

## Staff Report

**PUBLIC HEARING FOR ROSE PRAIRIE ANNEXATION**

May 24, 2011

**May 24, 2011, is the public hearing for the proposed annexation of Rose Prairie. The City Council is not asked to take any action at this meeting. A resolution to approve the annexation is scheduled for the City Council meeting of June 14.**

**BACKGROUND:**

On March 3, 2011 Story County Land, LC submitted a petition for a voluntary annexation of land in Franklin Township. A location map is included in Attachment 1. The request is to annex 173.47 acres lying south of 190<sup>th</sup> Street and west of Grant Avenue. The City of Ames approved Rose Prairie Final Plat in September 2010. The annexation request is for Lot 2 containing 170.33 acres and two smaller tracts known as Street Lots, A and B. The Canterbrooke horse stable is Lot 1 of Rose Prairie Final Plat and is not a part of this annexation request. The annexation plat is included in Attachment 2.

The City and Story County Land, LC entered into a pre-annexation agreement on July 20, 2010. That agreement, among other things, anticipated the voluntary annexation of this land as a necessary precondition for later rezoning and development as a residential subdivision. The agreement further stated that the property known as the Sturgis property, 4943 Grant Avenue, may also, at the Story County Land, LC's sole discretion, be included in the voluntary annexation. **At this time, the annexation petition does not include the Sturgis property.**

**Land Use Policy Plan:** The Ames Urban Fringe Plan—a component of the Land Use Policy Plan—was amended in April 2010 to designate the Story County Land, LC property as Urban Residential from its original Priority Transitional Residential. The Natural Area designation was retained for portions of the land. As Urban Residential, the policy of the City is that development will not occur on the land unless and until the land is annexed and full City services are extended to the site. A portion of the Ames Urban Fringe Plan Land Use Framework Map is included in Attachment 3.

The Land Use Policy Plan identifies this area as an “Allowable Growth Area.” The North Allowable Growth Area is one of three directions for which expansion of the City's corporate limits is indentified. The others being Southwest and Northwest. An excerpt from the Land Use Policy Plan is included in Attachment 4. The North Allowable Growth Area is a Non-Incentivized Growth Area, meaning that any proposed development is expected to pay for the costs of infrastructure and other impacts for that growth. Further information on the assignment of costs for the Rose Prairie annexation is described below under the “Utilities” and “Street Paving” headings.

**Flood Plain:** A portion of the subject property is within the area designated by the Federal Emergency Management Agency flood maps as having a one percent likelihood of flooding in any given year (also known as the 100-year flood plain). If annexed, this portion of the property would be in the City's General Floodplain Overlay district and development would need to follow all of the procedures and standards of that ordinance.

**Conservation Subdivision:** The City approved and adopted a conservation subdivision ordinance in August 2010. This ordinance adopts an approach to residential development that protects natural features of the site, preserves natural drainage and hydrologic features of the landscape, and reduces the impacts of development on the landscape and watershed. Any subdivision plat in the Ada Hayden watershed, which includes Rose Prairie, must meet the performance standards of the ordinance.

**Emergency Response:** The City Council has a policy that 85 percent of the land area of the City shall be within a five-minute response time of the Ames Fire Department. A calculation of this five-minute response time indicates that the annexation of Rose Prairie will cause the percentage of the land area that can be served within five minutes to fall below 85 percent. However, this impact will be at least partially mitigated by Story County Land LC's having included a covenant that will require all residential buildings to contain an approved fire sprinkler system. At the April 12 City Council meeting, the Council, as noted in the minutes, gave direction to staff "re-open discussions with Quarry Estates and Hunziker Land Development regarding voluntary annexation, exploring as to what degree the fire sprinkler requirement is causing an impediment for them; to request staff to prepare a report as to the value of the fire sprinkler requirement since previous developments in the area do not have that requirement; and, to review the current fire response time goal as the City expands."

A memo from the City Manager's Office is presented to the City Council that describes the discussions that have occurred with Quarry Estates and Hunziker Land Development on the impediments which they perceive on moving forward with annexation. A report on the value of fire sprinkler requirement and a review of the fire response time goal is not complete.

**Utilities:** The pre-annexation agreement between the City of Ames and Story County Land, LC assigns certain financial responsibilities to the developer. Story County Land, LC is responsible for the water and sewer trunk line installation, regardless of whether the other two major landowners, Hunziker or Quarry Estates LLC, have signed a pre-annexation agreement or sought annexation. The City will establish water and sanitary sewer connection districts and refund any tapping fees to Story County Land LC as future development occurs thereafter. If the City Council approves an annexation and subdivision request from one of the other major prior to Story County Land, LC submitting a preliminary plat, then the City would install the infrastructure, and be reimbursed through the establishment of the same connection districts.

**Street Paving:** The agreement anticipates that if Hunziker and Quarry Estates have signed pre-annexation agreements and sought annexation, then each would pay their share of the expenses for improvements to Grant Avenue and, along with the City, participate in the pro-rated costs to defer the burden on the seven non-consenting landowners on the east side of Grant Avenue. At this time, only Story County Land LC is seeking annexation.

The agreement states that when Story County Land LC seeks approval of a final plat, if the other two developers have not yet signed pre-annexation agreements, then there is no assessment agreement to defray the costs to the seven non-consenting owners. Instead, Story County Land, LC will deposit into escrow the road paving costs associated with one-half the costs of improving Grant Avenue along the Story County Land LC and Sturges properties. The City would, presumably, hold this money until the other developers seek annexation and development or the City found another source of road funding.

The agreement also calls for Story County Land, LC, at the time of final plat approval, to pay the City for its share of the cost of a traffic signal at Hyde Avenue and Bloomington Road as well as for improving the intersection at Grand Avenue and Bloomington Road.

**Additional Information:** The proposed voluntary annexation area does not include any non-consenting property and will not create any jurisdictional islands. The proposed annexation lies within two miles of Gilbert and, therefore, will require concurrence by the City Development Board if approved by the Ames City Council.

**Consultation with Township Trustees and County Supervisors:** As part of the state-mandated process for annexations, the City Council had a consultation with the Franklin Township Trustees and the Story County Supervisors on April 12. The Supervisors provided oral comments on several issues. Below are *summaries of the comments* and staff's responses. A copy of a separate letter from the Supervisors is included as Attachment 5.

*How will the long-term maintenance of Grant Avenue be done?* Since different portions of Grant Avenue and 190<sup>th</sup> Street will be under different jurisdictions, the City and County Engineering staffs will, as they have in several other instances in the fringe area, arrive at a joint understanding as to who will maintain the roads. These arrangements, although described on paper, have typically been informal between the two jurisdictions and are updated as the need arises.

*How will the street name and numbering be changed?* Upon annexation, some portions of Grant Avenue will be named Hyde Avenue and those portions that remain in the County will retain the Grant Avenue name. Since this would be confusing to citizens as well as emergency responders, the City would likely ask the County to change the name of the entire portion of Grant Avenue, from the City limits to 190<sup>th</sup> Street, to Hyde Avenue. Existing and all future addresses would be provided with house numbers consistent with the City's numbering system. The City will work with existing

homeowners to inform them of the changes and help the transition to the new numbering and naming system.

*Can additional property be brought in under the 80/20 rule?* This question refers to a section of State Code that allows property of non-consenting owners to be brought in as a voluntary annexation provided the land area does not constitute more than 20 percent of the total land area. In this instance, Story County Land, LC has been in discussion and negotiations with a neighboring property owner, Sturges, for a considerable amount of time. At this time, Sturges is not seeking voluntary annexation and the City does not intend to use the 80/20 rule to force annexation of this property.

*How will Grant Avenue be paved?* For this question, please see the section above addressing the pre-annexation agreement between the City and Story County Land, LC.

No other comments have been received from the Supervisors or the Trustees.

**Resolution from County Board of Supervisors:** In accordance with Code of Iowa Section 368.7(1)(b), notice of the proposed annexation was forwarded to the County Board of Supervisors with a request that they take action within thirty days of the consultation on a resolution in support of, in opposition to, or taking no position on the annexation. The County Board of Supervisors approved a resolution on May 10 that acknowledges and supports the annexation. A copy of the resolution is included in Attachment 6.

**Recommendation of the Planning & Zoning Commission.** At its meeting of April 20, 2011, with a vote of 6-0, the Planning and Zoning Commission recommended that the City Council approve the request to annex Lot 2, and Street Lots A and B of Rose Prairie Final Plat with a strong recommendation of the Commission that the City Council consider issues regarding traffic brought forward by the Bloomington Heights Neighborhood Association. The Commission also strongly recommended that the City Council look ahead (not only with annexation in mind) and consider the impacts of traffic if areas were to grow beyond their current boundaries.

This motion was prompted by extensive comments from the Bloomington Heights Association. A copy of these comments is included in Attachment 7. The Public Works Department has provided the following written response:

My response to the Rose Prairie [Traffic Impact Study] is that we requested the study in accordance with City practices, i.e. when we get new subdivisions, or larger commercial developments, etc. In doing so, we had them create a scope that was consistent with the scale of the development and was consistent with the [Metropolitan Planning Organization's] [Long Range Transportation Plan] and the [Land Use Policy Plan], again standard practices for all large developments. The outcomes of the study did anticipate some improvements such as a traffic signal at Hyde Avenue and lane improvements at Grand. The other issues mentioned in the letter to [the Planning and Zoning Commission] or whomever are not traffic impact concerns that a [Traffic Impact Study] would address, it is not the purpose of a [Traffic Impact Study]. Those operational and

safety issues will be addressed through the City's Neighborhood Traffic Calming Study that is slated to be completed this fall. It will consist of a toolbox of potential traffic calming treatments as well as a process that will be followed when the City gets a request.

### **CITY MANAGER'S COMMENTS:**

The City of Ames has identified much of the area north of the City between Ada Hayden Lake and George Washington Carver Road as an Allowable Growth Area. This designation, along with the Urban Fringe Plan designation of this site as Urban Residential, means it is the intent of the City to allow annexation and development of this land for residential purposes. The pre-annexation agreement between the City and Story County Land, LC confirms the intent of both parties to annex and develop this land. The proposed annexation is consistent with these adopted Plans and with the agreement.

The City's Land Use Policy Plan places great emphasis on protecting the natural environment and creating an environmentally friendly community. The conservation subdivision and flood plain regulations that will apply to this site include policies that strive toward that end. Development, by its very definition, will alter the status quo. But the regulations on development will lessen the impact to the greatest extent possible.

While the land lies outside the five-minute fire response goal, the City and developer have put in place an agreement to construct fire sprinklers in all new construction in Rose Prairie. Upon annexation, the Ames Fire Department will be the agency primarily responsible for fire suppression. However, Ames does have mutual aid agreements with surrounding communities to assist. While the fire sprinkler requirement is an attempt to mitigate the fire response time, it does not address the emergency medical response.

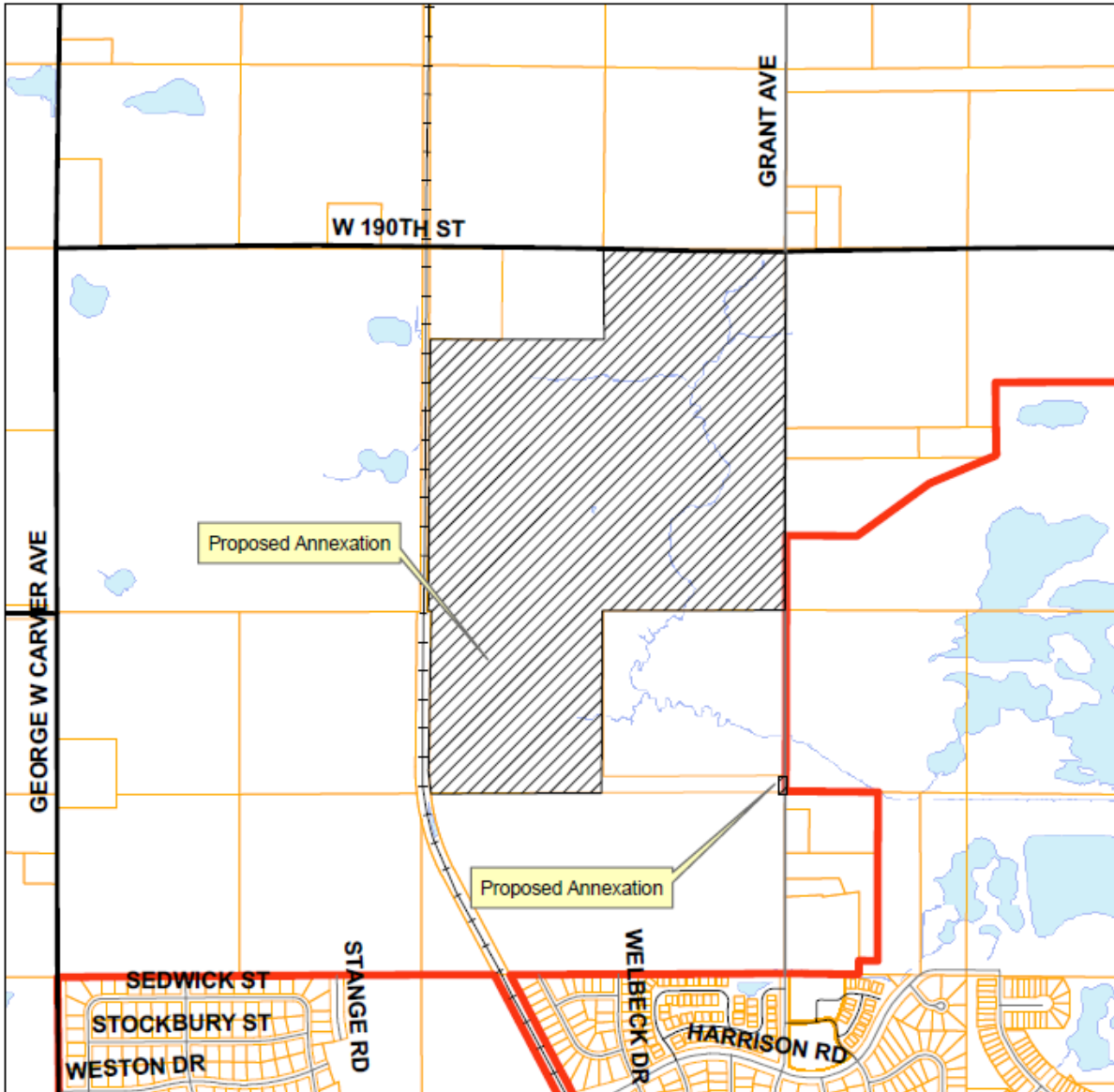
While infrastructure is not required at the time of annexation, it must be installed concurrent with development. The improvement to Grant Avenue will occur if other parties (Hunziker and Quarry Estates) seek annexation yet this spring. Otherwise, Story County Land, LC will deposit their share of the paving costs (as well as the share of the Sturges property) into an escrow account.

It is likely that the report the City Council requested on the appropriateness of a fire sprinkler requirement and the effectiveness of the current emergency response time will be completed prior to being asked to approve a subdivision plat for Rose Prairie.

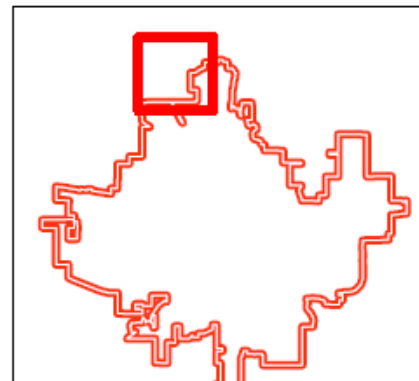
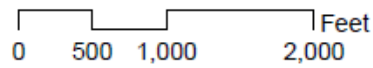
**Following the Public Hearing on the annexation, the City Council is not asked to take action on the annexation request. That action is scheduled for the June 14 Council meeting.**

ATTACHMENT 1

Location Map

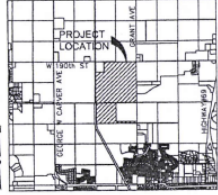
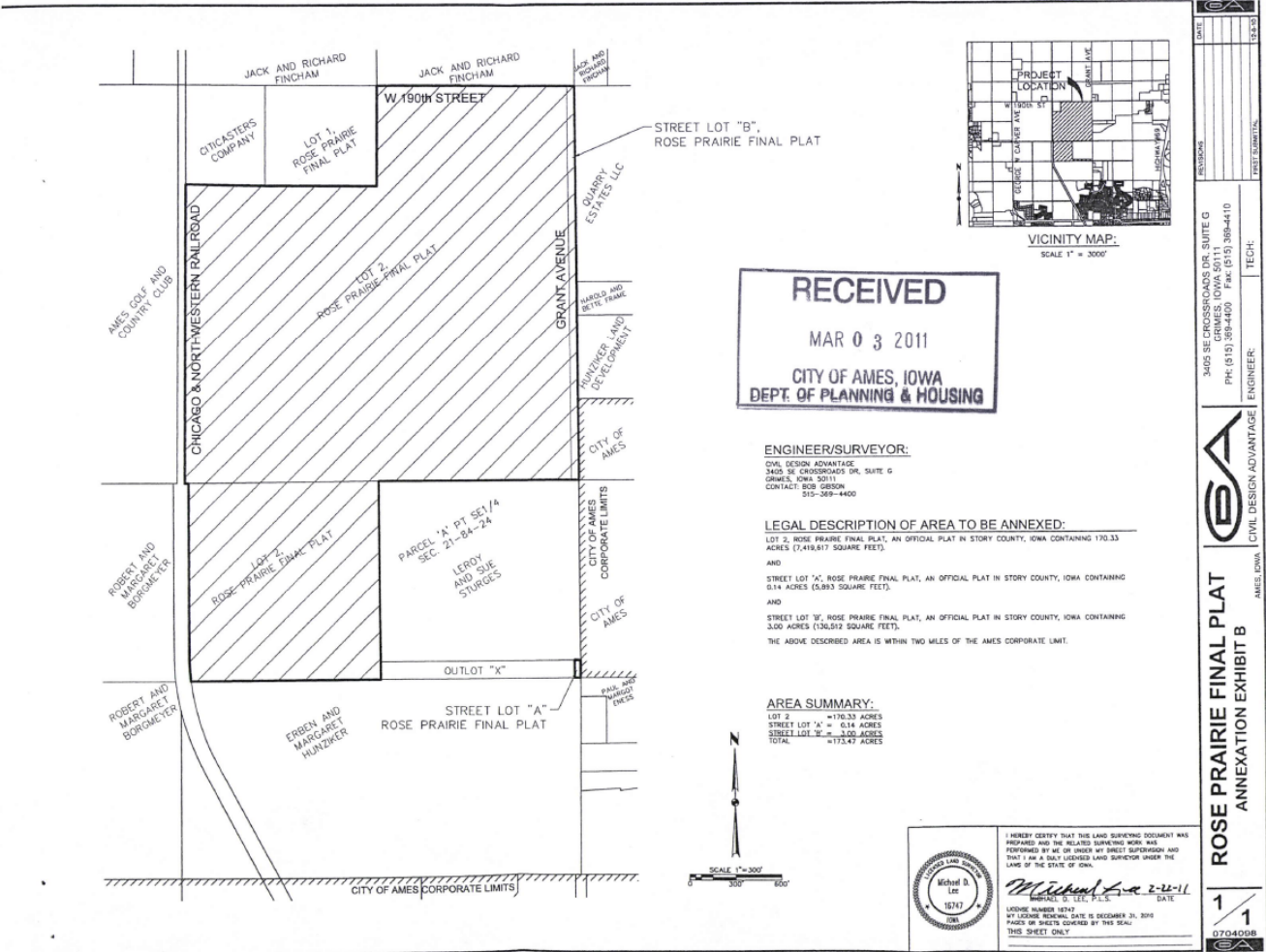


**Location Map  
Proposed Annexation of  
Rose Prairie**



# ATTACHMENT 2

## Annexation Plat



**RECEIVED**  
MAR 03 2011  
CITY OF AMES, IOWA  
DEPT. OF PLANNING & HOUSING

**ENGINEER/SURVEYOR:**

CIVIL DESIGN ADVANTAGE  
3405 SE CROSSROADS DR, SUITE G  
AMES, IOWA 50111  
CONTACT: BOB GIBSON  
515-369-4400

**LEGAL DESCRIPTION OF AREA TO BE ANNEXED:**

LOT 2, ROSE PRAIRIE FINAL PLAT, AN OFFICIAL PLAT IN STORY COUNTY, IOWA CONTAINING 170.33 ACRES (7,419,817 SQUARE FEET).  
AND  
STREET LOT 'A', ROSE PRAIRIE FINAL PLAT, AN OFFICIAL PLAT IN STORY COUNTY, IOWA CONTAINING 0.14 ACRES (5,893 SQUARE FEET).  
AND  
STREET LOT 'B', ROSE PRAIRIE FINAL PLAT, AN OFFICIAL PLAT IN STORY COUNTY, IOWA CONTAINING 3.00 ACRES (130,512 SQUARE FEET).  
THE ABOVE DESCRIBED AREA IS WITHIN TWO MILES OF THE AMES CORPORATE LIMIT.

**AREA SUMMARY:**

LOT 2 = 170.33 ACRES  
STREET LOT 'A' = 0.14 ACRES  
STREET LOT 'B' = 3.00 ACRES  
TOTAL = 173.47 ACRES

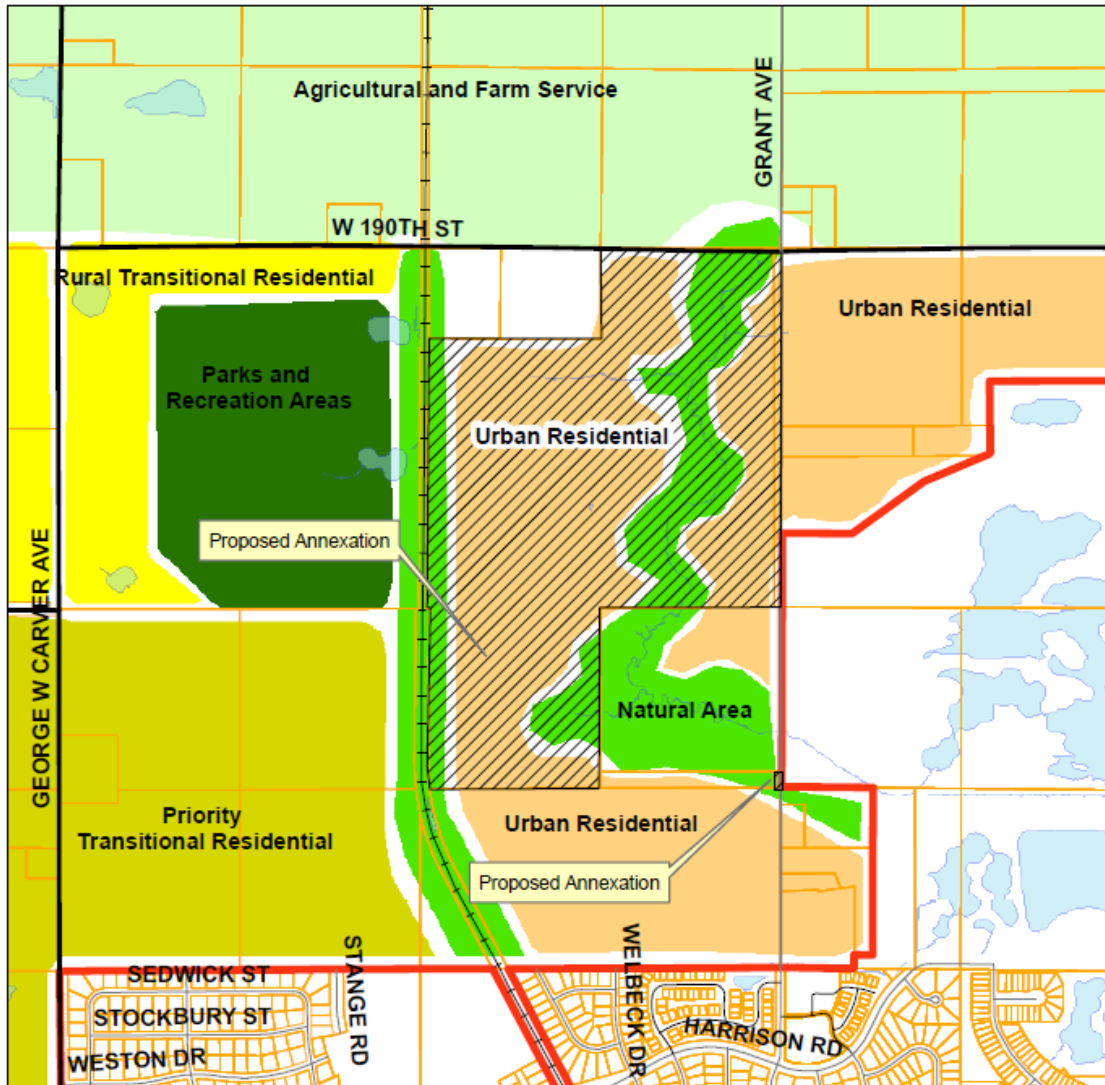


I HEREBY CERTIFY THAT THE LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEYING WORK WAS PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.  
*Michael D. Lee* 2-22-11 DATE  
MICHAEL D. LEE, P.L.S. DATE  
LICENSE NUMBER 15747  
MY LICENSE EXPIRES DATE IS DECEMBER 31, 2015  
PAGE(S) OF SHEETS COVERED BY THIS SEAL  
THIS SHEET ONLY

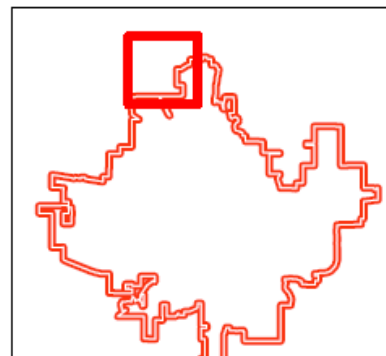
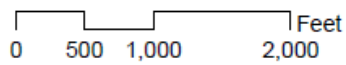
DATE	12-23-10
REVISIONS	
3405 SE CROSSROADS DR, SUITE G AMES, IOWA 50111 PH: (515) 369-4400 FAX: (515) 369-4410	TECH: ENGINEER
<b>EA</b> CIVIL DESIGN ADVANTAGE	AMES, IOWA
<b>ROSE PRAIRIE FINAL PLAT ANNEXATION EXHIBIT B</b>	
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# ATTACHMENT 3

## Ames Urban Fringe Plan Map



### Ames Urban Fringe Plan Land Use Framework Map

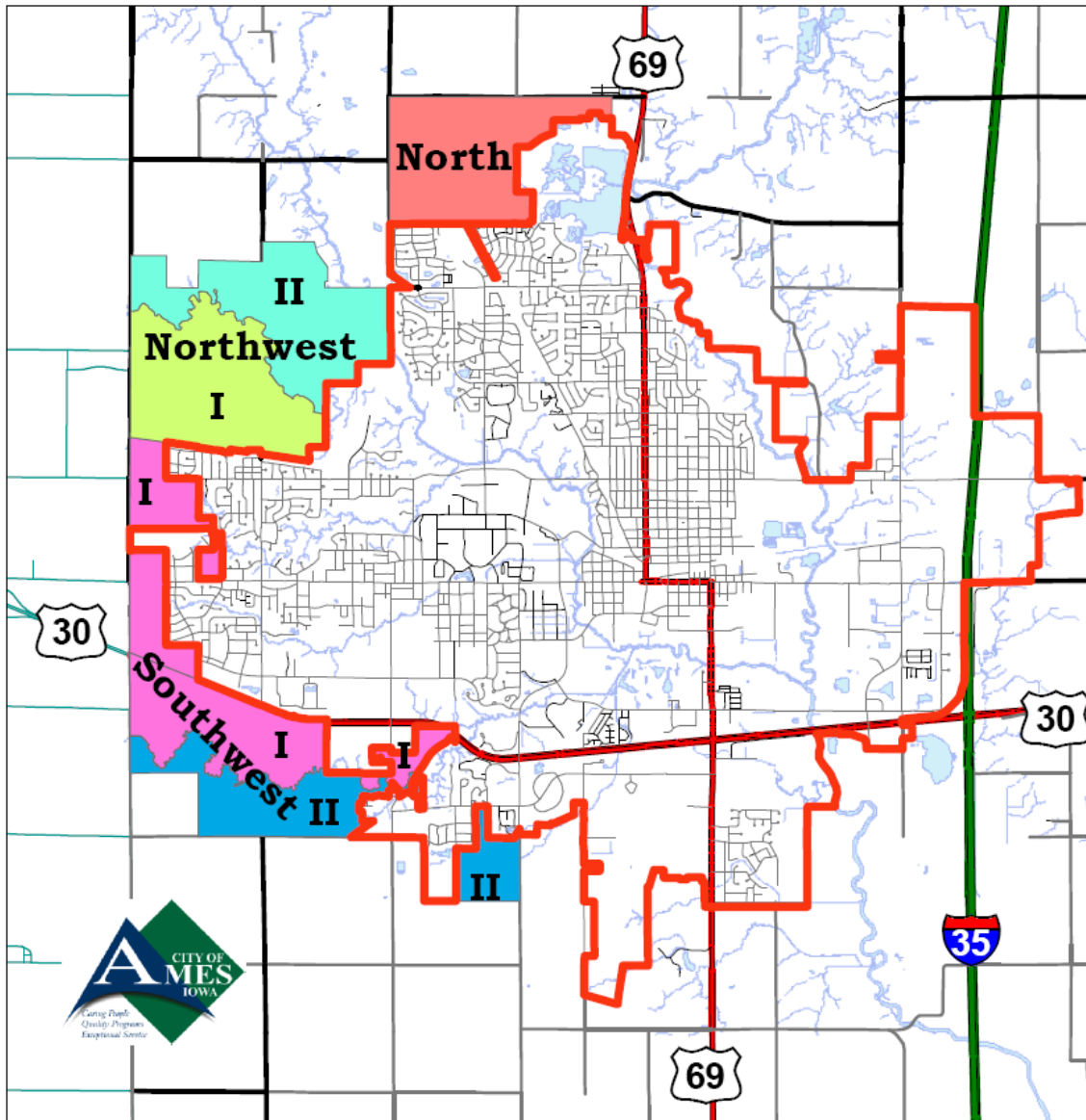




## ATTACHMENT 4

Excerpt from Land Use Policy Plan (p. 107)

“...The subareas identified as Allowable Growth Areas are: Southwest I and II; Northwest I and II; and North. These areas are shown in the map below. In the Capital Investment Strategy following, Southwest I and Northwest I are identified as Incentivized Growth Areas...”



## ATTACHMENT 5

### Comment Letter from Story County Supervisors (2 pages)



**STORY COUNTY  
BOARD OF SUPERVISORS  
WAYNE E. CLINTON  
RICK G. SANDERS  
PAUL D. TOOT**

Story County Administration  
900 Sixth Street  
Nevada Iowa 50201  
515-382-7200  
515-382-7206 (fax)

DATE: April 12, 2011

Mayor Ann Campbell  
Ames City Council  
Charlie Kuester  
515 Clark Ave, P.O. Box 811  
Ames, IA 50010

Franklin Township Trustees  
c/o Mary Buchman, Clerk  
310 School Street  
Gilbert, IA 50010

This information was presented to the Board of Supervisors on the Tuesday morning, April 12 agenda on the proposed annexation. Discussion with Planning and Zoning staff followed. The Board of Supervisors wishes to share the following information:

As the Board has been notified, the City of Ames has received a Voluntary Annexation Request for property generally referred to as the Rose Prairie Subdivision. The City of Ames has set up a consultation meeting for the City of Ames City Council, Story County Board of Supervisors, and the Franklin Township Trustees. That meeting is scheduled to take place on April 12, 2011, at 7 p.m. in the Ames City Hall Council Chambers at 515 Clark Avenue, in Ames.

The proposed annexation, which is 100% voluntary at this time, is for property describe as Lot 2, Street Lot 'A' and Street Lot 'B' of the Rose Prairie Final Plat, generally at the southwest corner of Grant Avenue and 190th Street. The total acreage included in the proposed annexation is 173.47 acres. As is typical upon notification of a proposed annexation, the Story County Interagency Review team was given the chance to voice any comments or concerns as it related to their particular department. At the time of this memo, the following comments were noted:

Scott Wall, Story County Auditor's Office:

The area described in the annexation request matches the subdivision plat. The Auditor's Office has no comments on this one.

Steve Lekwa, Story County Conservation:

Annexation of Rose Prairie poses no concerns from a conservation standpoint. Access to municipal sewer service would be preferable to on-site treatment from a water quality stand point. That's an important consideration just upstream from Ada Hayden Park in the watershed as the area is developed.

Darren Moon, Story County Engineers Office:

I would like to have the city inform us of what their plans are for paving Grant Ave. They will be annexing around and leaving a ¼ mile stretch of Grant Ave. under county jurisdiction. It appears that all of the development that will be creating the additional traffic will be annexed into the city. At one time the city talked about paving Grant Ave. from the current city limits north up to 190th St. I would like to know if this is still the case because the county does not have any paving of Grant Ave. in our 5-year program.

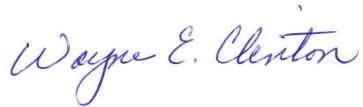
Dave Swanson, Story County Assessor's Office:

Since the land will be annexed into Ames I have no comment.

Charlie Dissell, Story County Planning and Zoning:

Address marker for farmstead at 5571 Grant Avenue would need to be removed as the farmstead would now be inside the city. Does the City plan on doing this annexation as a 100% voluntary annexation, or is there plans to bring in additional land under the 80/20 voluntary annexation clause? It appears that an additional 43.36 acres can be brought into this annexation and still be considered voluntary. Do they plan on keeping Grant Avenue named the same, or is the plan to extend Hyde Avenue out to 190<sup>th</sup> Street? If this annexation goes through as is, there will be sections along that mile stretch of Grant Ave that are completely unincorporated, Story County and the City of Ames will need to work together on having a uniform road name.

Wayne Clinton, Chair



cc: Leanne Harter  
Charlie Dissell

ATTACHMENT 6

Resolution from Story County Board of Supervisors (2 pages)

DO NOT WRITE IN THE SPACE ABOVE, RESERVED FOR RECORDER  
Prepared by Charles E. Dissell, Story County Planning and Zoning Department, 900 6<sup>th</sup> Street, Nevada, Iowa 50201 515-382-7245

Please return to:  
Planning and Zoning

STORY COUNTY IOWA  
RESOLUTION OF THE BOARD OF SUPERVISORS  
RESOLUTION NUMBER 11-77

WHEREAS, there has been submitted to the Board of Supervisors of Story County, Iowa, written notice from the City of Ames, Iowa, of a proposed voluntary annexation, and

WHEREAS, said written notice contained a copy of the annexation application which contained a legal description and a map of the territory showing its location in relationship to the City of Ames, and

WHEREAS, said written notice set a time for a consultation between the City of Ames, Iowa, Franklin Township, Iowa, and Story County, Iowa, to take place on April 12, 2011 at 7:00 P.M. regarding the proposed annexation, and

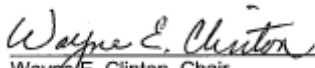
WHEREAS, members of the Story County Board of Supervisors were in attendance at said consultation meeting and discussed concerns which were outlined in a letter sent to Ames Mayor Ann Campbell and the Ames City Council, from the Chairman Wayne Clinton of the Story County Board of Supervisors, on April 12, 2011

WHEREAS, it appears that all conditions and requirements prescribed by Chapter 368, *Code of Iowa*, and as prescribed by the *Ames Urban Fringe Plan*, which is a component of the *Story County Development Plan*, of Story County, Iowa, have been complied with and met.

NOW, THEREFORE, BE IT RESOLVED that the voluntary annexation into the City of Ames, Iowa involving real estate hereinafter described on Attachment A is acknowledged and supported by the Board of Supervisors of Story County, Iowa.

IT IS FURTHER RESOLVED that the Chair of the Board of Supervisors and the County Auditor are authorized and they are hereby directed to file a copy of this Resolution with the City of Ames, Iowa for the City Council of Ames, Iowa to consider when taking action on the annexation application, and requests that the City Council of Ames, Iowa also forward a copy of this resolution to the City Development Board of the State of Iowa as part of the City of Ames, Iowa's proceedings on the annexation.

Dated this 10th day of May, 2011.

  
Wayne E. Clinton, Chair  
Board of Supervisors  
Story County, Iowa

  
Lucinda J. Martin, County Auditor  
Story County, Iowa

Moved by: Sanders  
Seconded by: Toot  
Voting Aye: Sanders, Toot, Clinton  
Voting Nay: None  
Absent: None

Chair Wayne E. Clinton declared the Resolution adopted.

**ATTACHMENT A**

**LEGAL DESCRIPTION:**

Lot 2, Street Lot A, and Street Lot B of the Rose Prairie Final Plat.

**GENERAL PROPERTY LOCATION**

Southwest of the intersection of Grant Avenue and West 190th Street, Section 21, Franklin Township

**TAX PARCEL NUMBER:**

05-21-200-150

## ATTACHMENT 7

### Comments from Bloomington Heights Neighborhood Association From April 20 meeting of the Planning and Zoning Commission (8 pages)

#### Bloomington Heights Neighborhood Association

#### Rose Prairie Development Concerns for Ames City Planning and Zoning Commission

April 20, 2011

Submitted by Neighborhood Representative, Joanne Olson      jkolson@iastate.edu

The Bloomington Heights neighborhood has serious concerns regarding the Rose Prairie Development that is planned to occur off of Grant Avenue. All residents on Hyde Avenue were provided with the opportunity to provide feedback to the neighborhood representative, and they have expressed concerns about the primary access to this development occurring through Bloomington Heights along Hyde Avenue. The concerns of Hyde Avenue residents are as follows:

**Road Design.** Bloomington Heights was designed as a neighborhood with low-speed roads and streets meeting the classification of **local roads** as “placing relatively little value on mobility” and marked by the following characteristics: “speeds and volumes are low, trip distances are short, and through traffic is often deliberately discouraged” (Road Design Manual, 2007, 2-5.01.01). These roads are distinguished from collector roads (higher emphasis on mobility and connecting local roads to arterials) and arterials, which are designed to “move relatively large volumes of traffic in an expedient manner.”

**The proposed development has no direct arterial or collector road access from the City of Ames; the most direct route to the proposed development will occur through Hyde Avenue. Hyde Ave. is a local road, not a collector or arterial.**

We cannot continue to add appendages to the body of Ames and expect those appendages to be fed by capillaries.

Hyde Ave. is narrow (cars must give right of way to oncoming vehicles if a car is parked on the street), curves, has elevation changes that limit visibility, is located next to a public park that has no parking, is home to a high number of children, and has documented speeding problems.

We note that the traffic assessment for Rose Prairie was conducted with a “0% passer-by rate since a residential development will not attract a significant amount of passing traffic to the site” (HWS, 2008, p. 16). We have asked the city to provide the traffic assessment for the Bloomington Heights neighborhood, as given the road design, we are convinced that it, too, was designated as a 0% passer-by community. Why are local roads suddenly turned into collector roads or even arterials without the necessary geometric design of streets taking place? If this development is to occur, Bloomington Heights residents, particularly those who live on Hyde, deserve to have the following concerns addressed.

1. Why is Stange Road (a collector road) being ended in Northridge Heights rather than providing access to the proposed (and future northward) developments?
2. Why was the park constructed with no parking? What will the city do to ensure the safety of children who use the park and must cross the street between parked cars to reach it?
3. Why is the city basing a 2011 development on 2007 data when Hyde residents have been voicing concerns over excessive speed, and traffic has significantly increased since 2007?
4. If the city plans communities based on 0% passer-by data, what is its plan for arterials and collector roads for future developments?
5. Given the presence of the park, narrowness of the road, and terrain (vertical and horizontal), visibility on this road is limited. Where in the traffic survey were these design features taken into

account? Why are data only provided on volume and capacity? Where are the data on decision sight distance (particularly relevant given parked cars and a public park), lane width, stopping sight distance, and other geometric design features that impact the safety and functionality of this road?

The following section provides further information that should be considered in the planning of developments off Hyde/Grant Ave.

**1. Congestion.** 278 new homes are proposed for this one development, and additional developments are apparently being planned as well. As noted in the 2007 traffic survey, with a full build out, the number of residences was estimated at 1,386. The traffic survey that was conducted in 2008 based on Sept. 3, 2007 data did not take into account the 48 additional homes that have been constructed in Bloomington Heights, thus making the traffic congestion numbers underestimate the total. Hyde Avenue was not designed for this level of increased traffic, and despite a request made in September, 2010 for a new traffic survey, none has been completed. Residents report already having difficulty at peak times entering and leaving the neighborhood at Hyde and Bloomington Rd.

Even with the old data, the traffic survey from 2008 indicates that the intersection of Bloomington and Hyde is “anticipated to experience undue delay” (p. 22). This conclusion is reached on volume and capacity data alone, and is not considering visibility, pedestrians, and lane width.

**2. Speed.** Traffic is already a problem on Hyde Avenue. In 2003, Hyde residents were concerned about high rates of speed along Hyde and a lack of stop signs and requested a traffic survey, which was conducted at that time. The city decided that no action was needed. They have also petitioned for speed bumps, with no action taken by the city. To date, residents report a school bus accident at an unmarked intersection at Hyde and Welbeck, two or more “near misses” each month at Hyde intersections, and excessive speed. No clear “right of way” exists at Hyde and Welbeck, and traffic on Hyde has no requirement to stop or slow down along the length of the street. With increased development in the northwest corner of Bloomington Heights, Harrison and Welbeck traffic is increasing, and they are using Hyde to reach their homes.

Residents report Hyde/Grant Avenue drivers as driving on the street with excessive speed. One resident worked with the Ames Police Dept. to set up a speed gun about two years ago. Even at that time, they clocked over 1000 cars on the road (already reaching the traffic survey’s estimated 1040 trips *after* Rose Prairie is developed!) and the average speed was well above the speed limit. One driver was clocked at 57 mph. The current sentiment is that “the traffic needs of this area have been overlooked by the City” and “We have complained many times about no stop signs to slow the traffic but it seems to fall on deaf ears.”

Residents report being told that if stop signs are installed on Hyde that drivers will speed between them to “make up” for lost time. If this is the basis for this decision, we have a right to see the data that this occurs in such situations, particularly on a curved street with limited visibility. Using this same strange logic, why do we have stop signs on Northwestern and 16<sup>th</sup>, or any other intersection? Do you have documentation that drivers are now speeding between signs on Stone Brooke or Harrison? Must we wait until someone is injured or killed before drivers are provided basic information on right of way and slowed to a safe speed?

### **3. Safety.**

**Limited Visibility:** Hyde Avenue is a narrow street that curves and is not level. Residents are reporting difficulties backing out of driveways due to drivers popping up over the hill at high rates of speed. Parked cars on Welbeck also decrease visibility. Simply put, this street was not designed for high volumes of traffic.

**Public Park and Children:** A large number of young children live along Hyde Avenue. Further compounding the issue, a park is located at Hyde and Bloomington Road. The park was designed with no parking spaces for cars. Current park users often park on the west side of Hyde Avenue and children walk across the street between the parked cars to reach the park.

**Hyde Width:** The street is not wide enough for cars to park on one side and traffic to flow north and south without one car needing to pull to the side to let the other pass. This design feature is appropriate for a local road, but is inappropriate for an arterial or collector road.

**4. Need for Street Parking.** When the homes on Hyde were built in 2003, street parking was not allowed. Hyde residents petitioned the city for the ability to park cars on Hyde. Residents are overwhelmingly opposed to the possibility of losing street parking yet again. In the words of one resident, "To have our parking taken away from us would be terrible. This is a neighborhood. People have family and visitors. To not have any street parking would be a big inconvenience and make our neighborhood less desirable to live!"

**Summary of Concerns:** The Bloomington Heights neighborhood was designed to be a residential neighborhood and has no streets constructed wide enough or straight enough to serve as an artery or collector road to additional large neighborhoods. The city has a history of ending arterial roads in neighborhoods and creating a city plan that sends large volumes of traffic along local roads that were never intended to handle that traffic. In the case of Hyde Avenue, the quality of life for the residents will be detrimentally affected if 278 new homes (with potentially more as Hunziker and Friedrich apparently wish to develop in this area as well) send 1000+ additional cars down this narrow, winding street with limited visibility, high numbers of children, and a public park that has no parking.

**Immediate Solutions:** The city must pay attention to the impact of this and future developments on the residents who will be affected. Hyde residents recommend that the city revisit the plan for Stange Road (yet another example of a plan to take an arterial road and empty it into a neighborhood!). We would like to see the city extend Stange Rd. across the railroad tracks and provide a better primary access from the city of Ames to Rose Prairie and future developments in this area. A second possible solution is far less convenient, but would involve placing stop signs at all intersections on Hyde, posting signs regarding speed limits and the presence of children, considering converting some park space for designated parking, and installing speed bumps to slow traffic in the area.

**Long-term Solutions:** Ames has been poorly designed for future growth. Ames must be far more strategic when building neighborhoods to ensure that future growth is considered. We cannot continue to take arterial and collector roads such as Duff Ave., Grand Ave., and Stange Rd. and simply end them or empty them into local roads, only to later add more housing and find ourselves with no arterial and collector roads that can accommodate the traffic. This shortsighted planning creates maximum profits for developers who can cram as many houses as possible into a given development, but it does nothing to ensure that those who purchase these homes have a safe and useable street in the future. Finally, residents need to be made aware of such developments very early in the process, as is recommended by nearly every state Road Design Manual. Hyde residents are not against development; they are very concerned about the potential for accidents and volume of traffic on a street that was clearly not designed for this. The consensus is that a better access route needs to occur for this development. We could avoid all these problems in the future with city planning that reflects livability for residents rather than short-term profits for developers.



We strongly support the 6 key principles for successful road project development as outlined by the American Association of State Highway and Transportation Officials (2004):

- 1) Balance safety, mobility, community, and environmental goals in all projects.
- 2) Involve the public and affected agencies early and continuously.
- 3) Address all modes of travel.
- 4) Use an interdisciplinary team tailored to project needs.
- 5) Apply flexibility inherent in design standards.
- 6) Incorporate aesthetics as an integral part of good design.

To provide evidence that I am speaking on behalf of Hyde residents and not simply expressing my personal opinion, I am printing e-mails I have received from residents below. We await your responses to our questions and look forward to working with you to ensure that Rose Prairie has sufficient collector road access and Hyde Avenue can be a safe street for those who live there.

Respectfully submitted,

Joanne Olson  
Bloomington Heights Neighborhood Representative  
3817 Columbine Ave.  
jkolson@iastate.edu

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From: Larwick, Bret R [LAS] [blarwick@iastate.edu]  
Sent: Saturday, February 12, 2011 6:20 PM  
To: blarwick@iastate.edu  
Subject: Rose Prairie

As a home owner living on Hyde Avenue, I have deep concerns about the traffic impact on my street from the proposed Rose Prairie subdivision. This is a family neighborhood and an addition of 200-500 more cars daily along this residential street is more than it was designed to handle, let alone the intersection at Bloomington and Hyde which is already becoming difficult to make left turns out of at various times of the day.

I do not have any immediate concerns specific to allowing or disallowing the development at the location. Despite the city desires to grow south and west, much of the residential development has been north and west instead. There is not anything specifically wrong with this, in my opinion, however it is important to make sure that traffic conditions are taken into consideration.

That said, there is an easy solution for the city that would probably require minimal changes to their plans. That solution is Stange Avenue. It is already a 4 lane divided street (except for a minor section) and has already been getting some commercial development even north of Bloomington. This is the IDEAL street for routing traffic to existing and future residential divisions to the north of Bloomington. Rose Prairie needs to direct its primary traffic access to Stange, not down Hyde Avenue.

Thanks,

Bret and Amy Larwick  
3816 Hyde Avenue

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Wayne and Jody Chittick  
3830 Hyde Ave.  
515-232-4660  
[waynechittick@msn.com](mailto:waynechittick@msn.com), [jodychittick@msn.com](mailto:jodychittick@msn.com)

Dear Joanne,

First of all thank you for your letter and for passing this information on. We greatly appreciate this and had no idea this development was taking place.

We have been residents since December 2005 and have noticed an increase in traffic and speed on Hyde every year, so this new development is very concerning. The curves in Hyde, along with a lack of stop sign or speed bump, and the fact that Hyde empties directly off of the gravel road, have lead to cars reaching speeds of 45mph outside our house (3830 Hyde) on a routine basis. With two young children of our own and the school bus stop in our driveway, we continue to be frustrated with the traffic situation on Hyde. If additional traffic is added due to this new development without additional traffic controls it will further compound the problem. Neighbors have petitioned the city to install speed bumps in years past but were unsuccessful, much to the detriment of safety in the neighborhood.

Related to new housing developments and the resulting traffic, I wrote a request to the City about installing a stop sign at the intersection of Wellbeck and Hyde. People moving to the recent development to the northwest along Wellbeck also must use Hyde in order to leave their subdivision, and to this day there is no stop sign at that intersection. Traffic tends to "roll through" that corner and I have at least 2 near-miss accidents there each month on my way to work. Placement of a stop sign at that corner, along with possible removal of parking along Wellbeck to improve visibility, needs to be considered. I only mention this as further demonstration that the traffic needs of this area have been overlooked by the City.

An additional concern with increased traffic (and the possibility of no street parking) along Hyde is the city park at the entrance to Hyde Avenue. Because there is no evident parking for that playground/park, many times parents park on the west side of Hyde Avenue and walk their children across Hyde to the park. This has been a safety concern and will need addressed for the safety of the children playing there.

Please let us know what we can do to help in this effort and thanks again for the notification. We are good friends with a number of families along Hyde, all of which I believe would be willing to do anything necessary to get the city's attention to this matter.

Sincerely,  
Wayne and Jody Chittick

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From: Camille Helgeson [[camisueh@msn.com](mailto:camisueh@msn.com)]  
Sent: Monday, February 14, 2011 11:15 PM  
To: [jkolson@iastate.edu](mailto:jkolson@iastate.edu)

Subject: Hello Joanne

Hello Joanne,

Thanks for the letter about the development of Prairie Rose. We were unaware of the new development!

I am very concerned about the traffic flow on Hyde Avenue. Right now, when we back out of our driveway (we are at 3910), people pop over the hill and around the curve at a very high rate of speed. With even more traffic on Hyde, this will become even more of a problem.

My husband and I were actually the family that petitioned to have parking allowed on Hyde Avenue when we were purchasing a lot to build our home back in 2003. To have our parking taken away from us would be terrible. This is a neighborhood. People have family and visitors. To not have any street parking would be a big inconvenience and make our neighborhood less desirable to live!

The flow of traffic getting out of the neighborhood onto Bloomington will also be an issue with the additional traffic flow. Traffic comes from the West on Bloomington at 40 MPH over the RR tracks. It is difficult right now to get out onto Bloomington. The traffic backup with the additional traffic, will be worse.

Thank you for representing Bloomington Heights!

Camille Helgeson

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From: Beth Britt [bethbritt@gmail.com]  
Sent: Tuesday, February 15, 2011 8:27 AM  
To: jkolson@iastate.edu  
Subject: Hyde Ave

Joanne,

Thank you so much for representing our neighborhood and for the informative letter. I am concerned about the amount of traffic that may result if Hyde Ave. is used for the main route to the new neighborhood. I don't feel that it would be safe, especially with the park located on Hyde. People do not obey the speed limit as it is, and I would fear that with all that additional traffic, especially to "cut through" our neighborhood to get to the new one, there would be a lot of speeding cars. Like you brought up, Hyde has curves and is not an ideal route. Is there any possible way they can come up with another route, one is not on a residential street? I support your efforts in this matter. Please let me know if there is anything I can do to help with this.

Thank you again,  
Beth Britt

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From: Jia, Yan-Bin [COM S] [jia@iastate.edu]  
Sent: Sunday, February 13, 2011 1:21 PM  
To: jkolson@iastate.edu  
Cc: Jia, Yan-Bin [COM S]

Subject: concern over new home development

Dear Ms. Olson,

Thank you for your letter dated on Feb 11, 2011 that informed me of this approved development of 287 new homes north of Hyde Ave. I am also very concerned with the resulting increase of traffic volume on Hyde and the change that this will bring to the lives of Hyde residents.

When I bought the house on 4015 Hyde Ave over three years ago, two of the main factors were low traffic and quiet neighborhood. But this is going to change soon, unfortunately, because of the development. As you stated in the letter, Hyde is highly curved and not designed for large traffic. In fact, the street is barely wide enough for three vehicles side by side. One has to slow down and often wait for an incoming car at a spot where other cars are parked. An increase of about 550 cars as you mentioned could cause frequent traffic congestions, significantly affecting our daily life. The street will get very noisy and possibly unsafe for pedestrians (especially children who like playing outside and crossing back and forth).

My suggestion is to extend Stange north across the railway and connect it with Grant by extending the T-intersection on Grant to the west. This will route a lot of the traffic coming from south away from Hyde so the avenue takes only the traffic on Bloomington from the east due to residents on the new development.

Many thanks for representing our neighborhood.

Best wishes,

-- Yan-Bin Jia  
Associate Professor    Tel: 515-294-2577  
Dept of Computer Science    Fax: 515-294-0258  
Iowa State University    E-mail: [jia@cs.iastate.edu](mailto:jia@cs.iastate.edu)  
Ames, IA 50011-1040    Web: [www.cs.iastate.edu/~jia/](http://www.cs.iastate.edu/~jia/)

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From: sandy sells [[sj\\_sells@hotmail.com](mailto:sj_sells@hotmail.com)]  
Sent: Sunday, February 13, 2011 4:23 PM  
To: [jkolson@iastate.edu](mailto:jkolson@iastate.edu)  
Subject: Hyde Ave

Hi Joanne-

Thank you for taking the time to inform us of what is going on to the North side of Hyde Ave. We too feel very strongly about how this new development will affect our neighborhood. Having this much traffic is not something we desire, but as you said its going to happen so we need to figure out how to handle it. If the city can control the speed of traffic down Hyde with traffic stop signs at ALL intersections, it would be beneficial and I believe this would be a big relief to many Hyde neighbors, especially those with small children. We have complained many times about no stop signs to slow the traffic but it seems to fall on deaf ears. There was even a school bus accident (last year) at the intersection of Hyde and Welbeck--all because there was no stop sign. Also, it's difficult already, during peak traffic times, to get in and out of Hyde. Maybe the addition of a stop light at Bloomington and Hyde would help. Just some ideas.

With what you potentially thought the traffic would increase to, I fear what more could happen.

Finally, if no side street parking will be allowed - where will people park for the neighborhood park?  
Will there be public parking places provided for this?

Thanks again for representing our neighborhood, please keep us informed of what happens.

from,  
Sandy and Brock Sells

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From: Andrew Dakin [andrew@redtar.net]  
Sent: Monday, February 14, 2011 5:58 PM  
To: jkolson@iastate.edu  
Subject: Hyde Traffic Letter

That much traffic going down Hyde Ave doesn't sound like a good idea at all. I'm glad to see you kept up to date on the process and are going to speak for the neighborhood.



Note the width of the car entering Hyde Ave. Now imagine a parked car and an oncoming car!

## ATTACHMENT 8

### Letter from Quarry Estates, LLC

Honorable Mayor and City Council,

April 19, 2011

We were glad to see the recent application submitted by Story County Land for annexation. Last summer, at the request of the City Manager's office, we had worked hard to deliver a pre-annexation agreement. Council and Staff were interested in considering the larger area being contemplated for annexation and development, rather than a single parcel of land. Not quite a year later, I would think that this "larger view" approach would still make sense.

We, with respect to our Quarry Estates land, are still interested in annexation of our land into the City of Ames—as it is one of the three primary properties identified by the City for development within this area around Ada Hayden Park (see attached map). One important item that may distinguish our plans from Story County Land is that if our land were annexed, and the City were willing to put in the sewer and the water to our property (we would pay for our proportionate share), we would be subdividing lots and building homes here as soon as possible. Ames is on the verge of a real shortage of building lots.

Respective to annexation and development of the area, and specifically our land, we ask that the Council provide more clarity to some important items:

1. We are concerned about the requirement for sprinklering all homes. We ask that the Council consider eliminating this requirement as it could add \$7,000 or more to an average size home which would increase the cost of homes in the area unnecessarily. Larger homes would see much higher costs. Perhaps the Council should have a discussion about emergency response times and the merits of changing the existing requirements? On the subject of response times—an added benefit to our properties in this area is that they lie east of the Railroad; the ability to access these properties will not be impaired by trains.

2. We need more data regarding the costs associated with building Grant Road and building the water and sewer lines to serve the area. It was previously proposed that the City would coordinate and finance the road and water and sewer infrastructure and the developers would pay for their proportionate share of those costs over time and as their properties develop. There needs to be more detail provided on costs and coordination so we all know what to expect. This will lead to a smoother development process for both the City and developers, which will ultimately benefit our future homeowners. Perhaps the City should engage an engineer to develop more accurate cost estimates related to the road, water, and sewer, needed to serve this area? Another positive for Quarry Estates is that if the road paving piece of the infrastructure needed to be delayed (Grant Road), Quarry Estates already has hard surface road access in place (190<sup>th</sup> Street).

These are our main comments and suggestions. We ask that the Council give us more direction as to how these concerns might be remedied so that we can proceed with development.

Thank you,

Kurt Friedrich, Reiny Friedrich & Rich Johansen for the Quarry Estates, LLC



# Memo

City Manager's Office

**TO:** Mayor and City Council

**FROM:** Bob Kindred, Asst. City Manager

**DATE:** May 17, 2011

**SUBJECT:** Northern Annexation Update from Hunziker & Quarry Estates Developers

During discussion of the Rose Prairie annexation request at your April 12 meeting, Council directed staff to meet with the Hunziker and Quarry Estates developers to determine the terms under which they would proceed with annexation of their properties along Grant Avenue.

I met with Chuck Winkleblack on May 2 and together we clarified Hunziker's position on key issues affecting their willingness and timing for annexation. While some of these issues require further work by staff and negotiation with the other parties, Hunziker's basic positions are summarized in the table below.

I met with Kurt Friedrich and Rich Johansen on May 5 regarding the Quarry Estates development, and received further clarification on their positions a week later. As is noted in the table, these developers are still considering their position regarding off-site improvements.

To help put these positions in context, I have included the terms agreed to by Story County Land LC for the Rose Prairie annexation.

Issue	Rose Prairie Agreement	Hunziker Positions	Quarry Estates Positions
Overall Comments	* (No indication of when Story County Land LC will proceed with rezoning and platting of property.)	* Need to have a good estimate of costs, and to know the timeframe and trigger points for extension of infrastructure. * Would not want the improvements installed before 2013 or 2014.	* Ideally want to be ready to build on lots autumn 2012 or spring 2013. (This depends on how the various components progress, such as platting of land under the new conservation subdivision ordinance, extension of infrastructure, etc.) * Need better cost estimates from the City for infrastructure extensions. * Want the opportunity to review and approve the scope and pricing for the

Issue	Rose Prairie Agreement	Hunziker Positions	Quarry Estates Positions
			infrastructure projects.
Grant Avenue Construction	* Agreed to pay for one lane adjacent to Rose Prairie and Sturgis land (37% of total cost)	* Is willing to pay their share of design costs for Grant Avenue (23%). This will help decision-making on their timing for development, and will speed the street improvements along when someone is ready to develop. * Wants to explore the financial possibility of Hunziker's paving the entire road adjacent to their southern property, rather than paying 23% of the cost for the City to build the entire street.	* Don't necessarily see a need for the immediate paving of Grant Avenue. Can serve the first phase of their development off of 190 <sup>th</sup> Street on the north. * Will pay for their pro-rated share of design cost for Grant Avenue (17%) when it is determined to do the design work.
Water Main Extensions	* Agreed to extend water mains up to and through their development, with City establishing an assessment district for others who connect onto those mains. * If another development proceeds first, agreed that the City will extend the water main and they will pay a prorated share of costs through an assessment district.	* Need to know firmer costs estimates before committing to annex. Those costs will also influence whether they are willing to pay to bring the water main up Hyde Avenue to the southern edge of their property.	* Would like the City to put in water mains to make the entire area ready for development. * If the City will commit to do this, they will pay their pro-rated share of design costs.
Sewer Main Extensions	* Agreed to extend trunk sewer up into and through their development, with City establishing an assessment district for others who connect to that line. * If another development proceeds first, agreed that the City will extend the trunk main up and they will pay their prorated share of costs through an assessment district.	* Want to know firmer cost estimates before committing to annex.	* Would like the City to put in the sewer trunk line to make the entire area ready for development. * If the City will commit to do this, they will pay their pro-rated share of design costs.
Off Site Improvements	* Agreed to pay a pro-rated share of costs for intersection improvements at Bloomington/Hyde and Bloomington/Grand.	* They want more information on the City's basis for this cost calculation and distribution.	* They are rethinking their commitment to participate in the cost of these off-site improvements.
Electric Distribution System Extension	* Agreed to extend distribution system up to their property if they develop first.	* City to extend electric distribution system up to their southern site.	(Outside of City's electric service territory)
Phosphate Free Fertilizer	* Agreed to include this requirement in homeowners' association covenants.	* Will include this requirement in homeowners' association covenants.	* Will include this requirement in homeowners' association covenants.
	* Agreed to include this	* Will not agree to this	* Do not want residential



Issue	Rose Prairie Agreement	Hunziker Positions	Quarry Estates Positions
Residential Fire Sprinklering	requirement in homeowners' association covenants.	requirement. Reasons – this would be too great a cost to add to their home sales prices, and sprinklering does not address the need for emergency medical assistance in this area.	sprinklering to be required in their development.
Densities/Zoning	* It is Story County Land LC's understanding that their proposed development complies with the City's density and conservation subdivision requirements.	* Can live with required densities on both north and south sites.	* May need some adjustment to the City's density requirements to allow larger lots on the southeast side of their subdivision.

**It should be noted that Quarry Estates previously agreed with and provided the City with their signed pre-annexation form that doesn't include the reservations and exceptions that they are now requesting. The Council didn't act to finalize the Quarry Estates agreement, but at the time the Rose Prairie agreement was approved Quarry was willing to be included in the area subject to exactly the same conditions.**

We will keep you informed as our work on these issues continues, but hopefully this status report is a useful summary of the Hunziker and Quarry Estates positions as you conduct your hearing on the Rose Prairie annexation.