

COUNCIL ACTION FORM

REQUEST: **BRICK TOWNE MAJOR SITE DEVELOPMENT PLAN**

BACKGROUND:

The property owners, Dickson and Luann Jensen, request approval of a major site development plan for the Brick Towne development. The major site development plan is a requirement of development within a Planned Residence District (F-PRD). See Attachment A for current zoning and location.

The major site development plan is the controlling plan for development within an F-PRD zoning district and requires City Council approval. This site plan specifies 572 dwelling units in the project of which 416 are one bedrooms, 136 are two bedrooms, and 20 are three bedrooms. The overall development intensity is consistent with the master plan accompanying the rezoning request and with the rezoning contract approved last fall that limited development to no more than 750 units with no more than 10 percent having three bedrooms.

The proposed Brick Towne development comprises multiple lots served by private streets with some lots not having frontage on a public right-of-way. The developer has also taken advantage of landscaping flexibility allowed through the major site development plan review to focus on berms and grasses around the perimeter of the site in lieu of traditional foundation plantings and shrub-based screening requirements. The development also includes a large recreational amenity area and clubhouse along the north side of the development. The recreational amenities and clubhouse is expected to be developed concurrently with the homes as part of the phasing of the development. Approval of a F-PRD rezoning must be evaluated against the design principles of a F-PRD and meet the major site development criteria.

The developer intends to rely upon the F-PRD open space and landscaping features to meet the commercial development buffering requirements along the residential development. Front yard and parking landscaping requirements for the commercial area will be reviewed at the time of minor site development plan submittal.

Planning and Zoning Commission: At its meeting on July 5, 2017, the Ames Planning and Zoning Commission voted 4-1 to recommend approval of the proposed major site development plan. Other than the applicant's representative, no one spoke during the public hearing.

ALTERNATIVES:

1. The City Council can approve the major site development plan for Brick Towne.

Development of the site is subject to approval of a final plat and compliance with the conditions of the accompanying preliminary plat that is on this agenda.

2. The City Council can deny the approval of the major site development plan for Brick Towne.
3. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information.

CITY MANAGER'S RECOMMENDATION:

Overall, the development provides a housing type with principally one and two bedroom units that meet multiple housing market needs for the community. The requirements of the F-PRD standards have been met and the innovative approach to landscaping has been reviewed and accepted by staff.

The apartments and townhome units offer a range of choices for workforce housing. Although students are not excluded from the development, recent construction of three- and four-bedroom apartments elsewhere has been absorbed mostly by university renters. The configuration of Brick Towne may be more attractive to young professionals and workers not immediately seeking a home purchase.

Therefore, it is the City Manager's recommendation that the City Council act in accordance with Alternative #1, which is to approve the major site development plan for Brick Towne.

ADDENDUM

Major Site Development Plan. The F-PRD rezoning requires an accompanying major site development plan. This plan describes all aspects of the site including building floor plans and elevation drawings.

The development consists of two 72-unit buildings of one- and two-bedrooms; six 60-unit buildings of one- and two-bedrooms; and sixty-eight townhome style apartments of one-, two-, and three-bedrooms. (Townhome “style” because, although they look like traditional townhome units, each unit is not on a separate lot.) There are a total of 572 dwelling units, consisting of 416 one-bedroom units, 136 two-bedroom units, and 20 three-bedroom units. The density is approximately 14 units per acre.

To accommodate these units, 956 parking spaces are required. A total of 996 spaces are provided, of which 212 are in garages—the remainder are surface parking.

There is also a clubhouse with a leasing office and recreational amenities, a swimming pool, a pool house, and a building with a bicycle repair area and pet wash station.

The landscape plan relies more on over-story trees and native grasses. This approach deemphasizes screening with bushes and ornamental trees. This approach is acceptable because of the much greater distances from parking areas to adjacent property lines, making shrubs a less attractive and noticeable feature. This alternative approach is allowed through approval of a major site development plan if the City Council determines it meets the intent of the landscaping ordinance. In addition, the approach is consistent with the intent of the newly adopted Landscape Ordinance update. The site include 38 percent of open space (not including the storm water ponds) where a minimum of 35 percent is required.

Features of the landscaping plan are:

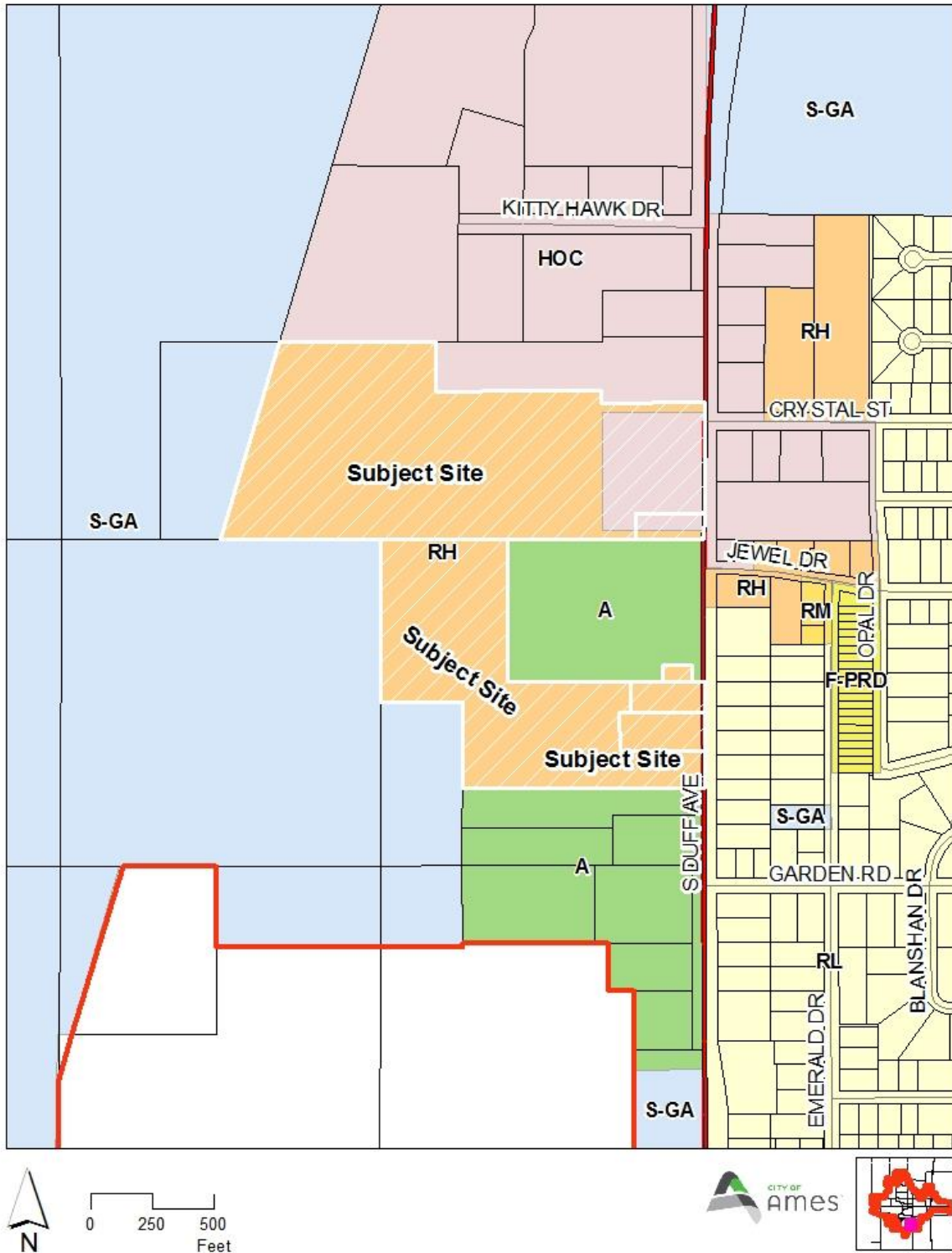
- Overstory trees line the major private streets as if they were public streets.
- Berms, overstory and ornamental trees, and ornamental grasses provide a multi-level buffer to the commercial lots along South Duff Avenue.
- Berms, overstory and ornamental trees, and ornamental grasses provide a multi-level screening of the apartments from the South Duff Avenue right-of-way.
- Overstory trees adjacent to the parking areas provide shade.
- Ornamental grasses serve as mechanical unit screening and foundation plantings.
- Turf grasses adjacent to buildings.
- Prairie seed mix around the storm water features and on the periphery of the site.

The major site development plan and elevation drawings are consistent with the design components of the developer’s agreement signed last fall. That agreement, among other things, mandated that:

- The site is limited to no more than 750 dwelling units, of which no more than 10 percent can be three bedroom units. (The development proposes 572 units of which 20 are three-bedroom units.)
- The development incorporates on-site recreational and lifestyle amenities. (These include a swimming pool, clubhouse, bicycle repair space, and pet washing station.)
- The development shall incorporate enhanced building design with a substantial amount of brick on each façade. (The vast majority of each façade is brick. The buildings have hipped roofs with multiple gable features.)
- The developer incorporates a “prairie-style” landscape plan relying less on traditional shrubs, but using native grasses and trees.

Internal to the site the developer includes sidewalks to connect all building to other parts of the development. The developer also has provided an easement for potential future access to the north at the northwest corner of the site that connects to the developers proposed private street system. Sidewalks will be constructed across the entire frontage of Duff Avenue.

ATTACHMENT A: CURRENT ZONING AND LOCATION



ATTACHMENT B: MAJOR SITE DEVELOPMENT PLAN CRITERIA

Per Section 29.1502 (4)(d): Major Site Development Plan Design Standards

(d) Design Standards. When acting upon an application for a major site plan approval, the City Council shall rely upon generally accepted site planning criteria and design standards. These criteria and standards are necessary to fulfill the intent of the Zoning Ordinance, the Land Use Policy Plan, and are the minimum necessary to safeguard the public health, safety, aesthetics, and general welfare. These criteria and standards include:

(i) The design of the proposed development shall make adequate provisions for surface and subsurface drainage to limit the rate of increased runoff of surface water to adjacent and downstream property;

The storm water management plan has been reviewed and, for the most part, found acceptable. The remaining items, such as appropriate permits from federal and state agencies, will be provided prior to any grading activities commencing.

(ii) The design of the proposed development shall make adequate provision for connection to water, sanitary sewer, electrical and other utility lines within the capacity limits of those utility lines;

All lots will be provided adequate utilities and no constraints have been identified.

(iii) The design of the proposed development shall make adequate provision for fire protection through building placement, acceptable location of flammable materials, and other measures to ensure fire safety;

Fire access and hydrant placement have been reviewed and approved.

(iv) The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property;

The storm water management plan incorporates the findings of the Tea Garden drainage study and also accommodates the expected runoff from this development. The intent is to hold more storm water than the system currently holds and to release it at a rate slower than it currently does.

(v) Natural topographic and landscape features of the site shall be incorporated into the development design;

The site will have grading near and around the existing drainage ways in order to accommodate the necessary storm water features.

(vi) The design of interior vehicle and pedestrian circulation shall provide for convenient flow of vehicles and movement of pedestrians and shall prevent hazards to adjacent streets or property;

A traffic study was commissioned for the Land Use Policy Plan amendment last fall which recommended placing a traffic light at the Crystal Street intersection and adding travel lanes to South Duff Avenue. The contract rezoning places the responsibility of their installation on the City.

Within the site, the driveway system will function as a private street providing access to all lots. Sidewalks serve the development and will connect to the public sidewalk along South Duff Avenue.

Future driveway access to the north to Kitty Hawk Drive is anticipated, as is a future shared-use path connection that may eventually extend to Airport Road.

(vii) The design of outdoor parking areas, storage yards, trash and dumpster areas, and other exterior features shall be adequately landscaped or screened to minimize potential nuisance and impairment to the use of adjoining property;

These have been provided.

(viii) The proposed development shall limit entrances and exits upon adjacent streets in order to prevent congestion on adjacent and surrounding streets and in order to provide for safe and orderly vehicle movement;

The commercial and residential uses will have a total of two accesses onto South Duff Avenue. The north access is the signalized Crystal Street and the south access lies south of the cemetery. Access easements will provide legal access to all lots.

(ix) Exterior lighting shall relate to the scale and location of the development in order to maintain adequate security, while preventing a nuisance or hardship to adjacent property or streets;

Lighting still remains to be reviewed but the city's outdoor lighting standards shall be met. The staff review will also be cognizant of the proximity of the airport.

(x) The proposed development shall ensure that dust and other forms of air pollution, noise disturbances, odor, glare, and other nuisances will be limited to acceptable levels as prescribed in other applicable State and City regulations; and

No nuisances are anticipated.

(xi) Site coverage, building scale, setbacks, and open spaces shall be in proportion with the development property and with existing and planned development and structures, in adjacent and surrounding property.

Staff finds these standards have been met.

(e) Other Approvals. In conjunction with Major Site Development Plan approvals, the applicant shall obtain and submit all other approvals, in writing, required by any other local, state or federal agency. Such prior approvals include:

- (i) Variance from Zoning Board of Adjustment;
- (ii) Curb cut permit;
- (iii) Flood plain development permit;
- (iv) Historic Preservation Commission Approval;
- (v) Iowa Department of Transportation Permits; and
- (vi) Sediment and Erosion Control Plan Approvals.

All such approvals shall be duly noted on a copy of the site plan and/or building plan, as applicable. Any such plan shall include the date of approval and signature of the approving official, as applicable.

As noted in the preliminary plat report, approval of permits from state and federal agencies is still required. Approval of the preliminary plat is conditioned upon receiving these approvals.

ATTACHMENT C: F-PRD DEVELOPMENT PRINCIPLES

The Plan modifications are reviewed below with respect to the following development principles in Ames Municipal Code Section 1203(2).

1. Provide for innovative and imaginative approaches to residential development that would not occur as a result of the underlying zoning regulations.

The developer desires to develop an apartment community tied together with common architectural styles and landscape features. The apartments are designed with smaller units desirable to a broad market segment, including workforce housing. The F-PRD allows for creation of individual lots without public street frontage and relies upon private streets to serve the development. The landscaping has a site specific approach of berms and grasses that departs from typical shrub and apartment foundation planting requirements. The F-PRD allows for the subdivision pattern without large public right-of-ways and helps to facilitate the integrated overall design of an apartment community that would be unlikely to occur with public streets.

2. Result in a more efficient, aesthetic, desirable and economic use of land and other resources while maintaining density of use, as provided for in the Land Use Policy Plan and the underlying zoning.

The development layout is efficient and maintains an approximate density of 19 units per net acre. The subdivision of individual lots for each apartment building helps to facilitate financing of the project. However, the plan is tied together with common design themes for architecture and landscaping to ensure it is a desirable and integrated community. The lot pattern does not affect the setbacks and spacing of the structures from perimeter property lines or each other compared to base zone standards.

3. Promote innovative housing development that emphasizes efficient and affordable home ownership and occupancy.

All units provided for in this development will be attached units. Per the existing development agreement, the variety of housing is focused on smaller rental units desirable to a wide range of the market. Home ownership is not the intended goal for this project site.

4. Provide for flexibility in the design, height, and placement of buildings that are compatible with and integrate with existing, developed neighborhoods and the natural environment.

The project includes attractive buildings with roof line variations, siding, and brick. Some of the units will include enclosed detached garages and

not just surface parking spaces. The town-home units will have attached garages. The buildings are set well into the site and exceed minimum front yard setback requirements along Duff Avenue. The three story height of the structure is a common height for this type of apartment community and is a compatible residential style with the surroundings.

- 5. Promote aesthetic building architecture, significant availability of open space, well designed and landscaped off-street parking facilities that meet or exceed the underlying zone development standards, more recreation facilities than would result from conventional development, and pedestrian and vehicular linkages within and adjacent to the property.**

The site has a significant amount of the area devoted to stormwater management measures. Approximately 25 percent of the F-PRD area will be in stormwater easements. The site overall has 38 percent open space. The usable open space and amenities are focused on the clubhouse area. The clubhouse and amenity spaces are required elements of the F-PRD approval and must be constructed concurrent with buildout of the project.

The site includes internal linkage for both pedestrians and vehicles. There is an additional outlet at the northwest corner of the site for future connectivity.

The landscaping plan is distinct for the site focusing on an “open prairie style theme.” The site utilizes large berms, grasses, and overstory tree to create the desired look and to enhance its compatibility with the surroundings. The project landscaping also accounts for commercial buffering to the HOC zoned land to the east.

- 6. Provide for the preservation of identified natural, geologic, historic and cultural resources, drainage ways, floodplains, water bodies, and other unique site features through the careful placement of buildings and site improvements.**

To meet regional stormwater needs, the site development plan significantly modifies an open channel along the north edge of the site and creates a large detention facility. This design and size of the feature helps to improve management of stormwater runoff for the general area and for the site itself. The design does not release additional water downstream at rate greater than current conditions. An existing drainage tile is not affected by the design.

- 7. Provide for a development design that can be more efficiently served by existing and proposed infrastructure, including: street, water, sewer, and storm water infrastructure, than would be otherwise required as a result of conventional development.**

All utilities will be able to be extended in order to serve the site. The design includes public water and sewer lines, but includes private streets to more efficiently serve the site. No additional through streets are needed that would require a public street into or through the development. Sidewalks are provided for along the site frontage and with the site.

ATTACHMENT D: F-PRD SUPPLEMENTAL DEVELOPMENT STANDARDS

Property that is zoned F-PRD shall be developed in accordance with the Zone Development Standards listed in Table 29.1203(5). Each of those standards is addressed below. Refer to Table 29.1203(5) for the detailed standards.

1. Area Requirement. A minimum of two (2) acres shall be required for all areas developed as F-PRD.

The subject site includes for the PRD zoning is 40.62 acres.

2. Density. Densities shall comply with the densities provided for in the Land Use Policy Plan and the underlying base zone regulations. In the case of more than one base zone designation, each area of the PRD project shall comply with the density limitation that is established for the base zone of that area. Density transfer from one area of a PRD project to another area of the same project with a lower base zone density is not permitted.

The proposed development is based upon the RH base zone. The allowed building types include attached housing as apartments. The proposed density is 14 units per gross acre. The net developable area averages a density of approximately 19 dwelling units per acre. No individual proposed lots exceed 38.22 dwelling units per acre. The maximum permitted density with the RH base zone is 38.56 dwelling units per acre.

3. Height Limitations. Structures proposed to be developed in areas zoned PRD shall be compatible with the predominant height of the structures in adjacent neighborhoods.

In this F-PRD, none of the residential structures or clubhouse will exceed three stories. These heights do not conflict the operation of the airport. Due to the size and location of the site, the 3-story height is compatible with its surroundings. Most of the adjacent sites are underdeveloped or undeveloped sites with a commercial designation that allows for high intensity uses.

4. Minimum Yard and Setback Requirements.

The development plans meets all perimeter setbacks for the existing site boundaries. Internal setbacks for the proposed residential lots are also maintained in conformance with multiple building siting requirements.

5. Parking Requirements.

The parking for the development will be provided along the private streets throughout the development, on surface parking areas, and within private garages. The code requirement for parking varies from 1.5 stalls per unit to

1 stall per bedroom. The proposed plan exceeds minimum parking requirements for the types of proposed housing units. Parking is also included adjacent to the clubhouse and recreational area.

6. Open Space Design Requirements.

The open space proposed includes common open space areas. Open Space is currently defined as “useable open space designed and intended for the use of all residents.” Common Open Space includes areas planned for active or passive recreation as well as areas of recreational activities such as swimming pools, tennis courts, shuffleboard courts, etc., but not including areas within required setbacks. The proposed project is interconnected with walkways. The stormwater design is intended to create wet ponds as a feature for the development. Amenity space with a clubhouse is included at the north end of the development. Amenities include a bicycle repair area and pet washing station.

7. Open Space Area Requirement.

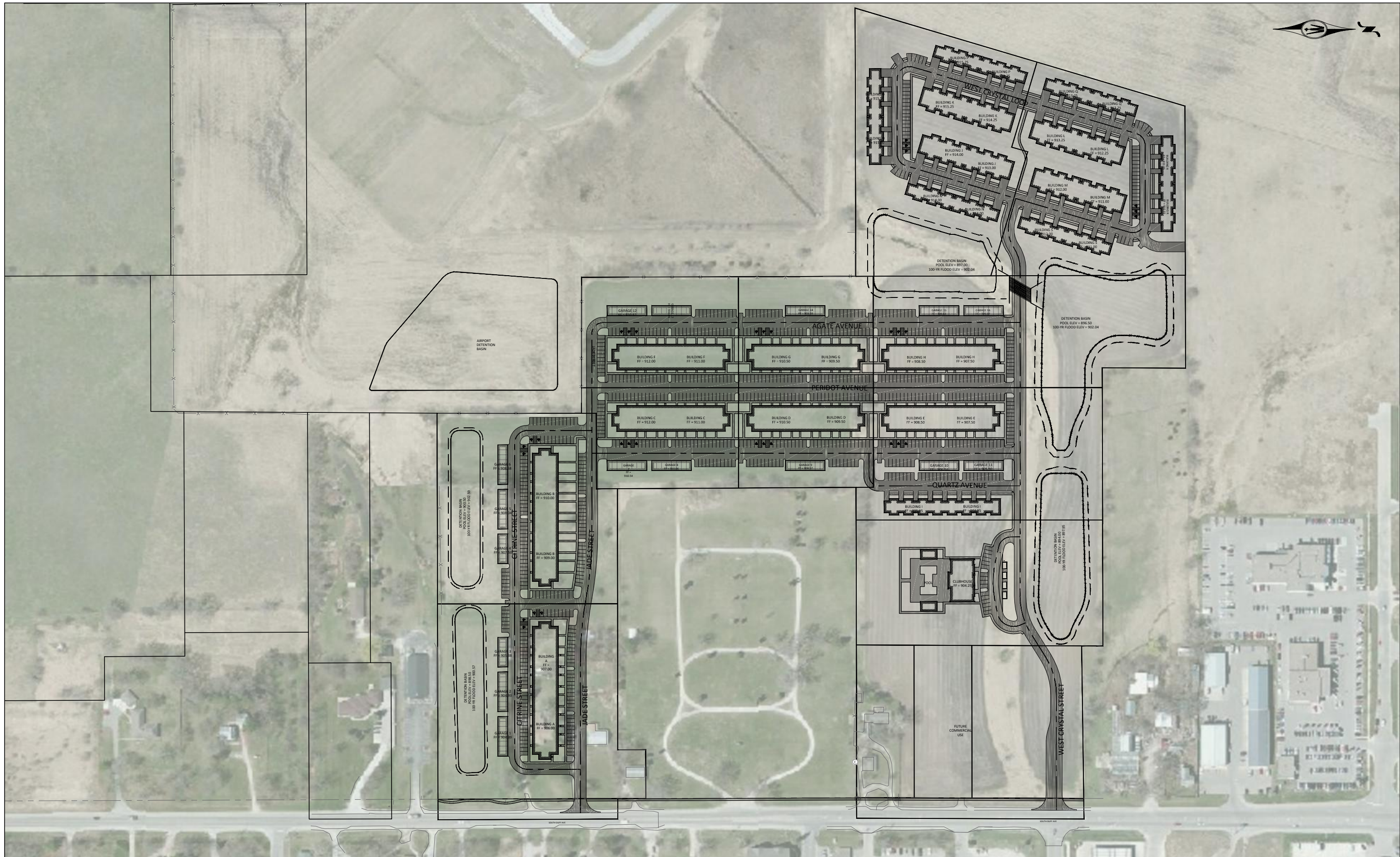
A minimum landscaped open space requirement of 35 percent is required for the F-PRD with a RH base zone. The overall project is noted to provide 38% open space. The common open space proposed will be maintained by the developer. This meets the requirements of the F-PRD zone.

8. Open Space Improvements and Amenities.

The Plan includes areas for both active recreation and passive open space.

9. Maintenance of Open Space and Site Amenities.

All open spaces will be maintained by the developer.



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2 ELEVATION 2
1/16" = 1'-0"



3 ELEVATION 3
1/16" = 1'-0"



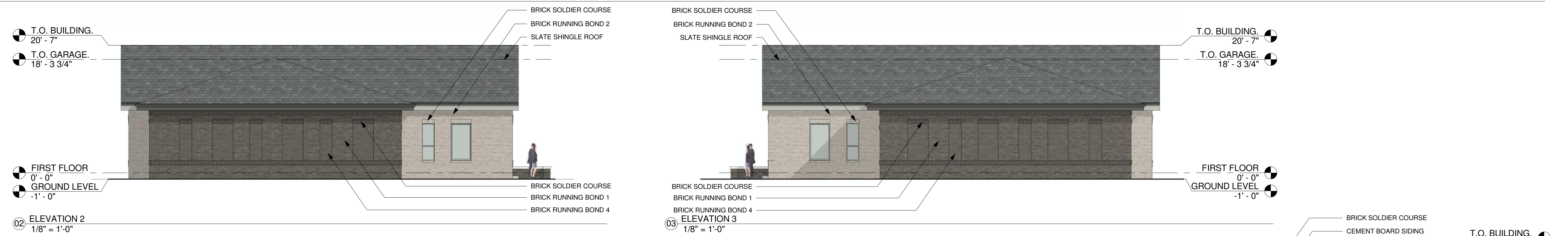
4 ELEVATION 4
1/16" = 1'-0"



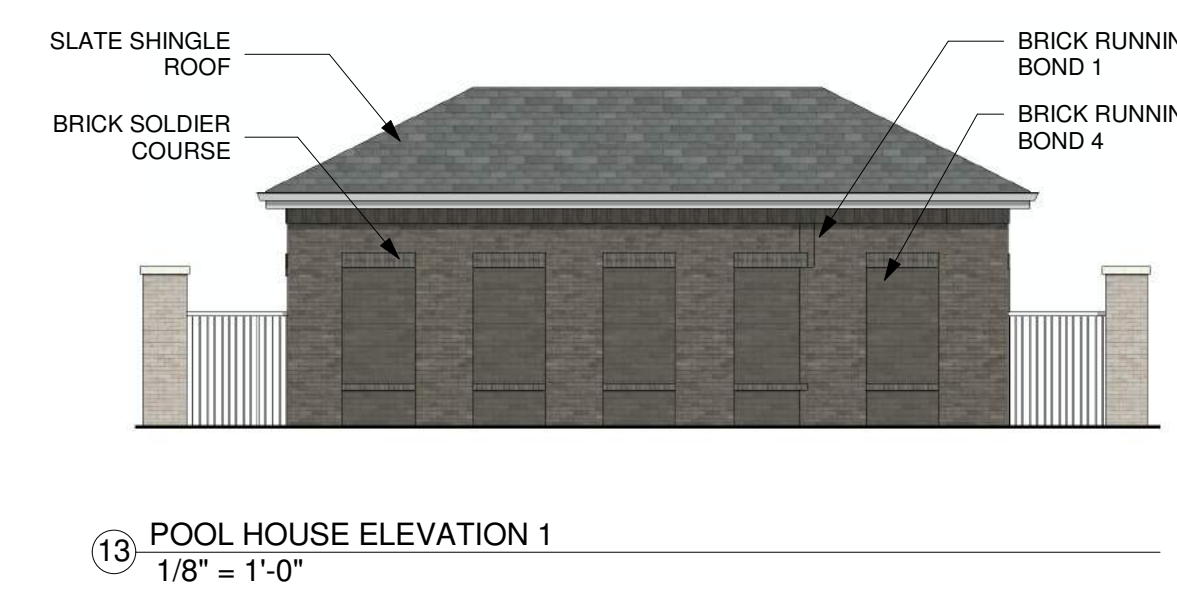
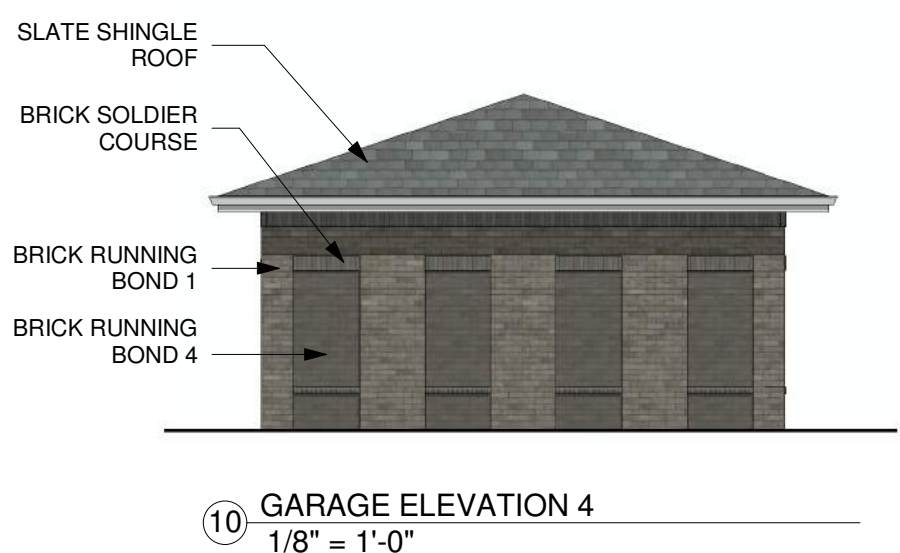
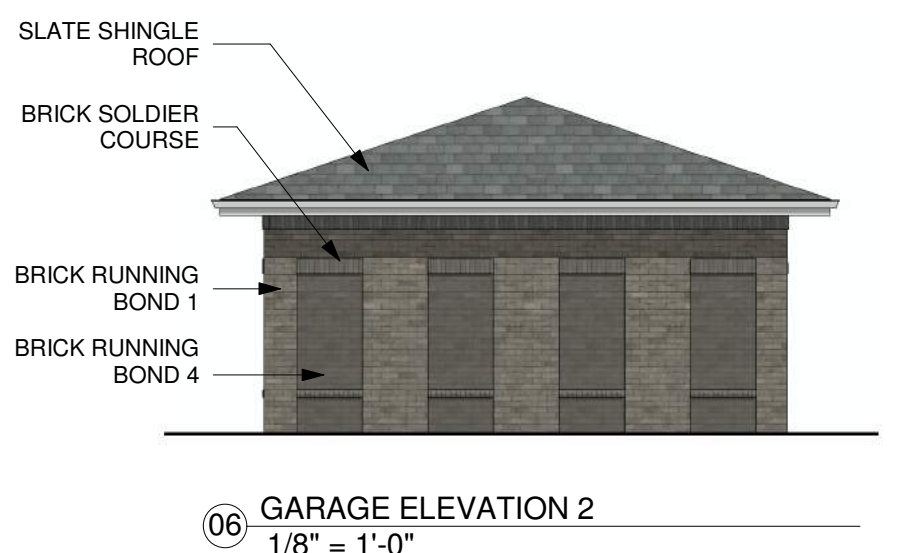
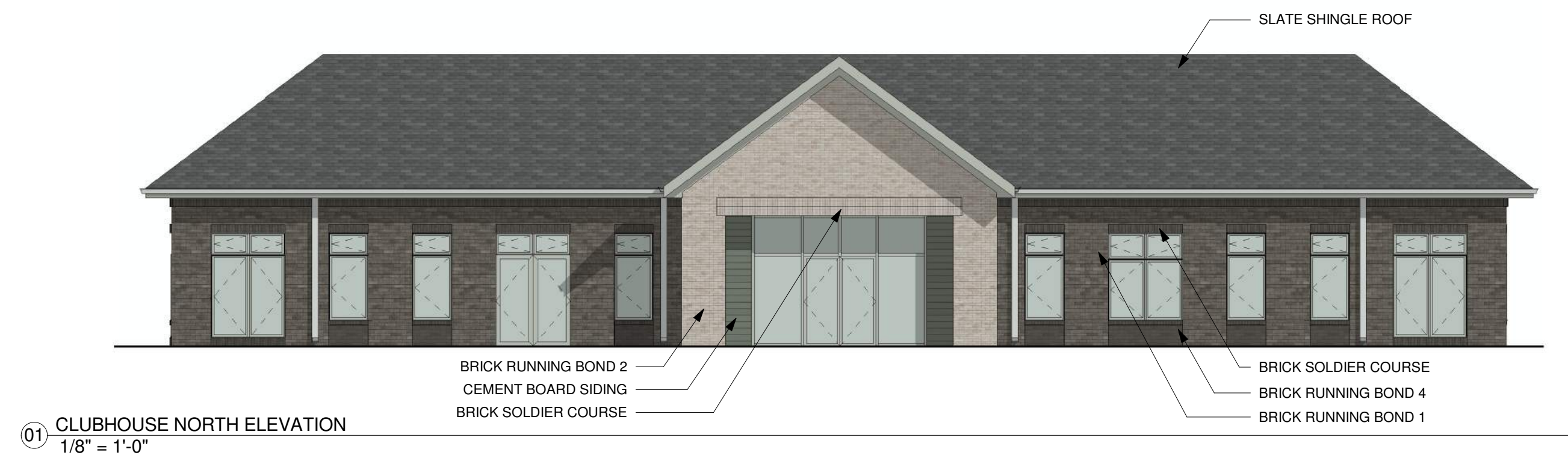
5 PERSPECTIVE

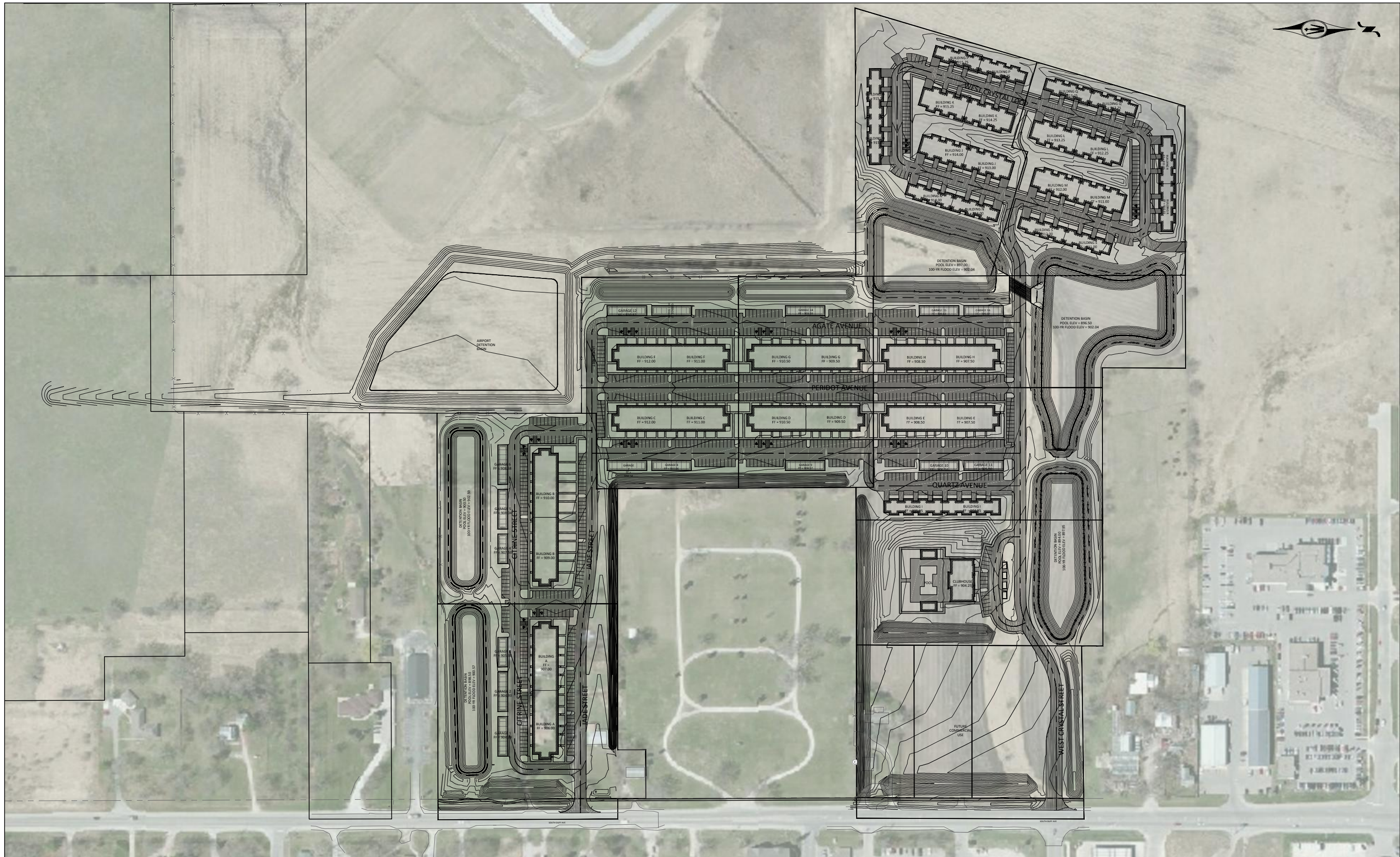


5 PERSPECTIVE









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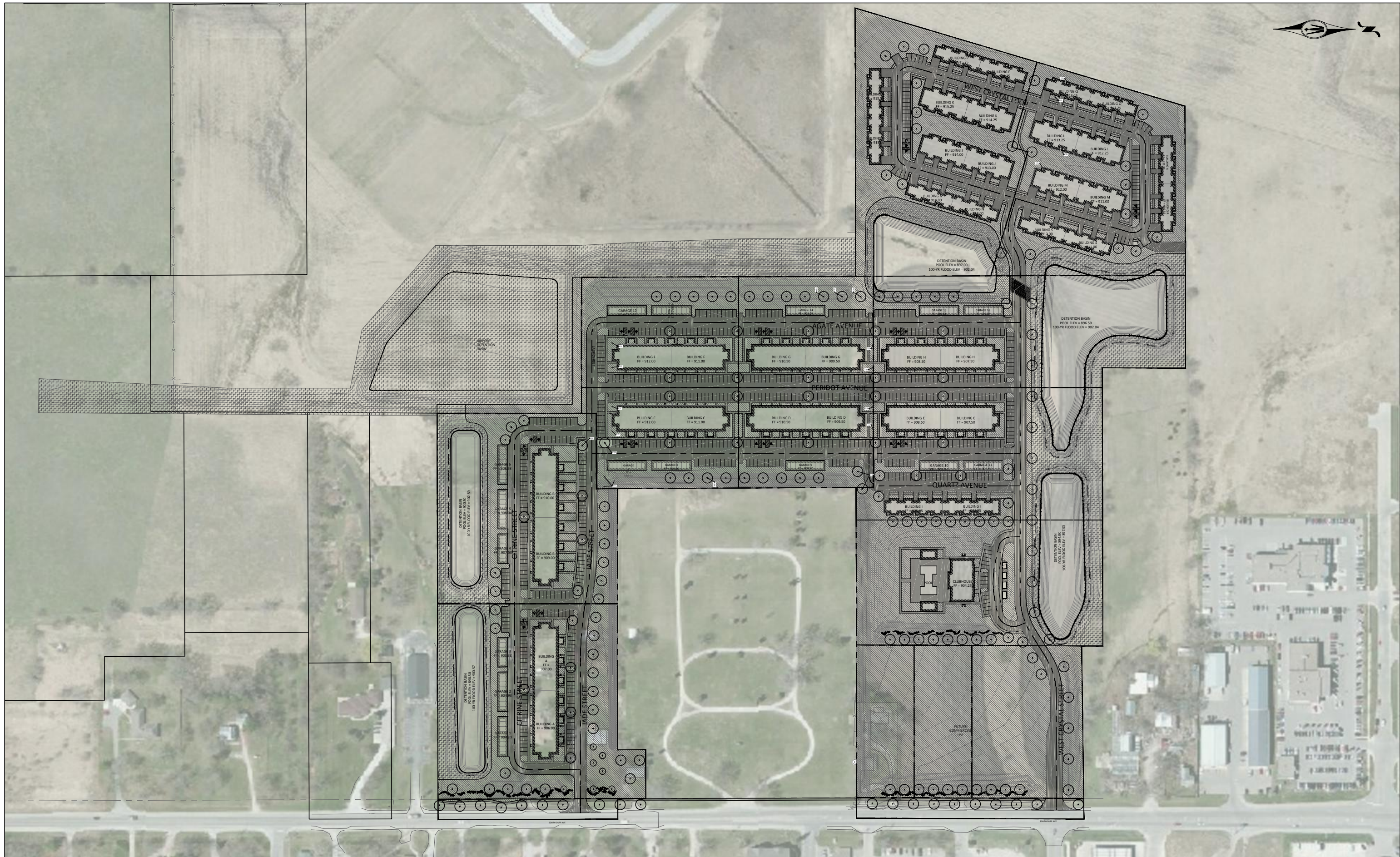


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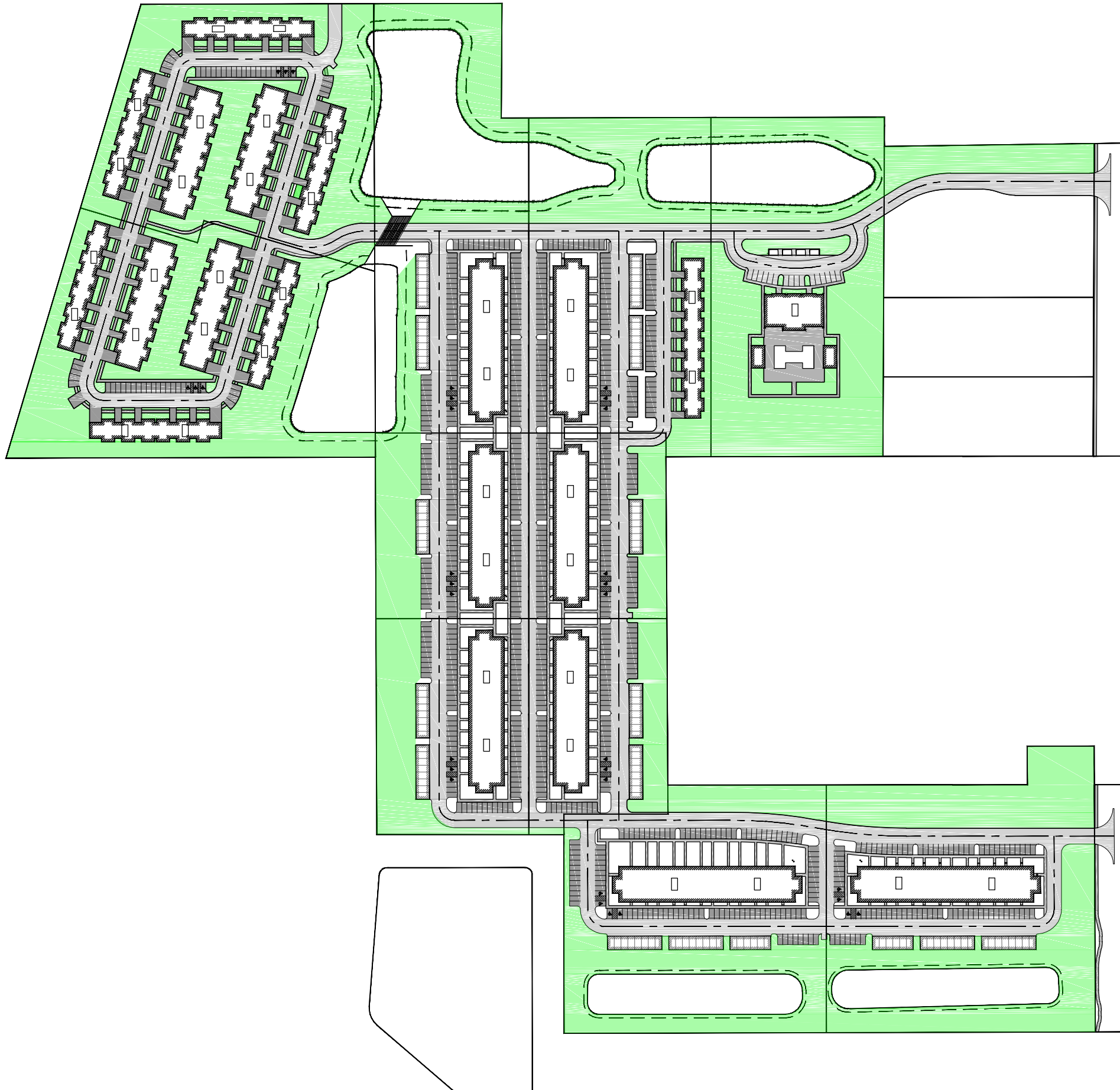


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