

COUNCIL ACTION FORM

SUBJECT: TEXT AMENDMENT FOR PLANNED UNIT DEVELOPMENT (PUD) OVERLAY DISTRICT AND PRIVATE STREET STANDARDS

BACKGROUND:

On December 8, 2020, the City Council directed staff to proceed with preparing a zoning text amendment that would add a Planned Unit Development (PUD) Overlay Zone as a new zoning tool for the purpose of expanding options for development of housing as well as to add private street standards in the Subdivision Code. This action was initiated in response to the follow-up suggestion received from staff on the developer's workshop held on October 28, 2020.

The focus of the proposed PUD Overlay is to allow for smaller lots and reduced setbacks when there is a defined development concept for a project, compared to using standard lot sizes and setbacks where development would occur with less integration and up-front design details. The proposed ordinance is designed to allow for variability in zoning standards and housing types, but within the density limits of the zoning district.

It is anticipated that this tool could be used to assist in the development of housing related to:

- sale of sub-6,000 sq. ft. detached home lots
- sale of townhome communities
- sale of condominium buildings
- sale of single-family attached
- rental of multi-family, and
- accessory dwelling units within new development

The PUD Overlay is intended to address a wide range of interests and issues related to residential development. Specifically, it allows flexibility in the creation of a range of lots sizes and price points with no mandated mix of lot sizes, allowing developers to address market preferences. As drafted, the PUD Overlay would apply not only to new greenfield development, but also could apply to redevelopment situations on larger existing sites (> 2 acres).

The proposed PUD Overlay will be applied to an underlining residential zoning districts. These underlining zones include: RL, RM, UCRM, RH, FS-RL, FS-RM, and S-SMD. (Note S-SMD is a Special Purpose zone for residential and small commercial uses.) The underlining zoning districts provide the foundation of what is expected and required regarding permitted uses, density, and maximum building height and can provide a certain degree of certainty for surrounding development.

A PUD Overlay allows for additions or deletions of standards to the underlining zoning districts in order to address site constraints.

The draft PUD Overlay ordinance specifically addresses the following:

- Identifies findings for rezoning approval related to the purpose of the PUD Overlay;
- Adds flexibility in lot size (reduce to less than 6,000 sq. ft.);
- Adds flexibility in setbacks for front, rear, and side requirements;
- Adds flexibility in lot width (reduce lot width to less than 50 feet);
- Maintains density standards of the zoning district;
- Maintains a common open space requirement similar to FS zoning, although reduced from a F-PRD;
- Maintains a specific block length design requirement, but modified compared to FS zoning;
- Adds standards for design compatibility related to front building facades due to reduced lot sizes; and
- Includes new private street standards within the Subdivision Ordinance (Chapter 23).

APPROVAL PROCESS:

The approval process for a rezoning map amendment is described in Sec. 29.1507. The process for a PUD is similar to that required for FS-RL or FS-RM. Each requires a pre-application meeting as described in Sec. 29.1200(2) and referenced in Sec. 29.1502(3)(a) as well as a Master Plan as described in Sec. 29.1502(4).

The Master Plan and proposed development must include enough detail to determine that the Findings included in 29.1114(3) are satisfied related to the purpose of the PUD. The Master Plan allows the developer to get entitlement without having to fully flesh out complete details required for a Major Site Development Plan or Preliminary Plat. The Master Plan would describe any expected deviations from zoning standards and provide conceptual development information. The City may require additional materials related to housing design as needed to support the proposed rezoning request. A Major Site Development Plan would be required subsequent to approval as a PUD. Notably, this process requires somewhat less up-front detail compared to the current PRD process that requires a Major Site Development Plan with initial approval. It also allows for the City Council to delegate to staff certain approvals as part of subsequent phases.

Approval of the PUD Overlay requires findings related to design of the proposal and its related deviations as achieving the purpose of the PUD:

- (a) The Zoning District and Overlay are consistent with the comprehensive plan.
- (b) The property on which the PUD is requested has a residential zoning of RL, RM, UCRM, RH, FS-RL, FS-RM, S-SMD, or is concurrently proposed to be changed to one of these Zoning Districts.
- (c) The existing and proposed infrastructure is sufficient in design and capacity to support

the project with water, sanitary sewer, storm drainage, streets and other transportation related facilities.

- (d) The PUD Master Plan includes interconnected pedestrian and bicycle circulation routes to the surrounding areas and within the development.
- (e) The proposed PUD Master Plan is consistent with the requirements of this ordinance and all deviations, exceptions, and limitations stated on the Master Plan are clear, identifiable, and necessary in support of the design concept and the purpose statements of the overlay.
- (f) The proposed PUD Master Plan is in harmony with the purpose of the overlay.
- (g) Findings for approval of a Master Plan with a PUD Overlay rezoning may be deferred, when the City Council initiates a property rezoning.

SUPPLEMENTAL DEVELOPMENT STANDARDS:

Although the PUD Overlay grants flexibility, development must still be consistent with the standards described within Table 29.1114(5). It stipulates when and how the zoning district requirements apply, what other standards must be satisfied, and when flexibility is allowed. Zoning district requirements, such as lot area, lot width, lot frontage, setback, and site coverage are flexible and are allowed to be defined under the PUD. The details of these modifications must be noted on the Master Plan that accompanies the rezoning request. However, all lots must have approved access to a public way or a private street, regardless of frontage. Additionally, off-street parking requirements and subdivision improvements (street and infrastructure requirements including sidewalks and street trees) apply.

Even though reduced setbacks are allowed, staff included mandatory minimum setbacks for garage access of 20 feet, when accessed from a public street. This standard for garage access from a public street is not unique to PUDs. The 20 foot setback is less than the standard 25-foot requirement, but does replicate in the F-VR zoning district standard for Country Homes. There would be no minimum garage setback required if the access is from a private street, which would typically be in the context of an alley type design or a townhome community design with stacked units above garages.

Open Space

Within the PUD, the required common open space is 10%. This is same percentage required for FS-RL. The intended purpose of the proposed open space must be set forth in the plan and suitably improved for such purpose. Usable open space is to be readily accessible to residents and designed to be usable and not just leftover space within subdivision. A second threshold for open space applies to developments with over 50 dwelling units and there is an allowance for medium and high-density developments to be able to provide indoor recreational amenities in-lieu of the common open space requirement. Clubhouses and roof deck space are also possible.

The percentage of open space required for the PUD is one of the key factors differentiating it from the F-PRD zoning district. Staff notes that in some situations, quality of private usable open space on individual lots may be a priority for the development layout. Understanding

tradeoffs on yard space, building to building setbacks, access points to a home will all be considered when evaluating a proposal. For example, a project that has minimum or no setbacks and as a result, does not have usable private space as a yard, deck, patio, etc., would be expected to augment the common area amenities with private open space. A good example would be a townhome community where the structure essentially occupies the whole of the individual lot area. This may not be the case with other housing configurations. The size of the project will also influence the need for open space. Open space could be viewed as a key design feature for a PUD, not only left over space or storm water detention facilities.

Block Design

The City of Ames prioritizes connectivity within its development patterns, as described within Land Use Policy Plan's goals and in a more direct manner with its street and block length standards of the Ames Municipal Code. With the additional concentration of smaller lots within a block as part of a PUD, staff believes addressing block length is very important. For this reason, the block design requirements within the PUD restrict typical block length to no more than 660 feet, with a preference for blocks to not exceed 500 feet. This block standard is supported within the Subdivision Ordinance, which states that the preferred block length is not to exceed 600 feet (although an exception for larger block size is included). Additionally, the City has a 660' foot preferred connectivity standards for roadway length related to pedestrian circulation as part of the current FS zoning standards. (Note: the PUD standard is more restrictive than the other block lengths referenced above.)

Cul-de-sacs are discouraged within the Subdivision Ordinance. The PUD limits the use of cul-de-sacs and dead-end streets to areas where physical or environmental conditions preclude an interconnected street network. This is not intended to limit small-shared auto courts or driveways that serve a small group of homes off of a street.

COMPATIBILITY STANDARDS:

Large lots with large front setbacks have the opportunity to use space to mitigate transitions between the street to a home and to adjacent properties. This is not the case with reduced lot size and reduced front setbacks that may occur within a PUD. Garages and driveways can easily dominate the dwelling frontage and become a defining feature of the street and impact other design elements of the neighborhood. The relationship of the residence to the street becomes more impactful to the neighborhood within smaller lot developments.

Due to the concentration of dwelling units that will occur when dimensional requirements are reduced, compatibility standards have been included. Compliance with the compatibility standards is required to determined consistency with the purposes of the PUD. The compatibility standards are purposefully focused on a limited number of features of residential development. These are: garages & driveways, building front entrances, and building massing. These features were selected for their impact in increasing livability and neighborhood character, in exchange for allowing flexibility with lot area and setbacks. The features are important not only at the individual lot scale, but also to the larger neighborhood character and their influence on the public realm. Staff has not included specific architectural character or design elements as standards or guidelines with the proposed ordinance. However, the PUD

includes a provision to require additional architectural detail when necessary to make findings for approval of a requested PUD Overlay.

Garages & Driveways

- Narrow lots constrict the area available for building. As a result, the default is frequently for garages being the dominate feature of the front façade of the dwelling. Garages that do not protrude in front of the front façade or which are recessed behind the front façade of the dwelling or projecting porch feature, allow the residential portion of the dwelling to define the character of the street or open space. The PUD requires that garages and off-street parking areas to not dominate the front façade. A graphic illustrating different types of garage configurations is included as Attachment 'A'.
- Narrower lots result in closer driveway spacing and less street frontage available for on-street for parking. A trade-off to narrower lots is to restrict driveway width and to encourage driveway clustering. The PUD allows either front or rear-loaded garages.

Building Front Entrances

- Primary façades are to include architectural treatment that emphasizes the main entrance. This might be a porch or stoop but could also be another form of architectural treatment that identifies or enhances the prominence of the entry. Staff supports including main entrance identification in support of City goals for sense of place, connectivity, and neighbor interaction with neighborhood development.

Building Massing

- The design of new multi-family buildings must consider abutting single-family and two-family dwellings, so that the existing dwellings are not overwhelmed by the scale and massing of the new development. Rather, the new buildings must be compatible in scale, massing, window proportions and architectural features. This does not mean identical in size and height. Numerous design options exist that can be included with a project to accomplish this standard. These requirements will generally be evaluated on a case-by-case basis as dictated in relation to existing and planned residential uses abutting a site. This is most likely a concern within an infill situation.

Other considerations are also mentioned with the standards to ensure that these factors are reviewed and given some consideration in the project design. They include: Future Development, Existing Trees, Landscape Buffering, and Infill Compatibility.

PRIVATE STREET STANDARDS:

Private street standards have been included as a text amendment to the Subdivision Ordinance, Chapter 23. Including a standard for private streets ensures that when private streets are included, they conform to a minimum standard of compliance. Private streets would be evaluated on a case-by-case basis and are intended to serve internal needs of a development and would not serve as through route to other developments.

Private streets and alleys will be required to meet or exceed Iowa Statewide Urban Design and Specifications (SUDAS) standards and the City of Ames supplement design standard requirements regarding, pavement profile, base, and drainage. A minimum design life of 30-

years is expected for a private street and alley improvement. Verification that the private street has been installed according to the approved plans, is required to be provided by the developer's project engineer.

The standards also stipulate when private streets are considered appropriate. Private streets will be required to accommodate two-way traffic, fire access and turn-around requirements, on-street parallel parking (or alternatively, guest parking bays), sidewalks (or alternatively, an alternate pedestrian circulation system), street trees, and lighting. The standards do not exempt private streets from any of these things, but may allow flexibility on how these items are provided. Overall, the intent is to reduce size and space needs compared to public rights-of-way while provide for comment features of streets.

The biggest advantage for the developer is the reduced right-of-way width. Having a reduced right-of-way results in more property to be available for other purposes. One disadvantage is that the HOA becomes responsible for the maintenance and ongoing upkeep of the street. These costs are passed onto the homeowners through their HOA fees. HOA's are not uncommon in the City, but developers have indicated that Ames' residents are sensitive to HOA fees, and that it is in the developer's interest generally to keep the HOA fees to a minimum.

HOW IS THE PUD OVERLAY SIMILAR OR DIFFERENT THAN THE F-PRD ZONING?:

Both F-PRD and PUD have similar approval processes and require City Council approval of rezoning and development plans. Each must abide by the City's subdivision standards for streets and infrastructure. Both FS-PRD and PUD allow a great deal of flexibility in the implementation of the bulk regulations. Both require a minimum acreage of two acres with an exception for environmentally sensitive areas.

The most significant difference between the F-PRD District and the PUD Overlay is the requirement for open space and how density is determined. F-PRD allows for a project to request a rezoning to a higher density in a PRD without direct correlation to the underlying zoning and Land Use Policy Plan designation. The PUD will require direct correlation to an underlying zoning district. The F-PRD requires 40% open space for low and medium density residential and 35% for high density residential. The F-PRD emphasizes open space and amenity features within the development. Developers have indicated a strong disapproval of the 40% requirement and its impacts on the feasibility of development flexibility. By practice the City has allowed for a mix of private usable yard spaces and common area to meet this standard, with a majority of areas expected to be within a common area. Within the PUD, the required common open space is reduced to 10%. This is same percentage required for FS-RL.

One minor distinction between the proposed PUD Overlay and the F-PRD is also how uses are allowed. The F-PRD has its own exclusive set of uses that cannot be changed, whereas the PUD allows zoning district uses but broadens allowances to all housing types, including a new accessory dwelling unit options, within the defined density limitations of the zoning district.

DEVELOPER OUTREACH:

Initial developer outreach on different zoning concepts occurred in October 2020. This meeting was sparsely attended by a mix of civil engineers and developer/real estate professionals. Outreach on the draft standards for the PUD and Private Streets was circulated in March 2021 to the same email list of 45 professionals that were initially contacted in October. Responses were received from the Hunziker Development team. A virtual meeting was held with them to discuss their concerns as they began their review of the materials.

One question was whether the PUD would result in the construction of more diverse housing types or whether the required standards might be so onerous that developers would not benefit from the flexibility available within the PUD. Issues related to streets and cul-de-sacs were also of concern. Hunziker indicated that they would continue to review the materials and discuss with staff as the review process unfolds.

As a result, minor changes to the draft were made regarding the establishment process, dead end streets, as well as other minor tweaks to standards. A representative from the Hunziker team participated in the Planning & Zoning Commission meeting and offered no suggested changes to the draft ordinance at that time. Following the P&Z Meeting, Staff reached out once again to developers to invite comment prior to this hearing. No additional comments have been received.

PLANNING & ZONING COMMISSION RECOMMENDATION:

At a regular meeting of the Planning & Zoning Commission held on April 7, 2021, the Commission voted unanimously 6-0 to recommend that the City Council, adopt the Planned Unit Development (PUD) Overlay zone along with private street standards in the Subdivision Ordinance (Chapter 23). Staff reviewed City Council's intent for initiating the PUD Overlay text amendment and described staff's approach to the balancing City design priorities with flexibility afforded within the ordinance.

Two aspects of the draft ordinance were primarily discussed:

- If there was any area of conflict between the proposed PUD overlay and the existing PRD; and
- The relationship of garages to the principal building. Side-loaded garages and corner lots were discussed. Discussion ensued on whether there should be a stipulation of how far the principal building should project from the garage. The draft ordinance requires garages to be setback at least 20 feet from a public street, but the principal structure can have reduced setbacks. The P&Z was in unanimous support of the garage not being the focal point of the house and supported the standards as drafted.

ALTERNATIVES:

1. The City Council can approve on first reading of the proposed ordinances related to the zoning text amendment establishing a new Planned Unit Development (PUD) Overlay zone in the Zoning Ordinance (Chapter 29) and the establishment of private street standards in the Subdivision Ordinance (Chapter 23).

2. The City Council can modify the draft ordinance language and approve on first reading the ordinances establishing a new Planned Unit Development (PUD) overlay zone in the Zoning Ordinance (Chapter 29) and the establishment of private street standards in the Subdivision Ordinance (Chapter 23).
3. The City Council can direct staff to prepare alternative language for the proposed text amendment.
4. The City Council can request additional information and defer making a decision.

CITY MANAGER’S RECOMMENDED ACTION:

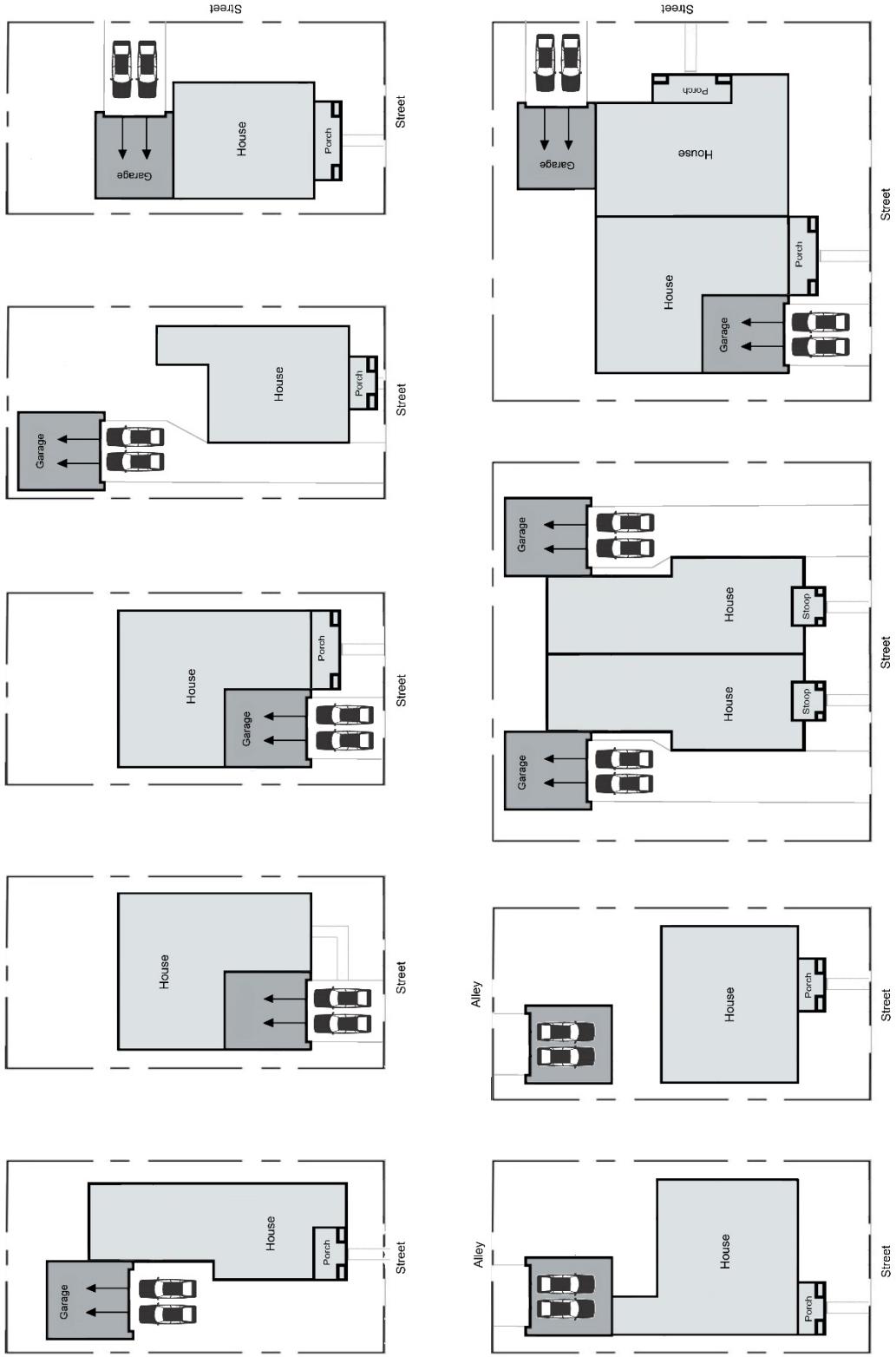
The proposed PUD Overlay ordinance is designed to create flexibility within defined parameters related to layout, design, and connectivity. Generally, it permits for reduced lot sizes, setbacks, and a greater mix of building types that would not otherwise be permissible within underlying zoning districts. The approach of the PUD is different than that of the current F-PRD zoning which allows for more flexibility, but is focused on providing for substantial amounts of open space. The proposed text is intended to strike a balance between increased flexibility and standards while also addressing the City’s neighborhood development expectations that apply to other developments.

The PUD Overlay is an optional tool, a developer will still be able to use standard zoning or the F-PRD option to meet their development needs.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, approving the text amendments creating a new Planned Unit Development Overlay District in the Zoning Ordinance (Chapter 29) along with private street standards in the Subdivision Ordinance (Chapter 23).

ATTACHMENT 'A'

Examples of Some Possible Garage Locations Available in the PUD Overlay



ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 29.201(159), AMENDING SECTION 29.1100(2) ENACTING NEW SECTION 29.1114 AND TABLE 29.1114(5), AMENDING SECTION 29.1507(3) AND ENACTING A NEW SECTION 29.403(16) THEREOF; FOR THE PURPOSE OF ALLOWING VARIABILITY IN ZONING STANDARDS AND HOUSING TYPES; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting new Sections 29.1114 and 29.403(16) and amending Sections 29.1100(2), 29.1507(3) as follows:

Sec. 29.201. DEFINITIONS.

...

(159) RESERVED.

Sec. 29.1100. OVERLAY ZONES.

...

(2) Establishment. The Overlay Zones established by this Ordinance are:

...

(l) "PUD" Planned Unit Development Overlay

Sec. 29.1114 "PUD" PLANNED UNIT DEVELOPMENT OVERLAY DISTRICT

(1) Purpose. The Planned Unit Development (PUD) Overlay zone is intended to allow flexibility in Zoning District and General Standards where design flexibility helps further the goals of the Comprehensive Plan and is compatible with its surroundings. The PUD zone is intended to:

- (a) Provide for innovative and imaginative development through flexibility in the design, placement of buildings, clustering of housing types, use of open space, and related site and architectural design considerations;
- (b) Increase the stock of diverse housing types for a variety of income levels;
- (c) Promote efficient land use and infrastructure construction, while maintaining high-quality living environments for privacy, architectural interest, streetscape, walkability, and open spaces for private and common use;
- (d) Provide for a variety of private and common open space areas corresponding to smaller lot sizes along with additional amenities for larger developments;
- (e) Encourage and preserve opportunities for energy efficient development; and
- (f) Encourage context-sensitive infill development.

(2) Pre-Application Conference. Prior to submittal of an application to rezone property to Planned Unit Development Overlay, a pre-application conference shall be held with the developer and Department of Planning and Housing staff to review the application. Neither the developer nor the City shall be bound by any comments, determination, or decisions of City staff offered or made during the pre-application conference. The following information shall be submitted with the application:

- (a) Name of the applicant and name of the owner of record.
- (b) Tax parcel identification number.

- (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; floodplain and floodway boundaries; and other designated environmentally sensitive areas.
- (e) Proposed infrastructure extensions, open space, and stormwater treatment areas.
- (f) 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.
- (g) Proposed building design character and any planned deviations from Zoning District standards.

(3) **Establishment.** The PUD Overlay zone applies to all lands that are zoned PUD on the Zoning Map. A Zoning Map Amendment may be approved provided the City Council makes the following findings:

- (a) The Zoning District and Overlay are consistent with the comprehensive plan.
- (b) The property on which the PUD is requested has a residential zoning of RL, RM, UCRM, RH, FS-RL, FS-RM, S-SMD, or is concurrently proposed to be changed to one of these Zoning Districts.
- (c) The existing and proposed infrastructure is sufficient in design and capacity to support the project with water, sanitary sewer, storm drainage, streets and other transportation related facilities.
- (d) The PUD Master Plan includes interconnected pedestrian and bicycle circulation routes to the surrounding areas and within the development.
- (e) The proposed PUD Master Plan is consistent with the requirements of this ordinance and all deviations, exceptions, and limitations stated on the Master Plan are clear, identifiable, and necessary in support of the design concept and the purpose statements of the overlay.
- (f) The proposed PUD Master Plan is in harmony with the purpose of the overlay.
- (g) Findings for approval of a Master Plan with a PUD Overlay rezoning may be deferred, when the City Council initiates a property rezoning.

(4) **Effects of Approval.**

- (a) **Master Plan.** Subsequent development must be consistent with the approved Master Plan. Subsequent development is subject to a Major Site Development Plan approval for any and all uses, unless specifically delegated by the City Council to the Planning and Housing Director as part of the Master Plan approval. The City Council may also require a design description or illustrated design guidelines to convey the intended character of the development and to administer subsequent permitting within the PUD for such things as landscape features, signage, and structures.
- (b) **Permitted Uses.** Land, buildings, and structures may be used only for the purposes identified within the Zoning District use regulations, unless limited or authorized as additional uses (including accessory dwelling units) by the PUD Master Plan.
- (c) **Building / Zoning Permits.** Subsequent to the PUD Overlay approval, development of the property is subject to all provisions of the Ames Municipal Code, including, but not limited to, requirements to proceed with preparation of Preliminary and Final Plats, Zoning Permits, Site Development Plans, Special Use Permits, Building Permits, and other types of permits required by local, state, or federal law for the improvement or development of the land.
- (d) **Phasing.** Development of the site may occur in phases, as approved by the City Council with a Major Subdivision or as indicated on the approved Major Site Development Plan. Any change to the approved Phasing Plan must be approved by the City Council.

(5) **Supplemental Development Standards.** Property that is zoned PUD shall be developed in accordance with the Zone Supplemental Development Standards listed in Table 29.1114(5) below:

Table 29.1114 (5)
Planned Unit Development Overlay District (PUD)
Supplemental Development Standards

SUPPLEMENTAL DEVELOPMENT STANDARDS	PUD ZONE
Area Requirement	Minimum area of two acres or more, except when environmentally sensitive areas, natural features, or scenic assets are being preserved.
Density	<p>Zoning district density requirements shall apply.</p> <p>Where a development encompasses more than one zoning district, each area of the PUD development shall comply with the density requirements that are set by the zone for that area. Density transfer is not permitted.</p> <p>Developments with a minimum of 10% affordable housing units made available for sale or rent to moderate or low-income households as defined by the Federal Housing and Urban Development Department (HUD) for the City of Ames, may include a density bonus of 15% rounding up to the next whole unit, or one (1) dwelling unit, whichever is greater. An affordable housing plan and binding agreement for maintaining affordability must accompany the PUD application.</p>
Minimum Lot Area / Width / Frontage:	Individual lot area, width, and street frontage may be reduced from the Zoning District and General Standards as long as the lots are sized to accommodate the required development standards of this chapter and comply with the compatibility standards of Section 29.1114(6). All lots must have approved access to a public way or a private street.
Minimum Principal & Accessory Building Setbacks and Lot Coverage	<p>Minimum setbacks and maximum coverage may be modified from the underlying zoning district requirement if the compatibility conditions of Section 29.1114(6) are met. Setbacks at the perimeter of the Overlay may not be reduced along an abutting lot without a finding there are physical circumstances justifying a reduction. Reduced setbacks must be identified on the Master Plan.</p> <p>Setback encroachments and exceptions will not apply to reduced yards unless authorized by the PUD.</p> <p>Garage access shall be a minimum setback of 20 feet when accessed from a public street. Reduced setbacks may be permitted along private streets and alleys.</p>
Street Trees and Minimum Landscaped Area	Landscaping and screening shall conform to requirements of this Chapter, unless approved as an Alternative Design. Each development shall include space for the planting and subsequent maturity of street trees. Reduced setbacks shall not encroach upon these defined locations for street trees and other landscape trees. A street tree plan illustrating the location of trees along with proposed building footprint and driveway areas must be approved with the project.
Maximum Height-Principal Building	Zoning District height requirements shall apply to a building within 100 feet of an abutting lot of a different residential zone or residential land use designation.

Parking Requirements	Parking spaces shall be provided as prescribed by this chapter; however, required parking locations may be approved by the City Council in common areas or on a street within the boundaries of the PUD. Affordable housing for low- and moderate-income households may have parking reduced to a maximum of two parking spaces for apartment buildings.
Street/Infrastructure Improvements	Street improvements, water, sanitary sewer, storm sewer improvements, park dedication, and electric facilities shall be installed in compliance with the subdivision regulations of the City and shall meet the construction specifications of the City. Private streets (if included) must comply with provisions of the Subdivision Code.
Common Open Space and Amenities	<p>Minimum of 10% of the gross area shall be devoted to common open space. The intended purpose of the proposed open space must be set forth in the plan. The land provided for common open space must be improved for its intended purpose, and readily accessible to residents. Provide for the ownership and maintenance of the common open space. Phasing of improvements shall be clearly described in the development plans and may be required to be set forth in a legally binding instrument.</p> <p>Clubhouse, roof deck patios, and similar community amenities may be credited toward the open space requirement.</p> <p>Developments exceeding 50 dwelling units shall provide for usable open space and amenities to serve the residents of the development which may include a combination of common area and private usable yard areas located outside front yard setbacks.</p> <p>Development of medium and high-density developments may be exempt from providing common open space area when recreational amenities, such as clubhouses, pools, or sport courts, are sufficiently provided for as an alternative.</p>
Block Design	<p>Layout and design shall create an interconnected network of streets with block faces that do not exceed 660 feet within the development. Where practicable, block lengths are encouraged to be 500 feet or less. Block faces may exceed 660 feet where physical or environmental conditions preclude a more interconnected street network. Use of cul-de-sacs and dead-end streets shall also be limited to these situations.</p> <p>When blocks exceed 600 feet, the PUD shall accommodate pedestrian crossings, walkway connections through a block, or other means of enhancing the pedestrian circulation system for interconnectedness.</p> <p>Use of alleys, off-site parking, or other shared access means is desirable to maintain a consistent street frontage with minimal interruptions by driveways to street trees, lighting, on-street parking, and sidewalks as well as providing opportunities for alternative housing options such as cottage courts.</p>

(6) **Compatibility Standards.** Minimum lot area, lot width, lot frontage, setback, and maximum site coverage requirements may be reduced to provide for a variety of dwelling types. Any such modification to the Zoning District requirements must be noted on the Master Plan.

Due to the concentration of dwelling units that will occur if these dimensional requirements are reduced, the following compatibility standards are required:

(a) **Garages and Driveways.** Garages and off-street parking areas must be located so that they do not define the front façade of the dwelling. This standard is met when a garage does not protrude forward from the front façade.

The development must include adequate right-of-way and driveway spacing to accommodate parking and street trees. The width of driveways may need to be reduced and garages setback an adequate distance to accommodate these elements. Shared driveways are encouraged to address street design goals. Alley or private rear lane access is also an option.

(b) **Entrances.** Main entrances to dwelling units must be clearly identifiable and accessible to the owner and visitors. The main entrance must be demarcated by one of the following: covered porch or stoop; sidelight windows; or other

significant architectural treatment that emphasizes main entrances. Main entrances shall be directly connected to the pedestrian circulation system of the development.

(c) **Massing.** Multi-family buildings proposed abutting single-family and or two-family buildings should be of a scale, massing, window proportions, and architectural style that is compatible with abutting lower density residential development.

(7) **Other Conditions.** Other conditions may be imposed if found necessary for health, safety, and general welfare. Such conditions include, but are not limited to, the following:

(a) **Future Development.** Provide for future development in a manner that does not impede the continued use or development of surrounding properties for uses permitted within the Zoning District or planned for in the comprehensive plan;

(b) **Existing Trees.** The preservation of existing trees shall be considered when siting buildings, underground services, and paved areas;

(c) **Landscape Buffering.** Landscape buffering may be required to maintain privacy or reduce unusual impacts of noise, light, or height on adjoining properties; and

(d) **Infill Compatibility.** The design of the PUD is compatible with its surroundings and/or complementary to adjacent development.

(8) **Minor Changes.** Minor changes to the approved Master Plan and subsequent Site Development Plan may occur after a determination by the Department of Planning and Housing staff that the proposed changes are minor in nature, and revised plans have been provided for purposes of keeping the Site Development Plan Major current. However, the Planning Director may refer any change to the City Council for approval. A minor change is defined as a change that satisfies all of the following criteria:

(a) Does not constitute a change in the land use of the project;

(b) Does not change the overall general layout and design of buildings, open spaces, landscaping, parking, and circulation;

(c) Does not change the number of buildings or the number of dwelling types by more than 10%;

(d) Does not increase the density of units in the project or the intensity of use as related to parking requirements, i.e., floor area of use and bedroom counts, by more than three parking spaces;

(e) Does not allow an increase in the height of a building or grading of the site by more than two feet in total. Any height increase must not allow additional stories;

(f) Does not exceed the allowed deviation or exception to zoning standards; and

(g) Does not remove or reduce the quality of architectural character, design features, or use of high-quality building and roofing materials at the time of initial construction.

Sec. 29.1507. ZONING TEXT AND MAP AMENDMENTS

(3) **Master Plan Determination.** Before an application is made for amending the zoning map to designate any property as F-S RL, FS-RM, or PUD, the applicant must either prepare a Master Plan or request that the City Council determine whether it will be required. When City Council first considers an application for amending the zoning map to any other zoning district, the City Council may require a master plan be submitted prior to taking action on the rezoning request. The procedural requirements for this determination shall be as follows:

SUBDIVISION ORDINANCE

23.403 STREETS.

...

(16) Private Streets and Alleys. City Council may approve private streets and alleys as part of a Subdivision. Private streets and alleys are subject to the following requirements:

(a) The proposed private street serves as access to a cluster or small group of housing units and is not intended for use by through traffic. Private streets and alleys may also serve as access to townhouse-style developments.

(b) The proposed private street or alley is designed and constructed such that it meets or exceeds Iowa Statewide Urban Design and Specifications (SUDAS) standards and the City of Ames supplement design standard requirements regarding, pavement profile, base, and drainage. The typical private street and alley will have a minimum design life of 30-years.

(c) Verification of finished construction according to approved plans by the engineer-of-record or other qualified engineer.

(d) Responsibilities for maintenance, upkeep, and snow removal, are established through a legally binding instrument.

(e) A permanent easement for shared access and emergency vehicle access is recorded.

(f) The design and layout of the private streets and alley shall address the following:

(i) Street width to allow for two-way traffic.

(ii) Fire access and turnaround requirements as required by the Ames Fire Code.

(iii) For developments of six or more single-family detached or attached dwellings along a block face, provides on-street parking spaces similar to the spacing included on a public street or provides for guest parking bays within common area.

(iv) Sidewalks along the street or other pedestrian circulation system improvements connecting to front doors of homes.

(v) Street tree planting plan.

(vi) Lighting plan.

The City Council may modify the private street requirements when the street serves non-residential development or apartment dwellings; however, Section 23.403(16)(d) shall still apply.”

Section Two. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor