

COUNCIL ACTION FORM

SUBJECT: **FINAL PLAT FOR BAKER SUBDIVISION**
 (321 State Avenue)

BACKGROUND:

The City of Ames is the property owner of a 10.86-acre site located at 321 State Avenue. The property is located on the west side of State Avenue and east of Wilmoth Avenue. The property is currently zoned Residential Low Density (RL) (*See Attachment A*). **The proposed subdivision will support affordable housing goals of the City as a mixed income development with a minimum of 51% of the homes affordable to low- and moderate-income households. The City of Ames will be the developer for the subdivision.**

The proposed Final Plat consists of 27 buildable lots; 26 single-family home lots and 1 lot for future development. There are also three Outlots for purposes of open space, stormwater management, and a future bike trail. (*See Attachment B*) The layout includes the construction of one new public street named Latimer Lane. The proposed Final plat follows the Preliminary Plat design approved by the City Council on April 27th.

The 26 single-family home lots will be accessed from Wilmoth Avenue, Latimer Lane and Tripp Street. Access to State Avenue from abutting homes along Latimer Lane is restricted and no access from the alley along the north property line is planned. The proposed street design meets City subdivision standards in regard to lot size and orientation. Staff has included a landscaping easement along the State Avenue rear lot lines in order to support a small buffer in this area. Due to the oversized right-of-way of State Avenue, the proposed lots are approximately 50 feet from the street.

Lot 27 south of Tripp Street is planned for future multi-family development. The zoning designation of Lot 27 will have to be changed in the future to accommodate multi-family uses that are not currently permitted in RL zoning. Any future rezoning will follow the established process for a public hearing with Planning and Zoning Commission for their recommendation and a public hearing with the City Council for a final decision. The City Council has targeted this summer to review and discuss concepts for multi-family development in this area with the intent of soliciting a partner developer for a project in 2021.

There are three Outlots in the proposed subdivision, which total 1.78 acres. Outlot Y is centrally located and will be used as open space for a new .5-acre park to be owned and maintained by the City. Improvements to Outlot Y as a City park are not part of the subdivision and will be undertaken by the City as a separate project in the future by the Parks & Recreation Department. Outlot Z is located to the southeast along State Avenue

and is devoted to stormwater detention and treatment. The pond design may in the future also support an initiative of creating fishponds through a program of the Department of Natural Resources (DNR). The far southeast boundary of the site is also subject to the 100-year flood plain. The floodplain will all be contained on Outlot Z, no individual lots will be within the 100-year flood plain. Outlot X along the portion of the north property line from Manning Avenue to State Avenue will contain the future bike trail as part of the Shared Use Path Trail Connection South of Lincoln Way. This outlot will be under City ownership and will be coordinated with the subdivision improvements, but it is a separate City project that will tie in with the trail between South Wilmoth Avenue and Manning Avenue where it is planned as a combined paved trail/alley design, discussed in greater detail below.

The north boundary of the site is the planned location for the construction of the Shared Use Path Trail Connection South of Lincoln Way from Wilmoth to State Avenue. This segment is part of a larger City project that extends from Beedle Drive to Campustown. A planned 16-foot paved improvement as a combined bicycle/vehicle alleyway is planned to the immediate north of this site between South Wilmoth Avenue and Manning Avenue. A 20-foot wide Outlot with a 10-foot wide trail will extend from Manning Avenue to State Avenue. In order to accomplish the combined bicycle/vehicle alleyway, the undergrounding of utility lines in the alley right-of-way will be required. The alley paving and installation of the electric conduit is anticipated to be funded by CDBG funds and the removal of overhead electric lines funded by Ames Electric Services. Paving will end at the point where the alley curves north to become Manning Avenue as the trail continues east to State Avenue.

Ames Electric currently is exploring the feasibility of installing and operating a distributed geothermal heating and cooling system within the subdivision. If installed, this system will include loops and a pump house within Outlot Y and provide the heating and cooling for each home in the subdivision and potentially for multi-family housing in the future. A proposed layout for the geothermal system has been reviewed by the City's engineering staff for coordination with other public utility needs.

Staff estimates a substantial energy savings from the efficiency of the system, with no substantial increase in initial housing costs to have a heat pump in lieu of a conventional heating and cooling system. Estimates also indicate that there will be ongoing savings to the homeowners depending on cost of electricity compared to natural gas. **If installed, this system will serve as a pilot concept to prove the viability for future subdivisions developed by private sectors entities.**

The City's consultant engineer CDA has prepared a Public Improvement amount totaling \$1,393,207.50 for the completion of public improvements as listed in Attachment C, including sidewalks, water lines, and sewer lines, streets, trails, and storm water detention. This amount includes a 10% contingency. The offsite paved alley portion of the proposed trail is estimated cost \$72,160 at 820 cubic yards of 7" PCC material. This amount is factored into the public improvement cost, but will be a separate off-site

expenditure funded by CDBG funds. The bike trail and associated alley improvements are separate from the overall subdivision construction related to affordable housing.

Staff estimates that we have approximately \$537,000 of the 2019-20 CDBG funds (including \$250,000 of GO Bonds) budgeted for this project, with anticipated budget of approximately \$489,000 of CDBG funds for 2020-21, totaling \$1,026,000. **In order to have sufficient funding to complete the project program as planned income and future allocations of CDBG monies will be required.**

Due to the timing of funding for the project, the project is likely to be phased even though it is being platted completely at this time, rather than as multiple additions. This allows for the City to move ahead in a comprehensive manner for creating public improvement plans and bidding that will be more efficient overall compared to platting multiple additions.

Approval of the Final Plat includes an acknowledgment of approving a deferral of improvements with no public improvement agreement or associated financial security for the stated public improvements. A typical private development would provide security for all planned public improvements in a proposed addition and have three years to complete the work. In this instance there is no financial security as the City is the applicant and the timing of the construction will be based upon phasing rather than additions. The intent is to complete the subdivision improvements within the typical three-year time frame of completing improvements as stated within the Subdivision Code.

City Council is being asked to accept a deferral of sidewalks with a covenant in lieu of a normal sidewalk installation agreement. Typical sidewalk installation agreements require any unbuilt sidewalk to be constructed within 36 months after approval of a Final Plat. The proposed covenant includes similar language related to the timing of sidewalk installation with the construction of a home or to fill gaps after 36 months, but does not require construction if the City has not proceeded with construction of other street improvements and begun construction of homes on the street. The completion of the sidewalk along the north side of Tripp Street will be done in conjunction with the construction of Latimer Lane regardless of the overall timing of the project.

ALTERNATIVES:

1. Approve the Final Plat of Baker Subdivision based upon the findings that the final plat conforms to relevant and applicable design standards, ordinances, policies and plans with the following conditions of a deferral of construction of public improvements based upon a phasing plan utilizing CDBG funds for subdivision improvements and approval of a covenant for deferral of sidewalk construction to be completed at the time of building construction or 36 months if the abutting street has been constructed. *Note that approval of the final plat will authorize the Mayor to execute all related legal documents.*
2. Deny the Final Plat of Baker Subdivision and find that the proposed subdivision

does not comply with applicable ordinances, standards or plans.

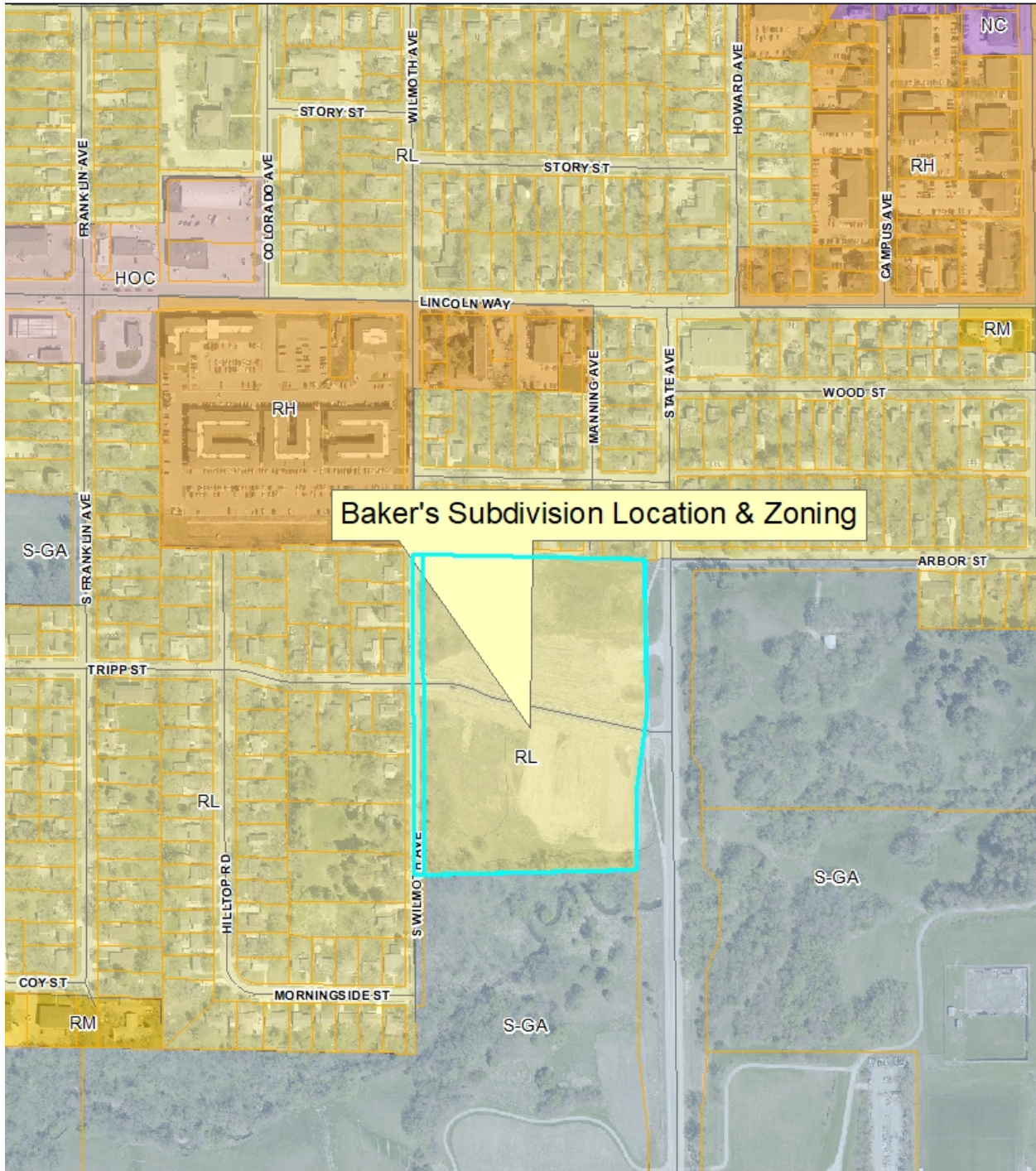
3. Refer this request back to staff for additional information.

CITY MANAGER’S RECOMMENDED ACTION:

The Baker Subdivision has been a 5-year effort with input from the surrounding neighborhood residents, City Council, and City staff into design and selection of a development concept that is consistent with the goals of the Land Use Policy Plan, which include providing affordable housing. This is the City’s third affordable housing subdivision. **City staff has evaluated the proposed Final Plat and determined that the proposal is consistent with the requirements of the Municipal Code with the phasing plans described in the report to construct improvements over multiple years.**

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1 as described above.

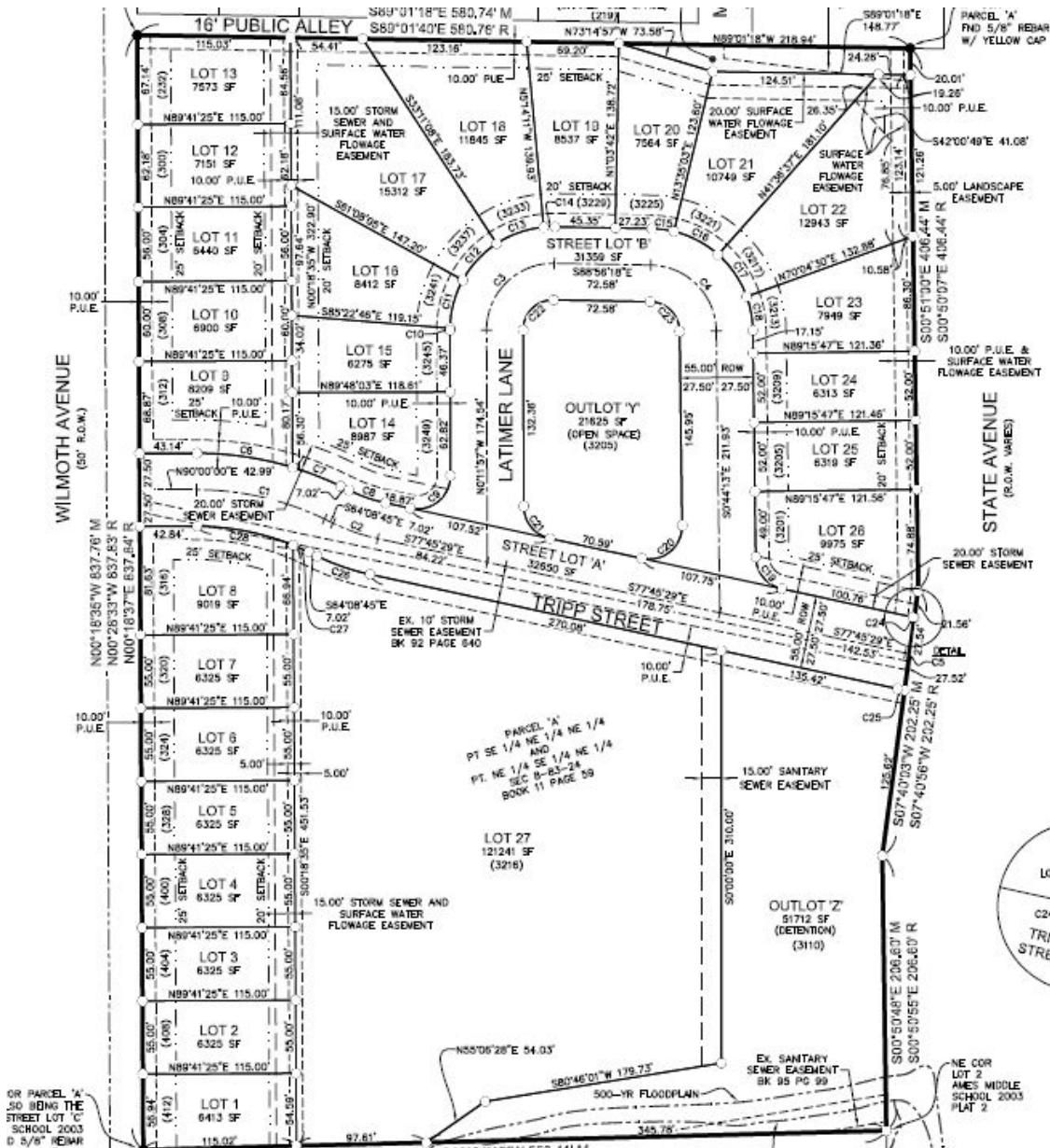
Attachment A- Location & Zoning



Baker's Subdivision Location & Zoning



Attachment B-Baker Subdivision Final Plat



OWNER / DEVELOPER

CITY OF AMES
 CONTACT: JUSTIN MOORE
 515 CLARK AVENUE
 AMES, IA 50010
 PHONE: (515) 239-5289

ENGINEER / SURVEYOR

CIVIL DESIGN ADVANTAGE
 3405 SE CROSSROADS DRIVE, SUITE C
 GRIMES, IOWA 50111

PLAT DESCRIPTION

PARCEL 'A' IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN THE CITY OF AMES, STORY COUNTY, IOWA AS SHOWN ON THE RETRACTION PLAT OF SURVEY RECORDED IN INSTRUMENT NUMBER 2013-00001277 AND CONTAINING 10.86 ACRES (473,100 SQUARE FEET).

DATE OF SURVEY

MAY 6, 2020

ZONING

RL - RESIDENTIAL LOW DENSITY ZONE

BULK REGULATIONS

FRONT YARD: 25'
 REAR YARD: 20'
 SIDE YARD: 6'

NOTES

1. ANY SET MONUMENTATION SHOWN ON THIS PLAT WILL BE COMPLETED WITHIN ONE YEAR FROM THE DATE THIS PLAT WAS RECORDED.
2. LOTS MAY BE SUBJECT TO MINIMUM PROTECTION ELEVATIONS AND OTHER ELEVATION RESTRICTIONS NOT SHOWN ON THIS PLAT. REFER TO THE APPROVED PROJECT ENGINEERING DOCUMENTS FOR ANY ELEVATION RESTRICTIONS.
3. SOIL BORINGS ARE REQUIRED IN AREAS WITHIN THIS PLAT WHICH HAVE BEEN IDENTIFIED BY THE CITY OF AMES AS HAVING SOILS THAT MAKE CONSTRUCTION OF BUILDINGS DIFFICULT.
4. STREET LOT 'A', CONTAINING 62,650 SF, IS TO BE DEDICATED TO THE CITY OF AMES FOR STREET PURPOSES.
5. STREET LOT 'B', CONTAINING 31,359 SF, IS TO BE DEDICATED TO THE CITY OF AMES FOR STREET PURPOSES.

Attachment C- Public Improvement Final Cost Estimates

PRELIMINARY COST PROJECTION

Baker Subdivision

City of Ames

May 20, 2020

<u>ITEM</u>	<u>QTY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
GRADING				
Clearing & Grubbing & Demo	1	LS	\$20,000.00	\$20,000.00
Topsoil Strip, Stockpile, Respread	11,800	CY	\$7.00	\$82,600.00
Excavation	20,400	CY	\$8.00	\$163,200.00
Subgrade Preparation & Curb Backfill	3450	SY	\$5.00	\$17,250.00
Subbase, 6-inch Depth	2090	SY	\$10.50	\$21,945.00
Temporary Seeding	11	AC	\$4,200.00	\$46,200.00
Permanent Seeding	10	AC	\$5,000.00	\$50,000.00
Erosion Control(Silt Fence,Sed Basin/Trap)	11	AC	\$6,000.00	\$66,000.00
<i>SUBTOTAL</i>				<i>\$467,195.00</i>
SANITARY SEWER				
8-inch Main	880	LF	\$90.00	\$79,200.00
Manholes	5	EA	\$6,500.00	\$32,500.00
Services	26	EA	\$1,800.00	\$46,800.00
Bore	40	LF	\$300.00	\$12,000.00
Connect to Existing	1	EA	\$4,500.00	\$4,500.00
<i>SUBTOTAL</i>				<i>\$175,000.00</i>
WATER MAIN				
8-inch Main	650	LF	\$48.00	\$31,200.00
Hydrants	1	EA	\$4,500.00	\$4,500.00
Relocate Hydrant	1	EA	\$1,500.00	\$1,500.00
8-inch Valves	2	EA	\$1,800.00	\$3,600.00
8-inch Bend	7	EA	\$320.00	\$2,240.00
Services	26	EA	\$1,500.00	\$39,000.00
Connect to Existing (Not Live)	2	EA	\$2,500.00	\$5,000.00
<i>SUBTOTAL</i>				<i>\$87,040.00</i>
STORM SEWER				
6-inch Subdrain (corrugated)	1220	LF	\$25.00	\$30,500.00
8-inch Sumpine	800	LF	\$35.00	\$28,000.00
15-inch RCP	340	LF	\$74.00	\$25,160.00
18-inch RCP	430	LF	\$78.00	\$33,540.00
24-inch RCP	80	LF	\$86.00	\$6,880.00
Manholes	5	EA	\$4,000.00	\$20,000.00
Cleanouts	2	EA	\$1,000.00	\$2,000.00
Intakes (SW-501,511,513)	2	EA	\$5,000.00	\$10,000.00
Intakes (SW-503,505)	2	EA	\$6,000.00	\$12,000.00
Intakes (SW-506)	2	EA	\$7,500.00	\$15,000.00
FES w/footing & guard	2	EA	\$3,200.00	\$6,400.00
Services	26	EA	\$1,500.00	\$39,000.00
Bore for 24-inch pipe	90	LF	\$300.00	\$27,000.00
Connect to Existing	1	EA	\$2,000.00	\$2,000.00
Rip Rap	90	TON	\$65.00	\$5,850.00
<i>SUBTOTAL</i>				<i>\$263,330.00</i>
PAVEMENT				
Remove Pavement, Full-depth	380	SY	\$28.00	\$10,640.00
Pavement Patch, Full-depth	330	SY	\$98.00	\$32,340.00
7-inch PCC (NRF)	820	SY	\$88.00	\$72,160.00
PCC Curb & Gutter, 30 inches	1240	LF	\$26.00	\$32,240.00
6-inch HMA Base	1470	SY	\$34.00	\$49,980.00
2-inch HMA Surface	1470	SY	\$13.00	\$19,110.00
4-inch PCC Sidewalk	360	SY	\$48.00	\$17,280.00
5-inch PCC Trail	240	SY	\$50.00	\$12,000.00
Ramp Set (per Intersection corner)	4	EA	\$3,000.00	\$12,000.00
Traffic Control	1	LS	\$15,000.00	\$15,000.00
<i>SUBTOTAL</i>				<i>\$229,770.00</i>
MISCELLANEOUS				
Mailbox Pads	2	EA	\$2,500.00	\$5,000.00
Landscaping	1	LS	\$20,000.00	\$20,000.00
Contingency (10%)	1	LS	\$124,382.50	\$124,382.50
<i>SUBTOTAL</i>				<i>\$149,382.50</i>
TOTAL				\$1,393,207.50

Attachment D – Applicable Laws and Policies Pertaining to Final Plat Approval

Adopted laws and policies applicable to this case file include, but are not limited to, the following:

Code of Iowa, Chapter 354.8 states in part:

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

Ames *Municipal Code* Section 23.302 states as follows:

(10) City Council Action on Final Plat for Major Subdivision:

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

(b) Based upon such examination, the City Council shall ascertain whether the Final Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans.

(c) The City Council may:

(i) deny any subdivision where the reasonably anticipated impact of such subdivision will create such a burden on existing public improvements or such a need for new public improvements that the area of the City affected by such impact will be unable to conform to level of service standards set forth in the Land Use Policy Plan or other capital project or growth management plan of the City until such time that the City upgrades such public improvements in accordance with schedules set forth in such plans; or,

(ii) approve any subdivision subject to the condition that the Applicant contribute to so much of such upgrade of public improvements as the need for such upgrade is directly and proportionately attributable to such impact as determined at the sole discretion of the City. The terms, conditions and amortization schedule for such contribution may be incorporated within an Improvement Agreement as set forth in Section 23.304 of the Regulations.

(d) Prior to granting approval of a major subdivision Final Plat, the City Council may permit the plat to be divided into two or more sections and may impose such conditions upon approval of each section as it deems necessary to assure orderly development of the subdivision.

(e) Following such examination, and within 60 days of the Applicant's filing of the complete Application for Final Plat Approval of a Major Subdivision with the Department of Planning and Housing, the City Council shall approve, approve subject to conditions, or disapprove the Application for Final Plat Approval of a Major Subdivision. The City Council shall set forth its reasons for disapproving any Application or for conditioning its approval of any Application in its official records and shall provide a written copy of such reasons to the developer. The City Council shall pass a resolution accepting the Final Plat for any Application that it approves.

(Ord. No. 3524, 5-25-99)