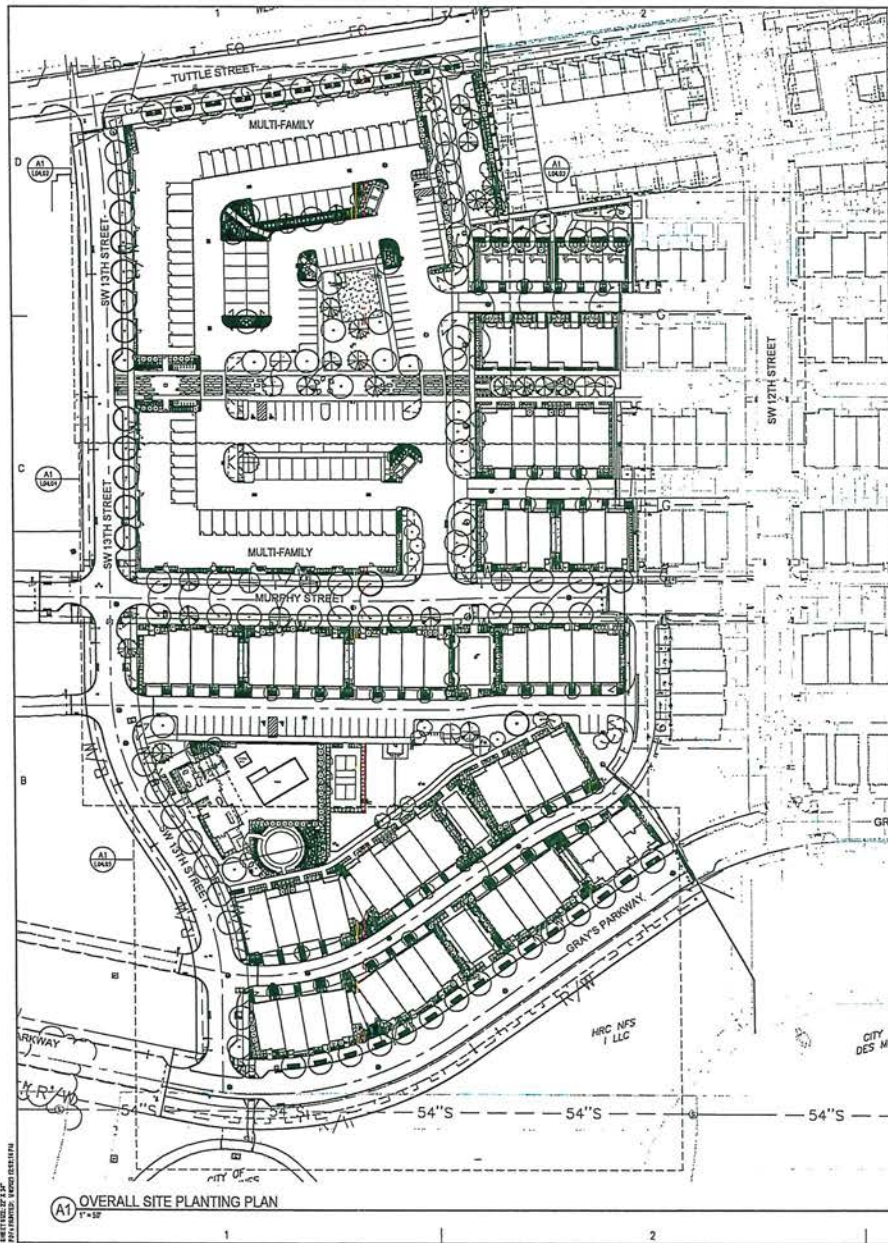
GRAY'S STATION PLAT 5
DETAILS

C5.2

2202.113

4124 NW URBANDALE DRIVE
URBANDALE, IA 50325
PHONE: (515) 889-4400

CIVIL DESIGN ADVANTAGE
DES MOINES, IOWA



PLANT SCHEDULE							
PERCENTAGE	QTY	ABBR.	COMMON NAME	BOTANICAL NAME	SIZE	NOTES	
SHADE TREES							
7.53%	11	GD	Hickory	<i>Carya occidentalis</i>	2"	B&B	
8.22%	12	GB	Masterton Tree	<i>Carya tobiro 'Golden Colonnade'</i>	2"	B&B	
8.22%	12	GT	Kentucky Colonnade	<i>Cymocladia dioica 'Express'</i>	2"	B&B	
7.53%	11	GI	Eastern Honeylocust	<i>Gleditsia inaequalis 'Spartan'</i>	2"	B&B	
8.22%	12	PA	London Planetree	<i>Malus a. robusta 'Colonnade'</i>	2"	B&B	
8.22%	12	TD	Bald Cypress	<i>Taxodium distichum</i>	2"	B&B	
8.95%	13	GR	Red Oak	<i>Quercus rubra</i>	2"	B&B	
8.22%	12	GM	Bur Oak	<i>Quercus macrocarpa</i>	2"	B&B	
8.95%	10	AR	Red Maple	<i>Acer rubrum</i>	2"	B&B	
UNDERSTORY TREES							
10.64%	10	GF	Flowering Dogwood	<i>Cornus florida</i>	1.5"	B&B	
8.95%	10	GA	Common Dogwood	<i>Cornus alternifolia</i>	1.5"	B&B	
8.95%	8	GC	Eastern Redbud	<i>Cercis canadensis</i>	1.5"	B&B	
8.95%	8	MI	Prune Creeper	<i>Malus pensilvanica</i>	1.5"	B&B	
15.96%	15	AC	Shadblow Snowberry	<i>Amorpha canescens</i>	1.5"	B&B	
17.82%	18	AG	Autumn Balance Sycamore	<i>Ampelocera a. grandiflora 'Autumn Balance'</i>	2"	1 of 2 Streets, B&B	
7.45%	7	GP	Goldenrain Tree	<i>Koeleria paniculata</i>	1.5"	B&B	
7.45%	7	SR	Japanese Tree Lilac	<i>Syringa reticulata 'Miyako No'</i>	1.5"	B&B	
EVERGREEN TREES							
8.95%	13	PI	Norway Spruce	<i>Picea abies</i>	6"	B&B	
8.95%	13	PS	White Pine	<i>Pinus strobus</i>	6"	B&B	
7.53%	11	PF	Lambert Pine	<i>Pinus taeda 'VanCleve's Pyramid'</i>	6"	B&B	
TYPE ONE MIX							
40%		IV	Little Heavy Sweetgum Shrub	<i>Leucaena glauca 'Little Heavy'</i>	5 gal	CONT.	
34%		JS	Colony Sweetgum	<i>Symphoricarpos mollis</i>	5 gal	CONT.	
40%		SO	Indiancandy Loriberry	<i>Symphoricarpos obtusifolius 'Indiancandy'</i>	5 gal	CONT.	
20%		ES	Blue Grama	<i>Bouteloua gracilis</i>	1 gal	CONT.	
20%		ES	Kent. Coastal Feathered Grass	<i>Calamagrostis a. acutiflora 'Kent Frontier'</i>	1 gal	CONT.	
45%		SH	Prunus Dogwood	<i>Sporobolus heterostachyus</i>	1 gal	CONT.	
43%		AM	Madia Mophead	<i>Madia stipitata</i>	1 gal	CONT.	
38%		HO	France Hosta	<i>Hosta 'France'</i>	1 gal	CONT.	
26%		VM	Petunias	<i>Petunia 'Minesota'</i>	1 gal	CONT.	
TYPE TWO MIX							
26%		SB	Little Blarney 'The Blues'	<i>Schizanthus luteus 'Blues'</i>	1 gal	CONT.	
44%		NS	Honey Autumn Candy	<i>Nepeta racemosa 'Autumn Candy'</i>	1 gal	CONT.	
37%		NR	Walker Low Catmint	<i>Nepeta racemosa 'Walker Low'</i>	1 gal	CONT.	
41%		SB	Bliss Her Salad	<i>Salvia a. sylvestris 'Bliss Her'</i>	1 gal	CONT.	
TYPE THREE MIX							
26%		BC	Side Oak Grama	<i>Bouteloua curtipendula</i>	1 gal	CONT.	
45%		CL	Madia Sea Cliff Grama	<i>Madia stipitata</i>	1 gal	CONT.	
45%		MS	Masterton Grass	<i>Mastertonia racemosa 'Colonnade'</i>	1 gal	CONT.	
43%		PV	Shenandoah Switchgrass	<i>Panicum urgatum 'Shenandoah'</i>	1 gal	CONT.	
TYPE FOUR MIX							
5%		GS	Red Top Dogwood	<i>Cornus sericea 'Red Top'</i>	5 gal	CONT.	
34%		BA	Blue Arbutus	<i>Urtica dioica 'Blue Arbutus'</i>	5 gal	CONT.	
5%		VC	Koreanpers Viburnum	<i>Viburnum carlesii 'Judy'</i>	5 gal	CONT.	
SOOSEED							
			Turf Type Fescue	<i>Festuca sp.</i>			

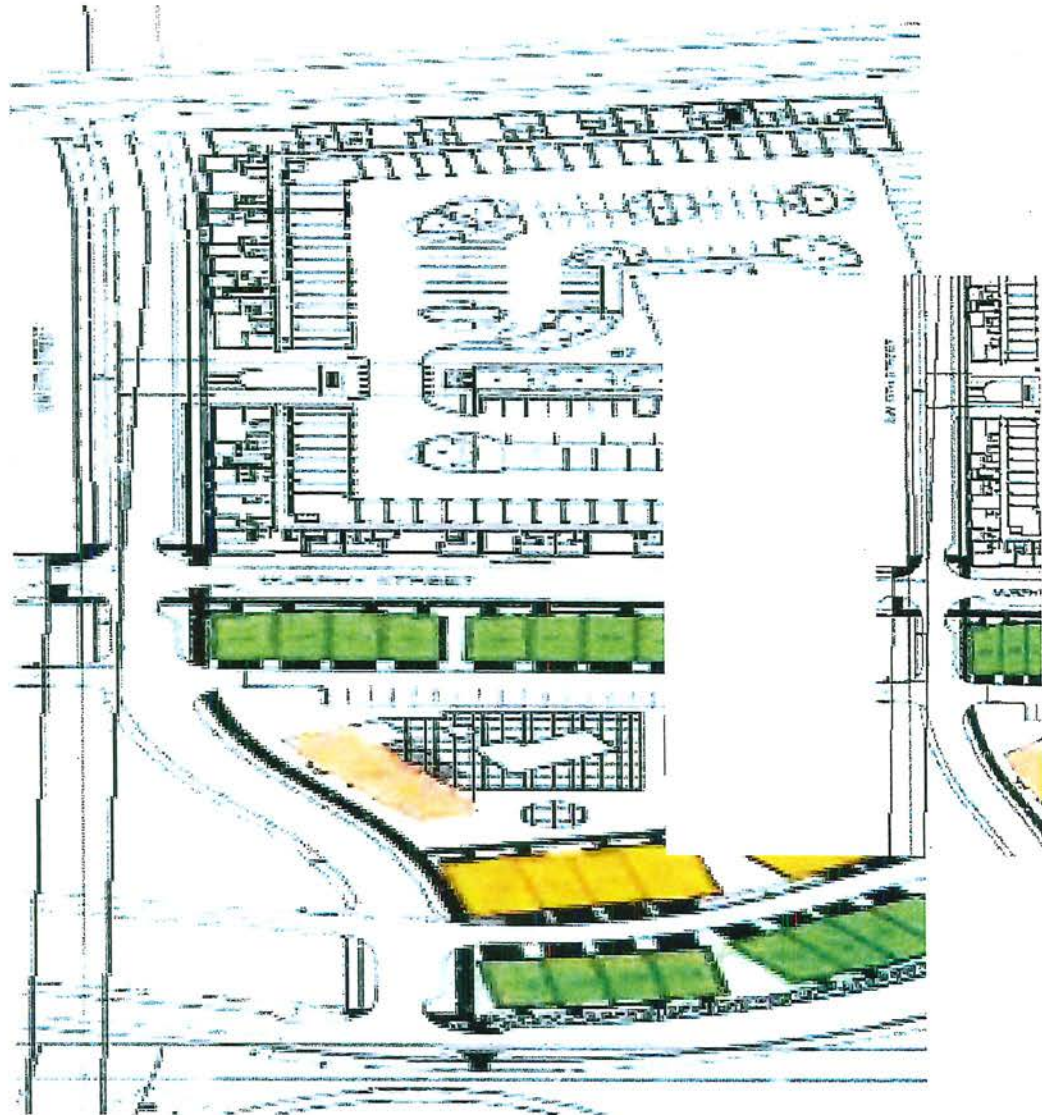
Parcel	Area	QTY	Factor	Total
Parcel 1 Area, including ROW	49973 sq			
Parcel 1 Area, less ROW	38118 sq			
Parcel 2 Area	12147 sq			
Parcel 3 Area	14321 sq			
Parcel 1	QTY	Factor	Total	QTY
Overstory Street Tree	31	3000	3000	3000
Understory Street Tree	60	3000	6000	6000
Understory Tree	27	700	2300	2300
Evergreen Tree	27	300	8100	8100
Parcel 2	Total Canopy Coverage			133200
	percentage			64391
Parcel 3	QTY	Factor	Total	QTY
Overstory Street Tree	31	1000	3000	3000
Overstory Understory Tree	3	3000	3000	3000
Understory Tree	40	700	4200	4200
Evergreen Tree	7	300	2100	2100
Parcel 3	Total Canopy Coverage			14700
	percentage			5437%
Total Plant Coverage, less R.O.W.				21900
	percentage			1142%
Total Plant Coverage, including R.O.W.				4337%
	percentage			2137%

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



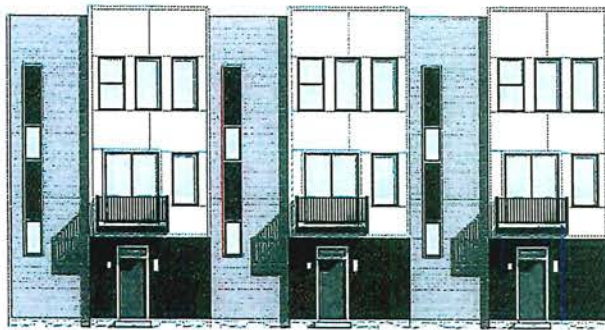
DESIGN DEVELOPMENT
 PRELIMINARY - NOT FOR CONSTRUCTION
 GRAY'S STATION PLAT 5
 HUBBELL REALTY
 SITE PLANTING PLAN
 L04.01

RDG
 PLANNING
 ARCHITECT
 2000 W. 10TH ST.
 SUITE 100
 DENVER, CO 80202
 (303) 733-1111
 WWW.RDGARCHITECT.COM
 HUBBELL REALTY
 1500 W. 10TH ST.
 SUITE 100
 DENVER, CO 80202
 (303) 733-1111
 WWW.HUBBELLREALTY.COM





NEW FRONT ELEVATION



OLD FRONT ELEVATION

Elevation Updates in Phase II

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

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

Product 1

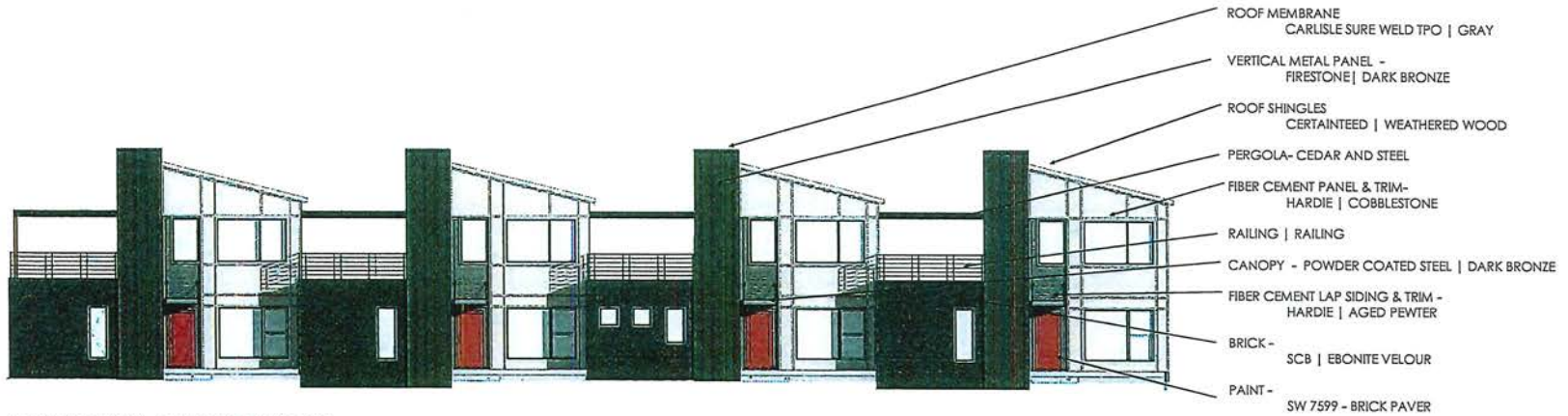
The desire was to create a darker color package for this Product and add some variation between the units.

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

PRODUCT 1 | COMPARISON

COLOR PACKAGE: Product 1—#1

GRAY'S STATION | 07.07.2022 | 3

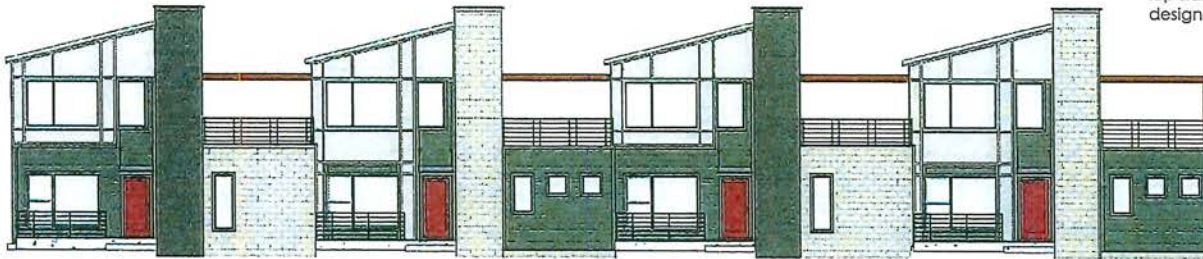


NEW FRONT ELEVATION

Product 3

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

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

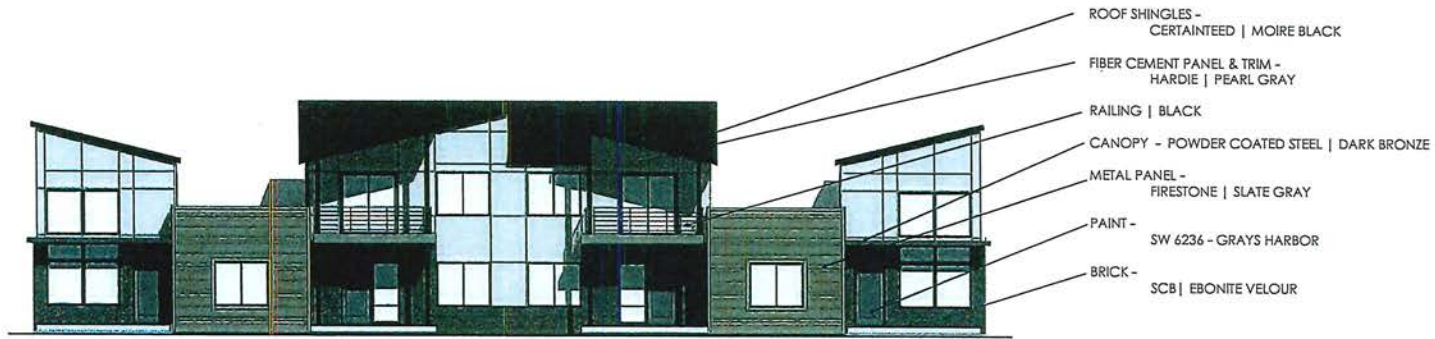


OLD FRONT ELEVATION

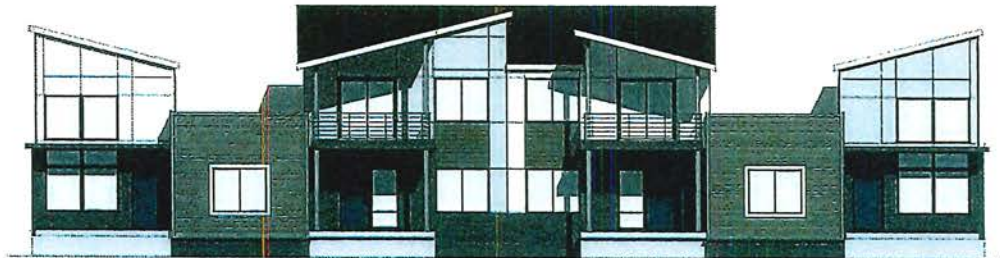
PRODUCT 3 | COMPARISON

COLOR PACKAGE: Product 3—#1

GRAY'S STATION | 07.07.2022 | 4



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 4

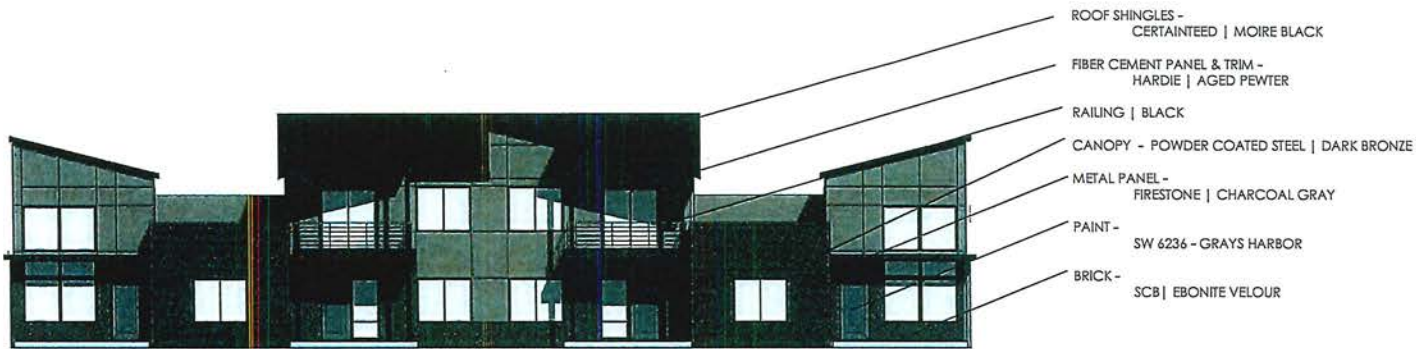
This elevation was too busy and the color scheme too light for this urban environment.

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

PRODUCT 4 | COMPARISON

COLOR PACKAGE: Product 4—#1

GRAY'S STATION | 07.07.2022 | 5

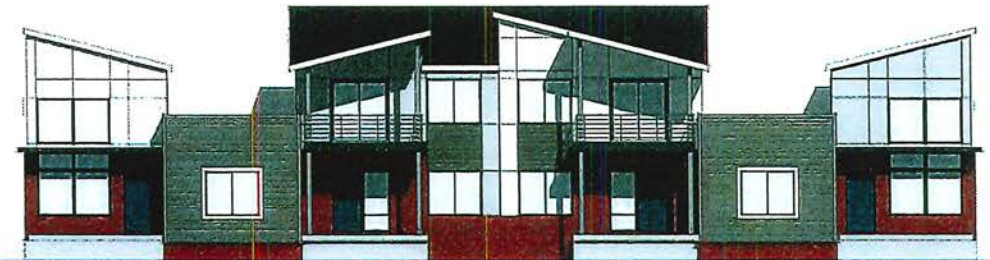


NEW FRONT ELEVATION

Product 4

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

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

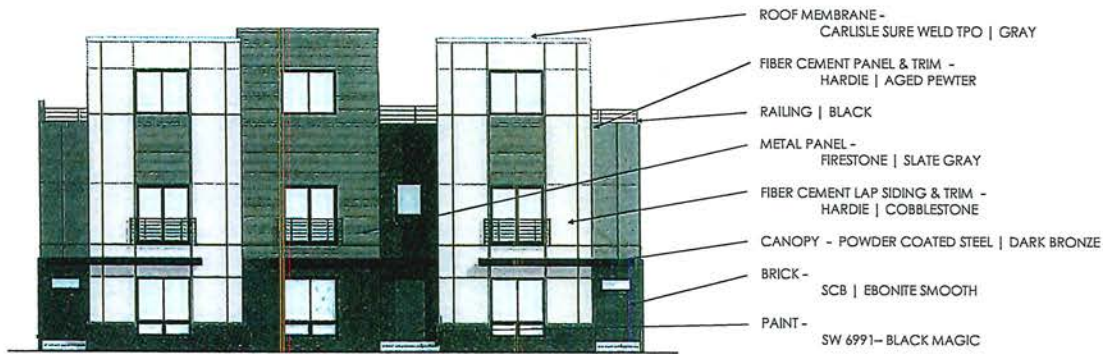


OLD FRONT ELEVATION

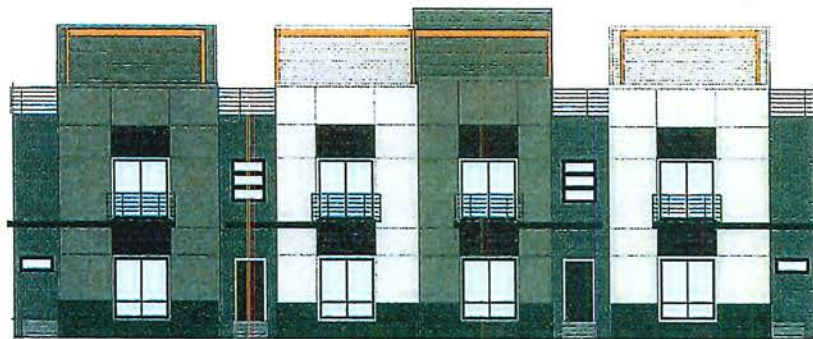
PRODUCT 4 | COMPARISON

COLOR PACKAGE: Product 4—#2

GRAY'S STATION | 07.07.2022 | 6



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 5

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

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

PRODUCT 5 | COMPARISON

COLOR PACKAGE: Product 5—#1

GRAY'S STATION | 07.07.2022 | 7



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

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

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

PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#1

GRAY'S STATION | 07.07.2022 | 8



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

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

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

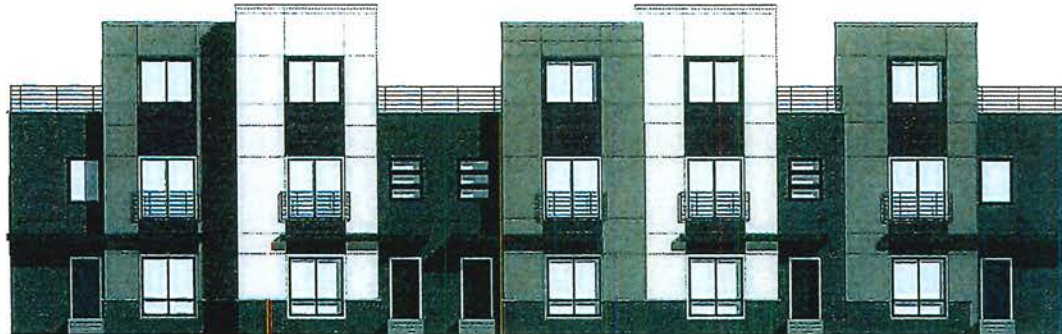
PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#2

GRAY'S STATION | 07.07.2022 | 9



NEW FRONT ELEVATION



OLD FRONT ELEVATION

Product 6

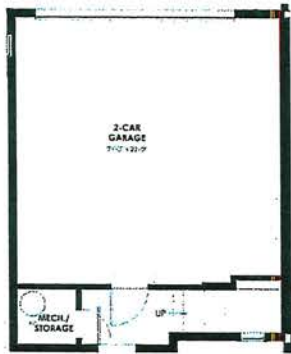
Elevation appeared boring and repetitive. These needed additional visual interest and a more urban look.

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

PRODUCT 6 | COMPARISON

COLOR PACKAGE: Product 6—#3

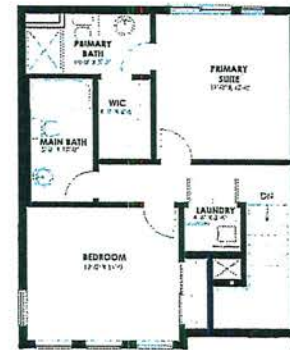
GRAY'S STATION | 07.07.2022 | 10



FIRST FLOOR



SECOND FLOOR

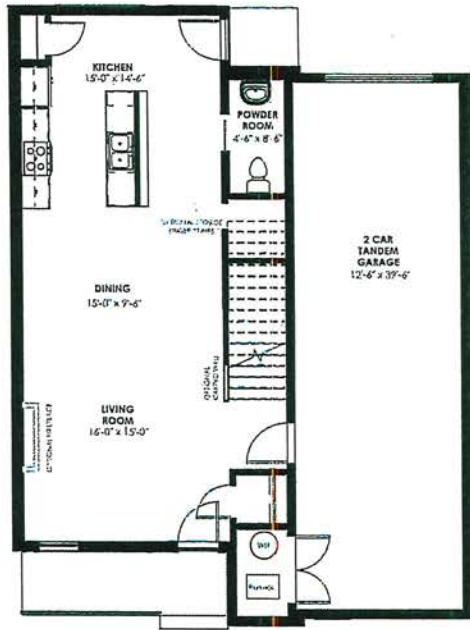


THIRD FLOOR

PRODUCT 1 | PRESTON

Lots: 61-63 and 64-66

GRAY'S STATION | 07.07.2022 | 45

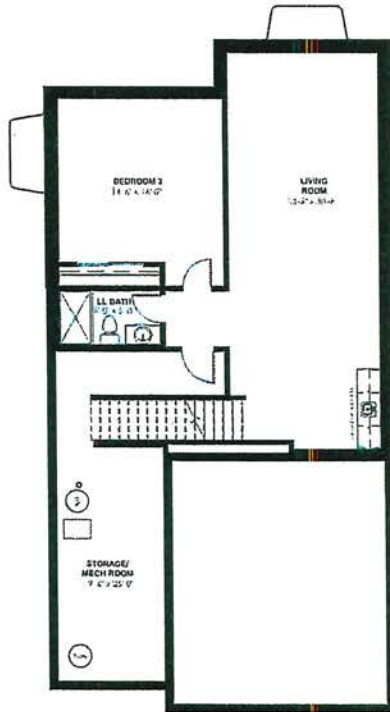


FIRST FLOOR

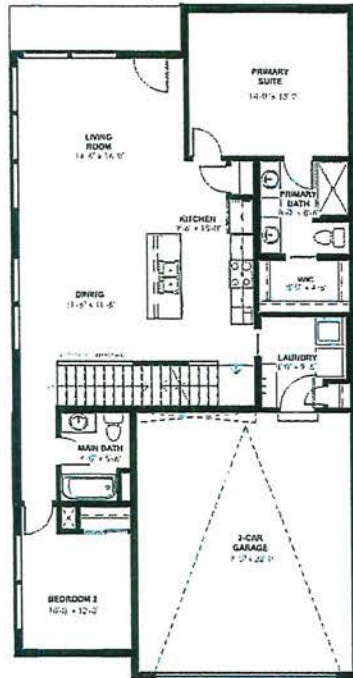


SECOND FLOOR

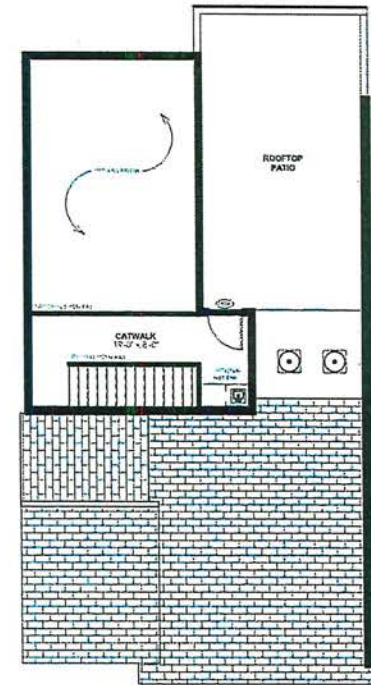
PRODUCT 3 | BEXLEY
 Lots: 57-60
 GRAY'S STATION | 07.07.2022 | 46



LOWER LEVEL

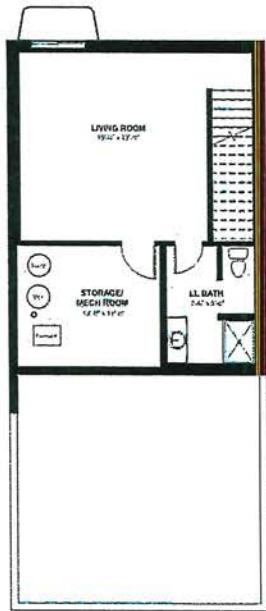


FIRST FLOOR

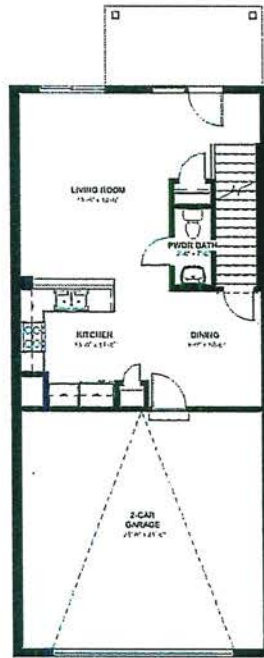


SECOND FLOOR

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



LOWER LEVEL



FIRST FLOOR



SECOND FLOOR

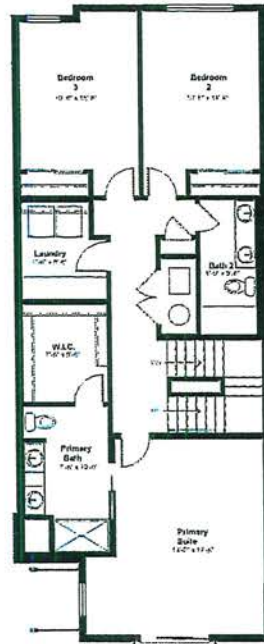
PRODUCT 4 | MARLOW

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

GRAY'S STATION | 07.07.2022 | 48



FIRST FLOOR

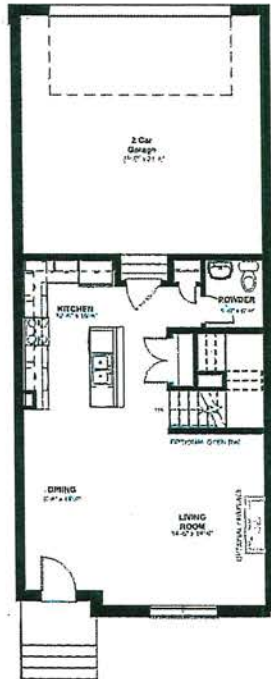


SECOND FLOOR



THIRD FLOOR

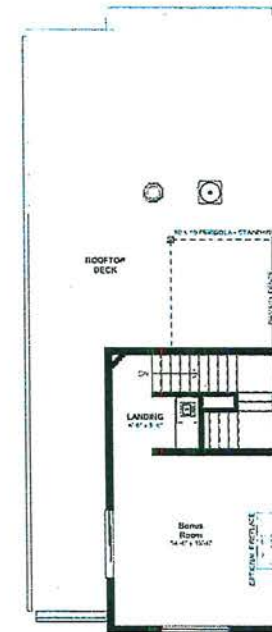
PRODUCT 5 | CHAVA
 Lots: 46&48 and 49&51
 GRAY'S STATION | 07.07.2022 | 49



FIRST FLOOR

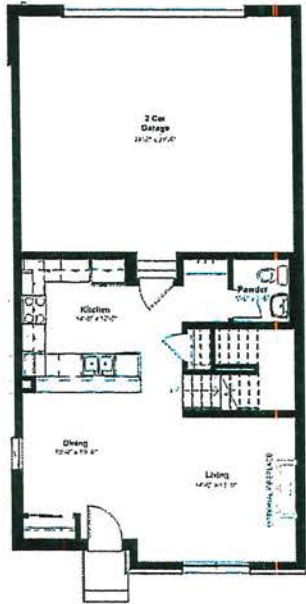


SECOND FLOOR

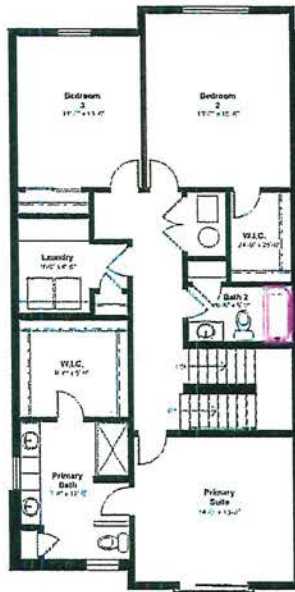


THIRD FLOOR

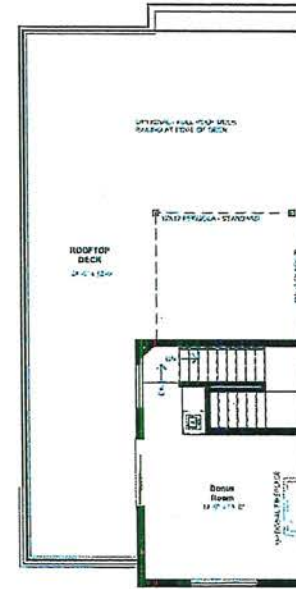
PRODUCT 5 | ASANA
 Lots: 47 and 50
 GRAY'S STATION | 07.07.2022 | 50



FIRST FLOOR



SECOND FLOOR

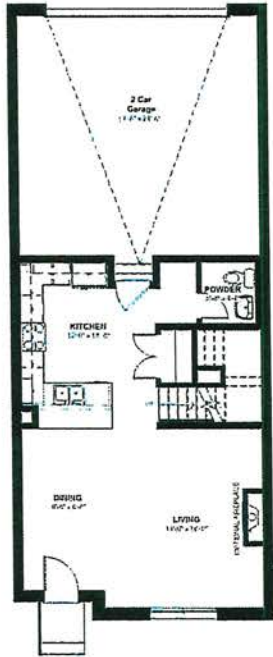


THIRD FLOOR

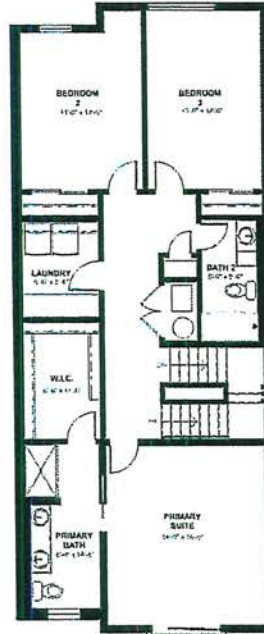
PRODUCT 6 | GRAYSON

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

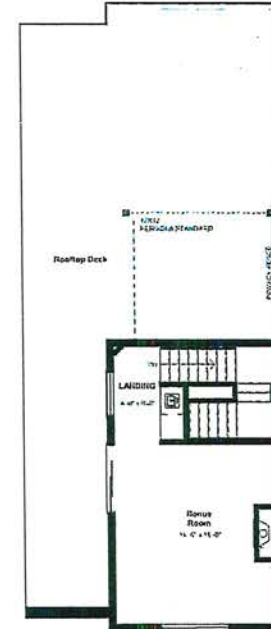
GRAY'S STATION | 07.07.2022 | 51



FIRST FLOOR

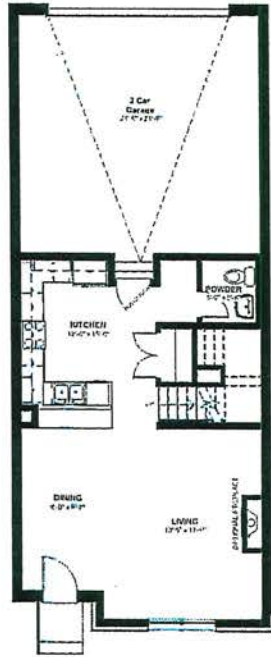


SECOND FLOOR

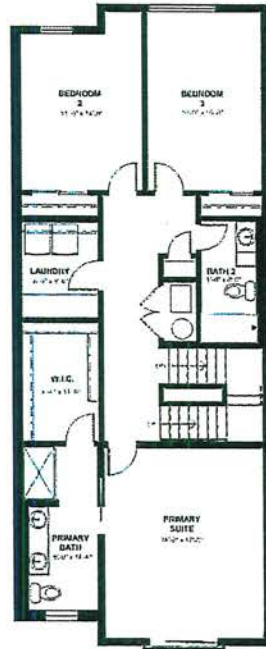


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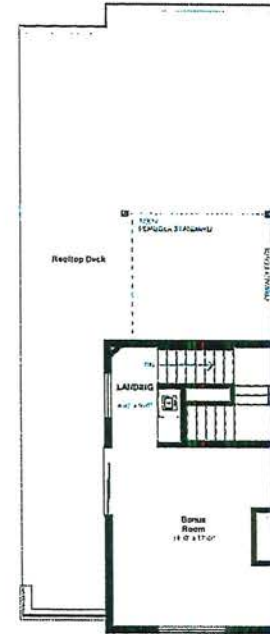
PRODUCT 6 | CORDOVA
 Lots: 2, 5, 9, 13, 30, 34, 38 and 42&44
 GRAY'S STATION | 07.07.2022 | 52



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

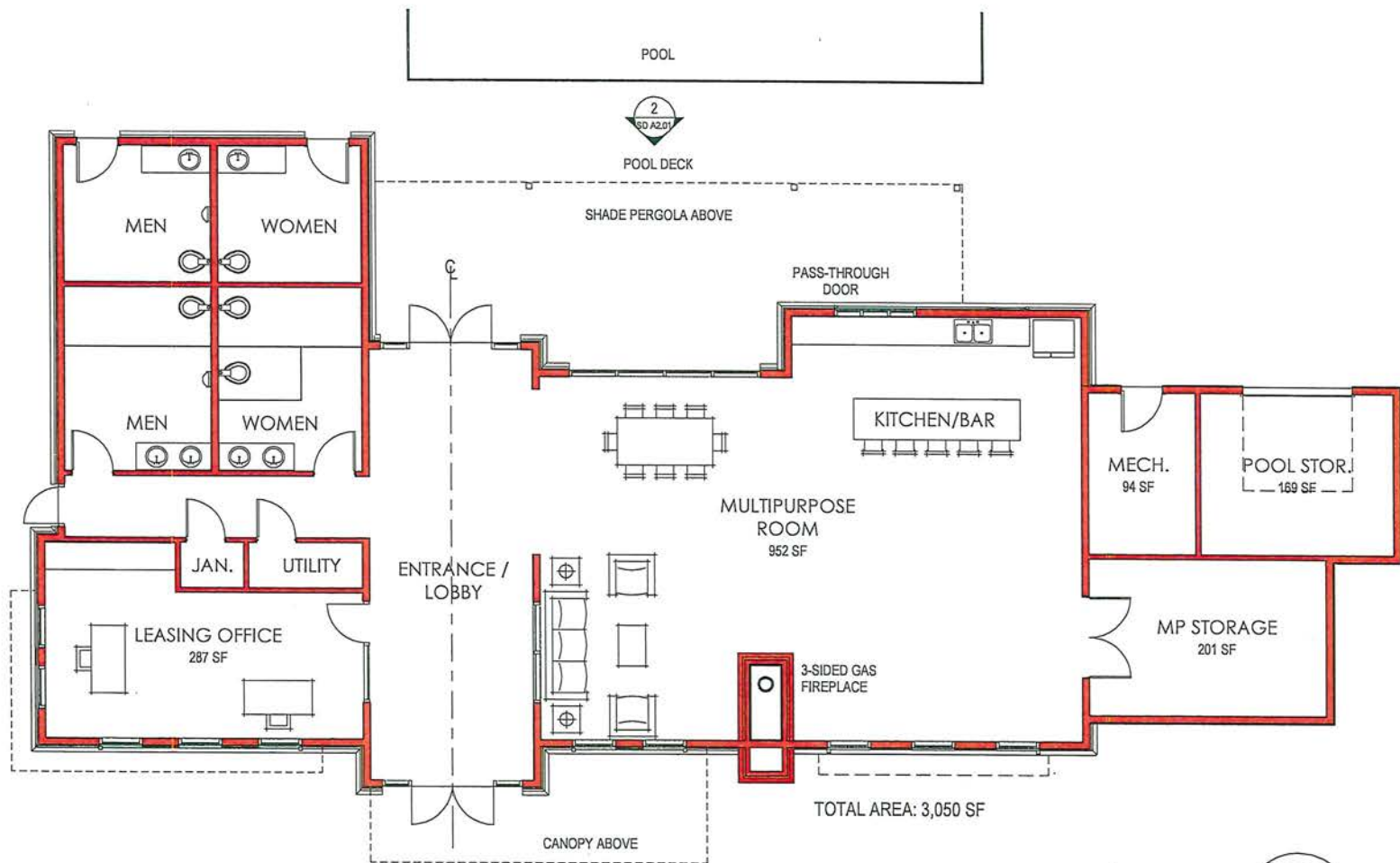
PERSPECTIVE

GRAY'S STATION CLUBHOUSE

The drawings presented are illustrative character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan/floor plan changes, etc.) © 2019 BSB Design, Inc.

[AM220361]





TOTAL AREA: 3,050 SF

CONCEPTUAL FLOOR PLAN 7/14/2022

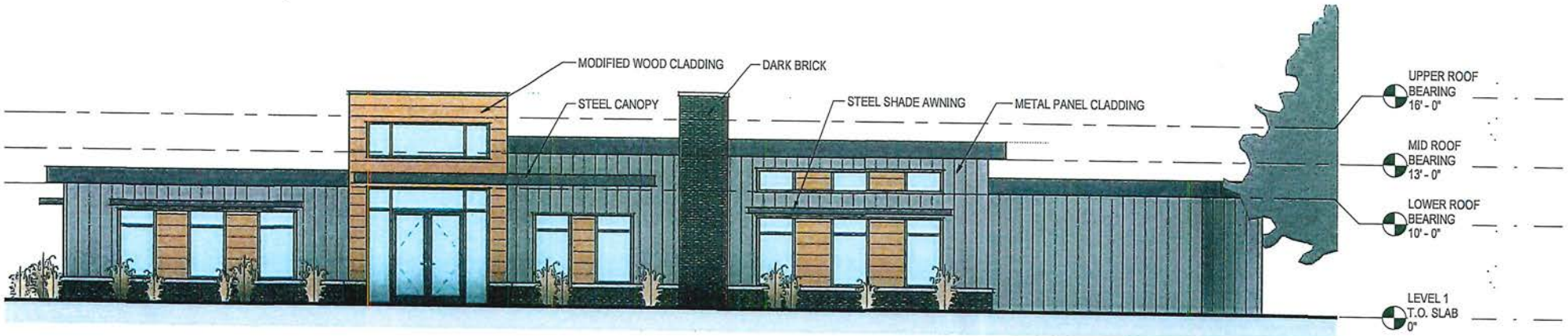
GRAY'S STATION CLUBHOUSE

Hubbell Homes
Des Moines, Iowa

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

[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

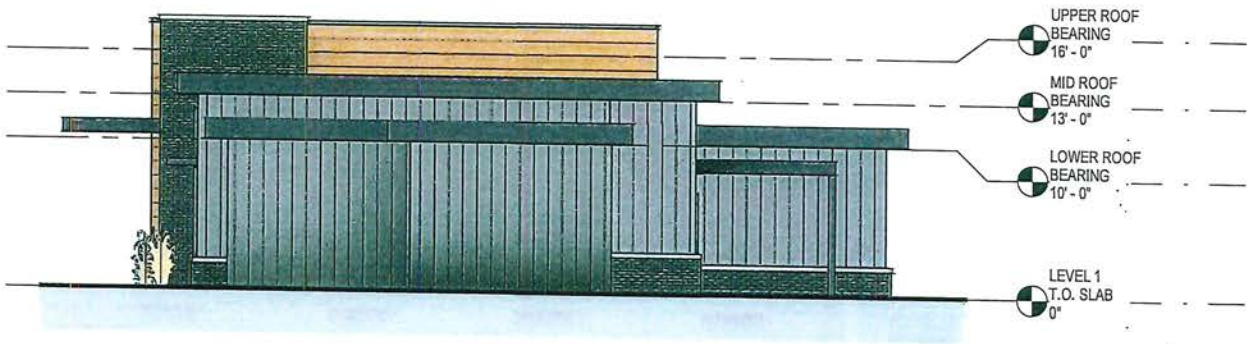


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[AM220361]



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



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

ELEVATIONS

Hubbell Homes
Des Moines, Iowa

GRAY'S STATION CLUBHOUSE

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