



Prepared For

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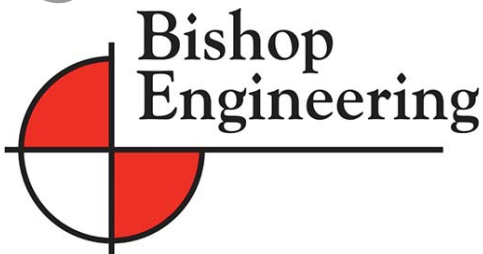
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# HERITAGE AT GRIMES - GUIDELINES FOR DESIGN

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Heritage at Grimes is destined to become a centerpiece of development for the City of Grimes. Located along the west side of the Highway 141 corridor and north of 1st Street, the property is strategically placed to create a significant connection to the northern portions of the City. The continuation of Beaverbrooke Boulevard from its current end point at James Street through to Highway 141 will help alleviate traffic on 1st Street and further open up expansion of the City to the northwest.

Heritage is envisioned as a traditional housing development with a mix of single family residential, multi-family residential, and commercial development. The design proposes approximately 17 acres of land, centrally located, to accommodate a new Grimes Town Center. In addition to public park space, this area would allow space for neighborhood commercial development and the potential to house a new Grimes City Hall and Community Center.

Storm water detention and infiltration is a primary component throughout the southern half of Heritage. Instead of pushing storm water into the creek systems as quickly as possible, the design will incorporate storm water concepts that significantly slow down the water, allowing it to infiltrate into the ground. This in turn decreases the amount of runoff south of Beaverbrooke Boulevard that empties into Little Beaver Creek and reduces the potential flooding impact downstream. Detention areas are scattered throughout the development in open areas and in green space between residential properties. A centrally located pond is being proposed north of

Beaverbrooke Boulevard. The pond is intended to be large enough to handle the majority of storm water run-off from the northern portion of Heritage. Walking and bicycling trails will take advantage of these corridors and allow residents and visitors options for movement throughout Heritage.

It is proposed that all construction plans within Heritage will be reviewed by a 'Heritage Review Committee' (HRC) selected by the Developer and CityStaff to assure compliance with these Standards. All plans will also be reviewed through the City of Grimes review process. Each new proposed site plan within Heritage will be fully reviewed and approved by both the HRC and City Staff for approval prior to any construction taking place. This process will insure a consistent architectural, landscape, and infrastructure theme throughout.





FIGURE 2.1: SITE AERIAL SHOWING VICINITY

The proposed Heritage at Grimes site, which encompasses approximately 400 acres of ground, has traditionally been held for private crop farming. The north end of the site features several acres of oak woodland and a steep drop to Little Beaver Creek. The creek itself flows south to north near the west edge of the project before eventually turning east and running along the northern boundary. Heritage is bounded on the east by Highway 141, James Street on the west and vacant ground to the north and south. In anticipation of the development, an earlier phase of construction included the installation of a major Sanitary Sewer

across the property as well as a water main along the future right of way of Beaverbrooke Boulevard.

Heritage is planned as a major new entrance to the City of Grimes. It is for this reason that this PUD is being established. The PUD document will allow a certain amount of flexibility to the construction of residential, commercial, and municipal buildings on the property while maintaining a common theme throughout. Wherever possible existing adjacent residential uses will be continued into the Heritage site and blended in with the overall scheme.

**NE Beaverbrooke Boulevard**

NE Beaverbrooke Boulevard is designed and intended to serve as an arterial road connecting vehicular and pedestrian traffic between Highway 141 and James Street. Once past James Street, it connects to an existing portion of NW Beaverbrooke Boulevard which carries traffic to the growing northwest quadrant of the City. Design guidelines along Beaverbrooke Boulevard are critical to the success of the project and the future development.

**Town Center**

The City of Grimes is projected to continue significant growth over the coming years and it is becoming apparent that the current City Hall and related facilities will not be able to adequately meet the future needs of the residents or the staff. Property has been set aside along the north side of NE Beaverbrooke Boulevard to allow construction of neighborhood commercial as well as leaving the City of Grimes the option of construction of a new City Hall, Fire Station, and/or Community Center. This active hub in the middle of a largely residential project fits well into the idea of developing destination businesses and amenities that people can either drive to or walk to depending on their proximity. A portion of this Town Center ground will be reserved as park referred to as "Heritage Commons Park" in this document.

**Parks, Trails, and Open Space**

While the residential component to the north will feature a more traditional layout, the southern portion will feature green spaces throughout the single family lots. These green spaces will serve two primary functions; storm water control, and recreational open space. Areas of open mown lawn will create space for residents where lot sizes are somewhat smaller. Residential property will be delineated by the required use of a decorative fence along each properties back lot line. This gives a clear visual cue to visitors what ground is public space and what is private.



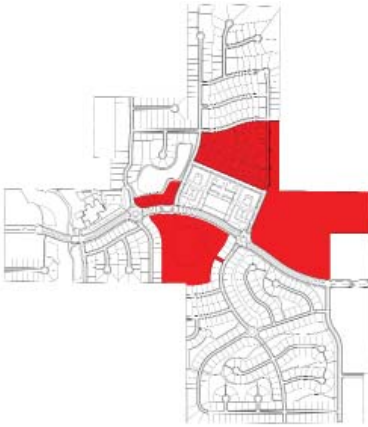
**Heritage Commons Park**

The site for the proposed Heritage Commons Park would be set aside within the Town Center portion of the project. The potential exists for numerous different programming uses and would be a strong complement to the adjacent commercial development and potential municipal buildings. Sidewalk and trail access to the park, as well as nearby on and off street parking, will make it an easy destination for Heritage residents as well as the larger Grimes population. With its central location within Heritage the park can easily function as a farmer’s market or similar community gathering event. Even without a municipal component to the Town Center, the park will be a hub for activity and recreation



**Multi Family Housing**

There are several areas of ground set aside within Heritage which will allow for development of higher density residential communities. Ground north of the Town Center area is intended to be developed as ‘brownstone’ style units – attached housing with minimal lot sizes, rear loaded garage bays, and a pedestrian oriented layout. To the east of the Town Center is a large area proposed for development as high density residential. South of the Town Center, across NE Beaverbrooke Boulevard, approximately 19 acres are set aside for potential development as a private housing association.



**Commercial Architecture**

Commercial Architecture throughout the site is intended to combine elements from what would be considered a ‘traditional’ architectural style. Durable modern materials will be used to create buildings in the style of the mid-late 1900s. Colors, materials, signage, windows/door types, and overall architectural aesthetics are all to be taken into consideration during the design process. All proposed commercial construction will also fall under the review of the HRC and City of Grimes for final approval. Materials, general form, setbacks, and lot sizes are all components to commercial development covered under this PUD.



**Single Family Residential**

Like commercial architecture, residential units will also fall under the guidelines of form and materials. Heritage is intended to reflect traditional style architecture similar to single family homes at Beaverbrooke Plats 3 and 4. Contemporary architecture is discouraged within the Heritage development. All proposed residential construction will also fall under the review of the HRC and City of Grimes for final approval. Materials, general form, setbacks, and lot sizes are all components to residential construction covered under this PUD.





## HERITAGE REVIEW COMMITTEE (HRC)

One of the most important elements to the long term success of Heritage at Grimes is the establishment and involvement of the Heritage Review Committee (HRC). It will be the responsibility of the HRC to review proposed development plans, architectural plans, and other design elements as part of the submittal/approval process with the City of Grimes. The HRC will have no authority to alter or make exceptions to the PUD. It will serve only to advise on subjective matters including, but not limited to, architectural styling, materials, orientation, etc.

Working closely with Developer Representatives, Realtors, and individual buyers, the HRC will review design plans for adherence to the aesthetic, materials, and character of the proposed architectural and landscape elements to the guidelines stated within this PUD. Upon completion of the review and satisfaction with the proposed design, the HRC will notify the City of Grimes of its approval. If the HRC determines that the proposal is not in keeping with the design intent and/or specific restrictions within the PUD it will notify the City of Grimes of those concerns.

The HRC will consist of professionals and interested parties to be appointed by Heritage at Grimes L.L.C. At the outset it will consist of representatives from professions including Architecture, Landscape Architecture, and/or Civil Engineering. The HRC will include at least one representative from the Heritage at Grimes L.L.C.. It is recognized that over time, and as the majority of the land is developed, it may not be necessary to maintain the entire make-up of the HRC. The HRC will consist of a minimum of 3 members.

At such time as Heritage at Grimes is substantially built out, Heritage at Grimes L.L.C. may choose to replace the existing HRC members with representatives made up primarily of business owners and/or residents within the Heritage development. It is understood and anticipated that there will continually be some new construction within Heritage as buildings reach the end of their life cycle and are replaced. The continued success of Heritage hinges, in part, on maintaining an HRC that is committed to the design criteria set forth in the PUD.

Full details of the Heritage Review Committee are contained within the "Declarations of Covenants, Conditions, and Restrictions for Heritage Review Committee", filed with the Office of the Recorder of Polk County, Iowa.

The basis for Land Use and Bulk Regulations will generally follow the City of Grimes Zoning Ordinance, Chapter 165 of the City Code. Deviations from the Zoning Ordinance shown in this PUD will govern throughout the Heritage at Grimes Development. Heritage at Grimes is divided into 10 different areas. Listed below and shown in Figure 3-1 are the designations for each of the different areas.

**HERITAGE ZONING SCHEMATIC**

Area A _____	Commercial	Area F _____	Multi Family High Density
Area B _____	Single Family Type II	Area G _____	Town Center
Area C _____	Multi Family Medium Density	Area H _____	Multi Family Medium Density
Area D _____	Single Family Type I	Area I _____	Multi Family Medium Density
Area E _____	Commercial	Area J _____	Single Family Type I
		Area K _____	Single Family Type III

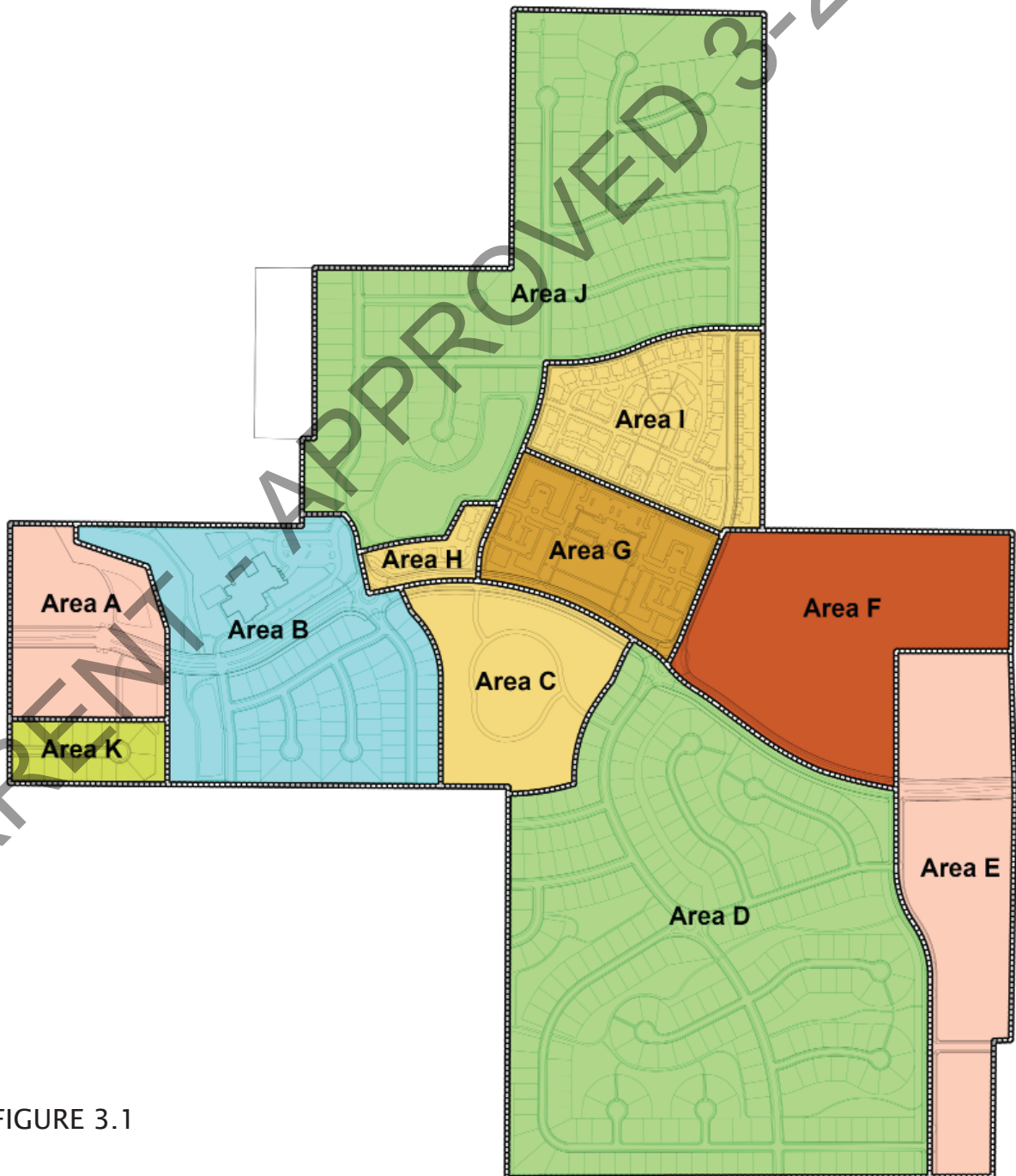


FIGURE 3.1

**HERITAGE BULK REGULATIONS**

Bulk regulations throughout Heritage are generally similar to the City of Grimes Bulk Regulations already set forth in Chapter 165.48. Because of the unique nature of the Heritage development, revised bulk requirements are shown in the figure below.

ZONING DISTRICT	Max. DU/AC	Max Bldg. Ht / Max No. of stories		Min. Lot Area	Min. Lot Width Ft.	Minimum Setbacks			Min. Percent Open Space Required	
		Primary ft/each	Accessory ft/each			Front		Rear		
						Min. Ft.	Max. Ft.			Side / Sum Ft.
SINGLE FAMILY - TYPE I & III	5.0	35' / 3	15' / 1	8,500 SF	70'	30'	N/A	7' / 14'	25'	30
SINGLE FAMILY - TYPE II	5.0	35' / 3	15' / 1	7,500 SF	60'	30'	N/A	7' / 14'	25'	30
MULTI FAM. RES. (MED)	10.0	40' / 3	15' / 1	500 SF	30'	0'	N/A	5' / 10'	15' <sup>6</sup>	30
MULTI FAM. RES. (HIGH)	16.0	50' / 4 <sup>2</sup>	15' / 1	500 SF	30'	0'	N/A	7' / 14' <sup>7</sup>	30'	30
COMMERCIAL <sup>1</sup>	16.0	50' / 4 <sup>2</sup>	15' / 1	N/A	N / A	0 <sup>3</sup>	N/A	0'	0 <sup>4</sup>	25
TOWN CENTER	16.0	50' / 4 <sup>2</sup>	15' / 1	N/A	N / A	15' <sup>5</sup>	15' <sup>5</sup>	0'	0'	20

<sup>1</sup> RESIDENTIAL USES IN COMMERCIAL DISTRICT: SAME AS REQUIRED IN MULTI FAMILY RESIDENTIAL  
<sup>2</sup> 4 STORY BUILDINGS IN ALL AREAS WILL ONLY BE ALLOWED WITH REVIEW AND APPROVAL BY CITY STAFF AND REVIEW COMMITTEE  
<sup>3</sup> FRONTAGE ALONG 141 AND BEAVERBROOKE BOULEVARD REQUIRES 20' ALL OTHERS 0'  
<sup>4</sup> REAR SETBACK FOR COMMERCIAL PROPERTIES MUST INCLUDE A 35' BUFFER WHEN ADJACENT TO SINGLE FAMILY RESIDENTIAL LOTS  
<sup>5</sup> MEASURED FROM ADJACENT BACK OF CURB EXCEPT FOR BUILDING #1 AS SHOWN IN FIGURE 3.5  
<sup>6</sup> EXCEPT 30' WHEN ADJACENT TO HERITAGE AT GRIMES EXTERIOR PROPERTY LIMITS OR IMMEDIATELY ADJACENT TO SINGLE FAMILY RESIDENTIAL LOTS  
<sup>7</sup> TWO, THREE & FOUR STORY STRUCTURES REQUIRE 10'/20' SIDE/SUM SETBACK  
 IN ALL CASES, BUILDING HEIGHTS ARE REQUIRED TO COMPLY WITH ALL FEDERAL, STATE, AND LOCAL CODES AND REGULATIONS AT THE TIME OF CONSTRUCTION.  
 ALL SETBACKS ARE MEASURED TO STREET R.O.W. EXCEPT WHERE SPECIFICALLY NOTED OTHERWISE

FIGURE 3.2

**HERITAGE LAND USE DESCRIPTIONS**

Single Family Residential - Types I, II, & III

Areas designated as Single Family Residential are intended for traditional stand-alone single family lots. No multi-family units or commercial uses of any kind will be allowed in these areas. The driveways of these units are to be street loaded and built with attached garages. All public walks shall be constructed with concrete - see street standards for dimensions and relative locations. Hard surfacing on private lots may also include stamped concrete, colored (integral) concrete, concrete paving units, porous paving units. All construction shall conform to Architectural Standards as set forth in this document for form, materials, and setback requirements. The three types of Single Family Residential are necessary to allow a slightly denser use in Area B by reducing minimum lot width and overall lot size.

Multi Family Residential

Multi-Family Residential areas are intended to be designed and constructed as a cohesive housing theme with requirements based on the City of Grimes R-3 designation. Development drawings shall be reviewed by the HRC and City of Grimes for approval. Developments within the Multi-Family zones shall conform to standards within this document for architectural forms/materials, landscaping, storm water, and street design. Medium Density areas are located adjacent to Single Family Residential and a High Density area has been included next to the HWY 141 Commercial district.

Commercial

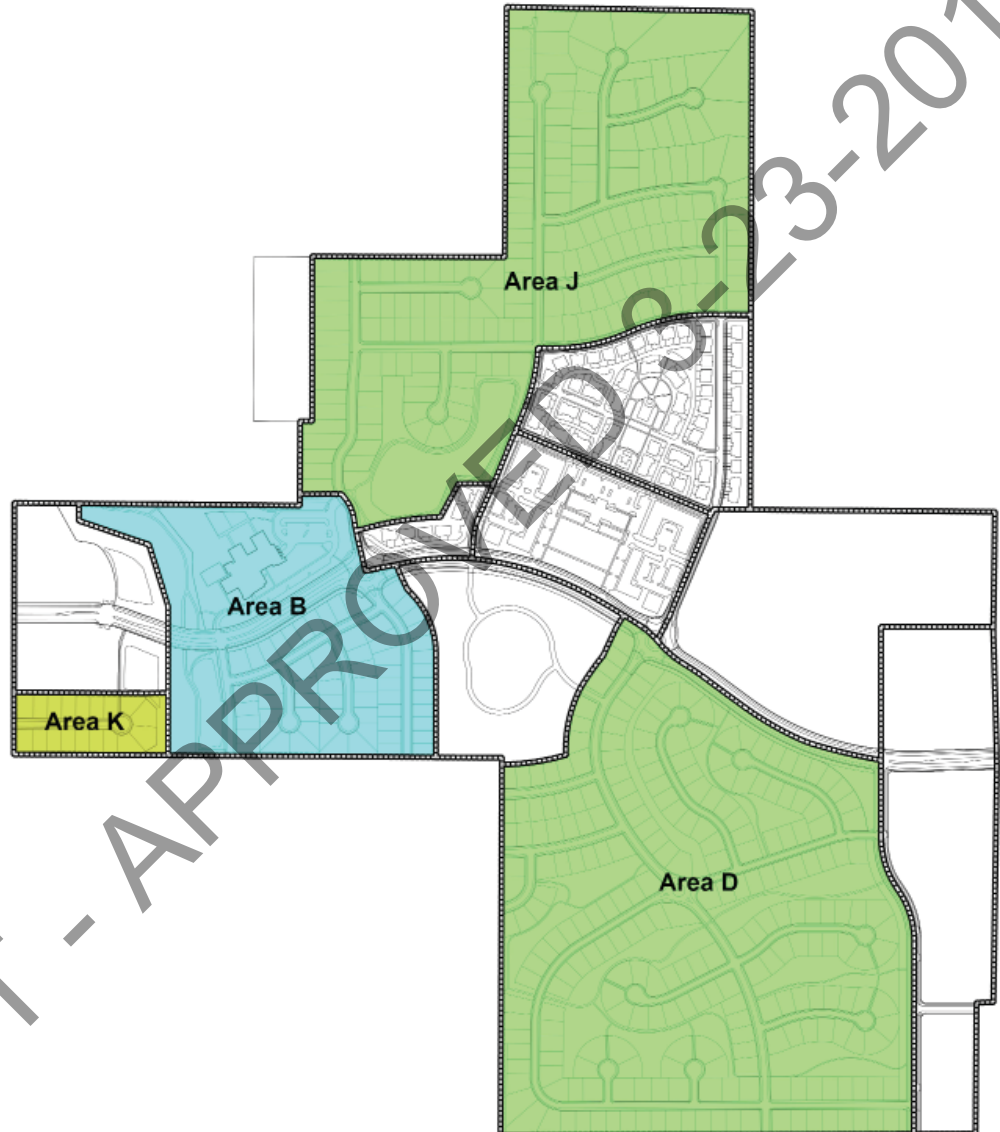
Commercial uses designated on the master plan are intended to have a high degree of flexibility for future use. Commercial uses occur primarily along arterial and collector routes (Beaverbrooke Boulevard, James Street, Highway 141, and Gateway Drive). Medium to High Density residential uses are allowed within these areas and are encouraged as buffers between regular commercial uses and lower density residential lots. Developments within the Commercial zones shall conform to standards within this document for architectural forms/materials, landscaping, storm water, and street design.

Town Center

The inclusion of the unique Town Center zone within Heritage allows for optional incorporation of a new Grimes Municipal Campus. This area is to be pedestrian oriented and incorporate open space throughout, minimized parking in rear of buildings, angled parking on-street, and access to walking trails and the central park space where possible. Commercial uses are allowed and encouraged in this area but are to be in keeping with small neighborhood shops and restaurants. Residential units and/or Office uses above commercial space are allowed. Building within the Town Center area shall conform to standards within this document for architectural forms/materials, landscaping, storm water and street design and will be reviewed by the City of Grimes and the HRC.

## Single Family Residential

Single family residential zoning is based on City of Grimes R2-70 zoning in Areas D & J as shown below. Area B, as shown in below, is based on City of Grimes R2-60 zoning. All Single Family Residential Areas are subject to the exceptions as described in this PUD.



1. Principal Permitted Uses Only the uses of structures or land listed in this section are permitted in the Single Family Residential portions of Heritage at Grimes - designated as Area B, D, J, & K in Fig. 3.1

- A. Single family dwellings
- B. Churches, chapels, temples, and similar places of worship, provided that all principal buildings be set back a minimum of forty (40) feet from all property lines
- C. Public and parochial schools, elementary and secondary, and other educational institutions having an established current curriculum as ordinarily given in the public schools, provided that all principal buildings be set back a minimum of forty (40) feet from all property lines
- D. Family homes as permitted by and as limited by Section 414.22 of the Code of Iowa
- E. Publicly owned parks, playgrounds, golf courses, and recreation areas
- F. Private noncommercial recreational areas, including country clubs, swimming pools, tennis clubs and golf courses
- G. Cemeteries, including mausoleums

## 2. Permitted Accessory Uses

- A. Uses of land or structures customarily incidental and subordinate to one of the permitted principal uses, unless otherwise excluded
- B. Private garage or carport
- C. Home occupations as permitted in and as limited by Section 165.16 of the City of Grimes Zoning Ordinance.
- D. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon the completion or abandonment of the construction work
- E. Temporary use of a dwelling structure within a new subdivision as a job office and real estate office for the subject subdivision, which shall terminate upon completion or abandonment of the project
- F. One board or sign not to exceed fifty (50) square feet in area referring to the construction, lease, hire, or sale of a building, premises, or subdivision lots, which sign shall refer to property on which the sign is located, and shall be removed as soon as the premises are sold or leased or construction completed
- G. Institutional bulletin board sign
- H. Day nurseries and nursery schools
- I. Satellite receiving antenna, mounted on the ground in the rear yard or attached to the principal building facing rear yard as a height no greater than the peak of the roof, not to exceed a maximum height of fifteen (15) feet. The mounting of the antenna shall be in accordance with the City Building Code. The height of the antenna shall be measured vertically from the highest point of the antenna when positioned for operation, to the bottom of the base which supports the antenna. No antenna in the "R" District shall be greater than twelve (12) feet in diameter. Satellite receiving antenna mounted on a trailer or vehicle may be allowed in the rear yard for a period not to exceed fifteen (15) days.
- J. Solar collectors mounted on the ground in the rear yard or attached to principal building facing front, side or rear yard as a height no greater than the peak of the roof of the principal structure. The mounting of solar collectors shall be in accordance with the City Building Code. If required, solar access easement may be obtained from adjoining property owner in accordance with the State statutes.

## 3. Bulk Regulations See Figure 3.2

All proposed construction is to be reviewed by the City of Grimes as well as the Heritage Review Committee. Architectural design will be required to meet minimums for design as outlined within section 5 of this PUD document.

## 4. Definitions

- A. For the purpose of this section, the following terms shall have the following definitions, except as otherwise specifically provided:
- B. "Heritage at Grimes" shall mean and refer to the real property as shown in Figure 3.1.
- C. "Developer" shall mean and refer to the signatories hereto and their successors and assigns.
- D. "Lot" shall mean and refer to all Single Family Residential Lots as shown in Figure 3.1.
- E. "Building Plot" shall mean and refer to one or more platted lots or one platted lot and portion or portions or adjacent stated lots in Heritage Plat.
- F. "Owner" shall mean and refer to the record owner, whether one or more persons or entities, of the fee simple title to any lot or building plot which is part of Heritage at Grimes.
- G. "Outbuilding" shall mean an enclosed covered structure not directly attached to the residence to which it is appurtenant.

5. Designations of Use

As described in Chapter 3 - Land Use and Bulk Regulations of this Document.

6. Building Type and Area

- A. No habitable building or structure shall be constructed, altered, or maintained on any Single Family lots other than a detached single family home. All single family homes must meet minimum sizing as set forth in the table below. Minimum square foot requirements are exclusive of basements, attached garages, breezeways, and porches. Any non-conforming building plans submitted for H.R.C.'s approval or disapproval shall be rendered in H.R.C.'s sole subjective judgment.

LOCATION (REFER TO FIGURE 3.1)	TYPE	
	RANCH STYLE MINIMUM	1.5 & 2 STORY MINIMUM
AREA B	1,450 SF	1,750 SF
AREAS D & J	1,650 SF	2,100 SF
AREA K	NONE	NONE

- B. No habitable structure of any kind shall be moved onto any lot in Heritage at Grimes.
- C. All structures built in Heritage at Grimes shall blend in with the terrain rather than contrast with it. The use of natural materials is encouraged, i.e., stained wood, stone, brick, and warm-toned shingles, as well as soft, earth-tone colors. All exposed concrete block or concrete foundations shall be painted, brick veneered, or stone veneered. See Chapter 6 - Architecture of this document for additional information.
- D. All accessory use type buildings (sheds, etc.) shall be constructed to match the architecture of the residence on that lot. No permanent accessory structures shall be erected until plans have been first submitted and approved by the H.R.C. or its successor in interest.
- E. All residence shall have a minimum of an attached two-car garage. All driveways shall be constructed of portland cement concrete, or other hard surface materials. Each dwelling shall provide off-street parking for two cars, including space in garage.
- F. Single family residential lots in "Area K" are not required to be reviewed by the H.R.C.

7. Architectural Control

- A. In order to preserve the general design for the development of the whole of Heritage at Grimes as a fine residential section of Grimes, no building of any kind, nor any addition thereto, shall be erected upon any building plot in Heritage at Grimes, unless the plan, design, building materials and location thereof shall have been first approved by the H.R.C. or such person or persons or corporate entity designated by it for this purpose. Approval of a plan shall not be unreasonably withheld. In the event the H.R.C. or its designee does not respond in writing to approve or disapprove such plans, design, materials, location within 60 days from its receipt of the same, such plans, design, materials and location shall then be approved by H.R.C, after which the City of Grimes approval and permitting process may begin.
- B. Any material deviation in construction, from the approved plans on any building plot, which, in the judgment of H.R.C. is a substantial detriment to the appearance of the structures located in the surrounding area, shall be corrected to conform to the approved plans at the expense of the owner of that building plot.
- C. No boats, campers, nor other recreational vehicles may be parked and stored on a Residential Lot within Heritage at Grimes except in a garage.

- D. No mobile or trailer-type homes will be allowed in the entire development, including future phases of Heritage at Grimes. No pre-manufactured homes will be allowed in Heritage at Grimes.
- E. All paving for driveways shall extend no further than side yard building setback lines as established by zoning ordinances.
- F. Paving for patios, storage areas, and similar non-vehicular traffic uses may extend to within 1' of property line.

#### 8. Livestock and Poultry Prohibited

Livestock and Poultry regulations within Heritage at Grimes shall conform to current City of Grimes ordinances.

#### 9. Easements

Easements for installation and maintenance of utilities, drainage facilities, conservancy districts and walkways are reserved as shown on the proposed plat of Heritage at Grimes. The Owner or occupant of a building plot shall, at his expense, maintain, keep and preserve that portion of the easement within his property at all times in good repair and condition and shall neither erect nor permit erection of any building or structure of any kind, nor permit any growth of any kind within said easement which might interfere in any way with the use and maintenance of any of the utility services and drainage and usage of walkways located within the easements.

#### 10. Nuisances

No noxious or offensive activity or odors shall be permitted on or to escape from any lot, nor shall anything be done thereon which is, or may become an annoyance or nuisance, either temporarily or permanently.

#### 11. Weed and Erosion Control

Weed and Erosion Control regulations within Heritage at Grimes shall conform to current City of Grimes ordinances.

#### 12. Landscaping and Sight Lines

- A. No hedge or shrub planting which obstructs sightlines at elevations between two (2) and ten (10) feet above the roadways shall be placed or permitted to remain on any corner lot within the triangular area formed by the street property lines and a line connecting them at points twenty-five feet (25') from the intersection of the street lines, or in the case of a rounded property corner within the triangular area formed from the intersection of the street property line with the edge of a driveway. No trees shall be permitted to remain within such distance of such intersection unless the foliage line is maintained at a sufficient height to prevent obstruction of such sightlines.
- B. At a minimum, all landscape and site plans must provide that all private residential yards be sodded with nursery quality sod, except where topography does not permit such sodding.
- C. All lots other than private residential shall be sodded upon final construction for said lot. In the event sections of lots are to be left open for future development, seeding is allowed.

- D. Each Single Family Residential lot shall be planted with a minimum of 2 trees from the list of approved species (Fig 9.1). At least one or both trees shall be from the Overstory Tree list. The second tree may be from the Ornamental Tree list. Overstory trees must be a minimum size of 2.5" caliper - Ornamental trees must be a minimum size of 1.5" caliper.
- E. Use of artificial turf within Heritage at Grimes is limited to no more than 250 square feet per single family residential lot.

### 13. Swimming Pool

- A. No above ground (or non-permanent) swimming pools capable of holding water at greater than a 24" depth shall be permitted.
- B. In ground pools are allowed. In addition to the City of Grimes Zoning requirements for pools, construction of such pools must also follow all applicable State and Federal guidelines for safety and installation.

### 14. Towers and Antennas

Any antenna designed to receive direct broadcast satellite service ("DBS") that is more than one meter in diameter is prohibited. Any antenna designed to receive video programming services via multi-point distribution services, including multi-channel multi-port distribution services ("MMDS") that is more than one meter in diameter or diagonal measurement is prohibited. Any antenna designed to receive analog television broadcast signals ("TVBS") shall be attached to the single family home. Any DBS antenna, MMDS antenna, or antenna designed to receive digital television broadcast signals ("DTV") shall be attached to the single family home. Any DBS, MMDS, DTV, or TVBS antenna shall be made of materials or painted to blend into the background on which it is mounted; provided that the antenna can receive an acceptable quality signal. No other exterior towers or antennas shall be constructed, installed, modified or permitted on the ground, on dwellings, on garages or on any permitted outbuildings.

### 15. Temporary Structures or Equipment

No building or structure of a temporary character and no trailer, basement, tent, shack, garage or outbuilding shall be used at any time as a residential dwelling on any building plot, either temporarily or permanently. All boats, campers and other recreational vehicles shall be parked or stored in a garage.

### 16. Commercial Activity Prohibited

No home occupation business or any commercial activity shall be conducted on any lot, except as permitted by the Grimes Zoning Ordinances. Notwithstanding any provisions or restrictions contained in this P.U.D. to the contrary, Developer and its agents, employees, successors and assigns may maintain and carry on such facilities and activities as may be reasonably required, convenient or incidental to the sale, development or improvement of any lot, including without limitation, the installation and operation of sales and construction trailers and offices, signs and model dwellings. The right to maintain and carry on such facilities and activities shall include specifically the right to use dwellings as model residences or as an office for the sale of lots and related activities. The location of any construction or office trailers of Developer's assignee shall be subject to Developer's approval.

### 17. Signs

No sign of any kind or description shall be placed, exposed to view or permitted to remain on any lot or any street adjacent thereto, except street markers, traffic signs, and other signs displayed by the City of Grimes or by other governmental units, and except signs which have been approved by Developer or its authorized agent not exceeding 1 square foot (144 square inches) in area upon which there shall only be exhibited the street number or name, or both, of the resident. In the event that any sign, other than those described above, shall be placed or exposed to view on any of the lots restricted hereby, the officers or agents of the Developer are hereby given the right to enter upon those lots and permitted until such development is completed. Signs not exceeding 9 square feet (1,296 square inches) in size, to show property for sale shall be permitted.

### 18. Mandatory Completion Date

Any requirement with regard to building structures, accessory use buildings, driveways, sod or any other required action with regard to improvement to the property or the land under the terms of this document or the Grimes City Code must be completed within one year from the date that the closing occurs between the Developer and the purchaser or six months from the date of the issuance of the building permit on the lot, whichever occurs first.

### 19. Fences

As part of the aesthetic development of Heritage at Grimes it's recognized that privacy fences throughout residential neighborhoods limit site lines, compartmentalize residential lots, and closes off the pedestrian nature of the ground. Because of this, fencing throughout this development is required to meet strict criteria as outlined in Figures 3.3 & 3.4 on the following pages.

FENCING

Fencing is discouraged throughout Heritage at Grimes. In the Single Family Residential areas (as delineated in Figure 3.3), only fence types specified in this section are allowed. Wood privacy fences are specifically prohibited anywhere within the Heritage at Grimes development.

TYPE 1 FENCING

Type 1 fencing is allowed throughout Area B and K, and the southern portion of Area J. See Figure 3.3 for delineation of the boundary. Basis for design is 48" overall height, black vinyl coated chain link (as shown). No other fence type is allowed within the limits of Type 1 fencing.

TYPE 2 FENCING

Type 2 fencing is reserved for the northern lots of Area J as shown in Figure 3.3. Basis for design is Ameristar "Montage" fencing, 48" or 72" overall height, black, single bottom rail, dual top rail, with pickets (as shown). This is the only type of fencing allowed in the area described.

TYPE 1



TYPE 2



FENCE TYPE 1



FENCE TYPE 2



FENCE TYPE 3

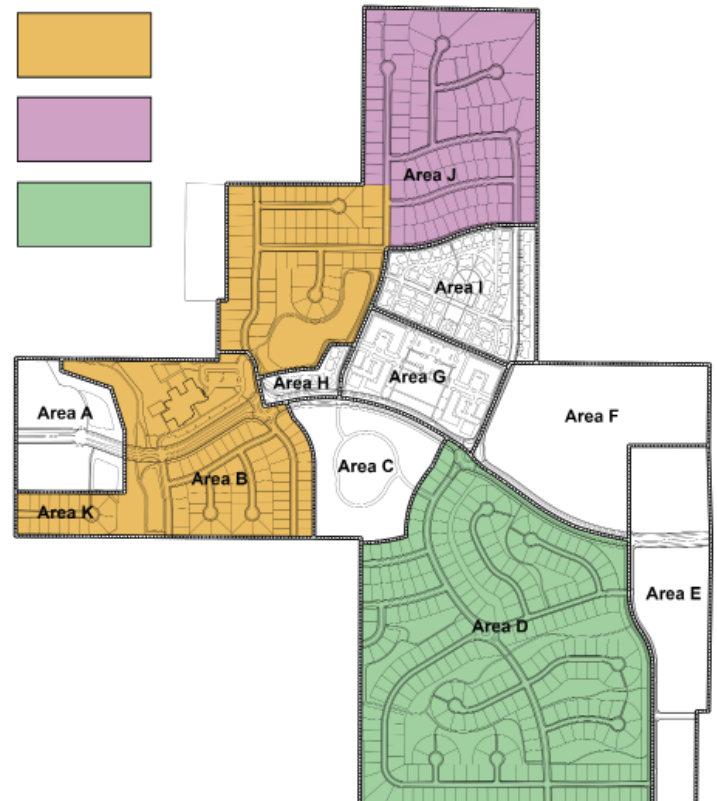
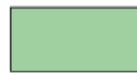


FIGURE 3.3

TYPE 3

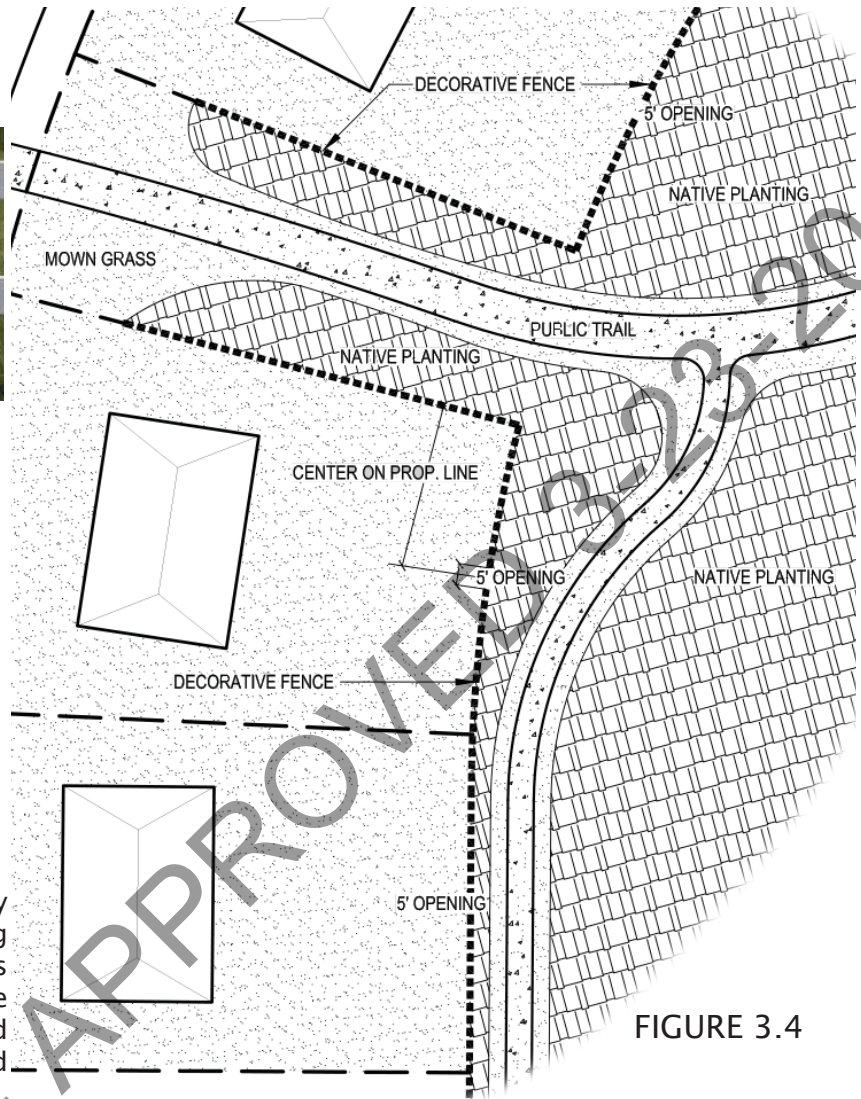


FIGURE 3.4

TYPE 3 FENCING

Type 3 fencing is to be installed by the developer within Area D. Fencing to be installed along property lines adjacent to designated open space lots. No fencing of any other kind (except Invisible Pet Fence) is allowed anywhere within Area D.

A 5 foot opening centered on the property line is to be installed along the back property line when required. Fencing is also required where a side yard is adjacent to a public outlet. In this case the fence shall be continuous along the property line with no openings from the rear lot line to the front yard setback. Side yard fencing shall not extend into the front yard setback.

Only approved white vinyl fencing of the style shown is allowed. Cost for fence installation to be paid by the lot owner. The basis for design is "Westech" Vinyl Fencing System: white, with Colonial post cap, 36" overall height, 2 rail ranch style, in 8' lengths (adjusted at corners as needed). No alterations to the basic fence design are allowed including, but not limited to, adding gates, placing any additional type of fencing on the decorative fence, or additional fences inside the decorative fence. For ease of maintenance, mown turf will extend 24" beyond the residential property lines to keep native grasses from growing up around fence posts and rails.

'Invisible' style pet containment systems are allowed throughout Heritage so long as all components are hidden from view.

## Multi Family Residential

For all areas shown as Multi Family Residential in Figure 3.1, the basis for zoning is R-3 HIGH DISTRICT and R-3 MEDIUM DISTRICT, as described in City of Grime Ordinance Chapter 165.23(A) and 165.23(B), for the purposes of regulations. The R-3 zoning requirements are amended as follows:

165.23A (1) Principal Permitted Uses:

- A. Multiple family dwellings including row dwellings and condominium dwellings
- B. Institutions of a religious, educational, or philanthropic nature, including libraries.
- C. Colleges and universities, both public and private, including administrative buildings, classrooms, dormitories, athletic facilities, and similarly related structures, but not including commercial trade schools and business colleges.
- D. Nursing, convalescent and retirement homes.
- E. Private clubs, lodges, or veterans organizations, except those holding a wine/beer permit or liquor license

165.23A (2) Permitted Accessory Uses:  
Allowed per Ordinance

165.23A (3) Bulk Regulations: See Figure 3.2

In addition to 165.23, also amended is 165.49 (Internal Bulk Requirements Table): Minimum separation between garage and edge of common drive (driveway approach) shall be 20'

All Multi Family Residential Development is required to meet standards set forth in 165.49 INTERNAL BULK REQUIREMENTS of the City of Grimes Zoning Ordinance.

All proposed construction is to be reviewed by the City of Grimes as well as the Heritage Review Committee. Architectural design will be required to meet minimums for design as outlined within section 5 of this PUD document.

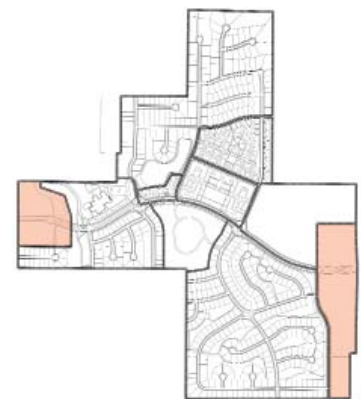
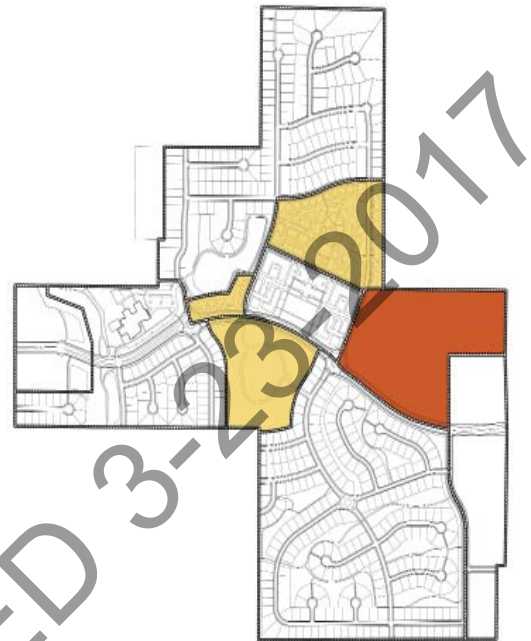
## Commercial

Basis for Zoning: City of Grimes C-1

For areas shown as Commercial in Figure 3.1, the basis for zoning is C-1, as described in City of Grime Ordinance Chapter 165.26, for the purposes of regulations. The C-1 zoning requirements are amended as follows:

165.21 (3) Bulk Regulations: See Figure 3.2

Development of Areas E & F are within the Highway 141 overlay district and will, with exceptions of bulk regulations, landscape requirements, and building materials, follow the currently approved regulations for the Highway 141 Mixed Use Development Corridor District - Chapter 165A.



## Town Center

Basis for Zoning: City of Grimes C-1

The Town Center area of Heritage is intended as a unique destination within the City of Grimes. The basis for zoning is C-1, as described in City of Grime Ordinance Chapter 165.26, for the purposes of regulations. The C-1 zoning requirements are amended as follows:

165.26 (3) Bulk Regulations: See Figure 3.2

All proposed construction is to be reviewed by the City of Grimes as well as the Heritage Review Committee. Architectural design will be required to meet minimums for design as outlined within section 5 of this PUD document.

The concept plan for the Town Center is shown below in Figure 3.5. Final design/construction is expected to generally conform to this layout. Significant changes to building size/location, etc will be reviewed by the HRC and the City of Grimes to determine appropriateness in following the design intent laid out within this PUD.

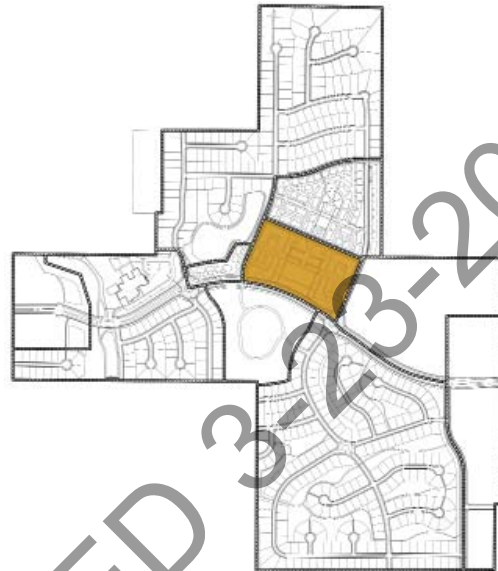


FIGURE 3.5 - TOWN CENTER SCHEMATIC CONCEPT

## Traffic Calming

Recent developments in the study and implementation of traffic calming measures have shown that certain methods are highly effective in slowing vehicle speeds and reducing accidents. By including specific aspects of traffic calming into Heritage, it is anticipated that there will be an overall reduction in the number of traffic accidents, most importantly vehicle/pedestrian accidents.

While other large metropolitan cities throughout the US have started including more traffic calming measures in their street plans, the Des Moines metro is generally lacking in specific methods. As a forward thinking development, Heritage will show real world implementation in how properly used traffic calming measures work.

Some of the overall objectives in using traffic calming devices include:

- Overall reduction in vehicle speeds
- Promoting safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents
- Improving the environment and livability of neighborhood streets
- Improving real and perceived safety for nonmotorized users of the streets
- Discouraging use of residential streets by non-residents cut through vehicular traffic

### Beaverbrooke Boulevard - Reduced lane widths and raised median

Traffic calming along NE Beaverbrooke Boulevard will help in slowing overall traffic speed and reducing potential for collisions. Specifically, limiting the lane width to 22 feet in each direction will slow traffic down and force drivers to better mind their surroundings. By reducing the overall lane width, there is a corresponding increase in the amount of landscaped space along the outside of the lanes as well as the median. Pedestrian crossings at major intersections are also reduced in overall length, making a quicker trip across for pedestrians.

Along with narrower lanes, the inclusion of a 22 foot wide raised median will also work to calm traffic along NE Beaverbrooke Boulevard. This median, which would change in overall width based on turning lanes, is large enough to provide an ideal

location for tree, shrubs, sculptural elements, or other amenities. The visual cue to drivers by having these elements spaced throughout the length of the road can help lead to slower speeds and fewer accidents. It will also allow for a center island at intersections where pedestrians can be out of the traffic flow as needed.



### Local Streets - Reduced lane widths

Similarly to NE Beaverbrooke Boulevard, Local Streets designated by Red and Purple in Fig. 4.7 are reduced to 26 feet in width. Reduction of the overall paving width will force drivers to slow down in these areas. Slower speed on these roads could lead to a reduction in the number and severity of accidents.

## 'Neckdowns' at intersections

'Neckdowns' refer to locations at street intersections where the overall width is reduced by a distance equal to the on-street parking width. It doesn't affect the width of the overall travel lanes, but there are several benefits in terms of traffic calming. Among other things, Neckdowns shorten the crossing distance for pedestrians, better define the parking bays, provide a haven for pedestrians preparing to cross the street, and provide space for amenities and enhancements. All of this additional pedestrian space works to provide the visual cue to drivers that they need to slow down and be more aware of what is happening. Neckdowns can occur anywhere on street parking is included in the design, or in locations where a turn only lane is designed and will not continue across an intersection.



## Roundabout

As Roundabouts increase in frequency throughout the Des Moines metro area, more drivers are becoming familiar and comfortable with navigating them. Incorporating a Roundabout in Heritage will allow the elimination of a necessary four-way stop while still accomplishing the goal of slowing traffic and making a safe intersection. Typical Roundabout design includes significant signage to properly direct both vehicles and pedestrians through the space and come with numerous benefits over standard four-way stops; streets visually narrow as they approach the Roundabout, landscaping can be incorporated into the center circle as well as islands leading up to it, it give pedestrian an obvious cross walk, it can be enhanced with sculptural elements and landscaping.



Street design throughout Heritage will follow a standard hierarchy based on estimated volume of traffic. Heritage is assumed to have one major east-west arterial road, one major north-south collector road, and the remainder classified as local roads. Typical schematic sections are shown for each type of road, however eventual full build out may dictate changes to overall right of way widths and basic layout. In any event, safety will be the overriding factor for all street designs within Heritage.

All streets and parking lots shall be designed to allow typical access for Emergency Vehicles. Review by the Fire Marshall is recommended to be included in all design phases to ensure compliance with this requirement.

**Collector (NE Gateway Drive)**

NE Gateway Drive is designated in this plan as a collector level road because of its eventual connection to 1st Street to the south. Additional collector roads may be designated based on final construction drawings and development levels both within Heritage and on the ground to the south.

Gateway Drive features Single Family Residential to the west and Commercial to the east. Because of the need to screen the residential development from commercial uses, a 40' wide landscape buffer is proposed within a public outlot adjacent to the west edge. Like the landscape buffer proposed along the south edge of NE Beaverbrooke Boulevard, this buffer zone would be maintained by the City of Grimes as part of the open space/park ground of Heritage. NE Gateway Drive is proposed to have no parking on either side. Other collector roads, depending on traffic study recommendations, might allow parking. A final determination will be made during the design phase.

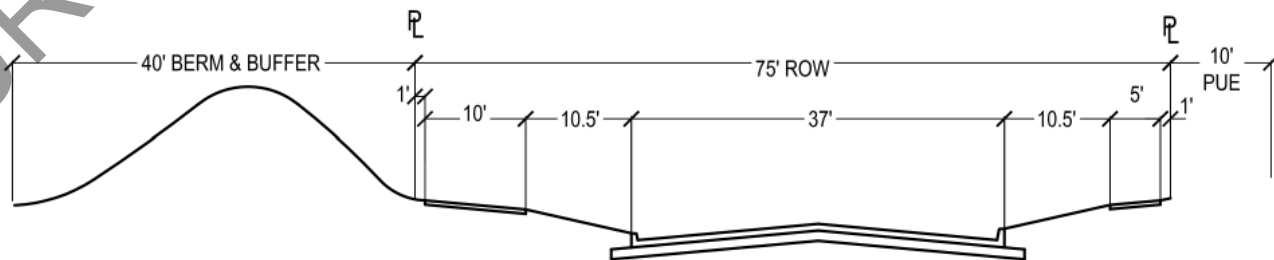
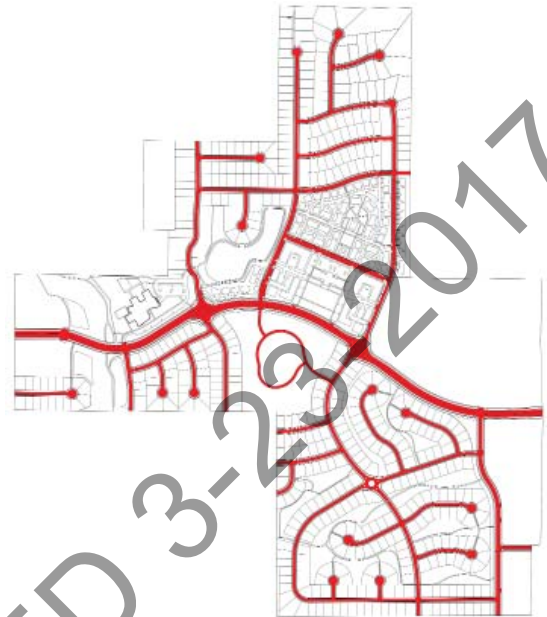


FIGURE 4.1: NE GATEWAY DRIVE (LOOKING NORTH)

**Arterial (NE Beaverbrooke Boulevard)**

Serving as the primary east/west corridor through Heritage, NE Beaverbrooke Boulevard is projected to carry the majority of vehicles through the area. Because of the high capacity for the road, speed limits and lane widths will be designed accordingly. A proposed speed limit of 35mph will carry traffic quickly and safely through the area. A final traffic study based on completed designs will determine actual speed limit for the road. Parking along NE Beaverbrooke Boulevard will not be allowed in either direction.

entrance to the commercial and municipal uses throughout. The proposed buffer zone is not included as part of the overall ROW, however it will be maintained by the City of Grimes as part of the



The conceptual cross section in Figure 4.2 shows anticipated R.O.W. widths for NE Beaverbrooke Boulevard. This width allows for the full future construction to have a divided landscape median, bike/pedestrian trail along the north side, and a pedestrian sidewalk along the south side. In sections of NE Beaverbrooke Boulevard where adjacent uses are single family residential, a 20' wide landscaped berm/buffer is proposed. This standard section will develop a strong pedestrian feel to the street and an

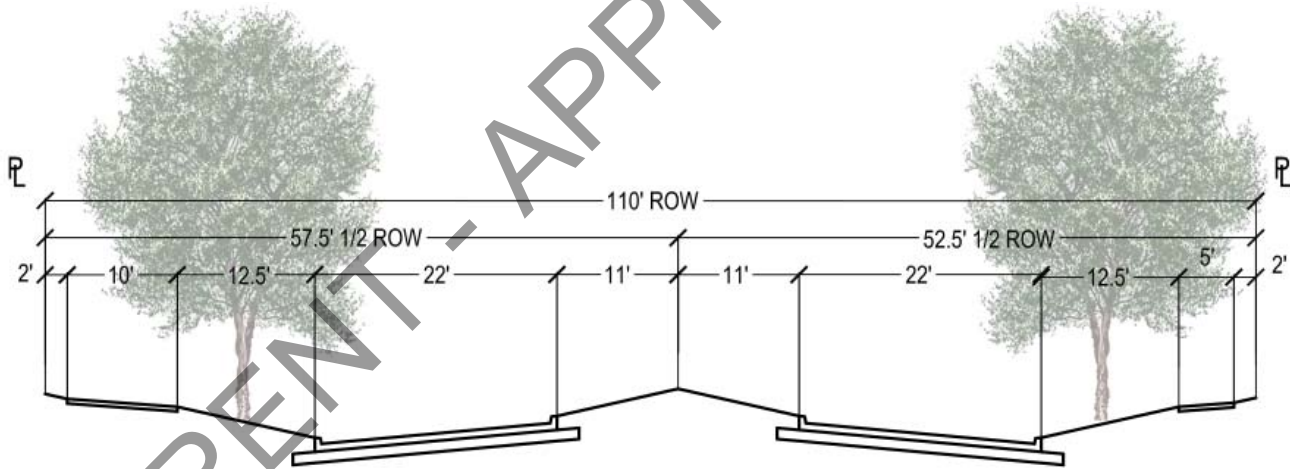


FIGURE 4.2: NE BEAVERBROOKE BOULEVARD - LOOKING EAST

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**Local Roads**

For the purposes of these design guidelines, all other roads within Heritage at Grimes are assumed to be Local Roads with minimal R.O.W. Most of these roads don't have a direct connection outside the Heritage boundaries, and those that do connect only to similarly sized roads within residential developments.

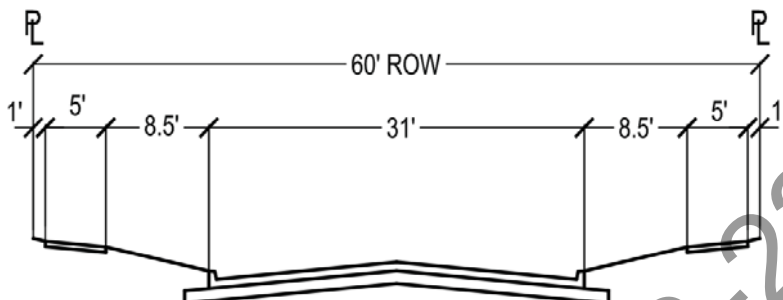


FIGURE 4.3: BLUE CENTERLINE IN FIGURE 4.7

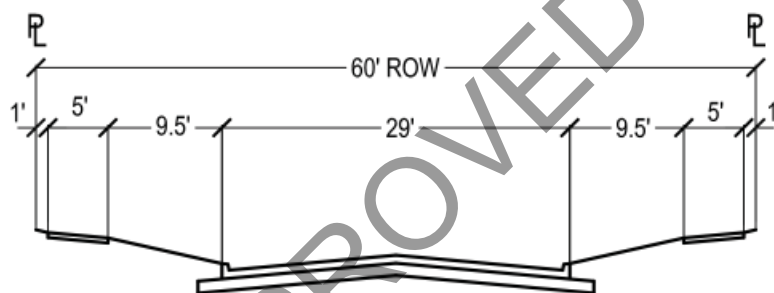


FIGURE 4.4: GREEN CENTERLINE IN FIGURE 4.7

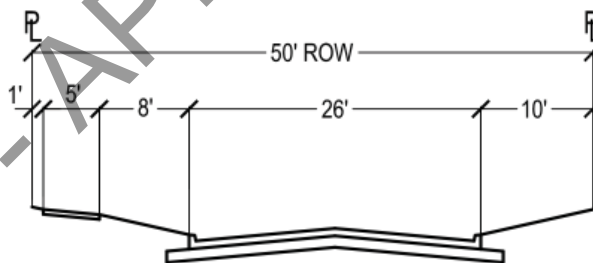


FIGURE 4.5: RED CENTERLINE IN FIGURE 4.7

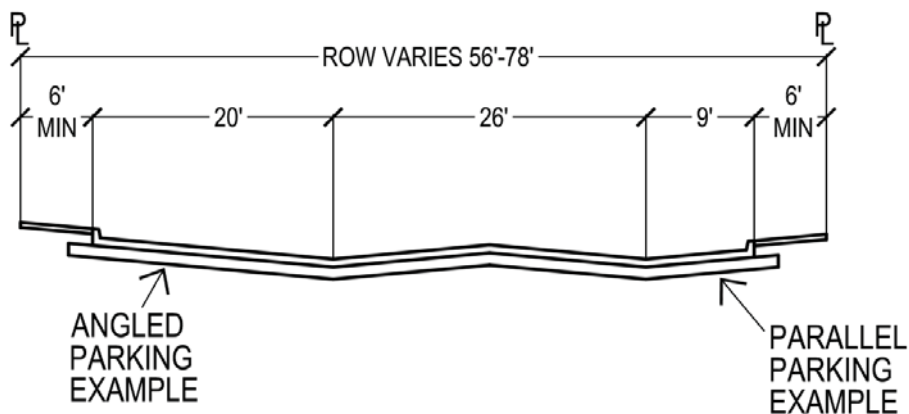


FIGURE 4.6: PURPLE CENTERLINE IN FIGURE 4.7

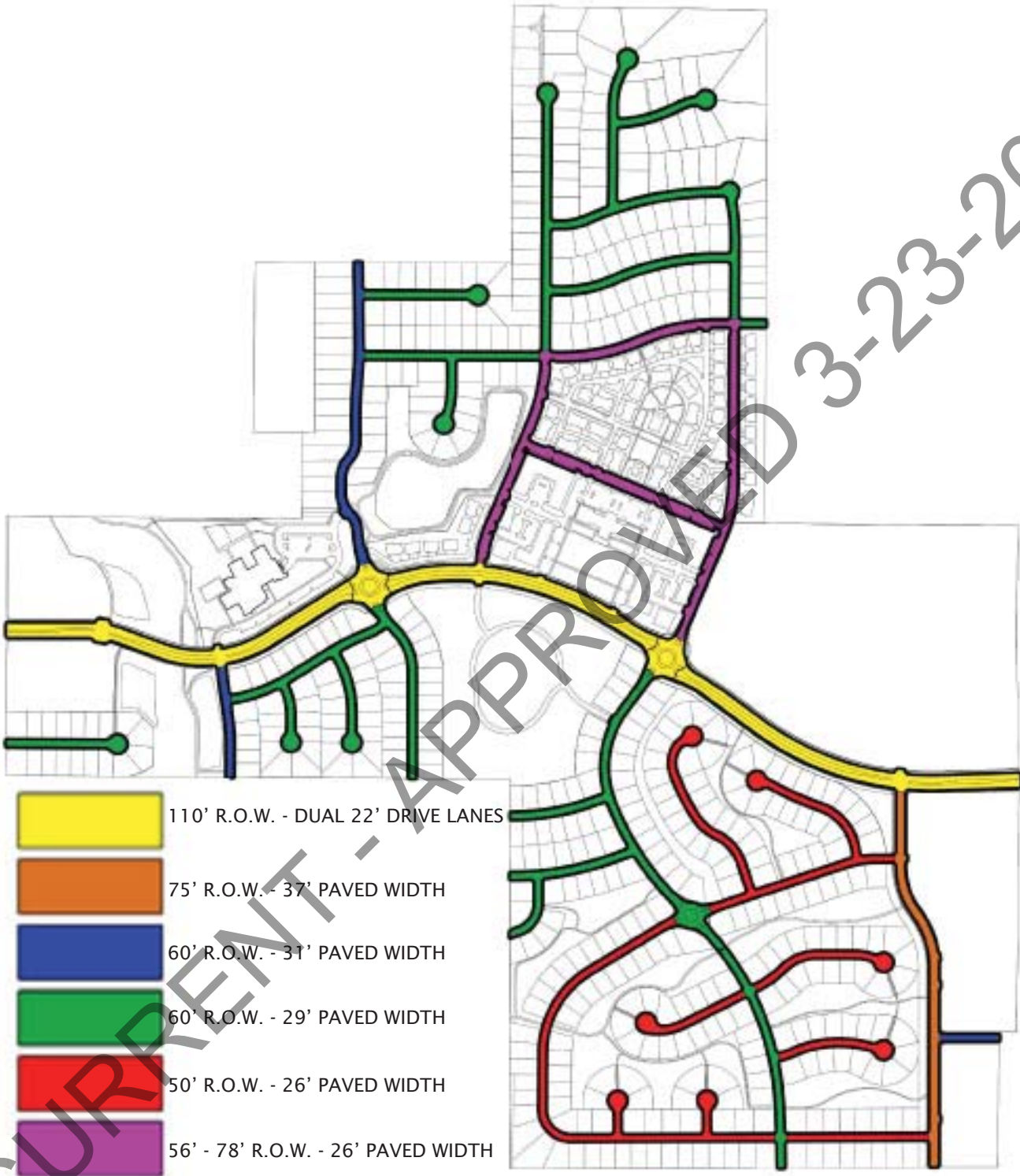


FIGURE 4.7: ROADWAY SCHEMATIC KEY

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## INTENT

These guidelines are meant to establish a palette of materials and design standards from which all architectural elements within Heritage at Grimes will draw. They are not intended to discourage creative solutions, rather to allow as much creativity as possible within set parameters so as to create buildings which are unique, yet similarly themed to the overall development. In this manner, Heritage will stand apart from other projects in overall form.

## CHARACTER

Overall architectural character is intended to meet criteria for a 'Traditional' design. While this is a fairly open interpretation of style, the intent is to specifically discourage modern style of architecture characterized by minimal 'cube' structures and plain lines. It also discourages highly stylized architecture with a more Baroque or Victorian character. Instead, the overall theme for the architecture within Heritage at Grimes will invoke more of the Craftsman and some Prairie Style of design. Flat roof buildings are discouraged in favor of hip roof elements. Flat roofs can be allowed by the review committee as long as they do not make up the majority of the roof line and the rest of the building meets the desired Traditional styling.

Architectural character is intended to carry over to all aspects of building construction throughout Heritage at Grimes. This specifically includes single family residential structures as well as all commercial and multi-family buildings. To some extent, the first buildings constructed within Heritage will set the example for the rest of the development. It will be critically important through the review and approval process for the first few projects to tie down materials, details, and general site layouts.

In addition to materials and style, architectural color will be similarly reviewed and approved. Allowable colors for any of the accepted materials should be primarily earth tones, followed by neutral colors, and a small percentage of primary colors as accents. Painting natural materials such as stone and brick will not be acceptable. Colored concrete may be allowed under some circumstances and the color pigment must be integral to the concrete. No surface treatments will be allowed.

## GENERAL GUIDELINES:

The following materials are considered acceptable for inclusion within architectural features in the Heritage at Grimes development. Additional materials not shown on this list may be submitted for approval as appropriate to the architectural character of the building.

- Brick: encouraged as a primary element in most architectural elements, red and dark earth tones preferred
- Natural Stone: limestone, 'Iowa Buff' or similar colors
- Metals: pre-finished panels and or weathering steel
- EFIS: allowed as accent or portion of wall face - must be specifically approved by H.R.C. for inclusion
- Glass: mirrored glass and highly reflective panels are not allowed. Clear and/or tinted glass is acceptable.
- Shingles: heavy asphalt shingles are allowed, dark colors and dark earth tones are preferred.
- Standing Seam: shingles are preferred, but standing seam roofs can be allowed by review committee, earth tones and neutral colors preferred.
- Wood Shake and Slate: allowed as an alternate to Shingles - similar color to shingles.
- "Hardie-Plank": or similar siding material primarily for residential construction.
- Vinyl Siding: allowed ONLY in Single Family Residential - Areas B & K, and Multi Family Residential - Area C. in Figure 3.1.

Primary materials for all buildings other than Single Family Residential homes and Multi Family Area C shall consist of a combination of brick, textured concrete block, architectural wall panels, architectural steel panels, or natural stone. A minimum of 75% of sides of the building shall consist of these primary materials - the remaining exterior portions will be considered trim (components which if removed from the facade would not significantly alter the appearance of the building). The maximum amount of trim on a given wall area shall not exceed 25% of the wall area.



Primary materials for Single Family Residential construction in Areas B & K and Multi Family Residential Area C may consist of a combination of the materials listed (or similar). Use of vinyl siding in these areas is allowed, however no structure will be allowed to have 100% vinyl siding. Vinyl siding on any street facing facade is not allowed, this includes rear facades facing Beaverbrooke Boulevard. Final approval of the use of vinyl siding will be at the discretion of the HRC. The remaining exterior portions will be considered trim (components which if removed from the facade would not significantly alter the appearance of the building).

All other Single Family Residential construction in Areas D and J shall follow similar guidelines, with the exception that no vinyl siding is allowed.

In order to gain a greater energy efficiency within the Heritage at Grimes project, passive energy saving techniques and elements such as awnings, overhangs, and other shading material are encouraged. Skylighting is encouraged where reasonable in order to lessen the need for powered lighting within buildings. Alternative roofing considerations such as light colored membranes and green (vegetative) roofs are encouraged.

Maintaining a pedestrian quality to the buildings is critical and should incorporate all or some of the following recommendations:

- Varying wall materials, textures, and colors to break up lengthy walls
- Incorporate projecting building elements such as overhangs and shading devices.
- Varying roof heights and shapes
- Varying parapet heights and shapes (when used)

Any accessory structure, such as trash enclosures, must also be constructed of the same materials as the main building which it serves. Exterior walls should be constructed of a solid, durable block material. Access gates should be of similar design aesthetic as the main building and provide 100% screening of the interior of the enclosure. Chain link gates with screening is specifically not allowed. Wood fencing is also specifically not allowed because of potential for damage and wear. Gates should, at a minimum, feature a solid fencing material such as Trex, or similar recycled plastic material that matches the architectural detail of the building.



Examples of single story architecture characterized by brick facade, hip roofs, projecting accent lights, awnings, and general earth tone colors.





Two story architecture examples. Each building and/or tenant has a clearly defined entrance.



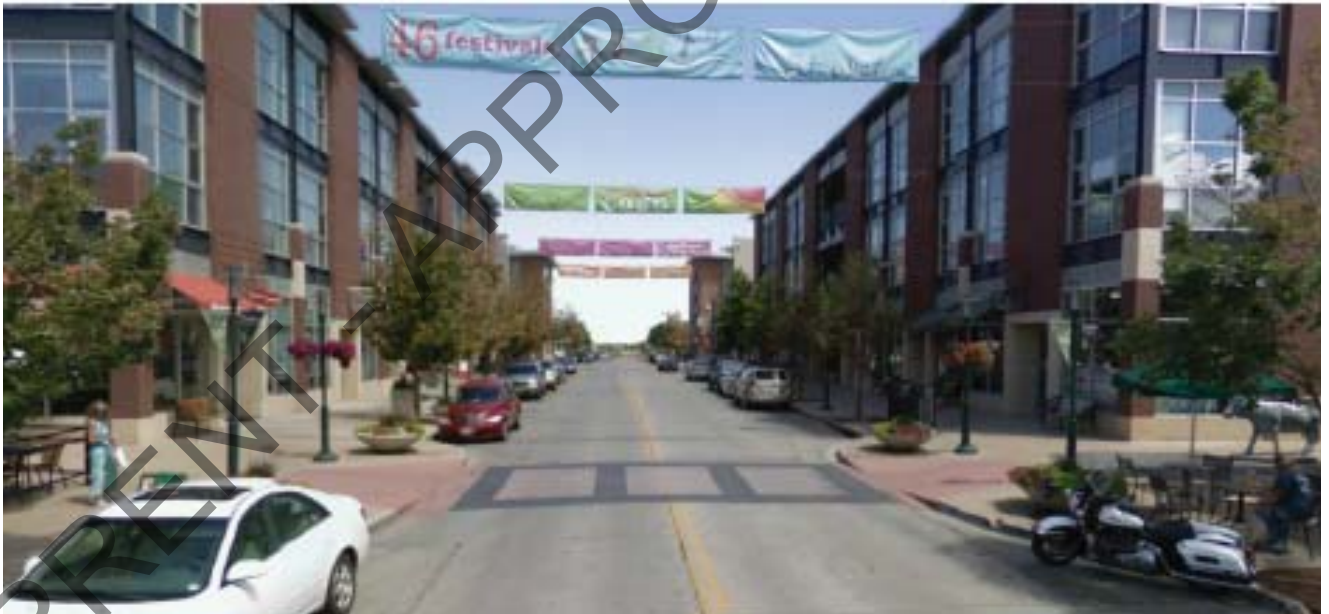
Examples of three story architecture. Note continued use of earth tone colors, matching accent colors, and durable materials. A strong pedestrian presence at the main entrance is strongly encouraged in order to better create a sense of entry and arrival at the buildings.





Example of four story residential structure. Four story buildings are allowed, but only with specific approval of the City of Grimes and the Heritage Review Committee. This sample building features a walk-out rear so only appears as three stories on as seen from the road.





Example of mixed-use commercial and multi-family units. With residential components, it is significantly more important to engage the streetscape with the building in order to create a dynamic pedestrian theme. Developments are highly encouraged to create pedestrian spaces throughout the street front that allow for small gatherings, sitting areas, shade, and a well lit sidewalk. Safety and security is vitally important and must be reflected in the final design.



Single family residential homes can be variable in overall aesthetic appearance depending on the setting within the development and the changing styles that buyers are interested in. Because the purchase of a home is such a major investment and decision for a family, Heritage at Grimes allows more flexibility of design style with single family residential construction than with multi-family and commercial plans.



While preferred home construction still contains certain design elements including hip roofs, front porches, two car (minimum) garage stalls, and durable materials (as outlined in general guidelines), the HRC will consider house plans on an individual basis.

Accessory structures must be built in the same style as the primary structure with similar materials and colors.



Storm water management throughout the development is included in common areas wherever possible. This includes a pond just west of the Town Center section and detention basins placed in green space throughout the southern portion of the project. Eventually, all storm water run-off makes its way west and empties into Little Beaver Creek. The intent of the storm water management plan is to slow runoff, allow as much infiltration as is reasonable, and minimize downstream impacts. Commercial development will be responsible for its own storm water detention before allowing it to move off site.

Best Management Practices (BMP) for slowing down the runoff throughout the site are to be

implemented. In the southern sections of Heritage, runoff will flow into green space between the residential lots. These areas will be maintained as a combination of native prairie vegetation and mown open spaces. Installation of native plants will significantly slow down runoff, will filter pollutants and soil out of the water, and will result in decreased runoff flowing into Little Beaver Creek.

No basements will be allowed on structures within the 100 year floodplain. All homes that back up to the 100 year floodplain shall have a minimum open elevation at least two feet above the 100 year flood stage.

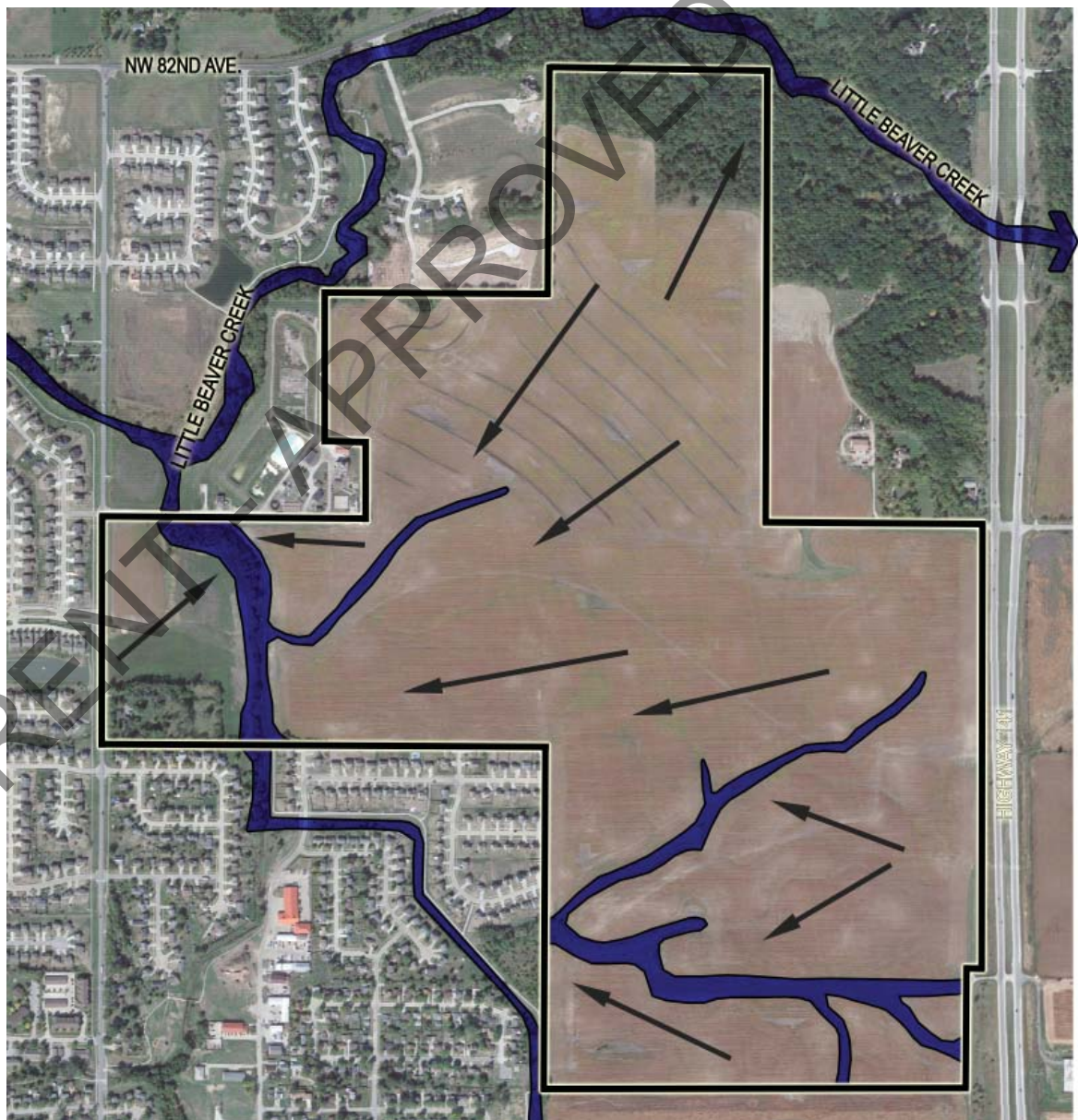


FIGURE 6-1: EXISTING SITE DRAINAGE AREAS

The pond shown to the west of the Town Center will feature a sedimentation basin. By trapping sediment in this section it greatly diminishes the amount of soil run-off that makes its way into Little Beaver Creek. As the overall development becomes more established and construction in the watershed is completed, maintenance needs in the basin will be significantly decreased.

Outflow from the pond will travel under Park Drive and into an open detention swale along the north boundary line adjacent to the City waste

water treatment facility. As the water moves through the detention basins, native plants will slow the water down and allow more infiltration and cleaning before the water arrives at Little Beaver Creek. Maintenance of the detention basins should be limited mostly to trimming and care for the native plants.

All stormwater and stormwater quality will be designed according to City of Grimes standards.

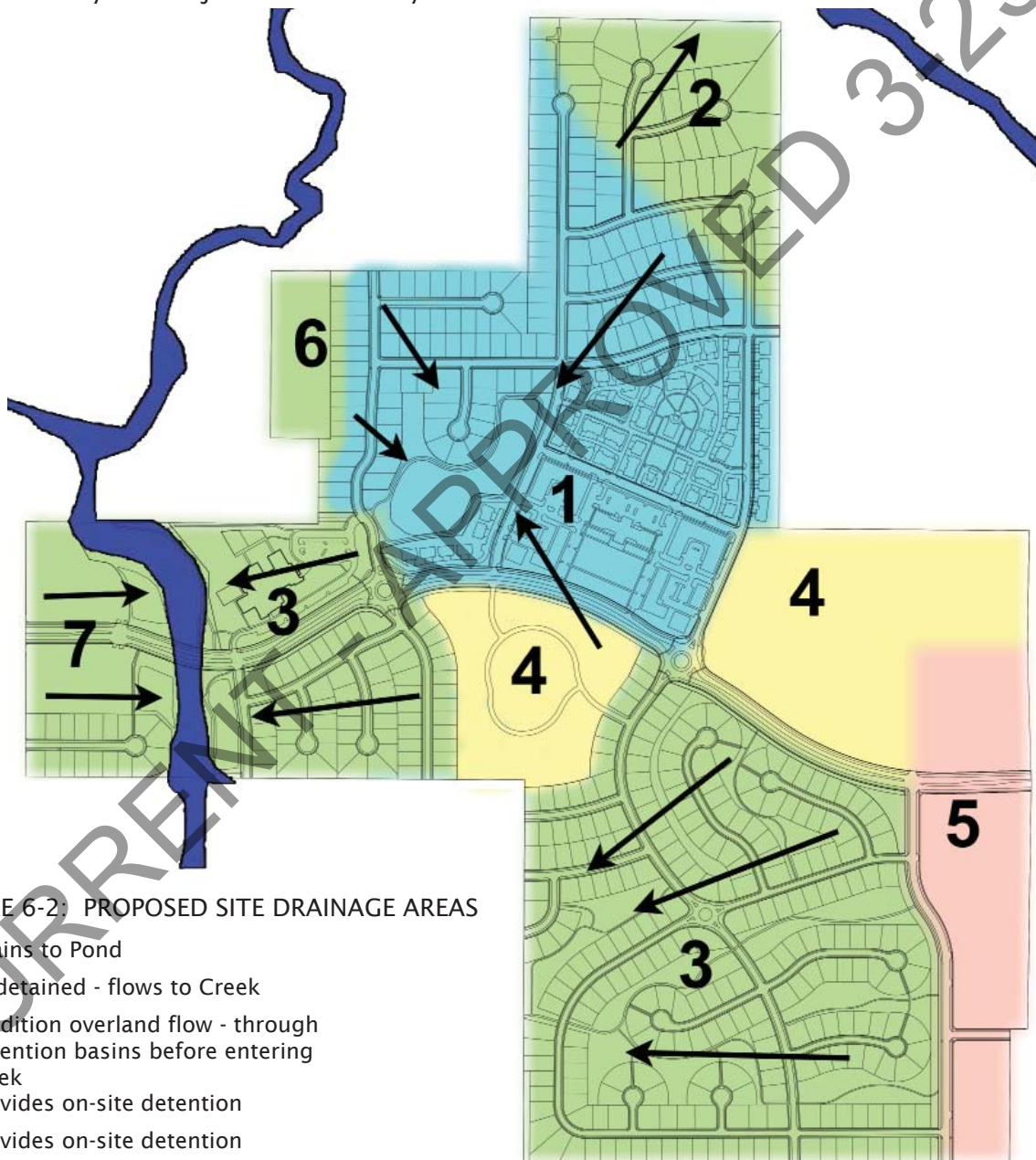


FIGURE 6-2: PROPOSED SITE DRAINAGE AREAS

- 1 - Drains to Pond
- 2 - Undetained - flows to Creek
- 3 - Traditional overland flow - through detention basins before entering creek
- 4 - Provides on-site detention
- 5 - Provides on-site detention
- 6 - Residential properties adjacent to WTP are undetained
- 7 - Detained in basins before releasing to creek

## HERITAGE AT GRIMES - GUIDELINES FOR DESIGN

A common, defining theme throughout Heritage at Grimes will bring a greater level of cohesiveness and identity. This unique framework will not only define Heritage, but the City of Grimes as well. Artistic markers spaced along NE Beaverbrooke Boulevard will be repeated in smaller scale along other roads and at selected intersections. A clock tower is proposed to be located in Heritage Commons Park. A similar theme is to be carried throughout Heritage.

Artistic elements, more so than any other theme, can easily define an area and an identity. These elements will tie into the major entry features

located at the intersection of NW Beaverbrooke Boulevard and NW Gateway Drive as well as any smaller entry features at NW Beaverbrooke Boulevard and James Street which may be included. Materials for these elements must be durable, traditional in nature, and easily obtained. Setting a standard entry feature in Heritage is critical to developing its sense of identity and community.

Ideal materials include: Limestone (buff colored), Cor-Ten Steel, Punched Stainless Steel, Plastic Composite Wood Substitutes (Trex, etc) Colored Concrete.

Typical Bench - DuMOR 141



Trash Receptacles - DuMOR 158



Bicycle Racks - DuMOR 125-30



Optional Concrete Pavers



In areas meant as gathering spaces, pedestrian walkways, and entries, special attention to paving surfaces is encouraged. The use of concrete modular paving units, as opposed to typical concrete, creates a more inviting and comfortable space. Paver patterns can incorporate separate paver types within the design to reduce the appearance of the overall size of the hard surface.

Paving types are especially important to consider in the Town Center portion of the development where it's anticipated to have large number of pedestrians. Earth tone pavers paired with brick architectural elements help tie the vertical nature of the structures to the ground. Effective planting beds along paved surface edges give an even more intimate feel to a space than mown lawn and should be considered wherever feasible.



The only specifically developed park within Heritage at Grimes is Heritage Commons Park. This park is proposed to feature open lawn areas, a sculptural component (Clock Tower) and direct connections to the adjacent commercial businesses and/or municipal buildings. This park is envisioned as a place for not just the Heritage residents, but for the entire City of Grimes and can serve as a gathering place for civic events such as a farmer’s market, July 4th celebrations, etc.

Park structures will be tied to Architectural guidelines in order to maintain the theme throughout. Natural elements such as timber, native limestone, and earth tone colors are encouraged throughout the buildings and the site. Plantings should focus on native plants and drought tolerant species. As outlined in the Landscape guidelines, reduction in maintenance costs and elimination of invasive plant species should drive the design decisions throughout the park. As a central element to Heritage at Grimes, it’s imperative that the design fundamentals here set the tone for the rest of the project.

Green spaces are scattered throughout Heritage at Grimes. In the residential area they are primarily south of NE Beaverbrooke Boulevard and west of the town center area. These green spaces are a combination of open mown turf grass areas as well as storm water detention basins. They allow for residents to have larger areas for play, gathering, and outdoor activities. These spaces are considered ‘pocket parks’, but are not intended to be signed as typical park

ground. Delineation between the green spaces and residential properties will be through the use of decorative fencing, as required in section 3.

Connections to a larger trail system outside Heritage at Grimes as well as interconnection of the various uses in the development are critical. An existing bike trail enters Heritage at the southwest corner of the property to the north of Lions Park. A spur trail will allow riders and pedestrians access through Heritage by way of the open spaces and through to the commercial district along Highway 141. Farther north the trail again intersects Heritage at the extension of NE Main Street. The trail will continue north along the edge of the Little Beaver Creek floodway, under NE Beaverbrooke Boulevard, and eventually on north. A switchback on the north side of NE Beaverbrooke Boulevard will allow the option of traveling up to the street and continuing east or west along a similarly sized trail. Smaller trails throughout the open spaces connect to the proposed sidewalks throughout the development allowing for a wide variety of trails and experiences throughout.

All Parks, Open Space, Green Space, Detention Area, and Trails maintenance will become the responsibility of the City of Grimes once construction is completed.

Park Architecture Concept



Clock Tower Concept



Dash green lines indicate wider trails intended for bike/pedestrian use.

Solid green lines indicate walking trails.

All trails will have a minimum 24" mown shoulder on each side.

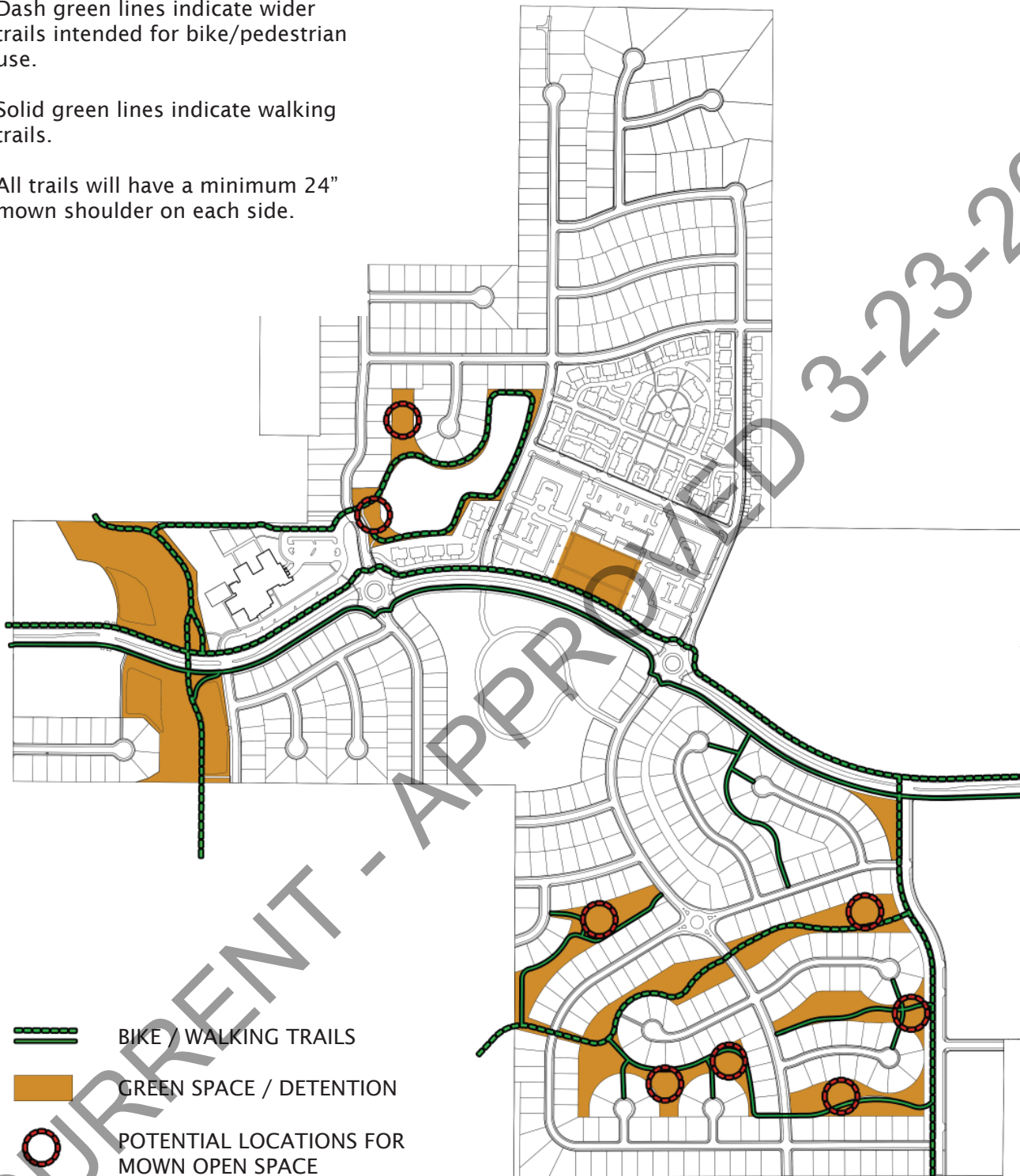


FIGURE 8.1: Showing the schematic concept for green space and mown park areas. Subject to change based on final engineering of detention requirements and layout.

Landscape standards for Heritage are intended to help in the creation of an overall theme for streets, municipal buildings, and residential / commercial development. The base recommendations are a minimum requirement and efforts should be made to increase the overall level of landscape installation throughout. Numerous areas of significant vigorous vegetation help break up large open areas and give the impression of a more pedestrian friendly environment which can help slow and direct vehicular traffic. They can also provide valuable cooling opportunities during warmer summer months and help reduce effects of winter winds by acting as natural wind breaks. The use of native, drought tolerant plant materials is encouraged throughout Heritage. High maintenance annuals and plants needing significant watering after installation are also discouraged. Proposals involving large annual planting beds will be considered with proof of an adequate long term maintenance plan

Native plants are encouraged over the use of typical nursery derived varieties. Because of their natural drought tolerance, native plantings help reduce the overall need for long term watering and maintenance. Hybridized versions of native plants are an excellent alternative when the native variety might have too much of a 'wild' look.

Diversity of plantings is also strongly encouraged instead of mass monoculture plantings. As seen with the Emerald Ash Borer and several plant diseases, it's preferred to have a large mix of plants. This way if something affects a certain species of plant it doesn't affect the entire landscape.

Irrigation systems are discouraged for shrub and perennial planting beds. Systems installed for turf areas should implement water saving features as much as possible in order to reduce overall consumption. Hybrid and native turf varieties are strongly encouraged as an alternate to typical bluegrass sod.

**NE BEAVERBROOKE BOULEVARD**

Landscaping along NE Beaverbrooke Boulevard shall incorporate large overstory trees throughout its length. Recommend installation of one (1) Overstory Tree every 50' (approximate - as design allows) along both sides of the road. Refer to the list of recommended tree species in Figure 9.1. Due to potential loss of tree canopy from disease and pests, it is recommended that the street tree plantings be a combination of diverse species. Plans should incorporate an alternating sequence of varying species throughout, allowing for minimal impact should one particular species die out. No more than 5 trees of one particular species are recommended in a single group. Additional Overstory trees beyond the minimum are encouraged where possible, however, no Evergreen trees are permitted anywhere within a street R.O.W.



Planting of the median should also include a diverse mix of plants. A design standard of twelve (12) shrubs for every 100 LF of roadway is required. Refer to the list of recommended species in Figure 9.1. Consideration will be given for substitution of Ornamental Grasses and Native Prairie Plants on a basis of 2 Grasses / Prairie Plants per required Shrub. In the case of sections of NE Beaverbrooke Boulevard having only 1 lane in each direction, shrubs should be positioned in beds which would allow for the eventual full build out of a 4 lane road without removal of the shrub beds. All planting must be kept a minimum of 36" from the back of curb at time of planting to allow for growth without interfering with travel lanes.

Long term maintenance of all landscaped elements is critical to the success of Heritage at Grimes. Dead plant materials installed as part of an approved plan must be replaced according to size and species. In the case of infectious plant diseases, a substitute species may be installed as approved by the H.R.C.

Landscape plants on private lots are the responsibility of the owner of said lot. Long term maintenance of plantings in R.O.W., Parks, and other Public Spaces become the responsibility of the City of Grimes after installation.

## COMMERCIAL AND MULTI FAMILY RESIDENTIAL PROPERTIES

Large scale development sites within Heritage are just as important, if not more so, than NE Beaverbrooke Boulevard in terms of landscaping. They make up the primary view into the development from Highway 141 and are the gateway through which much of the development is accessed. Required landscaping shall be based on calculations of required open space per site.

Every Commercial property within Heritage shall set aside Open Space within its boundaries as outlined in Figure 3.2 Bulk Regulations. Open

Space calculations do not include any portion of the property covered by a permanent structure, parking lot, or drive aisle. Sidewalks can be considered as part of open space so long as vehicular travel (other than emergency vehicles) is not allowed. Sites are allowed to, and encouraged to, have greater than the required open space, however landscape minimums are based only on the required Open Space

### Minimum Landscape Requirements (Open Space)

- 2 Overstory Trees (2.5" caliper or larger) per 3,000 SF of required Open Space
- 1 Understory Tree (1.5" caliper or larger) per 3,000 SF of required Open Space
- 1 Evergreen Tree (6' height or larger) per 6,000 SF of required Open Space
- 6 Shrubs (#5 or larger) per 3,000 SF of required Open Space

### Minimum Landscape Requirements (Street Frontage Planting & Landscape Buffers)

- Landscape Buffers shall be placed between any Commercial or Multi Family Residential property and adjacent Single Family Residential

- 1 Overstory Trees (2.5" caliper or larger) per 50 LF of Street Frontage or Buffer
- 2 Understory Trees (1.5" caliper or larger) per 50 LF of Street Frontage or Buffer
- 5 shrubs (#5 or larger) per 50 LF of Street Frontage or Buffer

### Minimum Landscape Requirements (Parking Lot Plantings)

Vegetation in off street parking areas aids in breaking up large open areas of pavement and helps reduce overall negative environmental impacts on the property. All off street parking areas shall be screened from view of public rights of way. Plantings shall be a minimum of 36 inches high and provide year round screening. Perennial plants and ornamental grasses may be used in addition to shrubs, but not as the primary screening element. The following requirements will apply to all off-street parking lots within Heritage:

1. Landscaped islands throughout the parking lot are required to help break up the overall expanse of pavement. Islands should be effectively placed to allow access for emergency vehicles.
2. Landscaped islands shall be placed, at a minimum, every twelve (12) stalls within a row of parking. Landscaped islands shall be equal to or larger than a standard parking stall within the lot.
3. 'Tree Diamonds' are not allowed as acceptable parking lot planting islands.
4. The minimum planting requirement for off street parking areas are as follows:
  - a. 2 Overstory trees in each landscaped island equal to 2 parking stalls.
  - b. 1 Overstory tree in each landscaped island equal to 1 parking stall.
  - c. 12 Shrubs (#5 or larger) in each landscaped island equal to 2 parking stalls.
  - d. 6 Shrubs (#5 or larger) in each landscaped island equal to 1 parking stalls.
  - e. All landscaping required in off street parking shall be in addition to any requirements for open space.

FIGURE 9.1  
RECOMMENDED PLANT SPECIES

OVERSTORY TREES

Northern Red Oak		Quercus rubra
White Oak		Quercus alba
Bur Oak		Quercus macrocarpa
Hackberry		Celtis occidentalis
Skyline Honeylocust	Gleditsia triacanthos inermis 'Skyline'	
Marmo Maple	Acer freemani 'Marmo'	
State Street Maple	Acer miyabei 'Morton'	
Green Column Black Maple	Acer nigrum 'Greencolumn'	
Tulip Tree	Liriodendron tulipifera	
Swamp White Oak	Quercus bicolor	
Princeton American Elm	Ulmus americana 'Princeton'	
Pioneer Elm	Ulmus americana 'Pioneer'	

ORNAMENTAL TREES

Autumn Brilliance Serviceberry	Amelanchier grandiflora 'Autumn Brilliance'	
Shadblow Serviceberry	Amelanchier canadensis	
Pagoda Dogwood	Cornus alternifolia	
American Hophornbeam	Carpinus caroliniana	
Winter King Hawthorn	Crataegus viridis 'Winter King'	
Crabapple Varieties (Fruitless)	Malus x.	
Nannyberry Viburnum	Viburnum lentago	

EVERGREEN TREES

(NOT ACCEPTABLE WITHIN STREET R.O.W.)

Colorado Spruce	Picea pungens
Black Hills Spruce	Picea glauca 'densata'
Norway Spruce	Picea abies
Eastern White Pine	Pinus strobus
Douglas Fir	Pseudotsuga menziesii
European Larch	Larix decidua

DECIDUOUS SHRUBS

Black Chokeberry	Aronia melanocarpa
Issai Beautyberry	Callicarpa dichotoma 'Issai'
American Hazelnut	Corylus americana
Hydrangea Varieties	Hydrangea sp.
Ninebark Varieties	Physocarpus opulifolius
Grow Lot Sumac	Rhus aromatica 'Grow low'
Fragrant Sumac	Rhus aromatica
Smooth Sumac	Rhus glabra
Knockout Rose (And Similar)	Rosa 'Radrazz'
Nishiki Willow	Salix integra 'Hakura Nishiki'
Dwarf Korean Lilac	Syringa meyeri 'Palabin'
Miss Kim Lilac	Syringa patula 'Miss Kim'
Viburnum - All Varieties	Viburnum sp.

FIGURE 9.1 (CONTINUED)  
RECOMMENDED PLANT SPECIES

EVERGREEN SHRUBS

Green Mountain Boxwood	Buxus sempervirens 'Green Mountain'
Chicagoland Green Boxwood	Buxus sempervirens 'Glencoe'
Juniper Varieties	Juniperus sp.
Yew Varieties	Taxus media

PERENNIALS

Designs where perennials are incorporated should focus on plants native to the state of Iowa and highly drought tolerant. Examples include Purple Coneflower, Asters, Black-Eyed Susan, etc. Use of hybridized trade plants such as Daylily, Sedums, etc. is discouraged, but can be used in limited beds. Planting plans will be reviewed as part of the site plan submittal.

GRASSES

Similar to perennials, the use of native grass species is encouraged throughout the heritage development. Examples include Little Bluestem, Prairie Dropseed, and Switchgrass. Additional trade species that would be considered acceptable include Calamagrostis and Miscanthus varieties.

SEED MIXES

Seed mixes to be installed throughout the heritage development are to be site specific native prairie plantings. Wet detention basins will be seeded with an appropriate mix of flood tolerant perennials and grasses. Open areas not intended to be mown or as detention basins will be seeded with a mix of tall grass prairie and native perennials.

Recognizing that there is a wide range of plant materials available and acceptable for use in Residential and Commercial Landscaping, the inclusion of plants not specifically listed here is allowed pending review and approval of the H.R.C. Designers are specifically encouraged, whenever possible, to utilize native plants and native derived trade plants which are capable of withstanding local environmental factors without dependency on irrigation, fertilization, and special protective measures.

CURRENTLY APPROVED 03-23-2017

Lighting fixtures throughout Heritage should be similar in style, type, and performance. Roadway lights will be the dominant fixture in the beginning and will set the overall theme for the rest of the development. In order to meet the goal of a safe, secure, and pedestrian friendly environment, every effort must be made to have proper lighting levels throughout Heritage.

To help lessen the effect of urban light pollution from the development, all fixtures must be full cut off types with no light projecting towards the sky. It is recommended, but not required that fixtures utilize LED technology in order to reduce energy consumption and to prolong the lifespan of the fixture. Metal halide fixtures will also be considered, however no Sodium Vapor fixtures will be allowed under any circumstances. 'Wall pack' lights on buildings are discouraged, but may be allowed in certain circumstances if the fixture fits the architectural theme and is a full cut off style fixture.

Lighting fixtures proposed for Commercial and Residential areas must match or be substantially similar to the lights selected for NE Beaverbrooke Boulevard. While it's understood that one fixture will not be used throughout the entire development, selected fixtures must be in the same general style, color, and lighting temperature.

While every effort will be made to reduce the overall amount of lighting throughout Heritage, safety of pedestrians and vehicular traffic will be the primary factor in design.

Upon completion of all public projects, all roadway lighting and park lighting fixtures ownership will be turned over to the City of Grimes.

CURRENTLY APPROVED 3-23-2017



**HOLOPHANE - FULL CUT OFF FIXTURES**

- Utility Postop PUCL2, 70 watt, black  
Use color temperature 3000K for all street fixtures, 4000K for parking lots
- Poles are 16' tall, 5" diameter, fluted 'Wadsworth' aluminum poles, black powder coated finish. Mount poles flush to ground on 6" max height concrete base or direct bury.

Significant gains have been made recently in the development and implementation of LED technology for roadway and parking lot lighting. Reduced energy consumption, lower maintenance costs, more even lighting capabilities, and reduced possibility of outages make LED fixtures a superior product for most situations. The LED assembly shown here is an 'Omega' fixture from Sternberg Lighting.

As with Architectural styles, lighting will be reviewed as part of any project submittal by the City of Grimes and the Heritage Review Committee.

BEAVERBROOKE BOULEVARD & GATEWAY DRIVE LIGHTING

Signage, like landscaping, helps set the tone and theme for any project. All signage within the Heritage at Grimes project will be subject to the City of Grimes Zoning Ordinance, Chapter 165.18 for size, setback, and height requirements. Special attention will be given during the review process to ensure all project signage meets Architectural standards for Heritage.

The use of natural elements in the construction of monument signage is strongly encouraged. Unique designs will be encouraged, but they still must generally match other signs in the area. Final review and approval will be given through the City of Grimes and the Heritage Review Committee.

Typical materials include:

Limestone: 'Iowa Buff' colored stone from Weber Stone Company, or similar

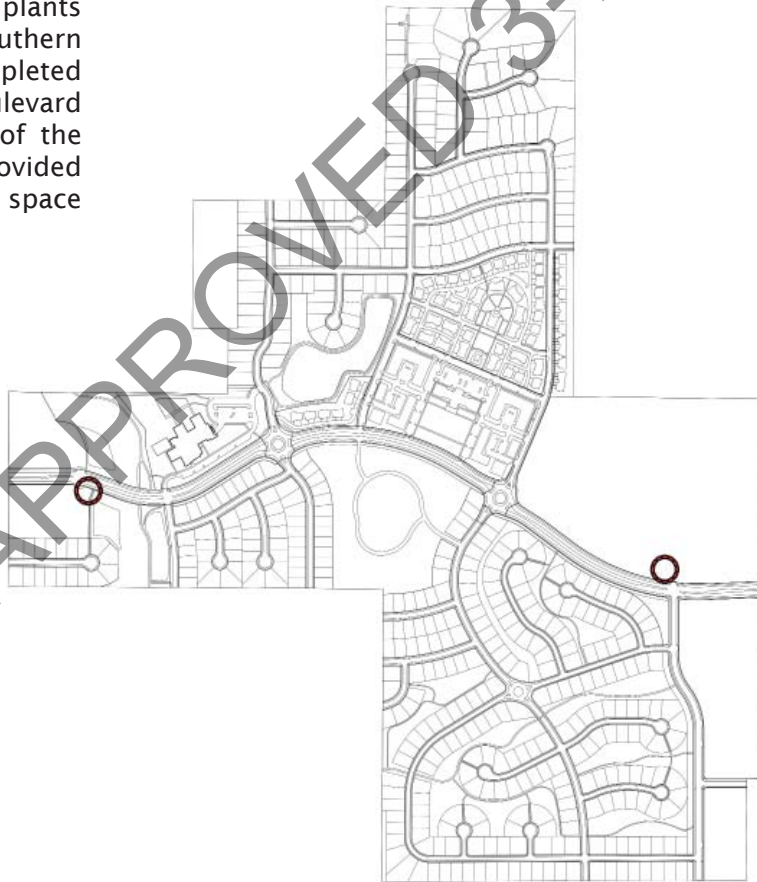
Concrete: Precast pillar caps and wall caps

Metal Sign and/or Lettering: To best match architectural elements of related buildings



As the Heritage at Grimes development takes shape, it is expected to become a highly traveled entrance to the City of Grimes. A portion of land is to be set aside at the NW and SW corners of NE Beaverbrooke Boulevard and NE Gateway Drive to allow for the installation of a suitable entry monument for the project. The installation of the entry feature is anticipated to be completed in conjunction with the construction of NE Beaverbrooke Boulevard. Initial concepts for the entry feature include stone pillars, stone walls, low voltage LED lighting, and metal lettering. Landscaping around the entry features will use a similar palette of native, low-maintenance plants as the open detention areas on the southern portion of Heritage. Final design is to be completed as part of the NE Beaverbrooke Boulevard construction package. Upon completion of the entry monument, maintenance is to be provided by the City of Grimes as part of the park space throughout.

The development of a palette of materials for the entry features will help determine materials for use in other areas of Heritage. In order to further the concept of a cohesive site design throughout Heritage, similar stone, lettering techniques, and lighting will be required on other monument signs.



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