

COUNCIL ACTION FORM

SUBJECT: **MINOR SUBDIVISION FINAL PLAT FOR WESTAR SUBDIVISION**

BACKGROUND:

Property owner, E. A. Hunziker Development, L.L.C, is requesting approval of a final plat for a minor subdivision of 6.02 acres of land within the Westar Subdivision located on Todd Drive in west Ames (Attachment A). **A minor subdivision includes three or fewer lots and does not require additional public improvements, except sidewalk and street trees.** A minor subdivision does not require a preliminary plat, and may be approved by Council as a final plat only, subject to the applicant completing the necessary requirements.

The proposed plat (Attachment B) divides an existing 5.8 acre lot, Lot 2 of QuikTrip Subdivision, into two lots. The property is currently under construction with three of the five apartment buildings that were approved in December of 2014 through a Minor Site Development Plan. Attachment C shows the approved layout of the buildings on the property with the proposed new lot line identified. This minor subdivision does not modify the approved Minor Site Development Plan for property.

No public improvements are required for this subdivision as the site is bounded on four sides by improved public streets and has utility services to the site. The applicant plans to install the required 4-foot sidewalk along Todd Drive and Alcott Avenue and has requested a sidewalk deferral agreement for their installation until construction of the first building on each lot.

Included on the plat are easements for existing and recently completed public utility improvements. Both lots within the proposed plat have access to Todd Drive and an existing easement provides for secondary access for Lot 2 north out to Lincoln Way.

The proposed subdivision complies with all relevant and applicable design and improvement standards of the Subdivision Regulations, to the City's Land Use Policy Plan, to other adopted City plans, ordinances and standards, and to the City's Zoning Ordinance. Staff notes that on this same agenda are proposed Subdivision Code text amendments regarding sidewalks specifications. These amendments would not apply to this project as the final plat would be approved prior to ordinance being approved and published.

ALTERNATIVES:

1. The City Council can take two actions to approve the Final Plat:

A. Waive the subdivision code requirement for financial security for sidewalks and street trees in the Westar Subdivision, since the Developer has signed the "Agreement for Sidewalk and Street Trees" requiring the installation of these

improvements prior to occupancy of a building or within 24 months of issuance of a building permit, whichever occurs first; and,

B. Approve the Final Plat of Westar Subdivision, based upon findings that the Final Plat conforms to relevant and applicable design standards, ordinances, policies, and plans.

2. The City Council can decline to waive the financial security and installation requirement for sidewalks and refer this request back to the applicant to provide the financial security prior to approval of the final plat.

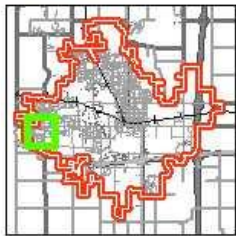
3. The City Council can deny the final plat for Westar Subdivision if the Council finds that the proposed subdivision does not comply with applicable ordinances, standards or plans.

MANAGER’S RECOMMENDED ACTION:

The proposed final plat for Westar Subdivision is consistent with the City’s existing subdivision and zoning regulations, other City ordinances and standards, the City’s Land Use Policy Plan, and the City’s other duly adopted plans. No public improvements are required beyond sidewalks and street trees.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1.

Attachment A Location Map



**Location Map
4721 Todd Drive**

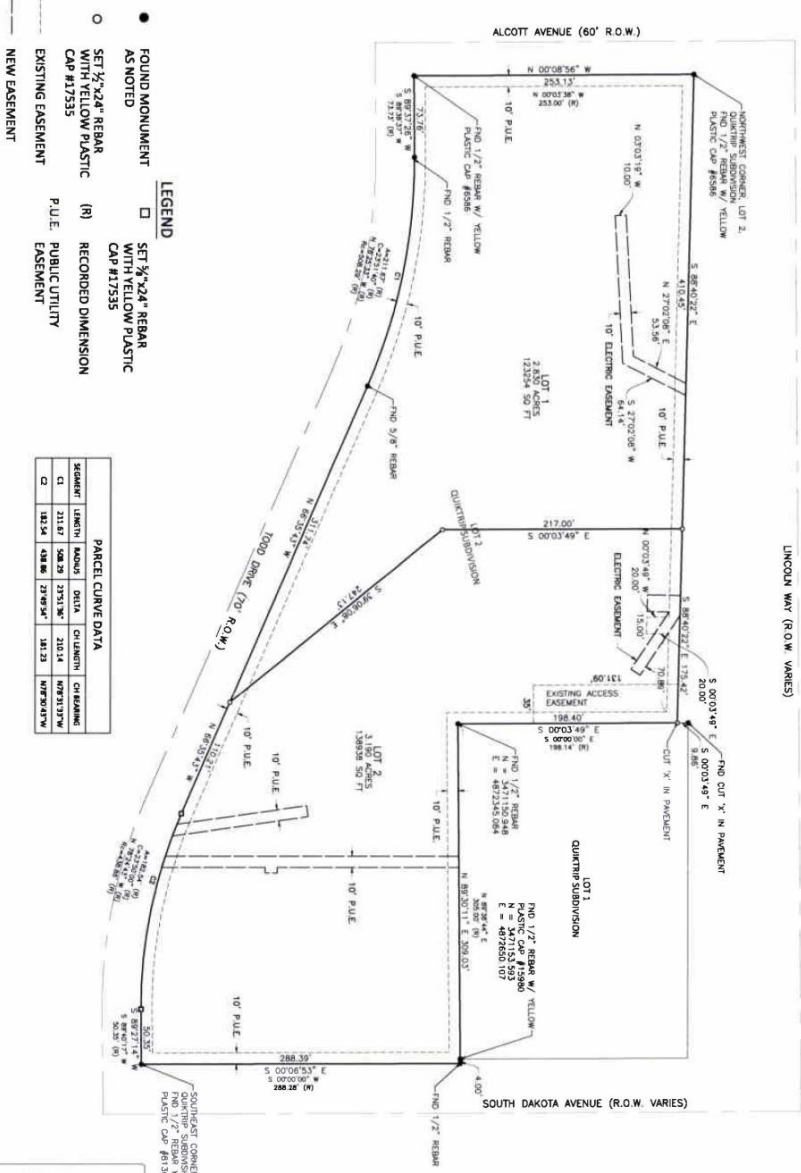
Attachment B Proposed Final Plat

PREPARED BY: EUGENE DREYER BOLTON & MENK, INC. 2730 FORD PO BOX 668 STREET AMES, IA (515) 233-6100

RECEIVED
MAR 25 2015
CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING

FINAL PLAT WESTAR SUBDIVISION

LINCOLN WAY (R.O.W. VARIES)



- LEGEND**
- FOUND MONUMENT AS NOTED
 - SET 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP #17535
 - EXISTING EASEMENT
 - NEW EASEMENT
 - SET 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP #17535
 - (R) RECORDED DIMENSION
 - P.U.E. PUBLIC UTILITY EASEMENT

SEGMENT	LENGTH	ARC	AREA	CHORD	CHORD BEARING
CL	211.67	508.29	2791.96'	212.14	N 87°31'37" W
CL	182.14	438.86	2749.54'	181.23	N 87°30'47" W



BOLTON & MENK, INC.
Professional Land Surveyors
Iowa License No. 17535
Eugene R. Bolton, Surveyor
Menk, Inc., Surveyors

I, Eugene R. Bolton, State of Iowa Licensed Professional Land Surveyor, No. 17535, do hereby certify that the plat shown hereon was prepared by me or under my direct personal supervision and was performed in accordance with the laws and rules of the State of Iowa. I am a duly sworn and duly qualified Surveyor in the State of Iowa.

EUGENE R. BOLTON
17535
DATE: 3/25/15
IOWA LICENSE RENEVAL DATE IS DECEMBER 31, 2016
PAGES OR SHEETS COVERED BY THIS SEAL: ALL SHEETS

WESTAR SUBDIVISION
4721 TODD DRIVE
SHEET 1 OF 2
FINAL PLAT

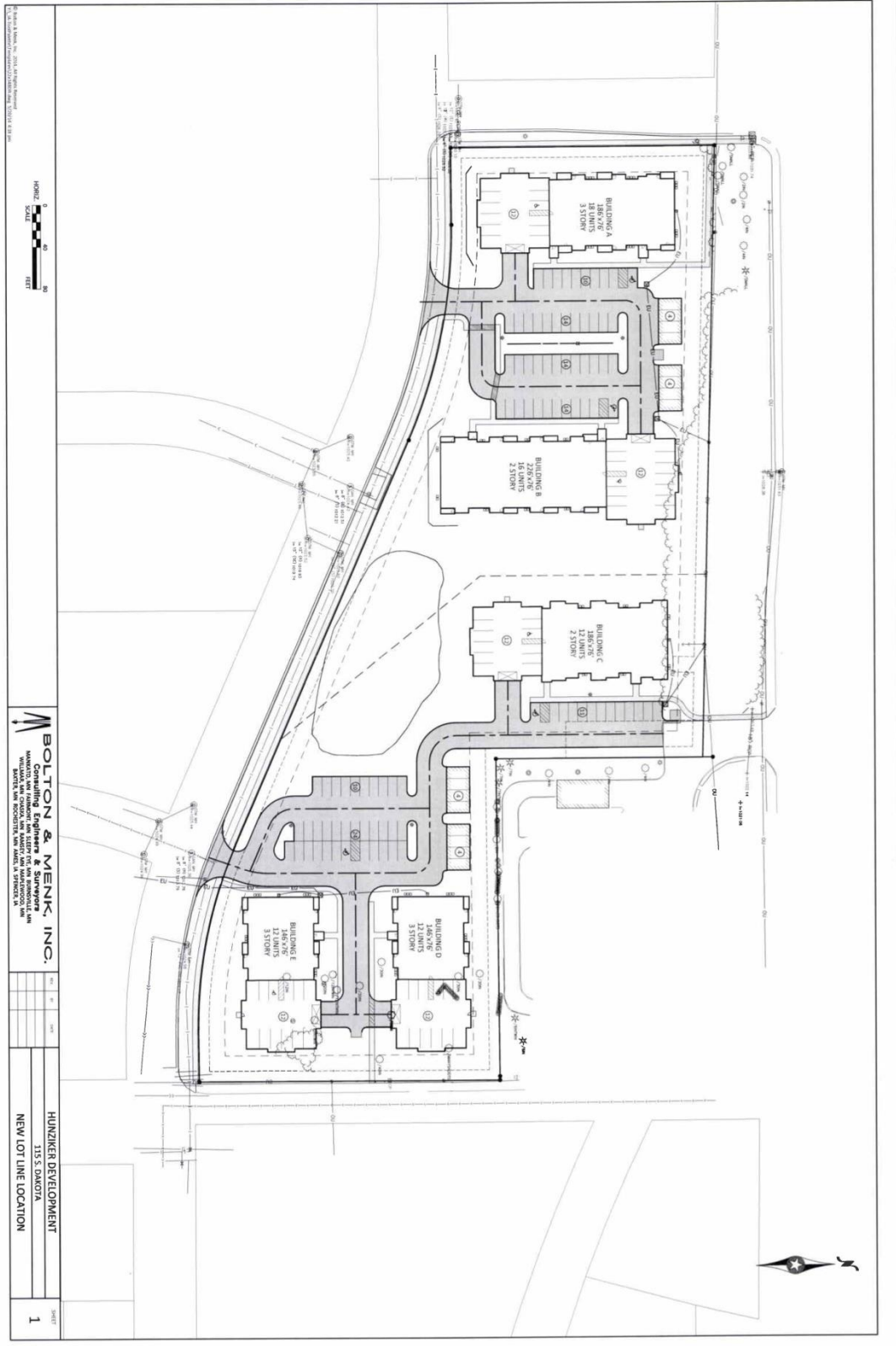
- LEGAL DESCRIPTION**
ALL OF LOT 2, QUAKTRIP SUBDIVISION TO THE CITY OF AMES, STORY COUNTY, IOWA.
- NOTES:**
1. WESTAR SUBDIVISION IS LOCATED IN THE NORTH HALF OF SECTION 7-78N-R24W OF THE 5TH P.M., CITY OF AMES, STORY COUNTY, IOWA.
 2. TOTAL AREA OF THE WESTAR SUBDIVISION IS 6.019 ACRES, OR 262,192 SQUARE FEET.
 3. SOIL BORINGS ARE REQUIRED IN AREAS WITHIN THIS PLAT WHICH HAVE BEEN IDENTIFIED BY THE CITY OF AMES AS HAVING SOILS THAT MAKE CONSTRUCTION OF BUILDINGS DIFFICULT.
 4. DIMENSIONS SHOWN ON THE SOUTH LINE OF QUAKTRIP SUBDIVISION LOT 1 ARE ON IOWA STATE BEARING COORDINATE SYSTEM, IOWA NORTH ZONE, NAD 83.
 5. THIS SURVEY MEETS OR EXCEEDS IOWA CODE 355.8 (15) EASEMENTS AS SHOWN.
 6. EASEMENTS AS SHOWN.
 7. EXISTING EASEMENTS ARE FROM BOOK 304, PAGES 224 THROUGH 231.

OWNER:
E. A. HUNZIKER DEVELOPMENT, L.L.C. AND
D. & R. FURMAN, L.L.C.
105 S. 16TH STREET
AMES, IA 50010

REQUESTED BY:
E. A. HUNZIKER DEVELOPMENT, L.L.C. AND
D. & R. FURMAN, L.L.C.
105 S. 16TH STREET
AMES, IA 50010



Attachment C Approved Minor Site Development Plan



Attachment D Applicable Laws

The laws applicable to this case file are as follows:

Code of Iowa, Chapter 354.8 states in part:

A proposed subdivision plat lying within the jurisdiction of a governing body shall be submitted to that governing body for review and approval prior to recording. Governing bodies shall apply reasonable standards and conditions in accordance with applicable statutes and ordinances for the review and approval of subdivisions. The governing body, within sixty days of application for final approval of the subdivision plat, shall determine whether the subdivision conforms to its comprehensive plan and shall give consideration to the possible burden on public improvements and to a balance of interests between the proprietor, future purchasers, and the public interest in the subdivision when reviewing the proposed subdivision and when requiring the installation of public improvements in conjunction with approval of a subdivision. The governing body shall not issue final approval of a subdivision plat unless the subdivision plat conforms to sections 354.6, 354.11, and 355.8.

Ames Municipal Code Section 23.303(3) states as follows:

(3) City Council Action on Final Plat for Minor Subdivision:

(a) All proposed subdivision plats shall be submitted to the City Council for review and approval in accordance with Section 354.8 of the Iowa Code, as amended or superseded. Upon receipt of any Final Plat forwarded to it for review and approval, the City Council shall examine the Application Form, the Final Plat, any comments, recommendations or reports examined or made by the Department of Planning and Housing, and such other information as it deems necessary or reasonable to consider.

(b) Based upon such examination, the City Council shall ascertain whether the Final Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans. If the City Council determines that the proposed subdivision will require the installation or upgrade of any public improvements to provide adequate facilities and services to any lot in the proposed subdivision or to maintain adequate facilities and services to any other lot, parcel or tract, the City Council shall deny the Application for Final Plat Approval of a Minor Subdivision and require the Applicant to file a Preliminary Plat for Major Subdivision.

COUNCIL ACTION FORM

SUBJECT: **REQUEST TO PARTICIPATE IN “BIKE TO WORK WEEK”
BREAKFAST AT CITY HALL**

BACKGROUND:

As part of National Bike Month throughout May, the Ames Bicycle Coalition (ABC) has invited the City of Ames to participate in activities that promote recreational and commuter biking. Specifically, ABC requested City Hall serve as a breakfast host site during National Bike to Work Week, May 11-15. It was suggested that the City kick off the week with breakfast the morning of Monday, May 11.

As in previous years, several local businesses and organizations are offering morning refreshments to encourage biking as a healthy, environmentally friendly way to get to work or school. The number of bicyclists is growing rapidly from coast to coast. The National Household Travel Survey showed that the number of trips made by bicycle in the U.S. more than doubled from 1.7 billion in 2001 to 4 billion in 2009. Because Ames residents have expressed interest in sustainability, healthy lifestyles, and affordable transportation, encouraging bike riding in the community seems appropriate.

The estimated cost to host a light breakfast (bagels, juice, and coffee) would be less than \$250 and would be paid for out of Council Contingency funds.

ALTERNATIVES:

1. Approve the request and allocate Contingency Account funds to host a breakfast in front of City Hall as part of Bike to Work Week activities.
2. Do not approve the request

MANAGER'S RECOMMENDED ACTION:

Through our efforts to promote alternate forms of transportation, updates to our Long-Range Transportation Plan, community engagement initiatives with local bicyclists, and participation in the Healthiest Ames and Healthy Streets programs, this opportunity aligns well with City Council goals. Hosting an event that encourages biking will provide an additional opportunity to gather feedback about biking preferences and challenges in Ames from cyclists. City of Ames employees have volunteered to greet riders and serve food, and City Council Members could assist if schedules permitted.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1.

COUNCIL ACTION FORM

SUBJECT: **CAMPUSTOWN FAÇADE GRANT PILOT PROJECTS**

BACKGROUND:

A new Campustown Façade Program is being developed to enhance the appearance of Campustown commercial buildings, fulfilling the objective outlined by the City Council of supporting Campustown. **The goal of the proposed Campustown Façade Program is to promote diverse building styles and increased activity and commercial use. The proposed program supports enriching the individual detail and character of each building within the context of a pedestrian oriented commercial district.**

City Council approved design concepts for façade enhancements in November of 2014 as embodied the [Campustown Façade Ideabook](#). City Council has budgeted \$32,000 for two pilot projects in the 2014/2015 fiscal year, anticipating two projects that will each match \$15,000 in construction cost and two reimbursements to each of professional design fees of \$1,000. Council also directed staff to solicit grant requests and carry out two pilot improvement projects for a Campustown Façade Program based on the following concepts from the Ideabook:

Transparent Campustown. Visual transparency invites pedestrians to patronize the businesses inside. Physical access promotes cohesiveness within the district. Promoting more glass and larger physical openings show the commercial offerings in the district and encourage people to spend more time there.

Social Campustown. Well designed outdoor gathering areas create a positive social atmosphere. Small, unused, visible spaces can be transformed to expand commercial opportunities. It is not the intent of the program to fund sidewalk dining or other uses of the public right-of-way, although improvements to the building that are part of any outdoor gathering area project would be eligible.

Diverse Campustown. The variety of building types and design styles contribute to the vibrancy, funkiness, visual interest and diversity of businesses. Façades are encouraged to be distinct from their neighbors and unique in the district.

Identifiable Campustown. High quality signs, graphics and other design features that express the unique identity of local businesses can be part of a distinctive design for façade improvements.

Historic Campustown. Some buildings in Campustown have potential to illustrate the historic development of Campustown over 100 years. Projects can include removing cover-up materials, restoring original storefronts/entrances, and restoring masonry.

City Council also identified the Campustown Service Center zoning district south of the ISU Campus and Neighborhood Commercial zoning district on West Street as the areas within which properties are eligible for the pilot project grants. In the first two months of 2015 by direct mail and through Campustown Action Association, the City invited building owners and businesses from these areas to apply for the pilot project grants. City staff, Façade Working Group, and the City's architectural consultant, Haila Architecture Structure Planning, have worked with the two building owners who applied. **While there are two projects, there are a total of three façade grant requests as one project has requested two grants.**

2812 West Street is the home of West Street Deli. The façade of this one-story building, which includes wood siding, two large windows and a recessed raised entry, will be changed, while retaining and emphasizing the two different planes in the façade surface (See Attachment B):

- The large windows will remain, consistent with the *transparent* design concept. Because the building floor elevation is much higher than the sidewalk, enlarging the window area would be ineffective, but the vinyl sign in the window will be removed.
- The aging, grey wood siding will be replaced with new cedar with clear sealer. The light color of the new wood will contrast with the darker color of new stucco surfacing on the recessed areas of the façade. Consistent with the *diverse* design concept, the appearance will be distinctly different from the darker wood siding on other buildings in the same block.
- A new, well lighted business sign on the recessed surface on the left side of the façade, a new blade sign facing pedestrians on the walk and the graphics at the recessed entrance will express the brand identity of the business, consistent with the *identifiable* design concept.

Consistent with the *social* design concept, this business will continue to offer sidewalk dining, after the City completes the West Street & Woodland Street improvement project, which includes new paving between the building and the street. The estimated cost of this façade project is \$30,000

Cranford Building is a corner property addressed as 103 Stanton. The building contains Jeff's Pizza and The Singer Station along its Lincoln Way frontage. This building has historical interest because it was designed and constructed in 1922 by the first woman to receive an engineering degree from Iowa State and because it was funded by women faculty and graduate students as their residence. The street level retail façade is now covered up by wood panels and has windows and doors of a variety of sizes (See attachment C).

There is a strong likelihood that much of the original façade is still in place behind the wood covering and the building owners wish to restore the historic appearance as much as possible. The existing brick will be cleaned and tuck pointed. Doors and windows will be replaced in a regular size and pattern consistent with the original design. Wood trim,

columns, kick plate panels and other wood elements will be repaired if possible, or, if not, replaced with similar cast stone elements.

By increasing the total area of openings, the proposed façade project is consistent with the *transparent* design concept. Removal of cover-up materials, restoration of materials and replicating original fenestration patterns make the project consistent with the *historic* design concept.

The applicant has requested two façade grants for this project. The design reflects two separate tenant spaces and changes in floor elevation for different facades. If only one grant is awarded, the owner may only do one façade project at this time. The estimated cost of the Jeff's Pizza facade is \$130,553; the estimated cost of The Singer Station façade is \$41,196.

ALTERNATIVES:

1. The City Council can approve \$16,000 for a Campustown Façade pilot project for 2810 West Street and approve \$16,000 for a Campustown Façade pilot project for the Jeff's Pizza façade at the Cranford Building.

Under this alternative no funding would be provided for façade improvements at The Singer Station at the Cranford Building.

2. The City Council can approve \$16,000 for a Campustown Façade pilot project for 2810 West Street and approve \$16,000 for a Campustown Façade pilot project for The Singer Station façade at the Cranford Building.

Under this alternative no funding would be provided for façade improvements at Jeff's Pizza at the Cranford Building.

3. The City Council can approve two Campustown Façade pilot projects for the Cranford Building, \$16,000 for the Jeff's Pizza façade and \$16,000 for the Singer Station façade.

Under this alternative no funding would be provided for façade improvements at 2810 West Street.

4. The City Council can refer this item to the applicants, the City's architectural consultant and staff to consider design revisions or for further information.

MANAGER'S RECOMMENDED ACTION:

The two Campustown Façade pilot projects presented to City Council represent quite different approaches to façade improvements in two different areas around Campus. The proposed project at the West Street Deli offers new materials, color contrast, and

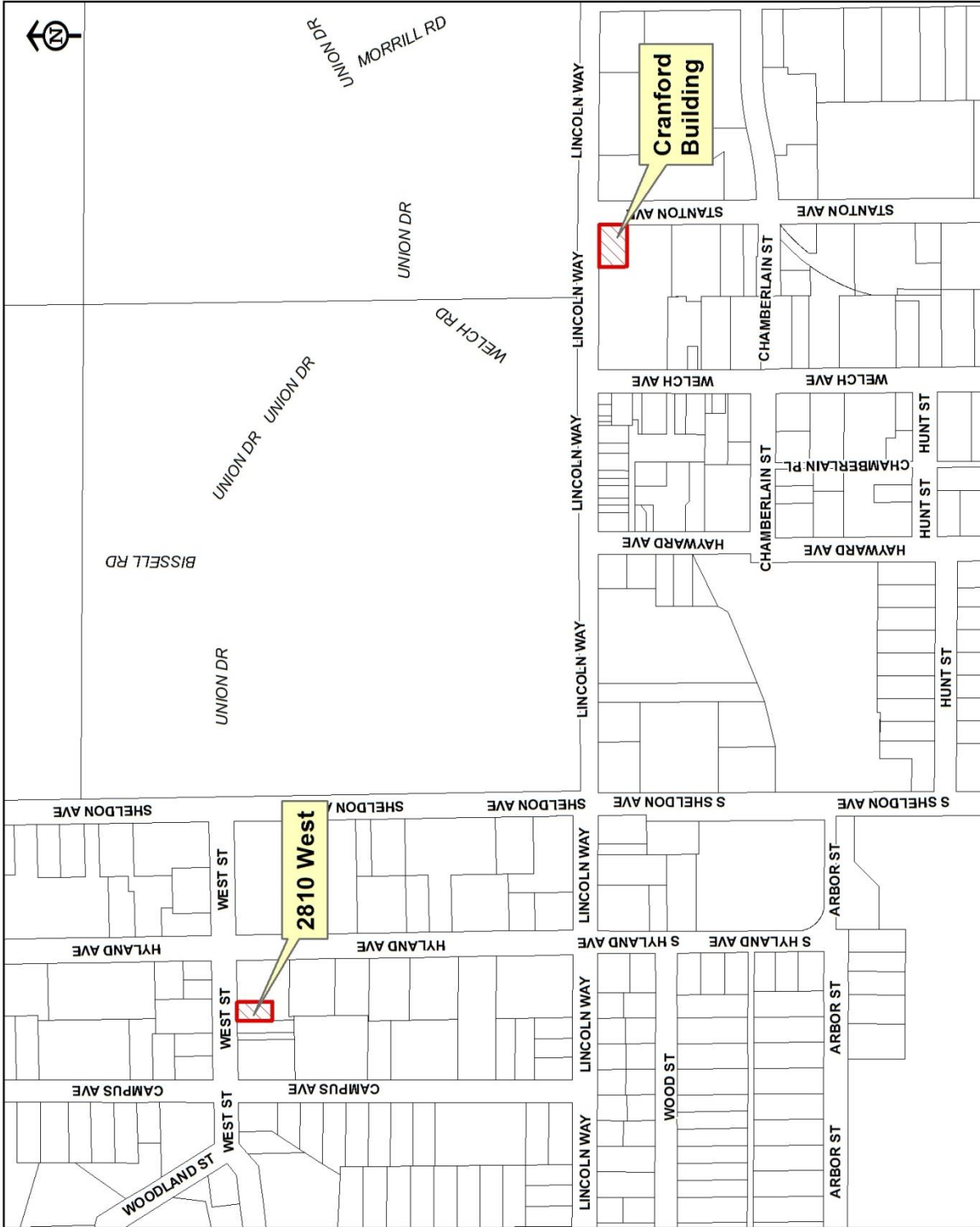
recessed and projecting planes to create more visual interest and distinguish the building from its nearby neighbors. Updated graphics and lighting reinforce the business identity. The project shows that at \$15,000 grant can support significant visual impact supporting the concepts of Diverse Campustown and Identifiable Campustown.

The proposal for the Cranford Building shows that an historic approach can also provide significant impact and has a place in Campustown. The improvements will be a major contributor to the appearance of the two blocks of Campustown undergoing the most dramatic redevelopment. The project represents the concepts of Historic Campustown and Transparent Campustown.

The design of each pilot project supports the distinct character and style of each building. Together they improve the pedestrian environment of the Campustown area. **Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving \$16,000 for a Campustown Façade pilot project for 2810 West Street and approving \$16,000 for a Campustown Façade pilot project for the Jeff's Pizza façade at the Cranford Building.**

This action will allow projects to occur during the summer. Upon completion of the pilot projects, staff will return with an evaluation of the process and recommendations on how to proceed with a formal Campustown Façade Program.

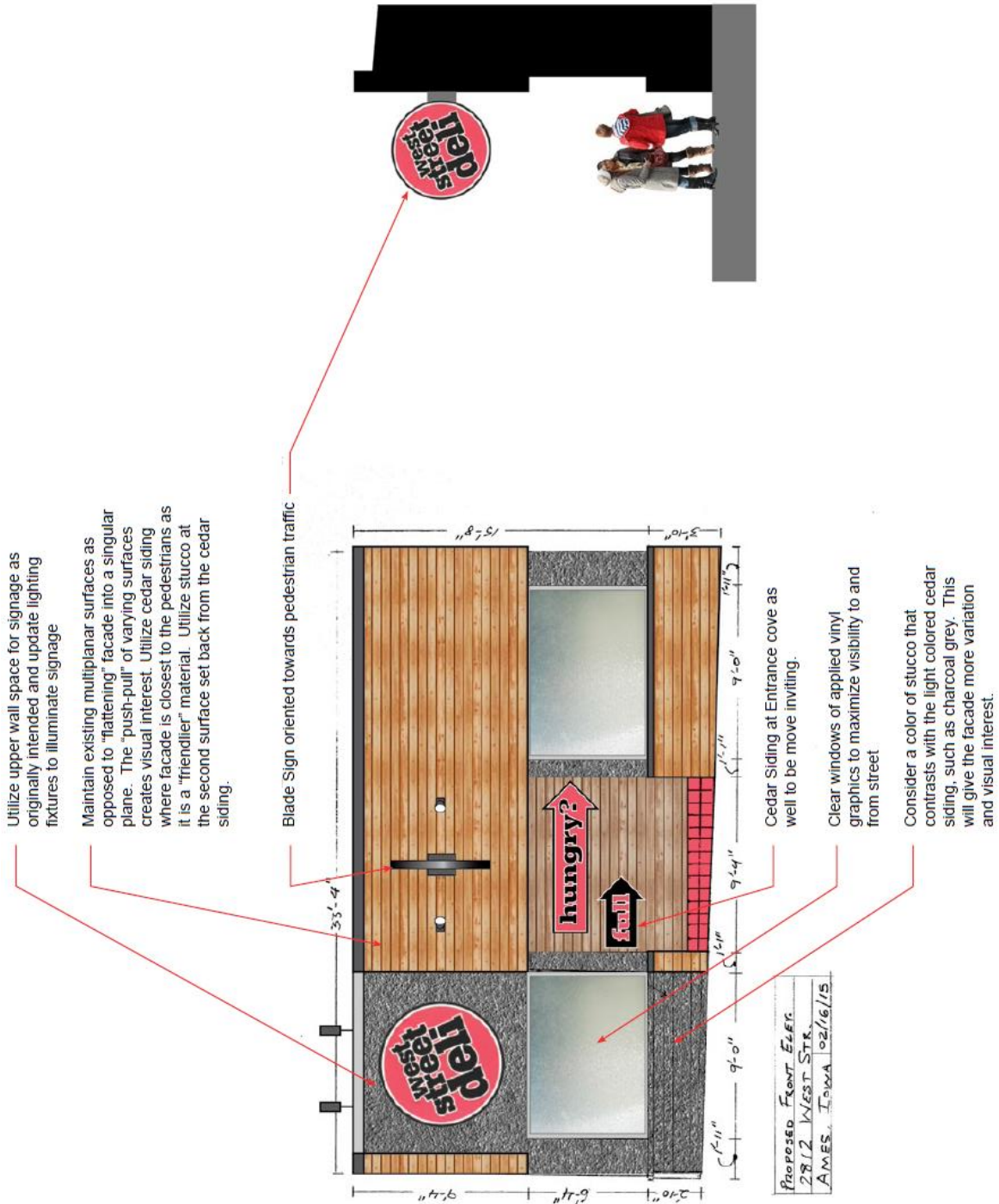
Attachment A Location Map



Attachment B-1
2810 West – 2004 Image



Attachment B-2 2810 West – Proposed Concept



Attachment B-3 2810 West – Project Budget

<p>Jansen & Associates CONSTRUCTION SERVICES</p> <p>E.I.N. 42-1361437 Iowa Registration No. 90456-06</p>	<h1 style="margin: 0;">Estimate</h1>						
P.O.Box 892 Ames, IA 50010-0892 Office: 515-292-0003 Mobile: 515-290-0699							
TO: MotherLode	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">PHONE (515) 291-7000</td> <td style="width: 50%;">DATE 02/16/15</td> </tr> <tr> <td>JOB NAME/LOCATION</td> <td>PLAN REVISION DATE:</td> </tr> <tr> <td style="text-align: center;">2812 West Street</td> <td style="text-align: center;">2/16/15</td> </tr> </table>	PHONE (515) 291-7000	DATE 02/16/15	JOB NAME/LOCATION	PLAN REVISION DATE:	2812 West Street	2/16/15
PHONE (515) 291-7000	DATE 02/16/15						
JOB NAME/LOCATION	PLAN REVISION DATE:						
2812 West Street	2/16/15						

1. Demolition and General Costs (scaffold, misc. protection materials)	\$ 3,680.00
2. Apply Stucco Finish	\$ 6,340.00
3. Roof Parapet alterations to accommodate changes below	\$ 1,500.00
4. Tile Step Repairs	\$ 1,300.00
5. Install Cedar Siding and Trim	\$ 4,000.00
6. Painting and/or Finishing	\$ 1,200.00
7. Allowance for Electrical & Lighting	\$ 2,500.00
8. Design Fees	\$ 500.00
<div style="text-align: right; border-top: 1px solid black; border-left: 1px solid black; border-right: 1px solid black; margin-top: 20px;"> GRAND TOTAL : \$ 21,020.00 </div>	

This estimate is for completing the job as described above. It is based on our evaluation and does not include material price increases or additional labor and materials which may be required should unforeseen problems or adverse weather conditions arise after the work has started. This is to include, but is not limited to, repair of hidden damages that are uncovered during the course of the job and additional work required by local building inspectors. The costs will become an extra charge over and above the estimate. We reserve the right to refuse work if not awarded within 30 days of estimate date above.

Payment to be made as follows:

To be determined at later date, when project scope and costs can be finalized. Design Fees are due now.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents, or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Acceptance of Proposal -- The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____ Date _____	<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> <i>Keith Jansen, Owner</i>
Signature _____ Date _____	

Attachment C-1
Cranford Building - Images



1941

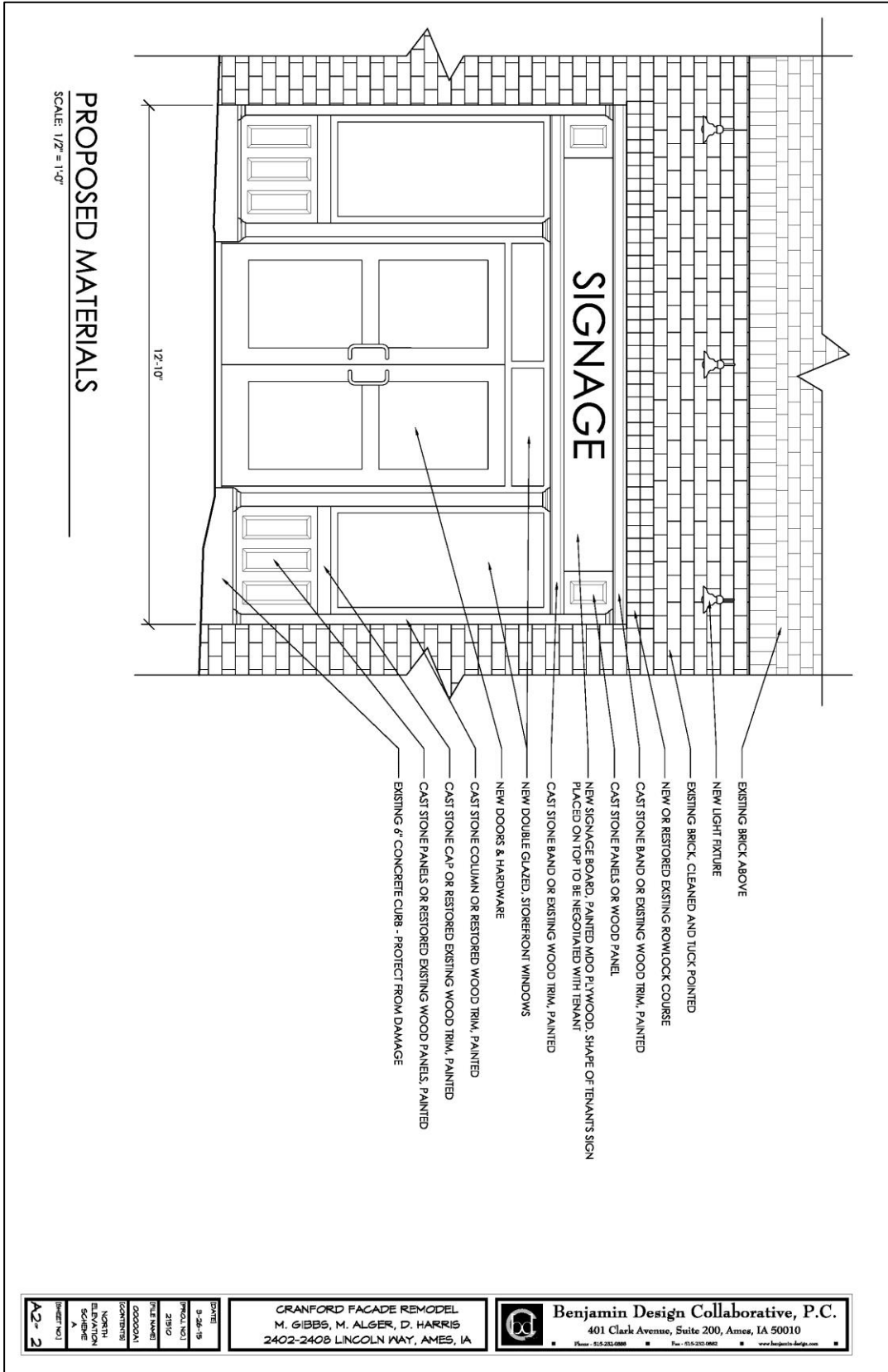


2009

Attachment C-2 Cranford Building – Proposed Concept



Attachment C-3 Cranford Building – Proposed Materials



Attachment C-4 Cranford Building – Applicant’s Statement

Benjamin Design Collaborative, P.C.

401 Clark Avenue, Suite 200

Ames, Iowa 50010

515-232-0888

Fax 515-232-0882



Façade Improvement Pilot Project

Cranford Apartments
2402, 2406, 2408 Lincolnway

February 24, 2015

Written Statement

The Owners of Cranford Apartments, Monte Gibbs, Marilyn Alger, and Ruth Harris, wish to apply for the Campustown Façade Improvement Pilot Project Grant offered by the City of Ames. They wish to apply for two grants for the work facing Lincolnway, one for Jeff’s Pizza which occupies the 2402 and 2406 storefronts, and one for Singer Station which occupies the 2408 storefront.

The work they are intending to complete will be limited to the main floor of the building, the retail floor. The following specific items will be included in the work:

- Removal of the plywood / stucco paneling and dated copper flashing to expose the original brick facade assumed to be still in place. After exposure, the brick will be cleaned and repointed back into good operable condition.
- Removal of all the single glazed windows, aluminum and wood frames and replace with new insulated glazing set in aluminum frames. The intention is for the window sizes to return back closer to the original opening sizes.
- Removal of the existing doors and replace with aluminum frame doors, medium style, with all new hardware.
- Placement of cast stone wall elements on the wall facings below the glazing, designed to emulate the historic character closer to the original structure. It is assumed the original elements were made out of wood and were removed when the plywood facing was installed. If the original wall elements are discovered intact during demolition, we may consider restoring the existing in lieu of replacement.

The Cranford Apartment building was constructed in 1922, designed by Alda Wilson, who also managed the construction process. Alda’s older sister, Elmina Wilson was the first woman to receive a master’s degree in Civil Engineering in the United States and Alda received her degree in Civil Engineering, both from Iowa State College. The Faculty Women’s Housing Company financed the project, providing needed housing for faculty women and students. Alda Wilson served as Carrie Chapman Catt’s companion and executive assistant, from 1928 - 1947 as they traveled the country and world promoting the Women’s Suffrage Movement. The Cranford Apartment building stands as an important reminder of that legacy.

The Cranford stands as an iconic structure at the corner of Stanton and Lincolnway, with the return of larger more historic windows and brick facing. The goal is to provide a stronger social connection to the businesses along the street and provide an improved vision between the patron of the businesses and pedestrians along the sidewalk. By returning the fabric of the main floor façade back closer to its historical roots, the building will connect the patrons to its historical beginnings and the messages they contain.

Accompanying articles provided by the Ames Historical Society are attached.

**Attachment C-5
Cranford Building – Project Budget – Jeff’s Pizza**

Benjamin Design Collaborative, P.C.
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Fax 515-232-0882



Cranford Apartments Façade Grant

February 24, 2015

Monte Gibbs, Marilyn Alger, Ruth Harris
Ames, IA

Preliminary Estimate - Exterior Work

Jeff's Pizza Shoppe
Recap of Divisions

Division 1 - General Requirements		5,253
Division 2 - Site Work		17,595
Division 3 - Concrete		16,540
Division 4 - Masonry		17,420
Division 5 - Metal		200
Division 6 - Carpentry		7,900
Division 7 - Thermal & Moisture Protection		3,640
Division 8 - Doors & Windows		23,960
Division 9 - Finishes		5,100
Division 10 - Specialties		2,000
Division 26 - Electrical		1,400
Subtotal of Individual Items of Work		<hr/> 101,008
Subtotal of Work		101,008
Estimate Contingency	10.0%	10,101
Total Construction Cost of Project		<hr/> \$111,109
Total Construction Cost		\$111,109
Construction Contingency	5.0%	5,555
Owner's Contingency	3.0%	3,333
A / E Fees <i>(estimated)</i>	9.5%	10,555
Total Project Cost		<hr/> \$130,553

**Attachment C-6
Cranford Building – Project Budget – The Singer Station**

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Cranford Apartments Façade Grant

February 24, 2015

Monte Gibbs, Marilyn Alger, Ruth Harris
Ames, IA

Preliminary Estimate - Exterior Work

Singer Station

Recap of Divisions

Division 1 - General Requirements		1,690
Division 2 - Site Work		6,604
Division 3 - Concrete		3,440
Division 4 - Masonry		2,230
Division 5 - Metal		200
Division 6 - Carpentry		2,000
Division 7 - Thermal & Moisture Protection		1,480
Division 8 - Doors & Windows		11,079
Division 9 - Finishes		800
Division 10 - Specialties		1,750
Division 26 - Electrical		600
Subtotal of Individual Items of Work		<hr/> 31,873
Subtotal of Work		31,873
Estimate Contingency	10.0%	3,187
Total Construction Cost of Project		<hr/> \$35,061
Total Construction Cost		\$35,061
Construction Contingency	5.0%	1,753
Owner's Contingency	3.0%	1,052
A / E Fees <i>(estimated)</i>	9.5%	3,331
Total Project Cost		<hr/> \$41,196

Staff Report

HIGHWAY ORIENTED COMMERCIAL FLOOR AREA RATIO (FAR) STANDARDS

April 14, 2015

BACKGROUND:

Council directed staff to provide an overview of the Floor Area Ratio (FAR) limitation of Highway Oriented Commercial (HOC) zoning district in response to a developer request on March 9th. (Attachment A). The developer seeks relief from FAR limitations as they apply to parking structures for a project he would like to develop on a 4-acre HOC site on SE 5th Street.

“Floor Area Ratio (FAR)” is the amount of gross floor area in relation to the amount of the lot area, determined by dividing the gross floor area of all buildings on a lot by the area of that lot. FAR is a zoning regulation (development standard) with two purposes. It can be used to limit the intensity of use of a site or to control the massing of the building. FAR can lead to a predictable building design and building size when lots are of the same general size, but the results will vary greatly when there is a large difference in lot sizes.

FAR can be stated as either a percentage or in a decimal format. FAR of 50% is the same as saying 0.5 FAR. Other related zonings standards to intensity and massing include maximum building coverage, minimum required setbacks, minimum landscaped/open space area, and maximum height limits.

FAR can be an abstract term within a City the size of Ames that is mostly a suburban development pattern. FAR often correlates to parking standards and the number of stories of a building in its relationship to design. The 0.5 FAR allowed in the HOC zoning district would generally lead to one and two story buildings, even though taller buildings could be built under the HOC zoning. A development standard with a 1.0 FAR would relate to more urban setting as it would require full use of site or multi-story buildings. FAR of 1.0 or greater is a common situation along Main Street or in parts of Campustown. Other examples of how FAR translates to building design with standards parking requirements include:

- 1-Story retail commercial development will be typically 0.2 to 0.25 FAR of a site with 100% surface parking.
- 2-Story retail commercial development at 0.5 FAR with primarily surface parking and some structured parking
- 1-Story industrial/professional office building will be 0.3 FAR with 100% surface parking
- 3 to 4-Story industrial/office building of 0.5 FAR with 100% surface parking

- 5 to 7-Story office building of 0.7 FAR with a mix of parking structures and surface parking.

In accordance with the Ames Municipal Code, FAR maximum development standard in non-residential zoning districts are as follows:

<u>Zoning District</u>	<u>Max. FAR</u>
Highway Oriented Commercial (HOC)	0.50
Neighborhood Commercial (NC)	0.70
Community Commercial Node (CCN)	0.75
Community Commercial/Residential Node (CCR)	0.75
Downtown Service Center (DSC)	None*
Campustown Service Center (CSC)	None*
South Lincoln Sub Area (S-SMD) Mixed Use District	0.75
Planned Regional Commercial (PRC)	None
Planned Industrial (PI)	0.35
General Industrial (GI)	None

*CSC and DSC zoning having a minimum FAR of 1.0 to ensure buildings match the historic pattern of the surroundings. An exception process exists to reduce minimum FAR in unique situations.

The current definition in the Zoning Ordinance for FAR includes gross floor area of all buildings on a site. Buildings are any structure that encloses or covers property or persons. This means a parking structure that covers property, i.e. vehicles, is a building by definition for all development standards. This means we would apply setbacks, coverage, height, and FAR limits to a parking structure during site plan review.

The key question regarding the definition of FAR is whether to consider it as a measure of the intensity of activity on a site or as a building design regulation. In cities where the chief design issue is the level of use and activity on a site rather than building massing, exemptions may exist for floor area that is not house employees or customers. Examples may include exemptions of large corporate lobbies, accessory amenity spaces of dining facilities or fitness areas, bike lockers and showers, or parking structures. In some cases different uses may have different FAR limits because of the concentration of people, e.g. hotels vs. office buildings. **However, in circumstances where the overall size of a building(s) is a concern then the uses described above would not be exempted from floor area because they would increase the amount of building area on a lot and increase the size of a building.**

OPTIONS FOR PARKING STRUCTURE FAR EXEMPTIONS FOR HOC:

There are many options available to consider adding flexibility to project design in relation to FAR standards based on the purpose of the standard. Some are as simple as exempting parking structures while a broader approach would be to allow for increased development levels with a design review process and a higher maximum limit.

- 1) Exempt Parking Structures for Definition of Floor Area Ratio**

This option satisfies the developer's request. Total floor area for commercial buildings would still be controlled by the 0.5 FAR level of HOC. Parking structure design would still need to comply with all other building and site standards, such as setbacks, 15% landscaped area, and 50% building coverage limitations. This approach would consider FAR as a measure of intensity rather than massing.
- 2) Exempt Parking Structure for Definition of a Building.**

This option satisfies the developer's request and provides additional flexibility in siting of a stand-alone parking structure as it would be exempt from building standards. Total floor area for commercial buildings would still be controlled by the 0.5 FAR level of HOC. If floor area was built above a parking structure it would still be required to meet building coverage, height, setbacks, etc.. This approach would consider FAR as a measure of intensity rather than massing.
- 3) Create an Exception Process to Exceed FAR limits**

This option would allow for a situational evaluation of a proposal to exceed the FAR limits and may meet the developer's interest through a permitting process. The process could be a Planning Director discretionary allowance or minor exception process through the Zoning Board of Adjustment. The intent would be for less stringent criteria than a variance and could apply to parking structures or to all building types. Examples of exception criteria could be whether there would be an unanticipated increase in traffic from increased use, how a larger facility is located on a lot, or if the design promotes natural resource protection. This approach would try to balance FAR as a measure of intensity and massing from discretionary review of exceeding maximum levels.
- 4) Raise the FAR Ratio to 1.0**

This option would likely meet the developer's interest as it would allow for increased intensity of use of building area or parking structure area. This change is similar to the hotel related FAR request from 2014 that the City Council decided not to pursue. This measure would be broad and allow for intensification of sites in many parts of the city. As described earlier in the report, a 1.0 FAR would likely rely upon structured parking to support the intensified use of a site.
- 5) Create a Planned Commercial Zoning Overlay**

This option would allow for a situational evaluation of a proposal to exceed the FAR limits and other development standards. This could satisfy the developer's interest through a permitting process. This option is more far reaching and would create a highly flexible tool to address unique projects. Prior to 2000, the City had a Planned Commercial Zoning District that allowed for customized review of a project to consider trade-offs for uses and design. Creating a Planned Commercial Zoning Overlay would allow for an optional process of a developer to propose a project that does not fit standard zoning parameters, but may still have additional beneficial attributes. Once the overlay is applied, it could be either Council or staff approval of a project. The Overlay approach would try to balance

design and intensity of a project while considering the trade offs in design flexibility.

STAFF COMMENTS:

While FAR can be an abstract tool for the City's design objectives in its zoning districts, at times, it does fit community expectations for development patterns. FAR is helpful in promoting our goals for intensification and character in the CSC and DSC zoning districts. However, it has had limited applicability in other areas of the City. Standard development with surface parking rarely reaches the FAR limits applied to other zoning districts. The difference in how FAR works in the zoning districts also is a balance of promoting intensification in the core and limiting more outward development. However, when considering how FAR works for HOC zoning it can be viewed as both an infill area and a growth area due to the diverse areas of the City zoned HOC.

If the Council is interested in a text change for FAR allowances it has an array of choices. Exempting Parking Structures from the definition does incentivize alternative development styles and probably a fuller use of a site. Excluding parking structures does not fundamentally alter the intensity of use planned for the base zoning, but would promote more building area and a larger size overall. Alternatively, raising FAR levels would promote more use of sites and overall intensity.

Staff believes that exempting parking structures is a simple and direct solution that is not a time consuming project due to its small definitional change. This change will have limited utility in the near term as very few projects include parking structures, but would meet this particular developer's interests. Once the text amendment is approved, review of the project design would be through a staff administered minor site plan review.

Alternatively, a more comprehensive tool to address this project's interest and future projects would be to create a tool for individual review such as the Planned Commercial Overlay. This would provide a tool with greater flexibility and discretion and may have more use in the redevelopment of sites in the future as well as for creative new development. This approach, however, will require additional time to spell out the process and objectives of allowing for design flexibility.

If Council proceeds with direction to draft a text amendment for parking structures it will have minor effect on the Planning Division's work plan. A small definition change without a need to do community outreach would be a minor project of 5 hours to complete a Planning and Zoning Commission and City Council public hearing. Creating a Planned Commercial Zone would include an additional 8 to 12 hours of time, but would also be minor project overall that could be accomplished within the next two months. If Council pursues a different text amendment that requires community outreach this would likely take substantially more than 12 hours of time and should be prioritized as a work plan item.

Attachment A

March 9, 2015

Honorable Mayor & City Council
City of Ames
515 Clark Avenue
Ames, Iowa 50010

RE: Request to Amend the Code of Ordinance Definition of the Floor Area Ratio

Honorable Mayor & City Council:

We are working on development of a Highway-Oriented Commercial (HOC) zoned property in Ames and as part of the project are contemplating the use of covered parking. However, if covered parking is used, then the amount of building development is *reduced* as the covered parking is measured as part of the Floor Area Ratio (FAR) for the project. For example; on a 200,000 square foot (s.f.) lot code would allow a 100,000 s.f. commercial building ($100,000/200,000 = \text{FAR of } 0.50$). But, if the building had covered parking, then only a 50,000 square foot building could be constructed *as the 50,000 s.f. of covered parking would count against the FAR of 0.50*. It would seem to be in the best interest of the City to maximize the use of prime commercial lots and allow the full use of a site with covered parking. It is a more efficient use of land resources to promote the use of covered parking and provides more value per acre of building construction.

The pertinent portions of the FAR definitions are found in Code Section 29.201 Definitions as shown below:

(77) Floor Area, Gross means the sum of the gross horizontal area of floors of a building, including interior balconies and mezzanines. All horizontal dimensions are to be between the exterior faces of walls or from the center line of walls separating 2 buildings.

(78) Floor Area, Net means the total square foot area of all space within the outside line of a wall, including the total area of all floor levels, but excluding porches, garages, or unfinished space in a basement or cellar.

(79) Floor Area Ratio (FAR) means the amount of floor area in relation to the amount of lot area, determined by dividing the gross floor area of all buildings on a lot by the area of that lot.

We are not asking for a change to the HOC zoning's FAR limit of 0.50. We do request the definition of the Floor Area Ratio to be changed by changing the "gross floor area" to "net floor area" such that it reads:

79) Floor Area Ratio (FAR) means the amount of floor area in relation to the amount of lot area, determined by dividing the *net* floor area of all buildings on a lot by the area of that lot.

The City's definition of "net floor area" excludes garages from the calculations and would allow the project to move forward. This small (one word) change would allow for the full 100,000 s.f. of building to be constructed as detailed in the example above.

Our due diligence period for purchase of the property is by the end of April. We would like to have the Council move forward with the change expeditiously such that we can be assured the change will be in process before the end of our due diligence period. Thank you for your assistance. Please call me if you have any questions.

Sincerely,



Martin Stern
Cell Phone (515)-779-7301

cc: Kelly Diekmann, Planning & Housing Director
Steve Schainker, City Manager

ITEM #: 55
DATE: 4-14-15

COUNCIL ACTION FORM

REQUEST: PRELIMINARY PLAT FOR QUARRY ESTATES CONSERVATION SUBDIVISION

BACKGROUND INFORMATION:

Quarry Estates LLC owns a 79-acre parcel (plus 6.5 acres of county road right-of-way) north of Ada Hayden Heritage Park and south of 190th Street. (See Location Map Attachment A-1; A-2) The City annexed this land in December, 2013 and approved a rezoning request to FS-RL (Suburban Residential Low Density) and FS-RM (Suburban Residential Medium Density) with a Master Plan on October 14, 2014. (See Zoning Map Attachment B) The proposed Preliminary Plat totals 160 homes within the FS-RL zoned area consisting of 140 single-family detached homes with a minimum of 20 attached single-family homes. The FS-RM zoned area is an outlot reserved for future development.

The Preliminary Plat must be found to conform to the zoning and subdivision standards. Development of this site is the first project to request approval under the Conservation Subdivision standards of Ames *Municipal Code*. Ames Conservation Subdivision standards are part of the Chapter 23 Subdivision Standards of the Municipal Code. **The intent of the standards is to protect the quality of water in Ada Hayden Lake, protect existing surface drainage systems, promote interconnected greenways, provide a minimum of 25% of area as commonly-owned open space and conservation areas, and protect such areas in perpetuity.** (See Attachment D)

The rezoning of the site in 2014 included a Master Plan and Zoning Agreement defining the general arrangement of uses and conditions for development of the site. (The Master Plan and Zoning Agreement accompany this report.) **The Preliminary Plat must be found to conform to the Master Plan and Zoning Agreement.** The numbers of dwelling units, their general locations, and net density of this preliminary plat are consistent with the Master Plan approved by City Council. The open spaces and access points generally conform to the Master Plan as well. The Zoning Agreement also requires a central transportation spine that includes a shared use path along the new Ada Hayden Drive and also requires sidewalks along 190th Street and Grant Avenue. The final element of the agreement was to require only one connection to Ada Hayden Park; the Preliminary Plat includes a crushed rock trail connection from Outlot F east of Lots 20-23 to the Upland Trail in the park. (The entire Preliminary Plat document accompanies this report.) Please refer to the Addendum section of this report for analysis of FS-RL and subdivision standards of approval.

Within the standards for approval of the subdivision, staff has focused on three additional aspects of this proposed Preliminary Plat: 1) traffic safety improvements where this development and the "Rose Prairie" development access Grant Avenue, 2)

the interface between the city park and residences along its north edge of the park and 3) adequate lighting where the new streets connect to the existing county/city road, 190th Street.

Traffic Improvements - Ada Hayden Road and Grant Avenue. City staff anticipates that Grant Avenue will be a significant traffic route in this general area. Story County intends to pave the remaining section of the road north of 190th Street in the next 3-5 years. Grant Avenue will provide access for all residential subdivisions along Grant Avenue as it provides direct access both into Ames and to the schools in Gilbert. The location of the intersection of the new Ada Hayden Road with Grant Avenue will also be the location of an access into the “Rose Prairie” development on the west side of Grant Avenue. Details of the “Rose Prairie” development are not known at this time as they are preparing to submit a rezoning and preliminary plat application this summer.

The developer has provided a traffic study addendum to the original North Growth area traffic study with traffic projections based on full build-out of all developments in this area. (Traffic Memorandum is part of this packet.) This analysis considered intersection improvement needs for Quarry Estates and based on projected roadway volumes, the warrant analysis for left turn lanes was not met and they are not proposed by the applicant for Grant Avenue or 190th Street. **To the contrary, staff has concluded that the nature and volumes of the future traffic justifies requiring left turn lanes at the intersection with Ada Hayden to improve safety and reduce traffic delays.** No turn lanes are recommended for 190th Street.

The applicant’s study considered warrant analysis based upon one reference guide of 2001 NCHRP 457 - National Cooperative Highway Research Program reports. Staff has reviewed additional transportation engineering references and guidance and determined that improved safety performance justify the inclusion of the turn lanes. Staff has relied upon NCHRP 745- *Left Turns at Unsignalized Intersections* in its evaluation. **Staff recommends a condition of approval for the plat to have the applicant design and construct turn lane improvements at the time Ada Hayden Road connects to Grant Road.** Staff recognizes that the intersection will also likely serve development to the west in Rose Prairie and in the event that Quarry Estates develops prior to Rose Prairie that the City will seek reimbursement to the developer of Quarry Estates of 50% of the 150 foot left turn lane construction costs. In the event that Rose Prairie was to develop first, Quarry Estates would provide reimbursement of 50% of the cost to Rose Prairie.

Interface between Quarry Estates and Ada Hayden Park. Through the design of this subdivision the city seeks to protect the park landscape from impacts of the development and the many more people who will be living next door to the park. The applicant has met with Planning, Public Works, and Parks and Recreation staff regarding their development of the conservation area plans for the subdivision. Specific concerns include protecting the steep slopes along the north edge of the park along the shared property boundary with Quarry Estates from erosion, from informal foot paths into the park, and from private improvements encroaching into the park. The City intends to plant tall native prairie grasses in the park up to the park boundary with

Quarry Estates as well as to designate the park boundary with fixed markers at intervals, although not with a continuous fence.

The Master Plan illustrates a conservation area and buffer varying in width along the south boundary of the site and its shared boundary with Ada Hayden Park. The Zoning Agreement specifies a minimum 30-foot wide buffer of undeveloped open space to be located between the developed lots of Quarry Estates and Ada Hayden Heritage Park. When Council was considering the Zoning Agreement and Master Plan, staff reported that the buffer will be planted with native grasses and forbs and will be established and installed in its entirety along with the public improvements for the first phase of the development. The agreement also specified that one trail connection was allowed into the park to connect to the Upland Trail.

Preliminary Plat includes 14 large lots for single-family detached homes along the south side of Ada Hayden Road adjacent to the park. There are three additional lots off of McFarland Drive adjacent to the park. There are approximately five lots along the south side of Quarry Drive adjacent to the park as well. Varying sized conservation easements are proposed between these homes and the park. At the time of Planning and Zoning Commission review, all of the conservation areas were shown as outlots as requested by staff of the applicant. The outlot south of Ada Hayden Drive varied in width from 30 to 50 feet. Staff reported to the Commission that it was still working on the details with the developer, such as the location of the rear building setback line and how the rear boundary of the 14 lots would be delineated with the conservation easement.

The applicant now proposes a Preliminary Plat for City Council approval that contains some revisions to this buffer. It is now proposed to be a conservation easement within each of the private lots for the 14 lots south of Ada Hayden Drive. The other areas remain as outlots. The proposed conservation area would vary in width from 30 feet to 85 feet. The applicant proposes this arrangement to address concerns about rear setbacks and developable areas of lots. As an easement rather than an outlot, there will be additional developable area on each lot that is not impacted by the rear setback from the property line. This is because the minimum setback of 20 feet falls within the conservation easement whereas with an outlot it would be from the closer property line to the homes than from the park boundary.

The applicant has also supplied additional details for delineation of the easement to help avoid the encroachment issues that are of concern to staff. The conservation easement will include the planting of tall prairie grasses coordinated with park plantings, a variety of large boulders along the conservation easement line, the installation of capped short wood posts with native prairie planting information along with each lot, and the creation of a limestone chip or gravel band that is 2-3 feet wide for the width of each lot that may also include a slight grade change or crease as well.

These combined elements should allow for a clear and respectful delineation of the prairie buffer and allow the Home Owners Association (HOA) to better enforce the conservation easement. The City will require the HOA covenants to specify performance of an annual inspection of the conservation easement for encroachments

and to ensure the upkeep of the buffer. The City will also be a party to the easement to identify non-compliance for the HOA to take corrective action.

Originally the buffer was envisioned as a storm water control measure as well. With the Preliminary Plat proposed grading, the stormwater runoff from the north area of these lots and the north half of the houses built along Ada Hayden will flow north into the treatment system through the rest of the Quarry Estates conservation area. Stormwater from the south part of the houses and yards will sheet flow into the park, as it now does, not concentrated into pipes and outlets that might promote erosion. Larger conservation areas are not needed along the park boundary for stormwater management. (See Addendum for description of the stormwater management plan for the subdivision.)

The conservation management plan will require that the HOA maintain this buffer and its representatives meet with city staff periodically to identify management activities needed. **City staff believes that this cooperation and this buffer will protect the steep slopes along the north edge of the park from erosion, from informal foot paths into the park and from private improvements encroaching into the park. The specific details as described in general above are required prior to the first final plat approval.**

Lighting Intersections on 190th Street. Street lights have not been required consistently along perimeter roadways of subdivisions. Note that a separate item on this agenda includes a Subdivision Code amendment that would require streetlights for adjacent roadways to subdivisions rather than only new internal roadways. If approved, it would apply to the final plats for Quarry Estates. However, in the event the text amendment does not apply to Quarry Estates, staff has concerns about the intersection visibility along 190th Street. **In order to assure that reasonable lighting occurs for intersections, staff proposes a condition of approval that street lighting plan be submitted prior to final plat approval that places a street light in the 190th Street right-of-way with spacing initiated from north to south into the development.** Street lights are already included in the Grant Avenue street improvements and not an individual component of this project.

An additional condition is proposed to address details of attached single-family home lot layout. On Quarry Drive at the east end of the development, most of the lots on both sides will have attached single-family as twin homes. The width of these lots is less than a standard detached single-family home lot and each lot contains a two-car garage and driveway. Depending on spacing, a double driveway cut in the curb on each lot can make it difficult to fit street lights, street trees and on-street parking spaces. **To ensure appropriate space is reserved for street trees and off-street parking coordinated with driveway placement, staff proposes a condition of approval that before approval of the final plat that includes Quarry Drive, a coordinated plan is provided to the Planning and Housing Department.**

Planning and Zoning Commission Recommendation. On April 1, 2015 the Commission considered the Preliminary Plat for Quarry Estates. The Commission discussed traffic on Grant Avenue and the proposed requirement for turn lanes at its

intersection with Ada Hayden Road. Commissioners supported planning for future impacts of development and also supported consistency requiring development improvements that accommodate those impacts. Commissioners supported the city enforcement of expectations and responsibilities for establishing and managing the conservation areas. The Commission recommended approval of the Preliminary Plat with the conditions stated in this report by a vote of 3 to 0 with one abstention due to a possible conflict of interest.

ALTERNATIVES:

1. The City Council can approve the Preliminary Plat for Quarry Estates at 904 W. 190th Street with the following conditions
 - A. Provide a north bound turn lane and also a south bound turn lane with minimum storage of 150 linear feet where Ada Hayden Road intersects Grant Avenue. Developer will be eligible for reimbursement of 50% of the initial construction cost of the turn lanes from the development west of the site as collected from the “Rose Prairie” developer. Alternatively, the developer shall be responsible for reimbursement of 50% of the cost of construction if the development to the west is built prior to the connection of Ada Hayden Road.
 - B. Prior to final plat, include in the street lighting plan a light at each intersection of Ada Hayden Road and McFarland Avenue with 190th Street and continue the regular spacing between lights from there into the subdivision.
 - C. To ensure appropriate space is reserved for street trees and off-street parking coordinated with driveway placement, before approval of the final plat that includes Quarry Drive, provide to the Planning and Housing Department a plan with the placement of street lights, street trees, and hydrants, and driveways for Quarry Drive.
2. The City Council can approve the Preliminary Plat for Quarry Estates at 904 W. 190th Street with modified conditions.
3. The City Council can deny the Preliminary Plat for Quarry Estates at 904 W. 190th Street, by finding that the preliminary plat does not meet the requirements of Section 23.302(3)(b) or Section 23.603 of the Ames Municipal Code and by setting forth its reasons to disprove or modify the proposed preliminary plat as required by Section 23.302(4) of the Ames Municipal Code. Code sections are found in Attachment D.
4. The City Council can defer action on this request to no later than May 1, 2015 and refer it back to City staff and/or the applicant for additional information.

MANAGER'S RECOMMENDED ACTION:

The Quarry Estates subdivision is the first of several residential developments on the north and west sides of Ada Hayden Park. It is also the first Conservation Subdivision

within the Ada Hayden watershed. The Quarry Estates preliminary plat demonstrates how the project will carry out the low-impact policies and techniques required by the Conservation Subdivision and will thus protect the quality of surface water flowing into Ada Hayden Lake, as was envisioned when the park land was acquired.

The Quarry Estates development will carry the native landscaping characteristic of the park into the residential area with 26% of site in conservation areas. It will include an integrated pedestrian and bicycle path system through and connected to the park's system. It will also provide sites for 160 much-needed new homes and for more than 80 additional multi-family dwelling units in the future.

The Preliminary Plat for Quarry Estates is consistent with the approved master plan and zoning agreement in many respects in terms of general distribution of homes and the density of development. The access points and circulation system are also consistent with the Master Plan. The conservation areas and outlots were adjusted as more detail was available for the stormwater design of the site and with additional improvement to delineate the buffer along Ada Hayden Heritage Park.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1 thereby approving the Preliminary Plat for Quarry Estates at 904 W. 190th Street with conditions A, B, and C. Note that with the approval of the preliminary plat, a number of additional plans and details are required to be submitted for approval prior to final plat approval.

ADDENDUM

Project Description. Quarry Estates LLC owns a 79-acre parcel (plus 6.5 acres of county road right-of-way) north of Ada Hayden Heritage Park and south of 190th Street. (See Location Map Attachment A-1; A-2)

The proposed Preliminary Plat includes 140 lots for single-family detached homes and a minimum of 20 lots for single-family attached homes, within an area of the property that is zoned Suburban Residential Low Density (FS-RL). (For lot layout see Attachment C) The applicant may adjust the final counts of attached and detached single-family homes based upon the approved master plan ranges of development. In the northwest portion of the site, the Preliminary Plat includes Outlot ZZ, which is zoned Suburban Residential Medium Density (FS-RM). The area is intended for future development of attached residences or apartments. This area may be subdivided in the future or several buildings may be constructed on the same lot. In either case, a major site development plan must be approved by the City Council.

There are also seven outlots proposed for conservation areas and open space, totaling 21 acres. The project includes three points of access, two to 190th Street and one to Grant Avenue.

Applicable Law. Laws pertinent to the proposal are described on Attachment D. Pertinent for the City Council are Sections 23.302(5) and 23.302(6). Requirements for Ames Conservation Subdivision standards are in Division VI of Chapter 23 Subdivision Standards of the Municipal Code. Zoning standards for Suburban Residential development are contained in Article 12 of Chapter 29 of the Municipal Code.

Lot Layout and Density. Lot sizes for detached single-family homes range from 8,800 square feet to a few lots exceeding 20,000 square feet. The larger lot sizes are placed adjacent to Ada Hayden Park as view lots looking to the south. Homes will be a minimum of 30-85 feet from the park, varying in distance depending on the width of the conservation easement abutting homes and the park. The lots for attached single-family homes range from 6,000 square feet to 9,500 square feet in size.

All lots meet minimum size requirements for the zoning district. The FS-RL portion of the subdivision has a net density of 4.05 units per net acre, exceeding the minimum average net density required for FS-RL zoning of 3.75 units per acre. The area zoned FS-RM is 8.14 acres in size and will have a minimum of 82 dwelling units to meet the minimum average net density required for FS-RM zoning of 10 units per acre.

Utilities. Off-site infrastructure to support development of the site is part of the 2013 annexation agreement for the property. An agreement was approved by owners of this subject property and other developable land parcels west of Ada Hayden Heritage Park abutting Grant Road, which established the timing and responsibility for extension of all of the urban infrastructure necessary to provide city services to the North Growth area as an assessment district (Grant Avenue paving) and connection districts (sewer and water). Utilities will be available to serve development starting by summer of 2015.

Grant Road construction is expected to be completed in the fall of 2015. On-site infrastructure improvements are part of the preliminary plat requirements for each development site.

Note that the preliminary plat includes accommodation of a water extension to Ada Hayden Park. The final alignment and accompanying easement will be determined prior to final plat. It will extend south from Quarry Drive or through the Outlot D connection to Ada Hayden Drive and connect to the park to provide quality clean potable water to replace the current well water within the park.

Traffic and Street Connections. Grant Avenue is being rebuilt this summer as a rural collector street, meaning it is designed with two travel lanes, curb and gutter, and street lights. The cost of basic Grant Road improvements is shared by the City and three development interests with the aforementioned Assessment District. The road will be complete in the fall of 2015. Site specific access improvements are part of the individual subdivision review and not incorporated into the basic Grant Road improvements.

City staff anticipates that Grant Avenue will be a significant traffic route in this general area. Story County intends to pave the remaining section of the road north of 190th Street in the next 3-5 years. Grant Avenue will provide access for all residential subdivisions along Grant Avenue as it provides direct access both into Ames and to the schools in Gilbert. The location of the intersection of the new Ada Hayden Road with Grant Avenue will also be the location of an access into the “Rose Prairie” development on the west side of Grant Avenue. Details of the “Rose Prairie” development are not known at this time as they are preparing to submit a rezoning and preliminary plat application this summer.

The developer has provided a traffic study addendum to the original North Growth area traffic study with traffic projections based on full build-out of all developments in this area. (Traffic Memorandum is part of this packet.) This analysis considered intersection improvement needs for Quarry Estates and based on projected roadway volumes, the warrant analysis for left turn lanes was not met and they are not proposed by the applicant for Grant Avenue or 190th Street. **To the contrary, staff has concluded that the nature and volumes of the future traffic justifies requiring left turn lanes at the intersection with Ada Hayden to improve safety and reduce traffic delays.** No turn lanes are recommended for 190th Street.

Ada Hayden Road is the east-west collector street within the development, with McFarland Avenue providing connections south to single family detached homes on Ketelsen Drive and north to 190th Street and Ledges Drive providing connections north to single family detached homes and 190th Street. The street width for Ada Hayden Road meets the standard for a residential collector street, that is, a 31-foot pavement width as measured from the back of the curb within a 66-foot right-of-way, accommodating parking on one side. This right-of-way will include an 8-foot shared use path on the north side and a 4-foot sidewalk on the other. Other street widths meet the standards for local streets, that is, a 26-foot pavement width as measured from the back of the curb within a 55-foot right-of-way. This width allows for parking on one side of a

street. The street layout also includes mid-block crossings for pedestrians as required by FS-RL zoning when a block face exceeds 600 feet.

On Quarry Drive at the east end of the development, most of the lots on both sides will have attached single-family as twin homes. The width of these lots is less than a standard detached single family home lot and each lot contains a two-car garage and driveway. Depending on spacing, a double driveway cut in the curb on each lot can make it difficult to fit street lights, street trees and on-street parking spaces. **To ensure appropriate space is reserved for street trees and off-street parking coordinated with driveway placement, staff recommends a condition for a plan to be provided prior to approval of the final plat that includes Quarry Drive. The Planning and Housing Department would review the plan with the street light locations and street tree planting plan of Quarry Drive to maximizing the number of street trees and parking spaces.**

Conservation Areas and Open Space. In Conservation Subdivisions site features identified as healthy natural features in a site natural resources inventory shall be protected in conservation areas. Conservation area and open spaces are to form an interconnected system. The applicant completed a natural and cultural resources inventory and no significant native plant communities exist on the site, nor are there any streams, waterways or dry channels on site. (Natural Resources Inventory is available for review at the Planning and Housing Department.) **Therefore, the conservation areas in Quarry Estates will be “naturalized” by establishing native plant communities, which is consistent with the conservation subdivision requirements.**

The conservation subdivision ordinance requires 25% of the property to be interconnected conservation areas and open space distributed throughout the development and abutting 80% of residential lots. The proposed plat shows approximately 26.8% of the property with open space use, abutting approximately 87% of the lots. Open spaces serve as a buffer between proposed residences and existing residences on the east and south of the property.

Other major open space features of the plan are outlots A, C, and D. Outlot A is principally for stormwater management (see below). Approximately half of Lot C is designed for stormwater management and the remainder will be a recreational area available to the residents and maintained by the homeowner’s association. Lot D is meant to be a reestablished conservation area open space in a former pasture and provide a buffer between new development and the existing homes to the east.

Landscaping and Street Trees. The Landscape and Street Tree Plan together with a Conservation Area Management Plan portray the naturalized conservation areas. The Conservation Area Management Plan describes how these areas will be established and maintained. More detail for maintenance operations is required during the final plat process. The developer will have initial responsibility for creating the conservation areas and the future homeowner’s association will have long term management responsibilities. (The draft Conservation Area Management Plan is part of this packet.)

Stormwater Management. One of the principles of the Conservation Subdivision is to take the approach of Low Impact Development to design the project. This means the arrangement of lots, street and stormwater management minimize mass grading of the site, minimize impervious areas, and maximize use of natural stormwater treatment measures. The overall approach to stormwater management provides treatment and control of the peak runoff rate from the entire site by providing multiple opportunities to slow the flow of stormwater on the surface and settle out and filter out sediments, a process called the “treatment train.” This system includes surface sheet flow to collecting basins, directing flow by vegetated swales, settlement areas drained by pipes and pipe outlets into vegetated swales to carry water to other basins.

This system follows the existing topography of flow toward the center of the site and then flow to the west in a shallow, wide swale. Stormwater from the east third of the site is directed through this treatment train in the center of the site to swales along the south side of 190th Street flowing to the west. Stormwater from the western two-thirds of the site flows to the center and is carried through this treatment train to Grant Avenue. All of the stormwater runoff from these systems is carried under Grant Avenue to an existing major water way to the south and then to the east into Ada Hayden Park and Lake.

The steeper slopes in Ada Hayden Park are protected from increased runoff from streets, driveways, rooftops and other hard surfaces by directing as much of this flow as possible toward the north into the central treatment train system. Lots along the south side of Ada Hayden Drive (Lots 72 -85) will have the front half of the home direct runoff to the center of the development. All of the remaining flow of these lots will be to the south as sheet flow across land; none of the flow is collected in pipes and discharged at points. Additionally, the conservation area along the south buffer will help with erosion control.

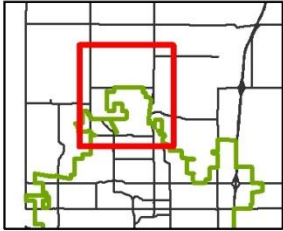
Vital to all of these stormwater management systems is the native prairie vegetation to be established that will help slow the rate of runoff and facilitate the percolation of water into the soil for natural filtration and treatment. The proposed open spaces include substantial areas of native prairie planting, as shown on the submitted Landscape and Street Tree Plan.

Sidewalks. North/south walking trails through the central Outlot C open space and the western Outlot E open space corridor supplement the shared use path or sidewalks along all streets to interconnect all residences and open spaces. This network includes one connection to Ada Hayden Park through a hard surfaced 8-foot wide shared use path in Outlot F. The developer will continue this connection into the park to the existing “Upland Trail,” with crushed rock surfacing at the request of the Parks Department. Note that that a separate text amendment to the Subdivision Code is on the same agenda and if approved would change the requirement for sidewalks to be five feet wide rather than the proposed four-foot wide sidewalks on the plat. **If approved, sidewalks would need to be widened to five feet with the final plat to conform to the proposed new standards.**

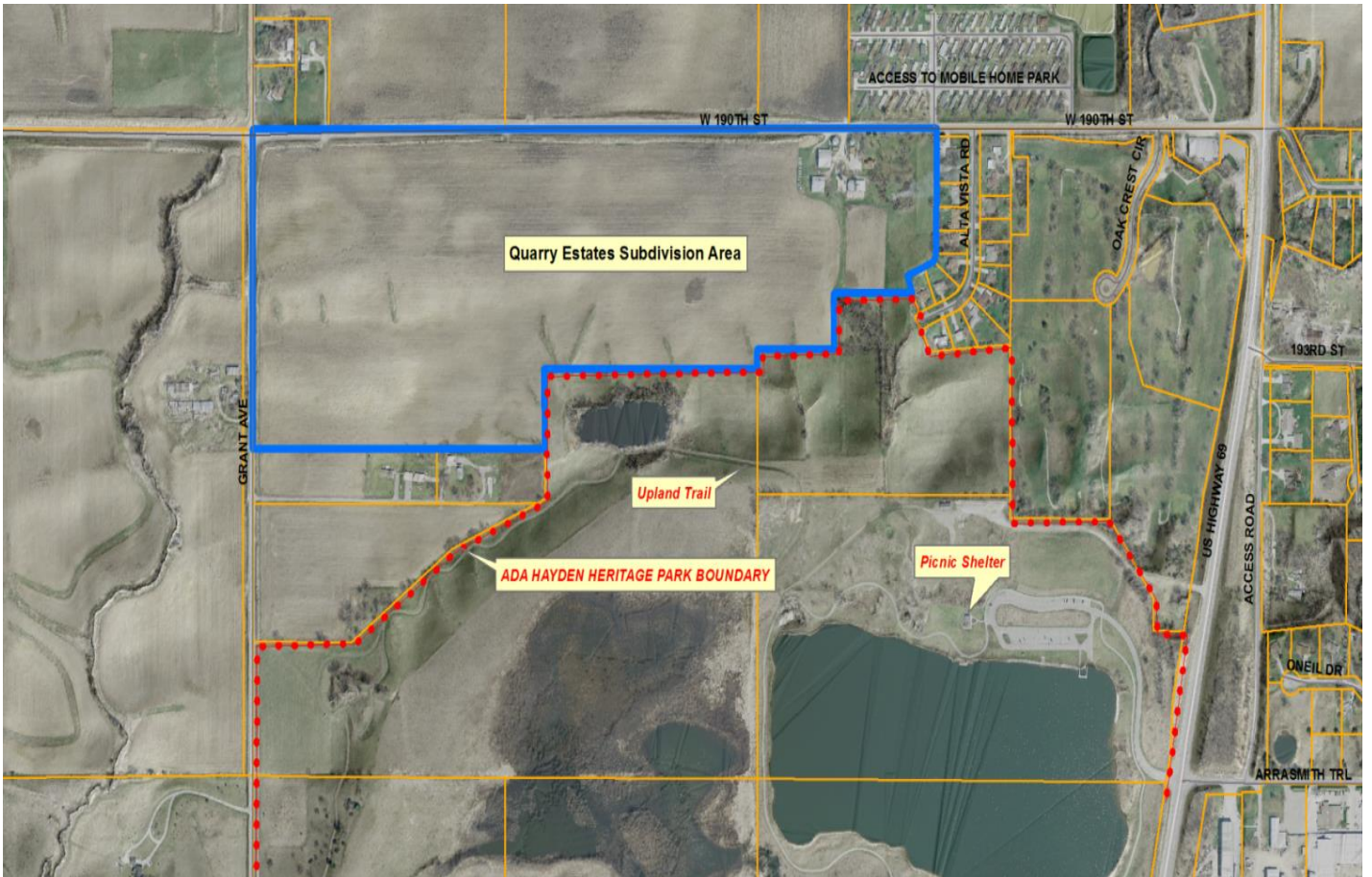
Attachment A: Location Map-1



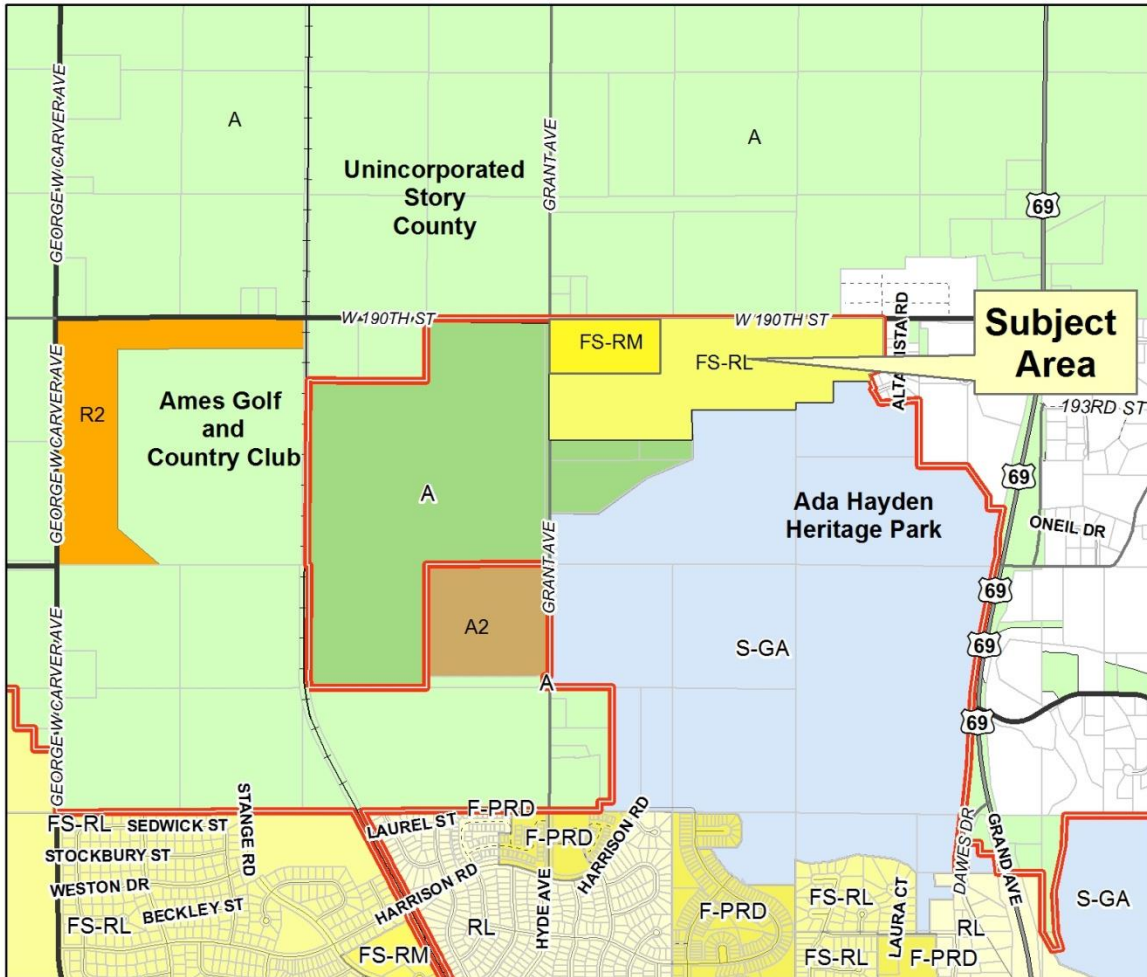
**Location Map
Quarry Estates Property
904 W 190th Street**



Attachment A: Location Map-2



Attachment B: Zoning Map



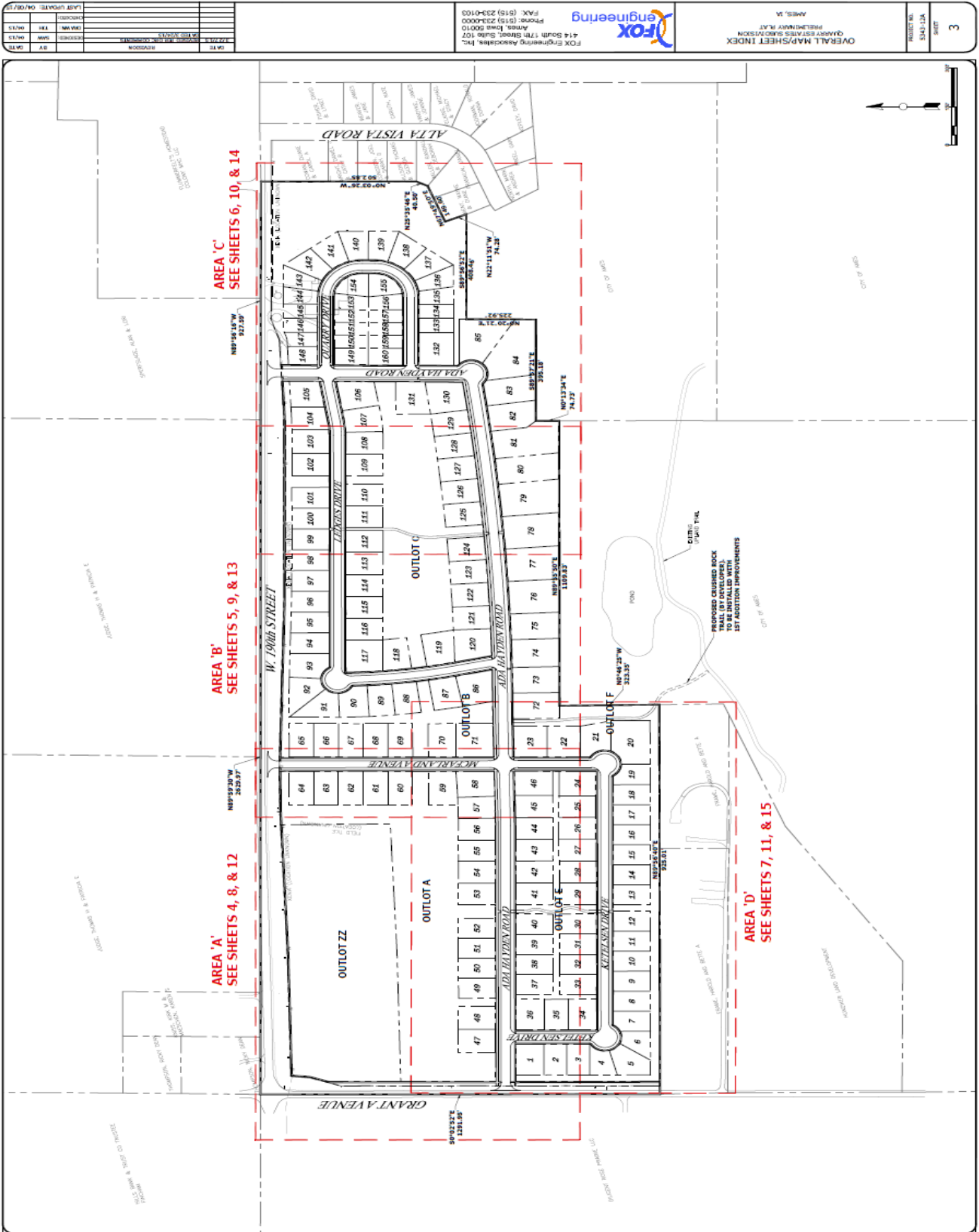
Zoning Districts

- Agricultural A1 (Story County)
- Agricultural Zone "A"
- Government/Airport District "S-GA"
- Agricultural Residential AR (Story County)
- Residential R2 (Story County)
- Residential Low Density Zone "RL"
- Suburban Residential Low Density "FS-RL"
- Suburban Residential Medium Density "FS-RM"
- Planned Residence District "F-PRD"





Attachment C: Lot Layout



Attachment D: Applicable Subdivision Law

The laws applicable to this Preliminary Plat Subdivision include, but are not limited to, the following: (verbatim language is shown in *italics*, other references are paraphrased):

Code of Iowa Chapter 354, Section 8 requires that the governing body shall determine whether the subdivision conforms to its Land Use Policy Plan.

Ames Municipal Code Chapter 23, Subdivisions, Division I, outlines the general provisions for subdivisions within the City limits and within two miles of the City limits of Ames.

Ames Municipal Code Section 23.302(5):

- (5) *City Council Review of Preliminary Plat: All proposed subdivision plats shall be submitted to the City Council for review and approval in accordance with these Regulations. The City Council shall examine the Preliminary Plat, any comments, recommendations or reports examined or made by the Planning and Zoning Commission, and such other information as it deems necessary and reasonable to consider.*

Ames Municipal Code Section 23.302(6):

- (6) *City Council Action on Preliminary Plat:*
 - a. *Based upon such examination, the City Council shall determine whether the Preliminary Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans. In particular, the City Council shall determine whether the subdivision conforms to minimum levels of service standards set forth in the Land Use Policy Plan for public infrastructure and shall give due consideration to the possible burden of the proposed subdivision on public improvements in determining whether to require the installation of additional public improvements as a condition for approval.*
 - b. *Following such examination and within 30 days of the referral of the Preliminary Plat and report of recommendations to the City Council by the Planning and Zoning Commission, the City Council shall approve, approve subject to conditions, or disapprove the Preliminary Plat. The City Council shall set forth its reasons for disapproving any Preliminary Plat or for conditioning its approval of any Preliminary Plat in its official records and shall provide a written copy of such reasons to the developer.*

Ames Municipal Code Chapter 23, Subdivisions, Division IV, establishes requirements for public improvements and contains design standards.

Ames Municipal Code Chapter 23, Subdivisions, Division VI establishes requirements for Conservation Subdivisions:

DIVISION VI CONSERVATION SUBDIVISIONS

23.600. CONSERVATION DEVELOPMENT FOR SUBDIVISIONS

23.601. APPLICABILITY.

Conservation Design Development is an alternative set of design objectives and standards for residential subdivision development. These objectives and standards can be used as an alternative to common residential subdivision development in Ames. However, they shall apply to all residential subdivision development in the undeveloped areas of Ada Hayden Watershed north of Bloomington Road.

(Ord No. 4042, 8-10-10)

23.602. INTENT.

The intent of Conservation Design Development is to preserve the existing natural features of the site, to preserve the natural drainage features and hydrologic characteristics of the landscape, and to reduce the impacts of development on the landscape; and

- (1) To maintain and protect in perpetuity Ames area natural character by preserving these important landscape elements including but not limited to those areas containing unique and environmentally sensitive natural features as prairie, woodlands, stream buffers and corridors, drainageways, wetlands, floodplains, ridgetops, steep slopes, critical species habitat, and by setting them aside from development;
- (2) To promote interconnected greenways and environmental corridors throughout Ames;
- (3) To provide commonly-owned open space and conservation areas for passive and/or active recreational use by residents of the development and, where specified, the larger community;
- (4) To permit various means for owning conservation areas, preserved landscape elements, and to protect such areas from development in perpetuity;
- (5) To provide greater flexibility in site dwellings and other development features than would be permitted by the application of standard use regulations in order to minimize the disturbance of natural landscape elements and sensitive areas, scenic quality, and overall aesthetic value of the landscape;
- (6) To protect and restore environmentally sensitive areas and biological diversity, minimize disturbance to existing soils, vegetation, and maintain environmental corridors, and
- (7) To preserve significant archaeological sites, historic buildings and their settings.

(Ord No. 4042, 8-10-10)

23.603. GENERAL REQUIREMENTS.

- (1) Design and Standards for Residential Lot Layout
 - (a) All residential units should be in cluster groups unless the site has been designed to preserve sensitive areas and maintain a stormwater treatment train.
 - (b) All lots shall take access from interior roads.
 - (c) All separation areas for residential lots along existing roads shall be landscaped in accordance with the conservation area landscaping requirements in Section 23.603(2)(f).
 - (d) Eighty percent (80%) of residential lots shall abut a conservation area or open space to the front or rear. Open space and conservation area across a road shall qualify for this requirement.
 - (e) Cluster groups shall be located to avoid or mitigate directly disturbing existing native prairie, woodlands, wetlands and other natural features identified in the site inventory of natural resources.
- (2) Site Requirements
 - (a) Open water areas - A 50-foot native vegetative buffer shall be maintained around open water areas such as ponds and lakes unless a specific common use area is identified.
 - (b) Stream buffers - Stream buffers with native vegetation shall be maintained along stream areas using the following requirements based on stream order:
 - (i) Streams exceeding 3rd order and above, the City requires sketches, maps, studies, engineering reports, tests, profiles, cross-sections, construction plans and specifications to determine adequate buffer widths.
 - (ii) Perennial streams (1st and 2nd order). The total required stream buffer width is one hundred (100) feet on each side perpendicular to the waterway measured from the outer wet edge of the channel during base flows.
 - (iii) Intermittent streams. The total required stream buffer width is fifty (50) feet on each side perpendicular to the water way measured from the centerline of the channel.
 - (iv) Waterways and/or dry channels that have a contributing drainage area of fifty (50) acres or greater. The total required stream buffer width is thirty (30) feet on each side perpendicular to the waterway measured from the centerline of the waterway.
 - (v) Waterways and/or dry channels with a contributing drainage area of less than 50 acres. The total required stream buffer width is twenty (20) feet on each side perpendicular to the waterway measured from the centerline of the waterway.
 - (c) Stormwater management
 - (i) Minimize the use of storm sewer piping and maximize the use of swales.
 - (ii) Use curb cuts in lieu of storm sewer intakes when appropriate to divert street water to a stormwater conveyance or treatment system.
 - (iii) Sump pump discharge can be discharged into a stormwater conveyance or treatment system.
 - (iv) On-site treatment and storage of stormwater generated by the development shall occur in conservation area if it is consistent with the environmental functions of the conservation area. Individual lot on-site stormwater management may also be used in conservation subdivisions in conjunction with open space and conservation area management of stormwater.
 - (v) Include detailed design information for the stormwater management practices following the design information provided in the Iowa Stormwater Management Manual. The stormwater treatment train approach shall be used where appropriate to capture, treat and release stormwater.
 - (d) Shared use paths, sidewalks, and driveways
 - (i) An accessible and interconnected shared use path system shall be developed to connect residential areas with open space/conservation areas within or adjacent to the site.
 - (ii) Sidewalks shall only be required on one side of streets; however, all lots shall have direct access to sidewalks or the pathway system.
 - (iii) Typical driveway approach sections, Chapter 7 of SUDAS specifications, shall be used.
 - (e) Conservation Area Requirements
 - (i) The conservation area shall be designated as a Conservation Easement as detailed in the definition section of this ordinance.
 - (ii) Applicants must provide an explanation of the conservation area objectives

achieved with their proposed development and identify the percentage of the total development area that this area occupies.

(iii) All conservation areas shall be part of a larger continuous and integrated system except for conservation areas that are naturally isolated from other conservation areas on or near the site. For the purposes of this section, continuous shall be defined as either physically touching or located across a public right-of-way, for example, on opposite sides of an internal road.

(iv) Conservation areas, in accordance with the Conservation Area Management and Ownership outlined in Section 23.605, shall protect site features identified in the site natural resources inventory Section 23.604 (1) and analysis as having particular value in preserving and/or restoring the natural character and conserving natural resources in compliance with the intent of this ordinance and consistent with the goals and objectives of this ordinance.

(v) Healthy natural features such as woodlands, prairie, wetlands, and streambanks shall generally be maintained in their natural condition. If recommended by a professional with pertinent qualifications, the Municipal Engineer may authorize a modification to improve the natural features' appearance or restore the overall condition and natural processes, in compliance with an approved management plan, as described in Section 23.605.

(vi) All wetlands, floodways, and/or identified wildlife habitat areas shall be contained in conservation areas.

(vii) Conservation areas and open space shall be distributed throughout the development and combined shall comprise at least twenty-five (25) percent of the total area of the subdivision. An area comprised of conservation areas and open space greater than twenty-five percent of the total area of the subdivision may be required if necessary to maintain health features such as woodlands, prairie, wetlands and streambanks in their natural condition as provided in 23.603(2)(v).

(viii) Safe and convenient pedestrian access and access easements sufficient for maintenance vehicles shall be provided to conservation areas.

(f) Landscaping for Conservation Subdivisions - A landscaping plan shall be prepared that identifies all proposed landscaping and conforms to the following:

(i) The preservation of existing native, non-invasive vegetation as identified in the natural resources inventory Section 23.604(1) as being in good condition and of good quality shall generally be preferred to the installation of new plant material.

(ii) Mass grading of sites shall be minimized in order to preserve the natural features of the site.

(iii) Within all required separation areas between residential lots and external roads and site boundaries, existing woodlands with desirable tree species shall be retained.

(iv) All new landscaping in conservation areas to be installed and existing native vegetation to be preserved shall be protected through conservation easement. Native landscaping shall be installed according to the guidelines provided in the Iowa Stormwater Management Manual Section 2E-6.

(v) Trees of native species as indicated by the Iowa Department of Natural Resources and approved by the City shall be planted along internal roads within cluster groups in a total amount equivalent to the standard subdivision requirements. Trees may be planted, but are not required, along internal roads passing through conservation areas.

(vi) Informal, irregular, or natural arrangement is required for newly planted trees to avoid the urban appearance that regular spacing may evoke.

(vii) Trees shall be located so as not to interfere with the installation and maintenance of utilities, shared use paths, or sidewalks that may parallel the road.

(viii) Within all conservation areas, separation between external roads and residential lots, a vegetated buffer area at least 25 feet in width shall be maintained or established. Where no natural trees and/or shrubs exist, native plant materials shall be planted.

(ix) Conservation areas required to meet Section 23.603(1)(d), shall be planted using native species to enhance privacy and a natural appearance.

(x) Required buffers around wetlands, all water bodies and drainageways must be naturally vegetated or planted with native plant species appropriate to the surrounding landscape.

(xi) Buffers consisting of an informal, irregular or natural arrangement of native plant species, combined with infrequent or prescriptive mowing are required to create a low-maintenance, naturalized landscape.

(xii) In addition to the above, land management practices minimizing the impact of

nutrients shall be used and demonstrated in Ada Hayden Watershed; minimal fertilization of lawns including the use of phosphorus-free fertilizers is recommended.

(Ord No. 4042, 8-10-10)

23.604. APPLICATION PROCEDURE.

In addition to the standard subdivision application requirements, an inventory and mapping of natural resources shall be conducted prior to the initial submittal.

(1) Inventory and Mapping of Natural Resources. An inventory of natural resources of the proposed development site shall be conducted by experts in the field such as biologists, ecologists, soil scientists, hydrologists, geologists or those credentialed in a manner acceptable to the Municipal Engineer and must be submitted with the conservation subdivision application. The inventory must include, but is not limited to the following information mapped at a scale of no less than one inch equals 50 feet:

(a) Topographic contours at 2-foot intervals.
(b) United States Department of Agriculture, Natural Resource Conservation Service soil type locations and identification of soil type characteristics such as percolation rates, suitability for infiltration-based stormwater management practices, hydric soils, depth to water table, and suitability for wastewater disposal systems if applicable.

(c) Hydrologic characteristics, including surface water bodies, floodplains, groundwater recharge and discharge areas, wetlands, natural swales, drainage ways, and slopes 10% or greater.

(d) Land cover on the site including but not limited to prairie, woodland, forest, wetland and general cover type (pasture, woodland, etc.), and stand-alone trees with a caliper of more than [24] inches measured four feet off the ground. The inventory shall include comments on the health and condition of the natural resources.

(e) Known critical habitat areas for rare, threatened or endangered species using existing documented inventories.

(f) Cultural resources shall be identified by a brief description of historic character of buildings and structures, historically important landscapes, and archeological features using a review of existing, documented inventories.

(2) Education and Outreach Plan for the Development. An educational plan shall be developed and distributed to all perspective lot owners that describes the characteristics of the conservation subdivision including the development concept, conservation areas management practices that will be used to manage these areas, and benefits of the natural features. They shall also include information on lawn care strategies that reduce nutrient and pesticide inputs and pollution to local water bodies. Lot owners shall be made aware of the wildlife aspects of a conservation subdivision. Deer, birds, and other animals and insects will be attracted to the natural areas.

(Ord. No. 4042, 8-10-10)

23.605. CONSERVATION AREA MANAGEMENT AND OWNERSHIP.

(1) Conservation Area Management Plan. Every conservation subdivision must include a plan that provides evidence of a means to properly manage the conservation areas and open space areas in perpetuity through a conservation easement for conservation areas or common ownership for open space areas and evidence of the long-term means to properly manage and maintain all common facilities, including any stormwater facilities. The plan shall be approved by the Municipal Engineer prior to plat approval.

(a) A conservation area management plan shall be submitted with the following components during the following approval stages:

(2) Preliminary Plat:

(a) Include a conservation area management plan specifically focusing on the long-term management of conservation areas. The conservation area management plan shall include a narrative, based on the site analysis required in Section 23.604(1), describing:

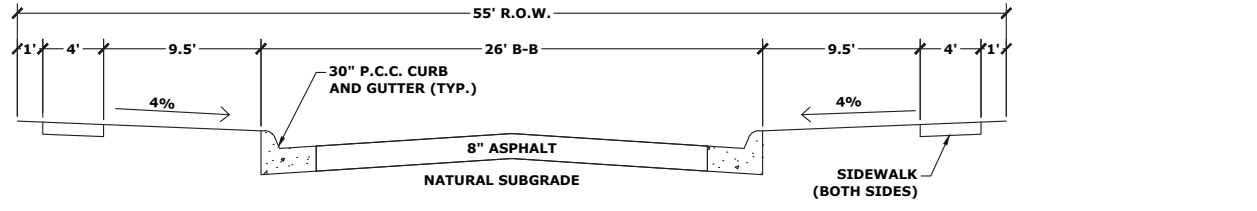
(i) Existing conditions including all natural, cultural, historic, and scenic elements in the landscape.

(ii) The proposed completed condition for each conservation area; and the measures proposed for achieving the end state.

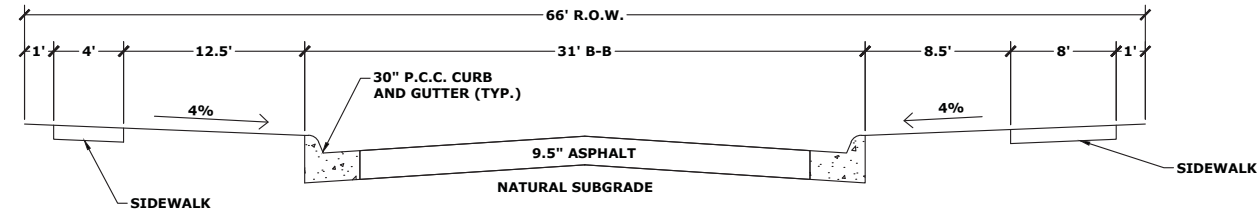
(iii) Proposed restoration measures, including: measures for correcting increasingly destructive conditions, such as erosion, and measures for restoring habitats, ecosystems, and historic features.

- (3) Final Plat:
- (a) The conservation area management plan shall include the following items for final plat approval:
- (i) Provide a copy of the conservation easement.
 - (ii) Designate the ownership of the conservation area and common facilities.
 - (iii) Establish necessary regular and periodic operation and maintenance responsibilities.
 - (iv) Estimate staffing needs, insurance requirements, and other associated costs and define the means for funding the same on an on-going basis.
 - (v) The operations needed for maintaining the stability of the resources, including: mowing schedules; native vegetation burns; weed control; planting schedules; clearing and cleanup; the applicant shall be required to provide financial security in a form acceptable to the city for the maintenance and operation costs of conservation areas for a two-year period of time at time of the plat.
- (b) In the event that the organization established to own and maintain the conservation areas, or any successor organization, fails to maintain all or any portion of the conservation areas in reasonable order and condition, such notice shall set forth by the Municipal Engineer listing the nature of corrections required and the time within which the corrections shall be made. Upon failure to comply within the time specified, the organization, or any successor organization, shall be considered in violation of this ordinance. In such case the security, if any, may be forfeited, and any permits may be revoked or suspended. The city may enter the premises and take corrective action.
- (i) The costs of corrective action by the City that exceeds the security shall be assessed against the properties that have the right of benefit of the conservation areas and shall become a lien on said properties.
- (c) Management plans can be amended by the owner identified under Section 23.605(6) with the approval of the Municipal Engineer.
- (4) Ownership Alternatives. The designated conservation areas shall be placed in Conservation Easement and may be owned and managed by one or a combination of the following:
- (a) A homeowners association shall be established if the conservation area is proposed to be owned by a homeowners association. Membership in the association is mandatory for all purchasers of homes in the development and their successors.
 - (b) A non-profit or for-profit conservation organization that specializes in Iowa native plant management.
 - (c) Other entity as approved by City Council.
- (5) Ownership & Maintenance Responsibilities. The bylaws, guaranteeing continuing maintenance of the conservation area and the declaration of covenants, conditions and restrictions of the homeowners association shall be submitted for approval to the City of Ames as part of the information required for the final plat. The bylaws or the declaration of covenants, conditions and restrictions of the homeowner's association shall contain the following information:
- (a) The legal description of the conservation area;
 - (b) The restrictions placed upon the use and enjoyment of the conservation areas or facilities;
 - (c) The homeowners association or third party assigned by the homeowners association entitled to enforce the restrictions;
 - (d) A mechanism to assess and enforce the common expenses for the land or facilities including upkeep and maintenance;
 - (e) The conditions and timing of the transfer of ownership and control of land facilities to the association.
- (6) A For-Profit or Non-profit Conservation Organization. If the conservation area is to be held by a for-profit or non-profit conservation organization, the organization must be acceptable to the City. The conveyance to the non-profit or for-profit conservation organization must contain appropriate provisions for reversion in the event that the organization becomes unwilling or unable to uphold the terms of the conveyance.
- (Ord No. 4042, 8-10-10)*

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1 LOCAL STREET TYPICAL SECTION
NTS



2 COLLECTOR STREET TYPICAL SECTION
NTS

STREET TREE NOTES

- Trees shall be planted within the right-of-way of all streets proposed within the subdivision. Trees shall be planted in accordance with the requirements of Section 23.402 of the Subdivision Ordinance.
- Trees planted in the public right-of-way shall be of the species shown on the accompanying "Street Tree Table".
- Trees shall be planted no closer than the distance of the full spread of the tree to the next adjacent tree according to the species selected. Trees shall be planted at fifty (50) feet spacing on center. The spacing shall be adjusted as a result of drive openings, underground utilities, street lights, and other potential obstructions.
- A minimum of nine (9) square feet of area shall be maintained for each tree and no impervious material shall be installed closer than thirty (30) inches to the trunk of the tree.
- Trees shall not be located closer than two and one-half (2-1/2) feet to the back of curb or the sidewalk line. Where the distance between the back of curb and sidewalk is greater than eight (8) feet, trees shall be planted within four (4) feet of the sidewalk line.
- Trees shall not be planted closer than thirty (30) feet from the corner at intersections and shall not be closer than twenty (20) feet to the intersection of the front and side lot line on a corner lot.
- Trees shall not be planted closer than ten (10) feet to residential driveways.
- Trees shall not be located closer to a street light pole than the distance of the spread of the tree at maturity. The distance shall be measured from the center of the tree to the center of the pole.

OUTLOTS A, B, C, D, E, AND F EASEMENTS

- Public Utility, Storm Sewer, Surface Water Flowage, Sidewalk, Shared-Use Path, and Conservation easements extend over entire outlots.
- Outlots are to be owned by the homeowner's association.
- Outlots A, B, C, D, E and F may be used for storm water conveyance, treatment, and detention.
- Outlots A, B, and D may include subdivision entrance signage.

OUTLOT C USE

- A portion of Outlot C is to be used for recreation. The homeowner's association will determine needs for recreation facilities and be responsible for implementing any needed equipment or improvements.

OUTLOT ZZ USE

- Outlot ZZ is to be used for future medium density (F5-RM) residential development.

STREET	TREE DISTRIBUTION
Ada Hayden Road	X
McFarland Avenue	X
Ketelsen Drive	X
Ledges Drive	X
Quarry Drive	X

Species may be selected from:	
	Norway Maple
	Black Maple
	Skyline Honeylocust
	Red Oak
	Hackberry
	American Hophornbeam
	American Hornbeam
	American Linden
	Eastern Redbud

Species may be selected from:	
	Bur Oak
	White Oak
	Swamp White Oak
	Hazelnut
	Eastern Wahoo
	Serviceberry
	Viburnum

Roadway Curve Table					
Curve Number	Radius	Delta	Length	Chord	Chord Bearing
C1	43.00'	090°00'00"	67.54'	60.81'	134°56'40"
C2	42.50'	090°00'00"	66.76'	60.10'	044°56'40"
C3	8868.35'	008°29'04"	1313.26'	1312.06'	085°45'28"
C4	42.50'	081°10'35"	60.21'	55.30'	040°55'38"
C5	1972.50'	010°02'16"	345.56'	345.12'	353°14'49"
C6	42.50'	091°40'43"	68.00'	60.98'	044°06'18"
C7	350.00'	009°56'40"	60.75'	60.67'	084°58'20"
C8	117.50'	090°18'36"	185.20'	166.62'	135°11'03"
C9	117.50'	089°41'24"	183.93'	165.72'	225°11'03"

DATE	BY	REVISION	DATE
04/15	SAW	DESIGNED	04/15
04/15	TJH	DRAWN	04/15
04/08/15		CHECKED	04/08/15
		LAST UPDATE:	04/08/15

FOX Engineering Associates, Inc.
414 South 17th Street, Suite 107
Ames, Iowa 50010
Phone: (515) 233-0000
FAX: (515) 233-0103

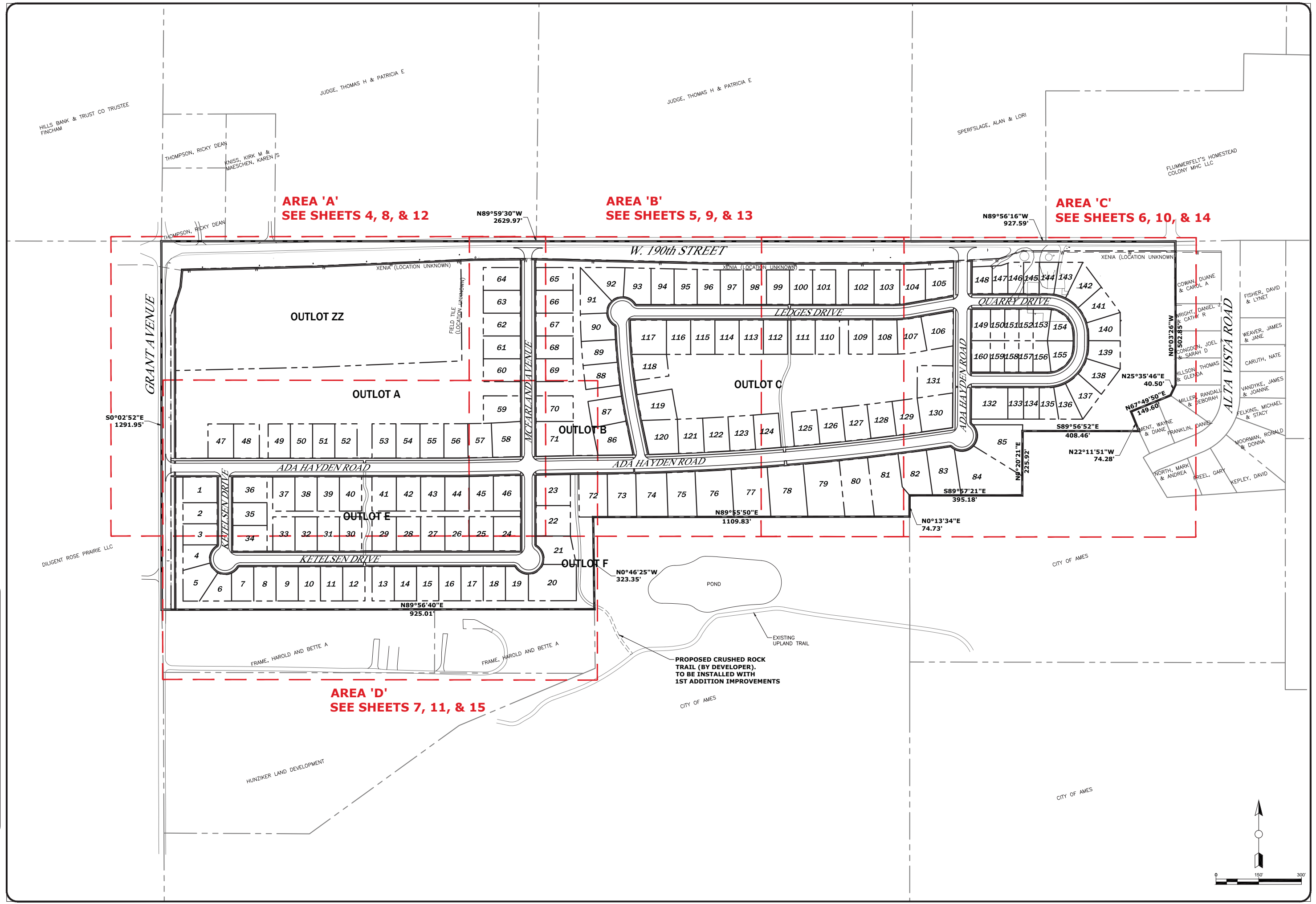


TYPICAL SECTIONS/GENERAL NOTES
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAT
AMES, IA

PROJECT NO.
5343-12A

SHEET
2

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	TJH	DRAWN	04/15
		CHECKED	04/08/15
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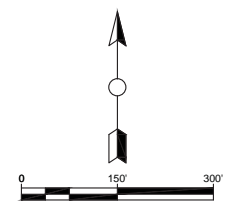
FOX Engineering Associates, Inc.
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FOX Engineering

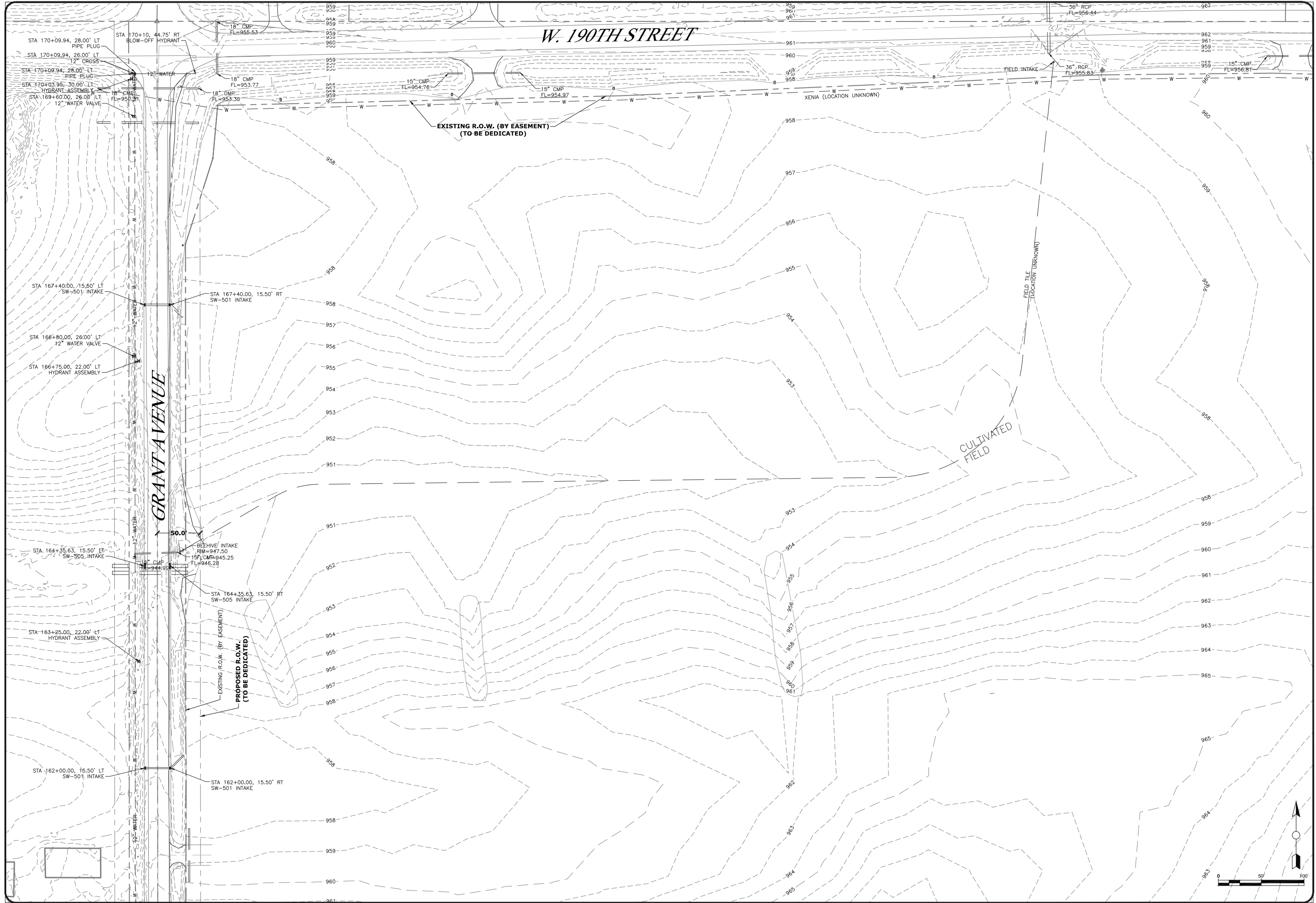
OVERALL MAP/SHEET INDEX
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 PRELIMINARY PLAT
 AMES, IA

PROJECT NO.
 5343-12A

SHEET
 3

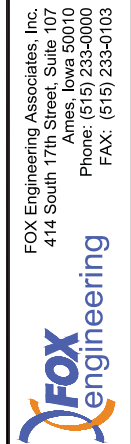


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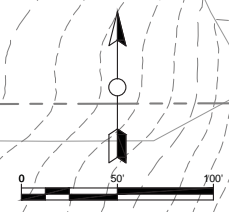
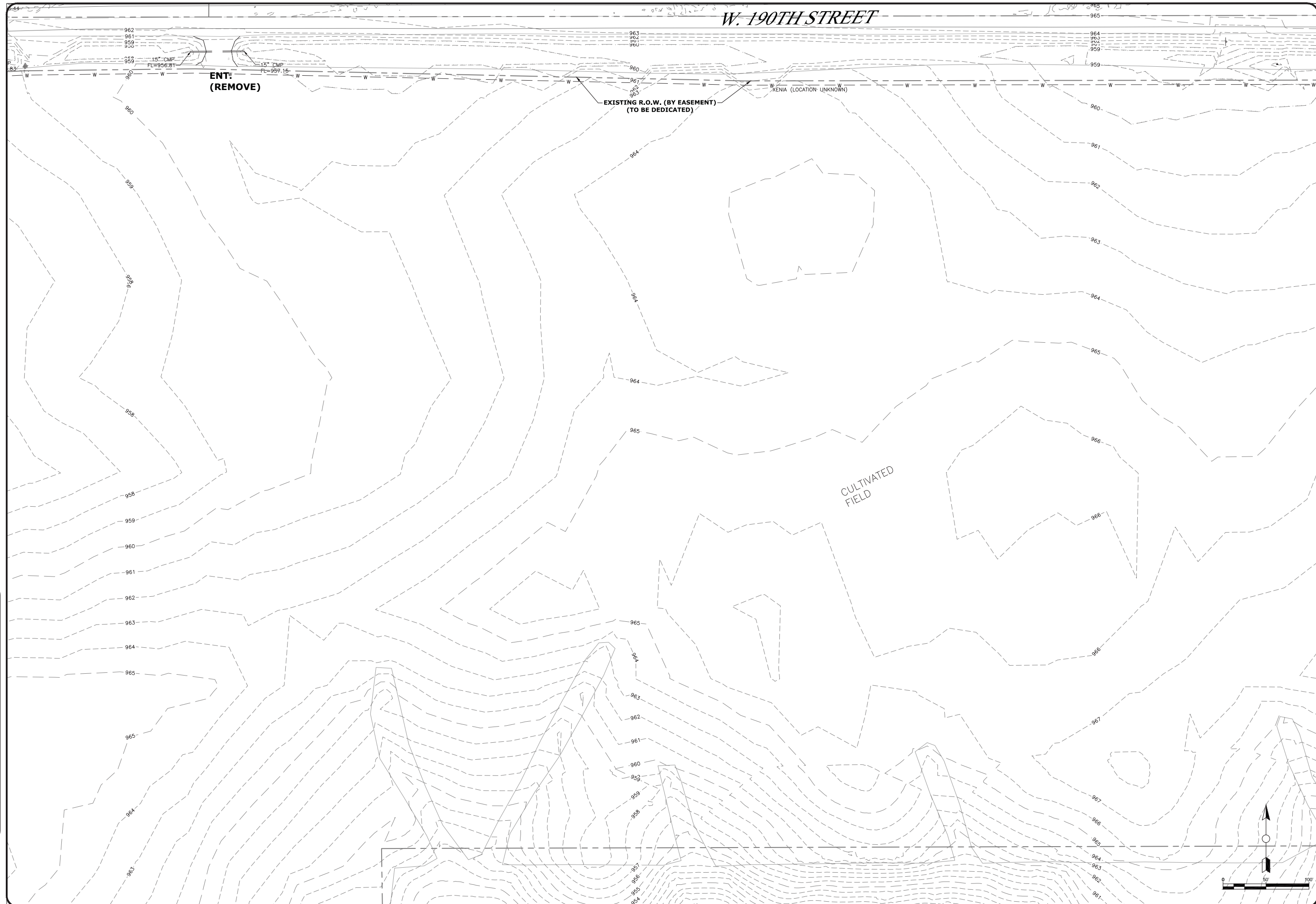
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3/27/15	SAW	REVISED PER DRC COMMENTS DATED 3/24/15
04/15	TJH	
04/15		
04/08/15		

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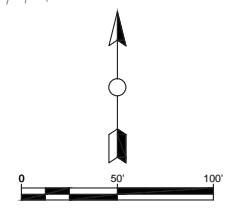
EXISTING CONDITIONS/REMOVALS - AREA 'A'
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAT
AMES, IA

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 PLOT STYLE TABLE
 FoxGrayScale.ctb
 LAYER MNGR NAME
 LAYOUT NAME
 5



DATE	3/27/15	REVISION	REVISED PER DRC COMMENTS DATED 3/24/15	BY	SAW	DATE	04/15
DATE		REVISION		BY	TJH	DATE	04/15
DATE		REVISION		BY		DATE	04/08/15
FOX Engineering Associates, Inc. 414 South 17th Street, Suite 107 Ames, Iowa 50010 Phone: (515) 233-0000 FAX: (515) 233-0103							
EXISTING CONDITIONS/REMOVALS - AREA 'B' QUARRY ESTATES SUBDIVISION PRELIMINARY PLAT AMES, IA							
PROJECT NO. 5343-12A							
SHEET 5							

DRAWING FILENAME
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 PLOT STYLE TABLE
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 LAYOUT NAME
 6



DATE	BY	REVISION
3/27/15	SAW	REVISED PER DRC COMMENTS DATED 3/24/15
04/15	TJH	
04/15		
04/08/15		

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EXISTING CONDITIONS/REMOVALS - AREA 'C'
 QUARRY ESTATES SUBDIVISION
 PRELIMINARY PLAT
 AMES, IA

PROJECT NO.
 5343-12A

SHEET
 6

DRAWING FILENAME
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LAYOUT NAME

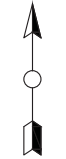
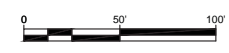
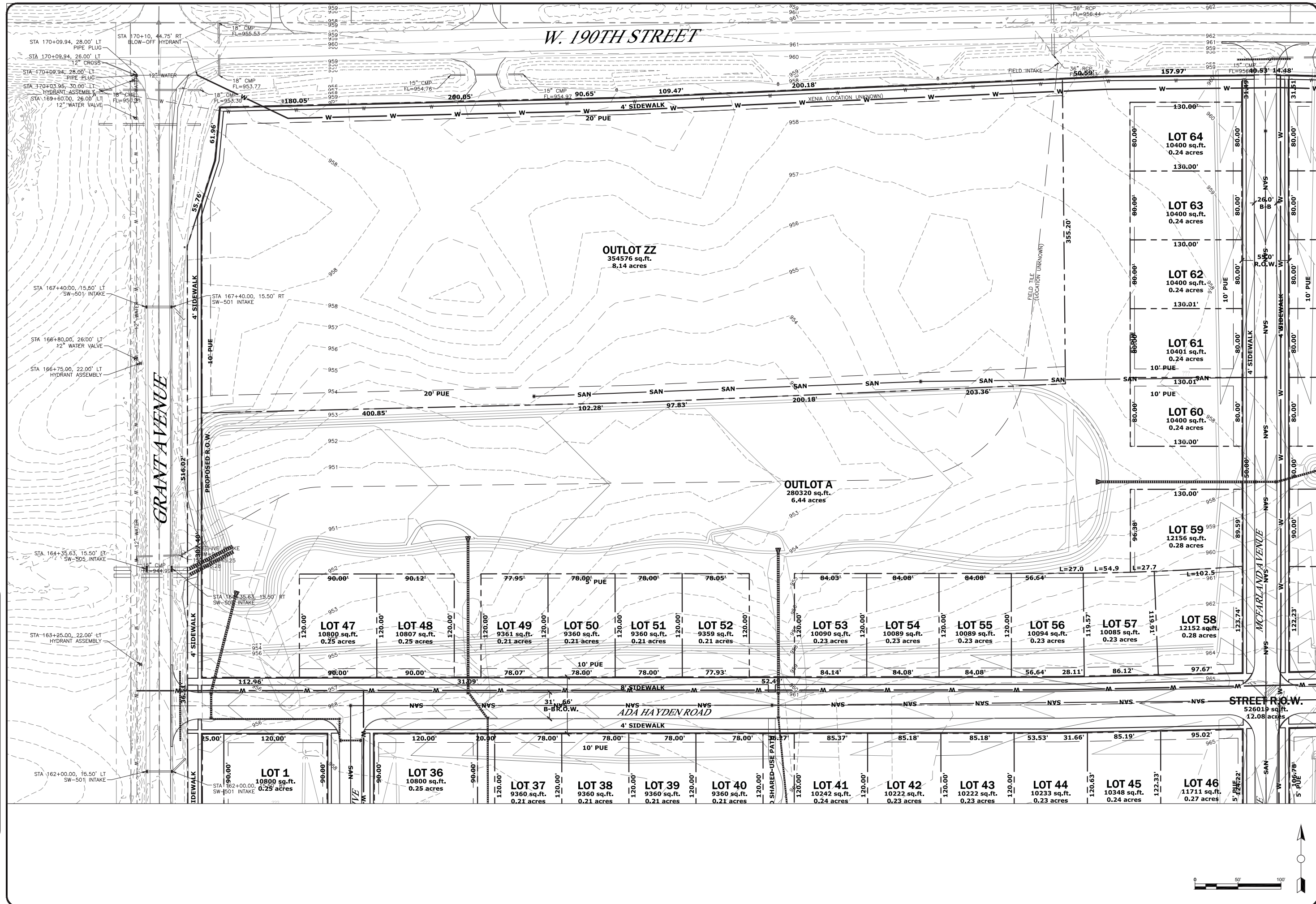


DATE	REVISION	BY	DATE
3/27/15	REVISED PER DRC COMMENTS DATED 3/24/15	SAW	04/15
		TJH	04/15
			04/08/15

<p>FOX Engineering Associates, Inc. 414 South 17th Street, Suite 107 Ames, Iowa 50010 Phone: (515) 233-0000 FAX: (515) 233-0103</p> <p>FOX Engineering</p>	<p>EXISTING CONDITIONS/REMOVALS - AREA 'D' QUARRY ESTATES SUBDIVISION PRELIMINARY PLAT AMES, IA</p>
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PROJECT NO. 5343-12A
SHEET 7

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LAYER MGR NAME
LAYOUT NAME
PLOT STYLE TABLE
FoxgrayScale.ctb



PROPOSED IMPROVEMENTS - AREA 'A'
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAN
AMES, IA

PROJECT NO.
5343-12A

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DATE	REVISION	BY
3/27/15	REVISED PER DRC COMMENTS DATED 3/24/15	SAW
		TJH
		CHKD
		LAST UPDATE: 04/08/15

W. 190TH STREET

W. 190th STREET



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PLOT STYLE TABLE
LAYER MGR NAME
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LAYOUT NAME
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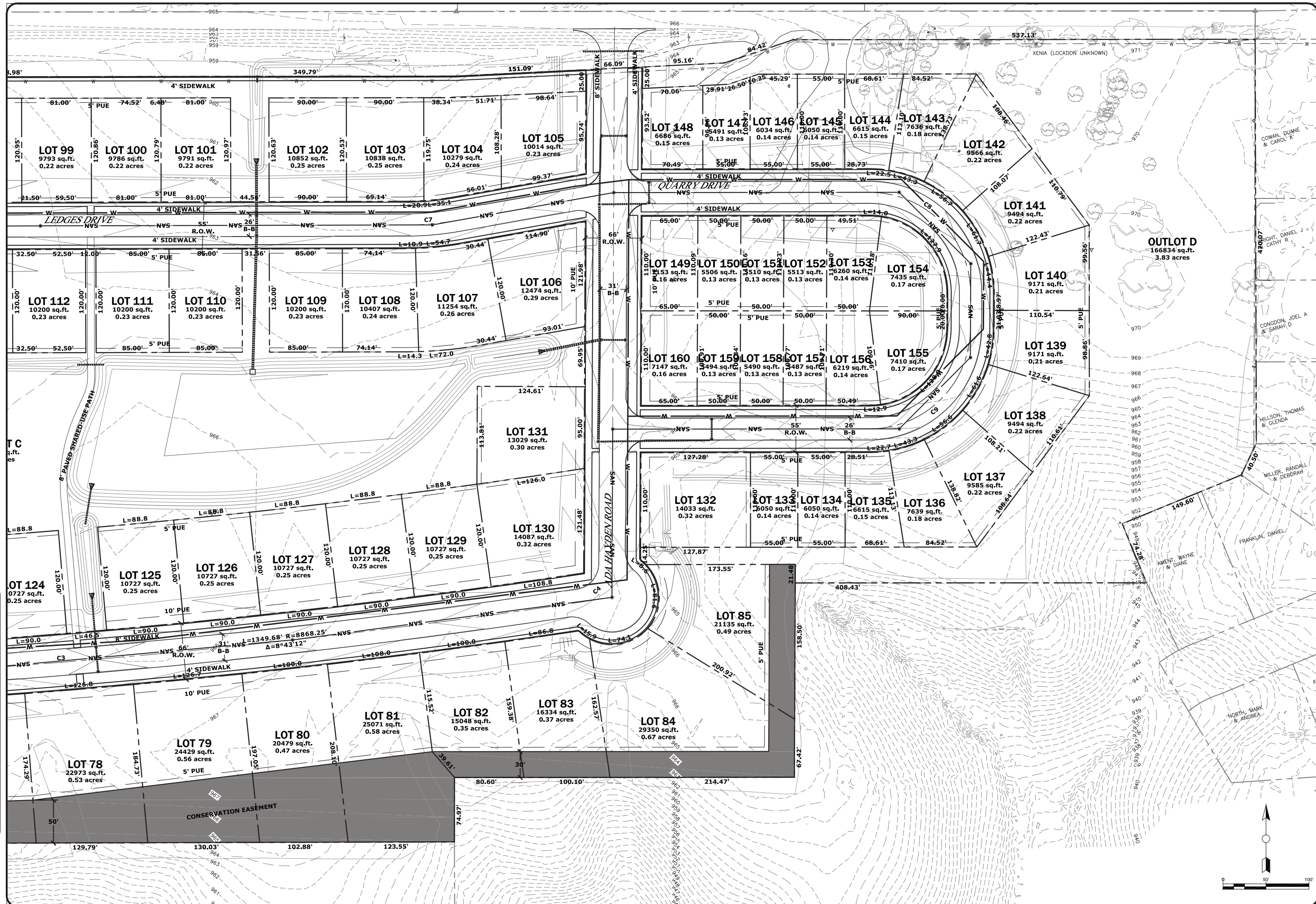
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3/24/15 <td>TJH <td>DRAWN</td> </td>	TJH <td>DRAWN</td>	DRAWN
04/15 <td></td> <td>CHECKED</td>		CHECKED
04/15 <td></td> <td>LAST UPDATE: 04/08/15</td>		LAST UPDATE: 04/08/15

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PROPOSED IMPROVEMENTS - AREA 'B'
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAN
AMES, IA

DRAWING FILENAME
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PLOT STYLE TABLE
FoxgryScale.ctb



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04/15 <td>TJH <td>DRAWN</td> </td>	TJH <td>DRAWN</td>	DRAWN
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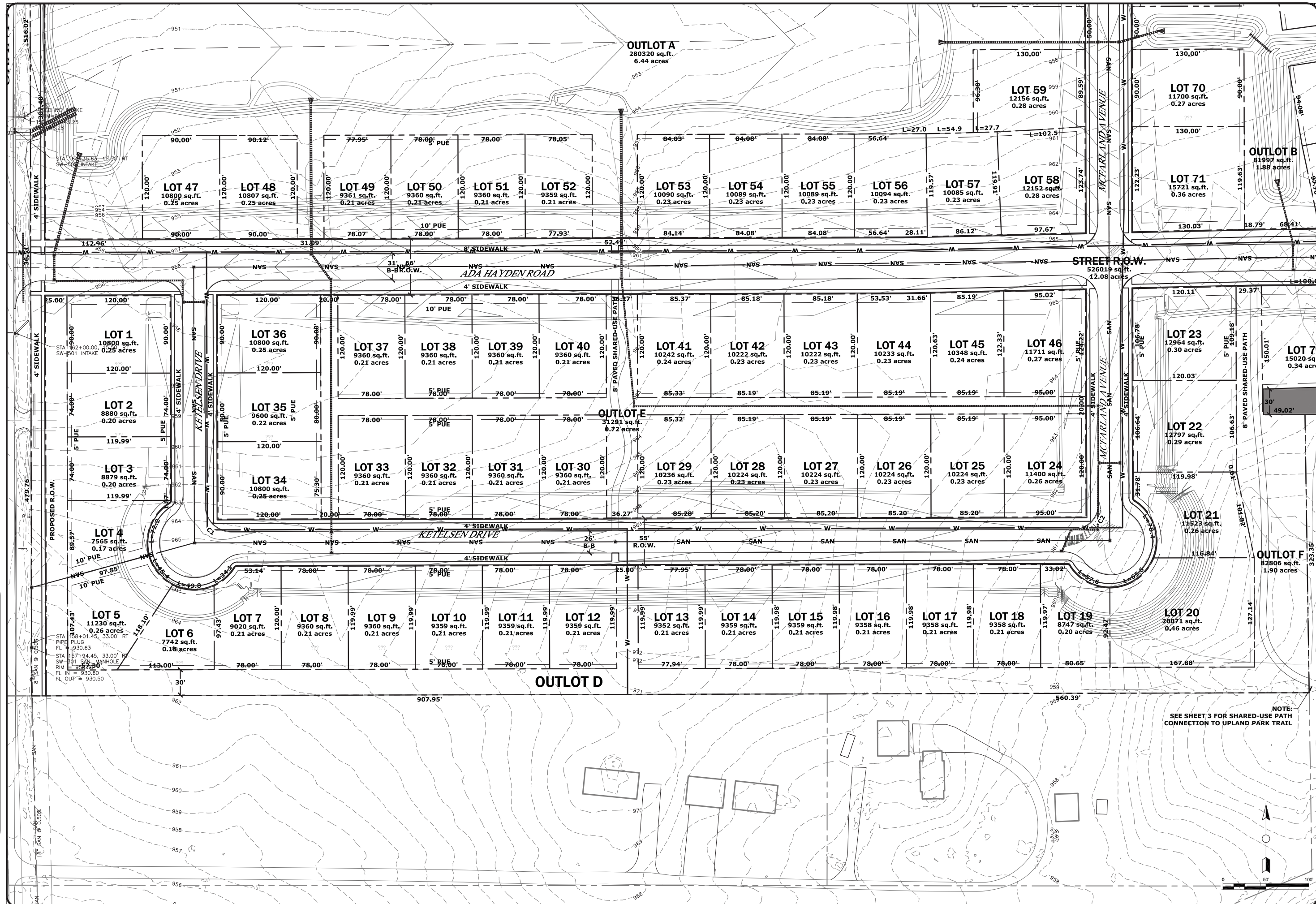
FOX Engineering Associates, Inc.
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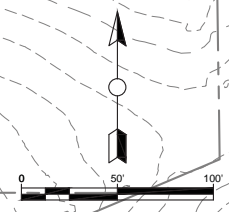
PROPOSED IMPROVEMENTS - AREA 'C'
 QUARRY ESTATES SUBDIVISION
 PRELIMINARY PLAN
 AMES, IA

PROJECT NO.
 5343-12A
 SHEET
 10

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 PLOT STYLE TABLE
 FoxGreyScale.ctb
 LAYER MGR NAME
 11



NOTE:
 SEE SHEET 3 FOR SHARED-USE PATH
 CONNECTION TO UPLAND PARK TRAIL



DATE	3/27/15	REVISION	REVISED PER DRC COMMENTS	DATE	04/15
BY	SAW	DESIGNED		DATE	04/15
		DRAWN	TJH	CHECKED	
				LAST UPDATE:	04/08/15

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 QUARRY ESTATES SUBDIVISION
 PRELIMINARY PLAT
 AMES, IA

PROJECT NO.
 5343-12A

SHEET
 11

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 PLOT STYLE TABLE
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 LAYER MNGR NAME
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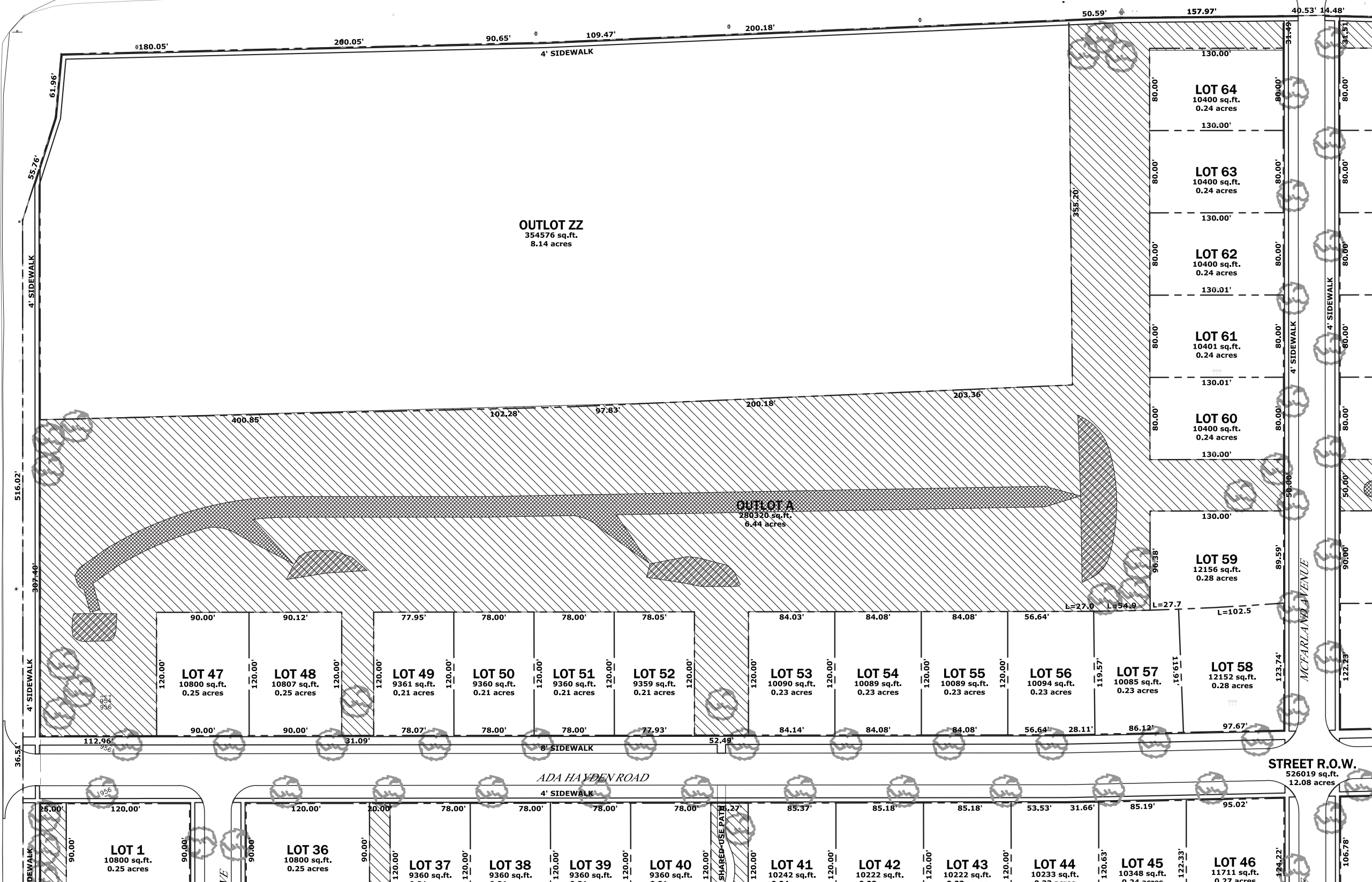
W. 190TH STREET

GRANT AVENUE

MCPARLAND AVENUE

ADA HAYDEN ROAD

STREET R.O.W.
 526019 sq.ft.
 12.08 acres



SEEDING	
	SEDIMENT BASIN
	MOWED LAWN GRASS (SUDAS TYPE 1)
	NATIVE PRAIRIE MIXTURE
	DRAINAGE SWALES (FLOODPLAIN MIXTURE)

NOTE:
 SEE STREET TREE TABLE ON
 SHEET 2 FOR ALLOWABLE SPECIES.

DATE	04/15
BY	SAW
DESIGNED	TJH
DRAWN	TJH
CHECKED	
REVISION	
DATE	3/27/15
REVISION	REVISED PER DRC COMMENTS DATED 3/24/15
DATE	04/08/15
BY	
DESIGNED	
DRAWN	
CHECKED	
LAST UPDATE:	04/08/15

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STREET TREE AND LANDSCAPE PLAN - AREA 'A'
 QUARRY ESTATES SUBDIVISION
 PRELIMINARY PLAN
 AMES, IA

PROJECT NO.
 5343-12A

SHEET
 12

W. 190TH STREET



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PLOT STYLE TABLE
LAYER MNGR NAME
FOGgrayScale.ctb
LAYOUT NAME
13

SEEDING

- SEDIMENT BASIN
- MOWED LAWN GRASS (SUDAS TYPE 1)
- NATIVE PRAIRIE MIXTURE
- DRAINAGE SWALES (FLOODPLAIN MIXTURE)

NOTE:
SEE STREET TREE TABLE ON
SHEET 2 FOR ALLOWABLE SPECIES.

DATE	BY	REVISION	DATE
3/27/15	SAW	REVISOR PER DRC COMMENTS	04/15
	TJH	DRAWN	04/15
		CHECKED	
		LAST UPDATE:	04/08/15

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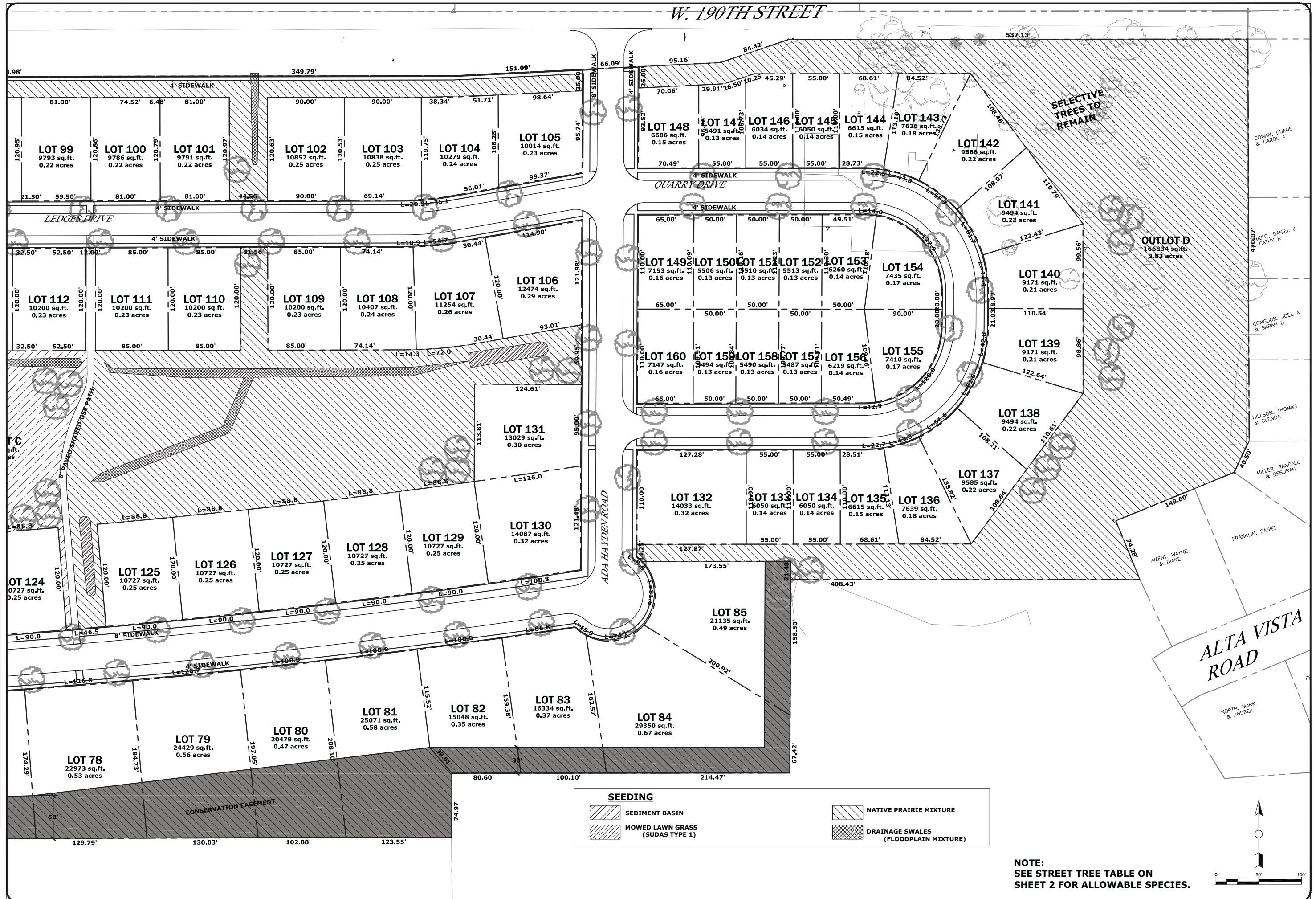
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STREET TREE AND LANDSCAPE PLAN - AREA 'B'
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAN
AMES, IA

PROJECT NO.
5343-12A

SHEET
13

W. 190TH STREET



SEEDING

	SEDIMENT BASIN		NATIVE PRAIRIE MIXTURE
	MOWED LAWN GRASS (SUDAS TYPE 1)		DRAINAGE SWALES (FLOODPLAIN MIXTURE)

NOTE:
SEE STREET TREE TABLE ON
SHEET 2 FOR ALLOWABLE SPECIES.

DRAWING FILENAME
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PLOT STYLE TABLE
FoxgrayScale.ctb
LAYER MGR NAME
LAYOUT NAME
14

REVISION	DATE	BY
REVISED PER DRC COMMENTS <td>04/15 <td>SAW</td> </td>	04/15 <td>SAW</td>	SAW
DATED 3/24/15 <td>04/15 <td>TJH</td> </td>	04/15 <td>TJH</td>	TJH
		CHECKED
		LAST UPDATE: 04/08/15

DATE
3/27/15

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Phone: (515) 233-0000
FAX: (515) 233-0103

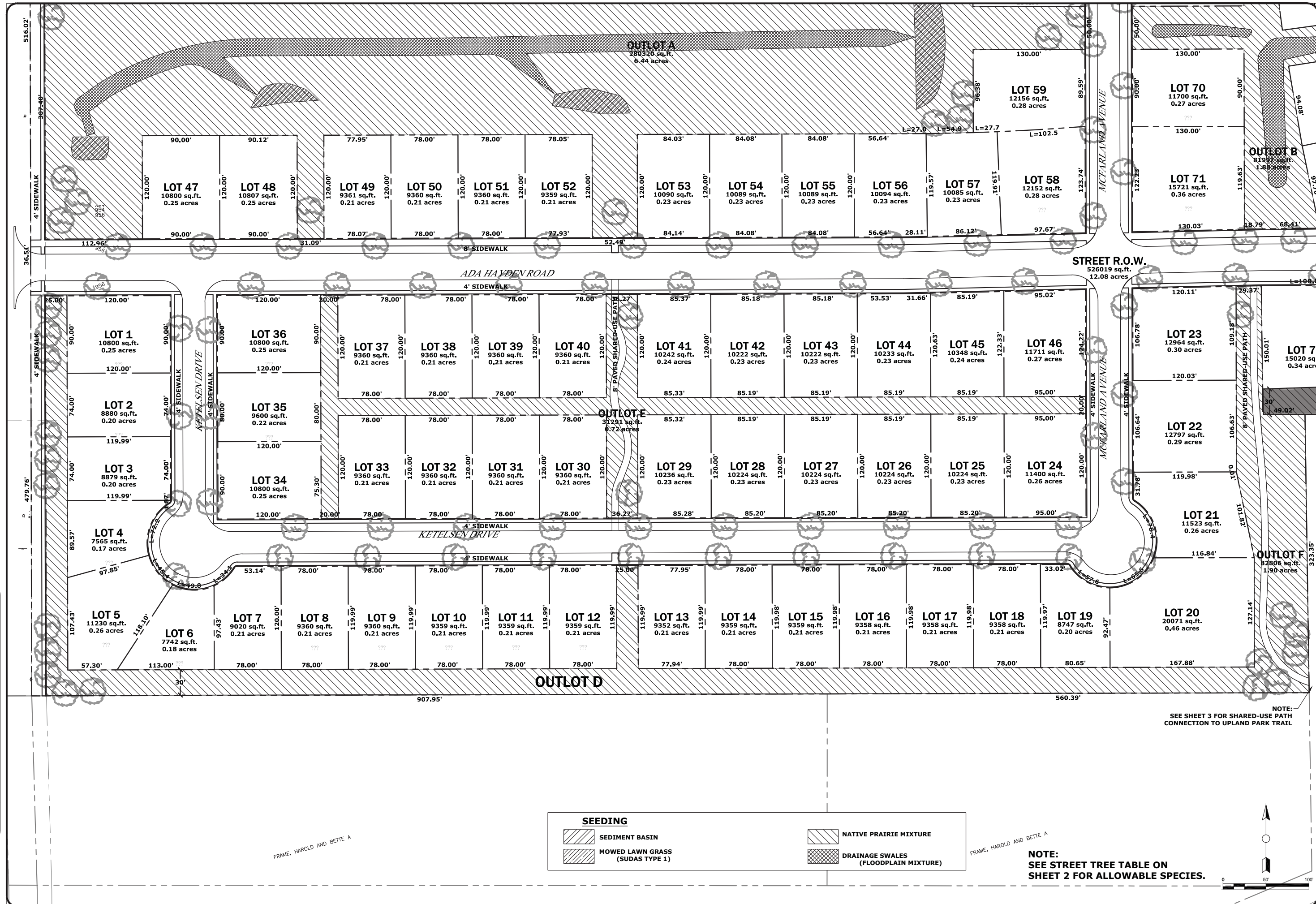


STREET TREE AND LANDSCAPE PLAN - AREA 'C'
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAN
AMES, IA

PROJECT NO.
5343-12A

SHEET
14

DRAWING FILENAME
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PLOT STYLE TABLE
FoxGreyScale.ctb
LAYER MNGR NAME
15



DATE	3/27/15	REVISION	REVISED PER DRC COMMENTS	DATE	04/15
BY	SAW	DESIGNED		DATE	04/15
		DRAWN	TJH	DATE	04/15
		CHECKED		DATE	04/08/15
		LAST UPDATE:			

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STREET TREE AND LANDSCAPE PLAN - AREA 'D'
QUARRY ESTATES SUBDIVISION
PRELIMINARY PLAT
AMES, IA

PROJECT NO.
5343-12A

SHEET
15