

COUNCIL ACTION FORM

REQUEST: REZONE OF PROPERTY AT 3115, 3119, 3301, 3325, 3409, AND 3413 SOUTH DUFF AVENUE FROM HIGHWAY-ORIENTED COMMERCIAL (HOC) AND AGRICULTURE (A) TO HIGH DENSITY RESIDENTIAL (RH) AND HIGHWAY-ORIENTED COMMERCIAL (HOC) WITH A MASTER PLAN

BACKGROUND:

The owners of parcels addressed as 3115, 3119, 3301, 3325, 3409, and 3413 South Duff Avenue, Dickson and Luann Jensen, have requested rezoning of this land comprising a total of 45.92 gross acres. Two of the properties (3301 and 3325) are currently zoned Agriculture (A) and the remaining four are zoned Highway-Oriented Commercial (HOC). (See Attachment A for current zoning and location.) This site was recently the subject of a Land Use Policy Plan Amendment designating much of the area for high density residential development, while retaining a portion of South Duff Avenue frontage as Highway-Oriented Commercial. **The proposed rezoning includes a contract to address terms of needed public improvements in the area and for limitations on use of the site.**

These properties lie along the west side of South Duff Avenue (US Highway 69). The subject site has two separate frontages on South Duff Avenue. The site lies north, west, and south of Story Memorial Gardens, a private cemetery at 3215 South Duff Avenue. The north boundary of the site lies near the Crystal Street intersection with South Duff Avenue. The south boundary of the site lies immediately north of the New Life Church at 3505 South Duff Avenue. The property extends westward to the Ames Municipal Airport property.

The applicant has submitted a rezoning request for 41.30 acres as High Density Residential (RH) with 4.62 acres remaining as Highway-Oriented Commercial (HOC). A master plan was also submitted with the application indicating approximately 500-700 apartment units on the RH portion with commercial to be located at the new intersection with Crystal Street. Crystal Street would provide a northern access point to the project for a looped internal street system that would circulate through the site to a second entrance onto South Duff Avenue at the south end of the site. See Attachment B for the proposed master plan.

The plan reflects conversations with the developer from the past year for a project that would focus only on 1 bedroom and some 2 bedroom unit apartments designed with additional on-site amenities that would be marketable and desirable to a range of households. The developer intends to construct a mix of one and two bedroom apartments that will total approximately 700 beds. The commercial component is also in keeping with prior direction by staff that an area for small scale commercial should be maintained to meet the general needs of the broader area. Upon rezoning of the site to

RH, the development will be subject to administrative approval of a Minor Site Development Plan prior to initiating construction on the site.

The proposed rezoning boundaries do not follow the current property lines. Rather, they are described by metes and bounds irrespective of property lines. The intent is to replat the properties (either by plat of survey or subdivision plat) in the near future to reflect the new zoning boundaries and future development lots.

The attached addendum includes a full description of the master plan and analysis of the rezoning proposal, including a review of needed infrastructure to support the proposed development. The analysis relies upon the previously completed traffic, stormwater, and sewer evaluation that were part of the LUPP amendment approval. The analysis also includes the RH checklist that includes evaluation of a number of issues related to consistency with the LUPP. The checklist was also part of the LUPP amendment process, the most substantial differences in the evaluation relate to having more project specific building information from the Master Plan and commitments from the developer on features of the project as part of the contract rezoning.

As described at the time of the LUPP amendment, more details about infrastructure improvements and commitments for improvements were needed prior to rezoning of the site. **In order to facilitate the installation of the needed infrastructure to meet existing needs, future needs, and needs brought on by this specific development, the City and the developer have prepared a contract rezoning document to identify the specific improvements that must take place and the party responsible to pay for those projects.**

In brief, these improvement obligations for the developer and the City are as follows:

- The Developer will construct storm water improvements as identified in the City's Teagarden Drainage Study, in addition to meeting his own stormwater needs (Developer cost).
- The Developer will install a 5-foot sidewalk along his frontage, as well as along the cemetery frontage (Developer cost).
- The intensity of use will be limited to 700 dwelling units configured as one and two bedrooms apartment dwellings. The project design will incorporate brick materials and on-site amenities with the phasing of residential development.
- The City will widen South Duff Avenue to three lanes from Jewel to Garden Road with the intent to extend it to Ken Maril Road. (City cost).
- The City will install a traffic signal at the Crystal Street intersection (City cost).
- The City will install a shared-use path along the east side of South Duff Avenue from the State Nursery to Jewel with the intent to extend it to Ken Maril Road (City cost).
- In the event the Ames' electric poles on the east side of South Duff require

relocation, the costs will be split 50/50 (not to exceed \$375,000 for the Developer).

The pages 8 & 9 of the Addendum include a more complete explanation of the rationale for these trade-offs. Attachment G is the draft rezoning contract.

Planning and Zoning Commission Recommendation: At a public hearing held on September 7, 2016, the Planning and Zoning Commission voted (5-2) to recommend that the City Council rezone the subject properties with conditions. There were no comments from immediate neighbors at the meeting. One person spoke in favor of the project, noting that the collaborative efforts of the City and the Developer could solve the storm water issues experienced by area homeowners on the east side of South Duff Avenue. Commissioners expressed concern about the size of the development and the impacts on traffic and storm water and how well it rated on the RH checklist. Other commissioners were satisfied that the recommended infrastructure, once installed, will improve existing conditions and could provide for more housing choices within the City.

ALTERNATIVES:

1. The City Council can approve the request for contract rezoning from Agriculture and Highway-Oriented Commercial to High-Density Residential and Highway-Oriented Commercial with a master plan that includes the improvement obligations noted above.
2. The City Council can deny the request for contract rezoning from Agriculture and Highway-Oriented Commercial to High-Density Residential and Highway-Oriented Commercial with the attached master plan.
3. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information or with specific direction for changes.

MANAGER'S RECOMMENDED ACTION:

The need for additional housing opportunities was reviewed in conjunction with the LUPP amendment earlier this year. With the ongoing needs for versatile housing options that meet workforce needs, there was support for development of the subject site. The Developer has now proposed a concept that demonstrates how that need is met and a commitment to a specific project. The master plan and contract rezoning elements capture the basic development details for the project with up to 700 units and 1 and 2 bedroom configurations of apartments. Council should note that the language of the contract addresses only minimal details in terms of intensity of use, a requirement for a substantial amount of brick, and a condition that the Developer provide amenities consistent with the conceptual development of the site articulated by the Developer.

The Developer contends the proposal meets the housing interests of the City in that the site itself is adjacent to services and jobs, which are desirable traits. The Developer also believes that, although it is not incorporated into an existing neighborhood, the style and character of the project will yield a desirable living environment despite the potential

undesirable compatibility issues with the external uses of the airport, commercial development in the area, and a cemetery. The proximity of the airport is clearly a unique issue with this request and how its operations impact the desirability of the site for future residents.

As discussed at the time of the LUPP amendment, traffic and storm water improvements are needed to serve this development and to support the broader area. Storm water can be improved with the joint actions of the City and developer based on the recommendations of the Teagarden Storm Water Study. With the specific identified improvements of the Traffic Impact Study, levels of service along South Duff Avenue can be improved and maintained from the opening day of the development through at least year 2035. The recommended conditions for traffic improvements create a list of feasible improvements that can be completed in the near term, rather than asking for fair share contributions to a variety of projects that are not yet part of the City's Capital Improvement Program.

Ensuring that traffic and storm water improvements are completed along with future development of the site is critical to the evaluation of the request. To that end, the City Council should only approve the rezoning with a rezoning contract detailing specific improvements and the responsible party. In the event the City Council does not want to partner in the trade-off of storm water facility improvements for transportation improvements, alternative contract details for the developer's transportation improvement obligations should be agreed upon prior to rezoning of the site.

Staff believes, however, that it is mutually beneficial to divide the responsibilities as described in the attached contract rezoning agreement, since the City would have costs of approximately \$900,000 for storm water improvements on its own that are being traded for transportation improvements along South Duff that may range between \$576,000 and \$951,000, depending on the final design of improvements and the award of Iowa Department of Transportation grants.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the rezoning from Agriculture and Highway-Oriented Commercial to High-Density Residential and Highway-Oriented Commercial with the attached master plan and zoning contract.

ADDENDUM

Existing Land Use Policy Plan. The Land Use Policy Plan future land use map was recently amended to designate much of this area as High-Density Residential from Highway-Oriented Commercial. The South Duff Avenue frontage lying north of the Story Memorial Gardens cemetery remains as Highway-Oriented Commercial. See Attachment D for an excerpt of the LUPP future land use map. The proposed rezoning is consistent with the LUPP designation.

Existing Uses of Land. Land uses that occupy the subject property and other surrounding properties are described in the following table:

Direction from Subject Property	Existing Land Uses
Subject Property	Farmland, three homes
North	Commercial
East	Residential
South	Church, homes
West	Ames Municipal Airport

Existing Zoning. The current zoning of this property is HOC. See Attachment A for a zoning map.

Master Plan. A master plan is intended to provide a general description of the intended development of a property. A master plan must address natural areas, buildable areas, building types, range of uses and basic access points, as described in zoning requirements of Section 29.1507(4) (see Attachment E). In this case the developer identifies the whole site to be developable areas. There is an existing stream channel in the north area of the site that will likely be part of future storm water improvements and not conserved in its current state as it will be altered to meet the development needs of the site. Review and permitting of those specific changes would occur through the site development permit process.

The submitted master plan proposes areas for residential development on 41.30 acres of the property and commercial development of 4.62 acres. These are gross acreages and does not account for the 50-foot right-of-way easement along the US Highway 69 frontage, future storm water detention areas, and any common open space that might be included in the apartment complex.

The master plan proposes between 500 and 700 apartment units. The developer described to the Planning and Zoning Commission an interest in a combination of one and two bedroom apartment configurations for a total of approximately 700 beds in the project. The proposed density of dwelling units is between 11.63 and 17.50 dwelling units per acre. The densities are calculated on gross areas and, as noted above, do not reflect what will be reserved for other uses, thus reducing the developable acres. RH zoning requires a density of between 11.2 and 38.56 units per net acre. When a site

development plan is submitted showing storm water areas, common open space, and other areas that can be netted out of the development, the densities will increase but remain within the allowable range.

Commercial coverage will be evaluated at the time that a site plan for a specific development is submitted. HOC zoning requires only staff review and approval.

The Master Plan has been incorporated in the Contract Rezoning agreement and includes provision for its implementation in the Intensity and Design section. The agreement also specifies the project must include substantial amounts of brick on the exterior facades of each building and that on-site recreational amenities are provided for with residential development. The intent of these provisions is to capture the Developer's statements for the type of project he envisions and how the City has relied upon that description in the evaluation of the rezoning request as the use and design meeting the housing needs of the city.

Access. The Master Plan includes three access points along South Duff Avenue (US Highway 69). The northern access will be at a signalized intersection in alignment with Crystal Street. This will be the main entrance into the development. Due to access management interests along an arterial street, shared commercial and residential access will likely be required in the north part of the site.

A second access point is proposed just north of the property line with the cemetery and will be evaluated in greater detail at the time of site plan review. This second driveway would not be signalized. The southern access will not be signalized, either. It will be located about midway between Jewel Drive and Garden Road, south of the cemetery.

The RH rezoning area includes a 35-foot "flag pole" along the north boundary and another 35-foot "flag pole" immediately north of the north boundary with the cemetery. The flag poles will be platted as part of the residential lots and will provide the necessary frontage for those lots on a public street. These "flag poles" of residential zoning are not needed to ensure access to South Duff as a residential driveway can be configured through a commercial site, but are desired by the applicant to be shown as residential at this time.

Traffic. A traffic study looked at current levels of service, future levels of service (year 2035) without the development, opening day of the development, and future 2035 levels of service with full build-out of the development. The study identified needed improvements along the US Highway 69 corridor as a result of general growth in the community. However, it also identified specific improvements needed to mitigate the impacts of this development on levels of service on this corridor. The study recommends the following improvements:

- Construct a signal at South Duff Avenue and Highway 30 Eastbound ramp.
- Construct a signal at Crystal Street and Highway 30 intersection to serve the new development.
- Extend the three lane cross section south to the new south entrance to the proposed development, or possibly to Garden Road.

- Construct an additional left turn lane from Airport Road to South Duff Avenue.
- Improved pedestrian and shared use path connections along South Duff Avenue.

However, not all of the above projects with the developer's contributions are able to be completed independently or identified within the City's transportation plans. Therefore, as part of the contract rezoning, staff in consultation with the developer, has identified the following full improvements as appropriately addressing the projects transportation needs and impacts on the system. The list below would be the minimum improvements needed to maintain the quality of the transportation adjacent to the site.

- Construct a signalized Crystal Street and US Highway 69 intersection to serve the new development.
- Extend the three lane cross section south through to the new south entrance to the proposed development and through to Garden Road.
- Improve pedestrian and shared use path connections along South Duff Avenue including extending the shared use path on the west side of South Duff Avenue to Jewel Drive.

The rezoning contract specifies that the shared use path, South Duff widening, and Crystal signal are the responsibility of the City and that frontage improvements on the east side of South Duff are the responsibility of the developer. Without the contract as it is written, the developer would be responsible for those improvements that are caused by the development and the City would be responsible for those that are due to existing conditions and the general expected increase in traffic to the year 2035. The discussion below more fully described the costs associated with the intended improvements.

Storm Water Management. There are three drainage areas on the west side of South Duff Avenue that carry stormwater under the road to the east side. Property owners have expressed concerns that development on the west side of South Duff Avenue will exacerbate existing conditions and lead to localized flooding and wet basements. There is also a concern that, infrequently, the highway is closed due to stormwater overtopping the roadway.

The recommendations of the recently completed Tea Garden storm water study offer the maximum amount of flood protection without creating a larger future hazard of impounding water as a dam or creating a body of standing water that would be a flight hazard to airport operations. Using that study, the developer has done further analysis to determine what storage requirements will be needed to achieve the improvements needed by the City and to mitigate the increased runoff due to this development. The findings of the study illustrate that development of the site could be done in a matter that meets City and downstream interests. If, however, the proposed project does not move forward, the Public Works department is prepared to move forward with a project to improve storm water management in this area. If a cost agreement on cost with the developer is not reached, the City and the developer would separately have to undertake storm water improvements.

Other Infrastructure. City sewer and water service are readily available and require

only minor extensions. Extensions from the northwest corner of the site to a larger electrical service in Airport Road are needed as this is on the periphery of the Ames Electric territory. These costs will be the financial responsibility of City of Ames electric service.

Contract Rezoning. At the time of rezoning, Iowa Statute allows for the City Council to consider agreements for limitations on use of property and improvement needs related to the rezoning request and enter into form of a development agreement as a Contract Rezoning.

There are a number of improvements needed to address the increased traffic and provide better access to this development. Completing these improvements comprehensively provides a general benefit that would be delayed through piecemeal implementation of improvements in the area.

Likewise, there are stormwater improvements needed without this development as indicated in the recent Teagarden Drainage Study. The City estimates that the cost for those improvements if borne by the City is approximately \$900,000. The Developer must also accommodate storm water management requirements above and beyond the improvements needed for the City.

City staff and the developer discussed costs and funding mechanisms for the required improvements. The proposed Contract Rezoning spells out obligations for the developer and for the City. **The developer would have no responsibility for improvements identified as City cost.** In summary, the developer will be responsible for the stormwater improvements—both the City's needs and his own needs while the City will be responsible for much of the transportation improvements to the South Duff Corridor.

With any contract that places an improvement burden upon the City, funding sources are important to identify to understand the impacts on different programs within the City from the new obligations. **Additionally, as part of the South Duff improvements, the City intends to work with the Iowa Department of Transportation (DOT) to complete the widening of roadway from not only Garden Road but to Ken Maril Road as a comprehensive transportation improvement that is beyond the direct development impacts identified within the Traffic Study, but is needed as long term improvement for the area.**

The proposed extended improvements that will be the responsibility of the City include:

- Widening of South Duff Avenue to a two-lane cross section with a center turn lane to Ken Maril Road (est. cost \$1,250,000).
- Traffic signal at Crystal Street and South Duff Avenue (est. cost \$350,000).
- Shared use path from State Nursery to Ken Maril Road (est. cost \$376,000).

The total estimated cost is \$1,976,000 for the above improvements if there is no relocation of Ames Electric transmission lines along the east side of South Duff. In preliminary discussion with the DOT, it is believed that the widening of South Duff will

principally affect the west side of the road and the existing high voltage transmission lines along the east side of the road would not be affected. However, a final design has not been completed for the transportation improvements and there could be unforeseen complications that could potentially necessitate relocation of the electric lines. In this case, staff has proposed that the costs of relocation that are estimated at up to \$750,000 be split between the developer and the City with a cap of \$375,000 on the developer's contribution.

City funding sources will likely include specific state grants, one of which the District 1 office of the Iowa Department of Transportation has already made application for on our behalf to support the extended widening length to Ken Maril Road. Of the estimated cost, the IDOT has indicated that up to \$1,400,000 is available in state funds, **leaving \$576,000 for local contributions to transportation improvements.** The local match funding for these projects will most likely be derived from General Obligation bond or Road Use Tax revenues. Funding for the City's match would be identified as part of the Capital Improvement Program (CIP) budgeting. If the rezoning is approved, staff will prepare projects for City Council approval as part of the CIP for 2017-18.

If the state grants are not at the amount expected, the City retains the right to determine the ultimate extent of improvements and their specific timing based upon funding and project cost. Additionally, the DOT must approve the specifications for any widening since South Duff is a federal highway and the City's improvements are subject to DOT approval. **However, in accordance with the proposed contract rezoning, the City will have an obligation for the traffic signal installation regardless of the other South Duff improvements.**

The contract rezoning requires the Developer to assume all costs associated with storm water improvements, not only for his development, but also to satisfy requirements of the Teagarden Storm Water Study related to the site. Other costs to be borne by the Developer includes utility extensions to bring sanitary sewer and water from the east side of South Duff Avenue to the site and a five-foot sidewalk along the Brick Towne frontage as well as along the cemetery frontage. The developer will need to provide the public water mains within the site to serve fire hydrants.

RH Site Evaluation Matrix. City Council directed that proposals for apartment development be evaluated with the RH matrix. The matrix language was designed to articulate the goals and objectives of the LUPP into specific statements relevant to individual sites and to help establish a common context for evaluation of proposals on a case by case basis. **The purpose of the matrix is to evaluate if a specific site is suitable for multi-family development, the matrix does not set a minimum scoring requirement nor does it evaluate if alternative uses are also suitable for the site proposed as residential.** Staff has "rated" the proposed development, which can be found in Attachment F, and described the highlights of its determinations below. Overall, the site received mixed ratings. While there is more detail with the proposed master plan accompanying this rezoning request than there was at the time of the LUPP amendment, certain details are not included which would impact the scoring, especially specific plans for the Housing Type and Design category.

Location/Surroundings: The site is not well integrated into adjoining neighborhoods. To the west is the airport, and the site is separated from the residential neighborhood to the east by Highway 69. The airport runway is approximately 700 feet from the western most property line of the subject area. Other uses on South Duff Avenue are the cemetery and a church. However, the site is rather large and can develop its own neighborhood identity with appropriate design and layout.

Employment opportunities would exist within the proposed and adjacent commercial areas. Other opportunities exist in east Ames, along the South Duff Avenue corridor and at the ISU Research Park to the west. This site would also be attractive for those wishing to commute to Huxley or Ankeny.

Site: As noted previously, the site has three drainage ways that will need to be improved and around which the development needs to be designed. However, there is no designated floodway fringe on the site. There is a stream channel along the north property line of the site that would likely be modified for a new street intersection and enlarged for storm water detention.

The site will be near the Ames general aviation airport. The airport mostly serves propeller-type airplanes and limited jet service (but no scheduled commercial flights). Because of the location of the development site in relation to the runways, there is no identified aviation hazard which could impact airport operations. The site could generate noise complaints depending on the times of flights and sensitivity of residents.

Housing Types and Design: Housing design is not generally required as part of a rezoning request beyond the description of building types and intensity of use for a Master Plan. But based on our discussion with the developer, the façade materials will likely contain a substantial amount of brick and a commitment to a number of on-site amenities to differentiate the proposed project from other projects in the City. That discussion generated one of the conditions of approval. Other information is not available—thus the low scores on those criteria. The developer proposes to target these apartment units to a workforce tenant. He anticipates mostly one-bedroom units in buildings with up to 72 units in any one building. The statement of intent for smaller unit sizes could be viewed as supporting a needed housing type at the rezoning stage and was rated high in accordance with our desire to broaden housing options from recent trends. Development is not anticipated to be low or moderate income housing.

Transportation: For transit access, staff rated the site as average due to the front half of the site being within a ¼ mile distance of the bus stop. However, the majority of actual apartment unit locations are likely to end up being further than the ¼ mile target, unless CyRide establishes a new bus stop along South Duff Avenue. The nearest Yellow route stop is at the intersection of Jewel Drive and South Duff Avenue. Staff rated the quality of service for the Yellow route as low reflecting the current use of a small bus on the route. With the Yellow route, a person may take a bus and make connections during morning hours or after work to meet an 8 to 5 work schedule. Very limited midday service is provided by the Gray route, and there is no evening or Sunday service.

With added sidewalk and shared use path improvements on South Duff Avenue, access to the north should be much improved. The development should have a well-defined internal shared-use and sidewalk system in order to safely direct users to the South Duff Avenue corridor. Under current conditions though, it has poor connectivity and was rated low.

The commitments that will need to be made for traffic improvements on South Duff Avenue and the various intersections are critical to assuring an improved level of service on this corridor. And the timing of those improvements should be such that they are ahead of the future forecasted demand. With future improvements along the Highway 69 corridor and the site's frontage, this criterion would score higher. The primary concern would be the offsite intersection service levels in the cumulative growth scenarios, with or without this project.

Public Utilities/Services: Staff evaluation of sanitary sewer capacity and water usage does not indicate any constraints for the development. The recommendations of the Teagarden Drainage Study, when implemented with the development, should improve current stormwater drainage issues.

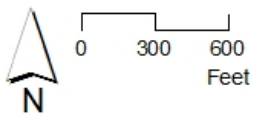
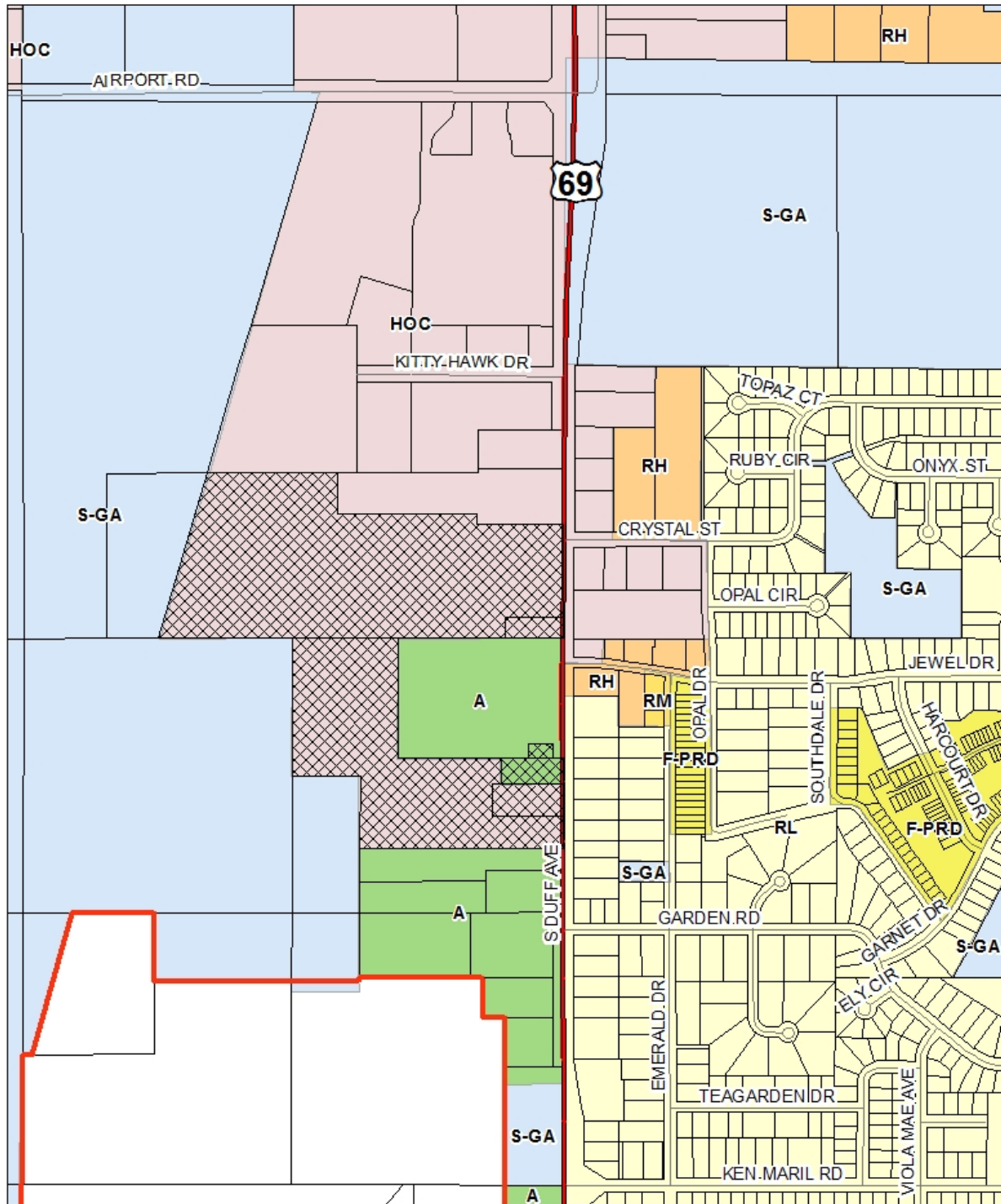
The fire station lies only 3,500 feet north of the southern-most extent of the development. Fire response time should be minimal.

Investment/Catalyst: The City never envisioned this as a potential residential neighborhood before this development was proposed. The size of it could allow it to be a self contained or private community, thus it may become an identifiable development even though its sits outside of an indefinable neighborhood.

Retaining a commercial area at the front will provide shopping and employment opportunities to serve this neighborhood as well as serving the 12,000 vehicles (2011 IDOT traffic count) per day on this section of US Highway 69.

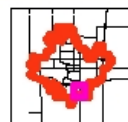
Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property. As of this writing, no comments have been received.

ATTACHMENT A: CURRENT ZONING AND LOCATION

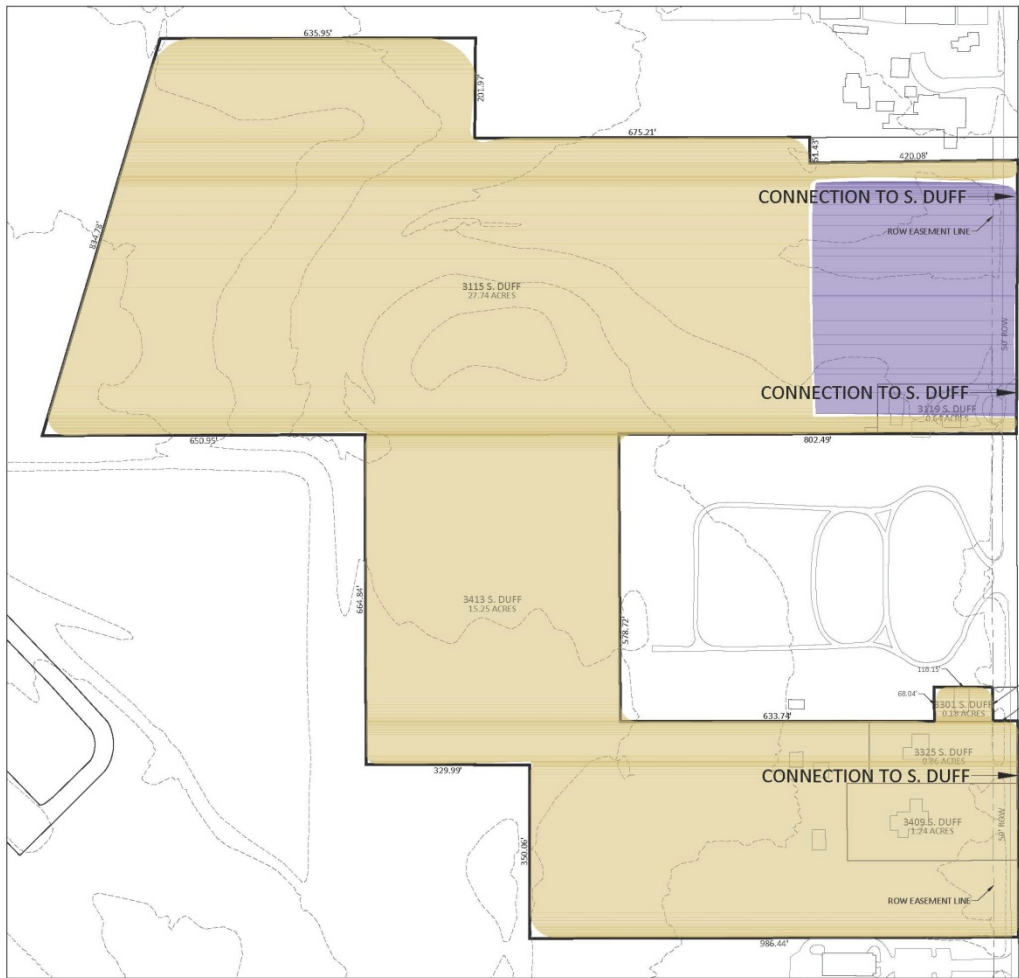


Legend

- Subject Site
- Ames City Limits



ATTACHMENT B: PROPOSED MASTER PLAN [NORTH TO THE LEFT]



MASTERPLAN BRICKTOWNE DEVELOPMENT Jensen Group

LEGAL DESCRIPTIONS

3301 S. DUFF
A PART OF THE NORTHEAST QUARTER (NE ¼) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 23, TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., IN THE CITY OF AMES, STORY COUNTY, IOWA DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE WESTERLY RIGHT OF WAY OF DUFF AVENUE AND U.S. HIGHWAY 469 WHICH IS 50 FEET WEST AND 511.1 FEET SOUTH OF THE NE CORNER OF THE NORTHEAST QUARTER (NE ¼) OF THE NORTHWEST QUARTER (NW ¼), THENCE CONTINUING SOUTH ALONG SAID RIGHT OF WAY 68 FEET, THENCE NORTH 89°50' W 118 FEET, THENCE NORTH 68 FEET, THENCE S 89°50' E 138 FEET TO THE POINT OF BEGINNING.

3325 S. DUFF
BEGINNING AT A POINT 579.1 FEET SOUTH OF THE NE CORNER OF THE NORTHWEST QUARTER (NW ¼) OF SECTION TWENTY-THREE (23), TOWNSHIP EIGHTY-THREE (83) NORTH, RANGE TWENTY-FOUR (24) WEST OF THE 5TH P.M., AMES, STORY COUNTY, IOWA, THENCE SOUTH 125 FEET, THENCE WEST 300 FEET, THENCE NORTH 125 FEET, THENCE EAST 300 FEET TO THE POINT OF BEGINNING, LOCALLY KNOWN AS 3325 SOUTH DUFF AVENUE, AMES, IOWA.

3115 S. DUFF
PARCEL "P" A PART OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., AMES, STORY COUNTY, IOWA, AS SHOWN ON THE "PLAT OF SURVEY" FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA, ON OCTOBER 6, 1996, AS INST. NO. 98-03885, SLIDE 2, PAGE 4, SAID PARCEL "P" INCLUDES REAL ESTATE DESCRIBED AS PARCEL "P" A PART OF THE SW ¼ OF SEC. 14-T83N-R24W OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON THE "PLAT OF SURVEY" FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA, MARCH 28, 2000, AS INST. NO. 00-04330, SLIDE 62, PAGE 4, EXCEPT THE FOLLOWING DESCRIBED REAL ESTATE: PARCEL "M" A PART OF THE SW ¼ OF SEC. 14-T83N-R24W OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON THE "PLAT OF SURVEY" FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA, APRIL 27, 2000, AS INST. NO. 00-04315, SLIDE 66, PAGE 1.

3409 & 3413 S. DUFF
PARCELS "A" AND "B" A PART OF THE NORTHEAST QUARTER (NE ¼) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION TWENTY-THREE (23), TOWNSHIP EIGHTY-THREE (83) NORTH, RANGE TWENTY-FOUR (24) WEST OF THE 5TH P.M., AMES, STORY COUNTY, IOWA, AS SHOWN ON THE "PLAT OF SURVEY" FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA, ON JUNE 7, 1995, AS INST. NO. 95-04494, BOOK 13, PAGE 70.

3119 S. DUFF
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER (SW ¼) OF SECTION FOURTEEN (14), TOWNSHIP EIGHTY-THREE (83) NORTH, RANGE TWENTY-FOUR (24) WEST OF THE 5TH P.M., IOWA, THENCE WEST ALONG THE SOUTH LINE OF SAID SECTION FOURTEEN (14) TWO HUNDRED EIGHTY (280) FEET TO A POINT, THENCE NORTH PARALLEL WITH THE CENTER LINE OF SAID SECTION FOURTEEN (14), ONE HUNDRED (100) FEET, THENCE EAST PARALLEL TO THE SOUTH LINE OF SAID SECTION FOURTEEN (14), TWO HUNDRED EIGHTY (280) FEET, THENCE SOUTH ALONG THE CENTER LINE OF SAID SECTION FOURTEEN (14) TO THE PLACE OF BEGINNING, SUBJECT TO HIGHWAY EASEMENTS OF RECORD.

OWNER:
 DEKSON & LUNN JENSEN
 4611 MORTENSEN ROAD
 AMES, IA 50010

APPLICANT:
 JENSEN GROUP
 4611 MORTENSEN ROAD
 AMES, IA 50010

PREPARED BY:
 BOLTON & MENK
 2730 FORD ST.
 AMES, IA 50010

AREA:
 RFE: 41.30 ACRES
 HOC: 8.62 ACRES
 TOTAL: 49.92 ACRES

ZONING:
 EXISTING: HIGHWAY ORIENTED COMMERCIAL
 PROPOSED: RESIDENTIAL HIGH DENSITY (RH) & HIGHWAY ORIENTED COMMERCIAL (HOC)

DENSITY/USE TABLE					
AREA	ZONING	USE	AREA (ACRES)	UNITS	DENSITY
[Yellow Box]	RESIDENTIAL HIGH DENSITY (RH)	APARTMENT	39.99 - 42.99	500-700	11.63 - 17.50
[Purple Box]	HIGHWAY ORIENTED COMMERCIAL (HOC)	COMMERCIAL SPACE	3.00 - 6.00	N/A	N/A

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 HORIZONTAL SCALE
 FEET

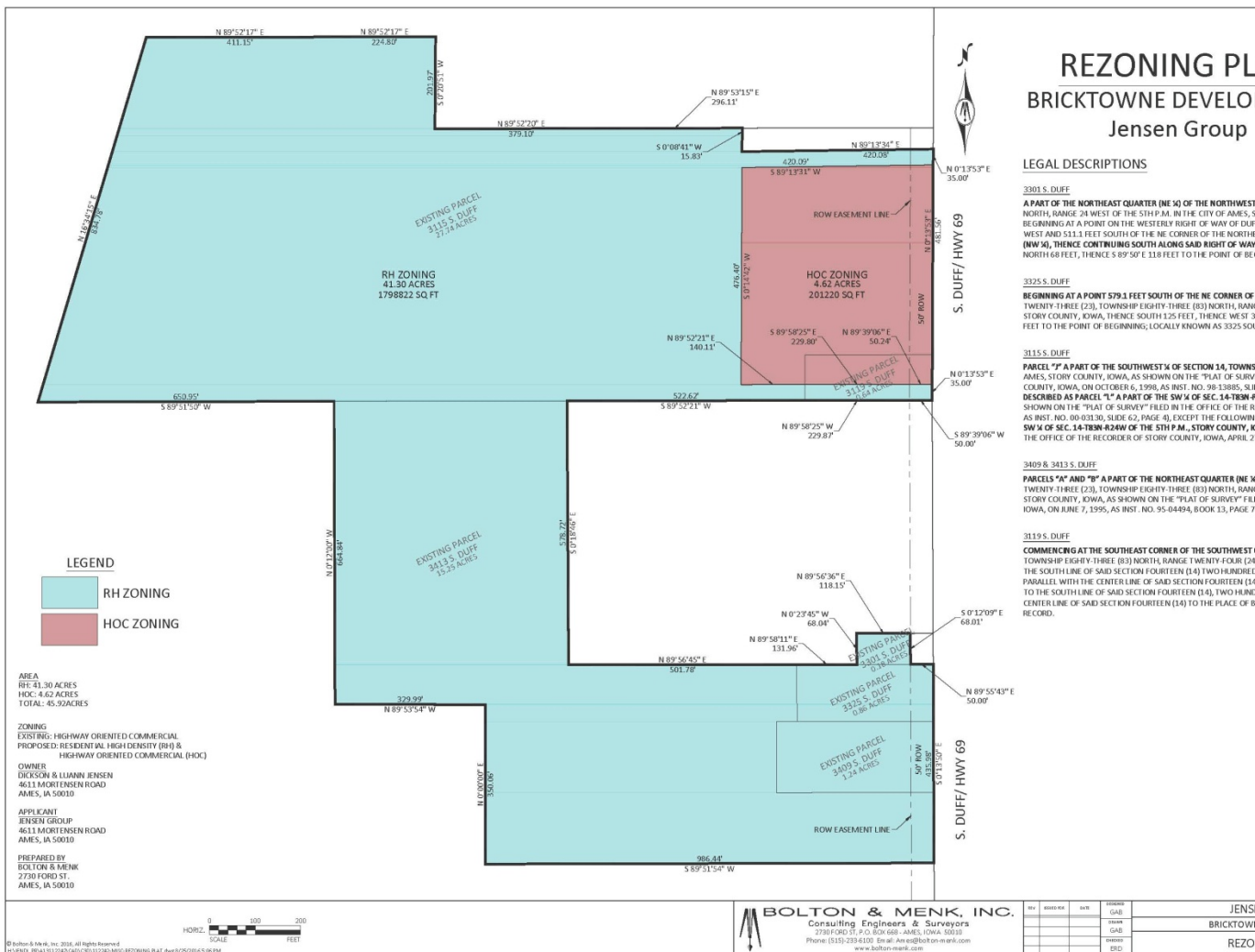
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REV	DATE	BY	DESCRIPTION

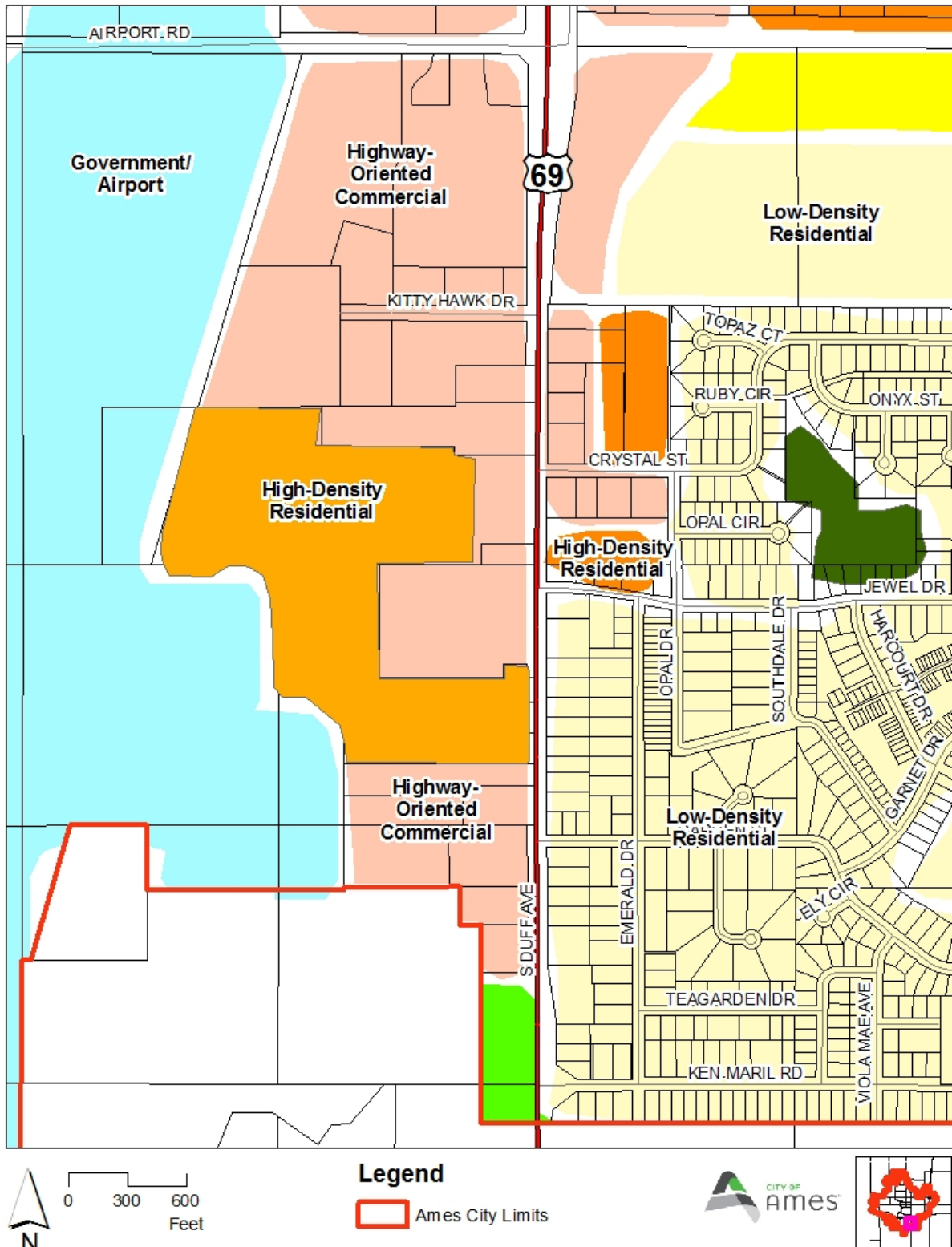
JENSEN GROUP
 BRICKTOWNE DEVELOPMENT
 MASTERPLAN

SHEET 1

ATTACHMENT C: PROPOSED ZONING [NORTH TO THE LEFT]



ATTACHMENT D: LUPP MAP [EXCERPT]



ATTACHMENT E: APPLICABLE REGULATIONS

Per Section 29.1507(4): Master Plan Submittal Requirements:

- a. Name of the applicant and the name of the owner of record.
- b. Legal description of the property.
- c. North arrow, graphic scale, and date.
- d. Existing conditions within the proposed zoning boundary and within 200 feet of the proposed zoning boundary: Project boundary; all internal property boundaries; public rights-of-way on and adjacent to the site, utilities; easements; existing structures; topography (contours at two-foot intervals); areas of different vegetation types; designated wetlands; flood plain and floodway boundaries; areas designated by the Ames Land Use Policy Plan as Greenways and Environmentally Sensitive Areas
- e. Proposed zoning boundary lines.
- f. Outline and size in acres of areas to be protected from impacts of development
- g. Outline and size in acres of areas proposed of each separate land use and for each residential unit type
- h. Pattern of arterial streets and trails and off-site transportation connections
- i. For proposed residential development provide the number of unit type for each area, expressed in a range of the minimum to maximum number to be developed in each area
- j. For proposed residential development provide a summary table describing all uses of the total site area, including the number of units per net acre for each unit type and each zoning area.

ATTACHMENT F: RH SITE EVALUATION MATRIX

RH Site Evaluation Matrix	Project Consistency		
	High	Average	Low
Location/Surroundings			
Integrates into an existing neighborhood with appropriate interfaces and transitions High=part of a neighborhood, no significant physical barriers, includes transitions; Average=adjacent to neighborhood, some physical barriers, minor transitions; Low=separated from an residential existing area, physical barriers, no transitions available			X
Located near daily services and amenities (school, park ,variety of commercial) High=Walk 10 minutes to range of service; Average=10 to 20 minutes to range of service; Low= Walk in excess of 20 minutes to range of service. *Parks and Recreation has specific service objectives for park proximity to residential		X	
Creates new neighborhood, not an isolated project (If not part of neighborhood, Does it create a critical mass or identifiable place, support to provide more services?)		X	
Located near employment centers or ISU Campus (High=10 minute bike/walk or 5 minute drive; Average is 20 minute walk or 15 minute drive; Low= exceeds 15 minute drive or no walkability)	X		
Site			
Contains no substantial natural features on the site (woodlands, wetlands, waterways)			X
Located outside of the Floodway Fringe	X		
Separated adequately from adjacent noise, business operations, air quality (trains, highways, industrial uses, airport approach)			X
Ability to preserve or sustain natural features		X	
Housing Types and Design			
Needed housing or building type or variety of housing types	X		
Architectural interest and character		X	
Site design for landscape buffering			X
Includes affordable housing (Low and Moderate Income)			X

Transportation			
Adjacent to CyRide line to employment/campus High=majority of site is 1/8 miles walk from bus stop; Average= majority of site 1/4 mile walk from bus stop; Low= majority of site exceeds 1/4 miles walk from bus stop.		X	
CyRide service has adequate schedule and capacity High=seating capacity at peak times with schedule for full service Average=seating capacity at peak times with limited schedule Low=either no capacity for peak trips or schedule does not provide reliable service		X	
Pedestrian and Bike path or lanes with connectivity to neighborhood or commute			X
Roadway capacity and intersection operations (existing and planned at LOS C)			X
Site access and safety		X	
Public Utilities/Services			
Adequate storm, water, sewer capacity for intensification High=infrastructure in place with high capacity Average=infrastructure located nearby, developer obligation to extend and serve Low=system capacity is low, major extension needed or requires unplanned city participation in cost.		X	
Consistent with emergency response goals High=Fire average response time less than 3 minutes Average=Fire average response time within 3-5 minutes Low=Fire average response time exceeds 5 minutes, or projected substantial increase in service calls	X		
Investment/Catalyst			
Support prior City sponsored neighborhood/district investments or sub-area planning			X
Creates character/identity/sense of place			X
Encourages economic development or diversification of retail commercial (Mixed Use Development)		X	