

COMMISSION ACTION FORM

REQUEST: MAJOR SITE DEVELOPMENT PLAN FOR 205 S. WILMOTH AVENUE

BACKGROUND:

Breckenridge Group Ames Iowa, LLC is requesting approval of a Major Site Development Plan for property located at 205 S. Wilmoth Avenue (Attachment A). The lot proposed for development contain 8.91 acres and is currently zoned Residential High Density (See *Attachment A, Location and Current Zoning Map.*) The developer of the site proposes a residential and mixed-use residential and commercial development. (See *Attachment B, Major Site Development Plan*)

Development of the property is required to be with consistent the contract rezoning agreement for the property that allows for residential use of up to 422 beds and requires the development of between 15,000 and 40,000 square feet of commercial development with a mixed-use format. The property owner has also agreed to a three-story height limit for development of the site. Typically, development within an RH zoning district would not trigger a Major Site Development Plan review, but in this case the inclusion of a mixed use development in excess of 5,000 square feet requires a Major Site Development Plan approval. The property has also been designated an Urban Revitalization Area with a plan for revitalization that includes standards that are above and beyond minimum zoning standards, which the project must accomplish to be eligible for future partial property tax abatement (Attachment E).

The site abuts low density zoned development to the south, a majority of the land to the west is low-density residential with one commercial site along Lincoln Way, to the north across Lincoln Way is split zoning of low-density residential (R-L) and highway oriented commercial (HOC), and properties to the east are mostly low-density residential with RH West University Impact zoning along Lincoln Way. There is one lone R-H parcel surrounded by the site along Lincoln Way. (See Attachment B)

The proposed plan includes four buildings with parking located around each building. The total number of apartment units is 122 units totaling 422 bedrooms with approximately 2/3 of the units configured as 4 bedroom units, 1/4 as 3 bedroom units, and the remaining number as 2 bedroom units. (Attachment C Excerpt of Plan Documents) The mixed-use building along Lincoln Way is labeled as Building A, includes approximately 15,000 square feet of commercial square footage on the ground floor and 20 apartment units above for a total of 64 bedrooms. The three apartment buildings are located in the middle of the property. Building B is located along Wilmoth Avenue and includes 36 units with 126 bedrooms. Building C is centrally located apartment building and has 30 units and 106 bedrooms. Building D is the western apartment building and has 36 units and 126 bedrooms. Additionally there is a one-story 7,000 square foot clubhouse building with leasing offices and recreation space located at the corner of Wilmoth and Lincoln Way.

There is access into the development from Lincoln Way for the commercial mixed use building with a driveway across from Colorado Avenue. This location was dictated by spacing requirements by the City's Traffic Engineer. Access from Wilmoth Avenue occurs near the clubhouse and also south of the apartment buildings across from Lettie Street. No access is provided from the deadend street of Hilltop. Pedestrian access is provided to Wilmoth on the south side of the apartments, through to the clubhouse, and via the walkway along the commercial building. The apartment buildings are interconnected with an internal walkway system. The developer has proposed a 20-foot easement along the south boundary of the site to accommodate a future bicycle facility in anticipation of the requirement as part of the City's missing infrastructure ordinance requirements of Chapter 5 and Chapter 22 of the Ames Municipal Code.

The buildings are all designed as three-story buildings with the appearance of a hipped roof that includes mechanical equipment wells in the center of the roof. The mixed use building uses a commercial storefront glazing system along the ground level of the building and incorporates case stone base, brick, and horizontal cementitious board siding for the residential level above. The building includes two breaks in the roof line and elements of visual relief along Lincoln Way with two recessed facades and a pattern of recessed windows on the upper floors. The ground level includes metal awnings as well to help identify the building as commercial.

The apartment buildings are similar to the commercial buildings in use of materials and design techniques. The buildings also include brick and horizontal cementitious board siding. Each apartment building is configured in a U-shape with an internal courtyard that is approximately 30 feet in width. However, the U-shaped pattern is only visible for the central apartment building as viewed from Lincoln Way. Each of the apartment buildings is separated from the adjacent building by 20 feet with a walkway between buildings.

The mixed-use building is oriented with its main commercial frontage along Lincoln Way, but has access into the commercial tenant spaces and upper floor apartments from the rear parking lot located south of the building. The commercial tenant spaces may or may not have direct access to Lincoln Way. The individual apartment buildings will have access from both the north and south sides of the building with the eastern most building along Wilmoth also having an entrance to the street (east). The project includes a 6-foot wood fence around the west and south perimeter of the site as part of a 10-foot wide L3 landscape buffer. The developer has proposed a decorative 6-foot metal fence along the north and eastern perimeter. Access to the apartment area is secured with gates at all driveways and pedestrian walkways.

The project has a requirement for 465 parking spaces by zoning standards; however the Urban Revitalization Area Plan criteria require extra commercial parking that brings the minimum expectation up to 489 parking spaces. The project has a total of 492 parking spaces per the civil plan (C3.00) dated revisions 3.18.16. The parking is designed to segregate the commercial parking from the majority of apartment parking. There are 72 spaces adjacent to the commercial area and an additional 63 spaces to the east for apartment occupants. The clubhouse has 8 parking spaces and a drop-off area adjacent to it. The remaining 349 parking spaces are located around the apartments and behind the security fencing.

The landscape design includes the standard parking lot screening requirements for 5-foot L2 shrubs and trees, placement of street trees, and inclusion of apartment foundation and front yard landscape units (mix of trees and shrubs by linear footage). In addition, the proposed plan includes L3 plantings along the perimeter of the site in accordance with the URA criteria. The main features of the west buffer are the 6-foot wood fence with an alternating pattern of shrubs and 10 to 15-foot tall evergreen juniper trees approximately every 35 feet. The intent of the design is to provide a screening that exceeds the fence height, but there were limitations due to existing overhead power lines. The south L3 buffer utilizes larger deciduous trees along with the fence due to the greater separation of the apartments from the homes.

The developer requests a deviation from the parking lot landscaped median requirement. The Major Site Development Plan process allows for alternative landscape schemes to be approved for parking lot design when the intent of the ordinance has been met. In this instance, the very southeast corner of the site triggers a requirement for a 15-foot landscape median due the presence of a third double loaded aisle of parking. Including the median would eliminate a minimum of 7 parking spaces and run the total length of 63 feet. The developer believes the smaller area does not warrant such a median and that the overall landscape plan appropriately landscapes the parking lot along Wilmoth where the deviation is requested.

The review of a Major Site Development Plan requires a public hearing with mailed notice to all property owners within 200 feet of the site. Additionally, representatives of the Old Ames Middle School/College Creek neighborhood association met with staff in February upon the initial submittal of the project plans to review the details of the proposal. Staff subsequently transmitted copies of plans to the representatives upon resubmittal on March 18th. No comments have been received as of the time of the writing of this report.

The proposed project is unique in its attempt to integrate a commercial mixed use building along with normal apartment buildings on the same site. Staff focused discussions during the Development Review Committee (DRC) process on Lincoln Way access, orientation of the project, open space and landscaping, and the architecture of the buildings. The applicant addressed comments regarding access, parking configurations, landscape materials, stormwater design, and façade design to make the proposal as presented in this report. Staff finds that the project meets the standards of the RH zoning district and can be found to be consistent with the criteria for a Major Site Development Plan with recommended conditions. The conditions and allowances for developer options are enumerated in detail under Alternative 1. A complete analysis of the development with the Major Site Development Plan criteria and other zoning standards is included in the addendum.

ALTERNATIVES:

1. The Planning and Zoning Commission can recommend that the City Council approve the Major Site Development Plan for 205 S. Wilmoth Avenue, subject to the following conditions and allowances:
 - a) The developer shall enter into an agreement for the costs associated with the design and construction of the extension of a turn lane from Franklin Avenue to the east

through the project driveway at Colorado Avenue. The developer would contribute funds to the City for the project construction and be completed by the City in the summer of 2017.

- b) Provide an easement as shown on the site plan for the reconstruction of the shared use path along Lincoln Way.
 - c) Allow for the deviation of the 15-foot landscaped median.
 - d) Adjust the height of the front yard fence along Wilmoth to a height of four feet or move Building B to 25-foot setback line to keep the fence out of the front yard.
 - e) Allowance for construction of carports south of the apartment for the central rows of parking, subject to staff approval of a complimentary design to the apartment buildings in terms of colors and finishes and to include a sloped roof.
 - f) Allow the landscaped corner of the mixed-use building to be hardscaped to function as outdoor space for seating if desired by the developer.
 - g) Provide additional parking lot screening for the northwest corner of the residential parking lot along Lincoln Way and include trees along the driveway landscape strip.
 - h) Modify the location of the transformer along Wilmoth to meet Electric Department access requirements and zoning standards for location and screening.
 - i) Allow for the shrub plantings between the mixed use building and Lincoln Way to be substituted with decorative grasses or flowering annuals in recognition of the ground floor as commercial space rather than apartments.
 - j) Continue to work with staff on includes enhancing the visual interest of the Building B along the Wilmoth facade to include a more substantial covered entry element and elements of roof variation or relief. The commercial storefront glazing shall not be covered by tenants as uncovered storage areas or with internal demising walls. Tenants may use window coverings to treat window areas for the purpose of providing for privacy and screening of internal operations.
 - k) Approval of signage program as a separate Major Site Development Plan application prior to the installation of signs.
 - l) Determination of adequate sanitary sewer capacity by the Public Works Department prior to the issuance of a building permit.
2. The Planning and Zoning Commission can recommend that the City Council approve the Major Site Development Plan for 205 S. Wilmoth Avenue, with modified conditions.
3. The Planning and Zoning Commission can recommend that the City Council deny the Major Site Development Plan for 205 S. Wilmoth Avenue, if the Commission finds that the City's regulations and policies are not met.
4. The Planning and Zoning Commission can defer action on this request and refer it back to City staff and/or the applicant for additional information.

RECOMMENDED ACTION:

The applicant completed a traffic study to the specifications of the City's traffic engineer and the conclusions were that the study intersections will operate satisfactorily with completion of the development. The noted turn lane improvements along Lincoln Way are needed to ensure there is safe and convenient access for people turning into the commercial driveway of the site. As the need for this improvement is a result of the project, the developer is

required to pay the expense. The City will be implementing a Franklin Avenue intersection improvement in 2017 and will complete the work concurrently for the developer at their cost. The improvements are planned to be completed prior to the opening of the proposed project.

Overall staff finds the project to have a satisfactory design. The layout has placed commercial development in the logical location with the constraints that are present. The apartment buildings are situated in a manner that has them located as far from most other properties as feasible. The closest neighboring structure to the west is approximately 140 feet from an apartment unit. The distance to the south is even greater.

The developer appears to have included features required as part of the URA Plan to be eligible for property tax abatement. A final determination of conformance would occur upon completion of the project.

The issues of greatest debate remaining are the use of the decorative security fence, details on configurations of landscape plantings, potential for a direct walkway from the apartments to Lincoln Way, configuration of storefront access to Lincoln Way, appearance of closed off windows along Lincoln Way. Although some of the issues have proposed conditions to address them, the issues of commercial orientation and security fencing do not have conditions as there are differing opinions or lack of clarity on if there are better options. The developer believes their plans are appropriate and meet the needs of their future residents and customers within the requirements of the City.

The City does not have specific requirements for carports and the applicant has indicated an interest in potentially adding carports. Due to their minor nature, staff believes their final design can be accomplished from a staff review as would be done with a minor site development plan.

The Department of Planning and Housing recommends that the Planning and Zoning Commission act in accordance with Alternative #1, which is to recommend that the City Council approve the Major Site Development Plan for 205 S. Wilmoth Avenue with conditions.

ADDENDUM

PROJECT DESCRIPTION:

Infrastructure. Existing easements along the south and west property lines are shown on the Site Plan and any additional easements needed to accommodate the proposed development of the future building(s) and utilities will be recorded with the property prior to final occupancy of the buildings. The plans show the addition of a shared use path easement along Lincoln Way to accommodate the widening of Lincoln Way and relocation of the existing path. The project also identifies granting of an easement along the south façade for a bicycle facility to conform to the off-street bicycle facilities needs identified in the Ames Long Range Transportation Plan. A traffic study (see separate attachment) was completed to assess impacts on nearby intersections. The study found that the adjacent intersections would perform adequately upon build out of the project.

Public Works is in the process of finalizing their assessment of the City's sanitary sewer system capacity and planning for improvement projects throughout the city. The proposed project will contribute effluent to the system and to a line in Lincoln Way that in some locations may use its full design capacity of between 50 and 75% of the volume of a pipe. The developer is aware that the City is in the process of completing the evaluation of the project. The City must make a determination of project conformance to the infrastructure capacity prior to approval of the site development plan and issuance of a building permit.

All other utilities for water, electric, and storm water are adequate.

Access. Vehicular access is provided to the site from both Lincoln Way for the mixed use building and from Wilmoth Avenue for the clubhouse and apartment buildings. Parking is provided for each unit within surface parking lots. The traffic study determined that due to traffic volumes on Lincoln Way and the need for left turn access to the site that a turn lane was appropriate. No signalization of the driveway is required. The developer will bear the costs associated with the widening of Lincoln Way and the extension of the turn lane. The widening will occur along the south edge of the right-of-way. The project will be incorporated into the City's planned Franklin intersections improvements.

The Wilmoth access points allow for visitors to reach the clubhouse/leasing office without passing through the security gate system. The second driveway to the south will be resident only access as is the case for the north gate through the commercial area to Lincoln Way. Most of the parking is situated within the gated area, with approximately 71 residential parking spaces located outside of the gated areas. The south driveway on Wilmoth is located across from Lettie, but does not directly lineup with the centerline of Lettie Street. Staff has reviewed the alignment and finds that there is no appreciable change in the expected operational level of the intersection or safety of the intersection by the 10-foot offset. Realignment of the driveway to the centerline of Lettie was difficult to accommodate with the pattern of apartment development and parking lot layout without substantially altering the approach to the layout of the site and location of the apartments. Closing the driveway at Lettie and moving it south was also undesirable to the applicant and to staff.

Walkway access exists to the site from both Lincoln Way and Wilmoth. The commercial building includes a walkway extending to Lincoln Way and includes a walkway along the store fronts. The walkway then circulates along the south façade of the building and connects to a gated entrance to the apartments. This connection meets the basic requirements of the Zoning Code, despite the indirect connection for many of the apartment residents. A second walkway exists internally to allow for individual parking in the front residential lot to walk through security gate to conveniently access the apartment buildings. Along Wilmoth the walkway choices are to circulate northeast through the clubhouse approach or to take the walkway along the south side of the apartment directly out to Wilmoth. Building B includes a direct entrance onto Wilmoth as well.

Buildings. The proposed apartment buildings are approximately 42 feet to the top of the roof and a height of 37 feet to the midpoint of the slope of the roof. The mixed-use building is slightly higher at a top of roof height of approximately 44 feet. The commercial building is taller due to the requirement in the URA for a commercial floor to ceiling height of 12 feet. The roof design is essentially a hipped roof with mechanical wells located internally in the roof. This provides for screening of HVAC equipment and frees up ground level areas for other uses, while maintaining a residential appearance. Staff believes this a good approach to addressing all the considerations of space and design for the project. The commercial building includes breaks in the roof line and recessed façade and windows elements to address its building scale. The apartment buildings also include recessed windows and changes in the façade plan, but have less dramatic changes to the roof lines.

The exterior materials facing the street are 80% clay brick to meet the URA Plan criteria with the remaining sides a minimum of 50% brick. The developers proposed cementitious board lap siding and trim as the primary finish in addition to brick. The façade design also includes elements of cast stone. The roofs would be asphalt shingle.

The two major concerns for the project are the elevations of the commercial building facing Lincoln Way and apartment Building B along Wilmoth. The commercial façade is a challenge in how it functions as a transparent commercial space in relation to Lincoln Way. The developer believes most commercial tenants will choose to have the doors situated along the south facade by the parking than to the north out to Lincoln Way. The design does allow the storefront glazing to be switched to an entry at the desire of future tenant. Staff supports the substantial use of windows and metal awnings for the commercial space, but has some reservations about its appearance if future tenants relegate the area to storage and choose to wall off the areas rather than maintain them as windows. We have added a condition to ensure that only window coverings are used to block the windows and not more permit interior walls in an effort to promote maintaining window transparency along Lincoln Way.

Overall the apartment building appearance meets the general interest of proportionate use of materials to accent architectural features and use of recessed windows and façade to provide visual relief and interest. Additionally the U-shaped design creates a significant variation in the building appearance, however, this is principally only an internal design feature of the buildings as it is not visible from most vantage points from the street. The primary apartment elevation concern is the front façade of Building B towards Wilmoth. Although its is technically the front façade, it has more of an appearance of a side façade

because of the building design and orientation. Staff believes enhancements to the entryway and the roof line could help create more visual interest for this long façade abutting Wilmoth. A condition was include to continue to work with staff to create more visual interest on this façade.

Setbacks. The mixed use building has a side yard setback of 20 feet and a front setback varying between 31 and 25 feet along Lincoln Way. However, due to the relocation of the shared use path into the 8-foot easement, the final built condition will have the appearance of a 23 to 17-foot wide setback, where a 25-foot front setback is required. Staff finds this acceptable as commercial setbacks would be 20 feet in this area for HOC and that due to the size and nature of Lincoln Way as an arterial street, placement of building nearer to the street will be compatible. Staff would even support the location of plaza space within this setback area to support pedestrian orientation and interest along the corridor.

The apartment buildings are situated approximately 77 feet from the west property line. Staff estimates the closest house is approximately 155 feet away from the apartments to the west. The apartments are approximately 200 feet from the south property line. The apartments are located along the front setback of 25 feet along Wilmoth. The apartments are approximately 170 feet away from the house located along Lincoln Way. The parking areas are separated from the adjacent properties by a minimum a 10 foot buffer strip. Three trash enclosures are each situated approximately 10 feet from the west and north property lines. The clubhouse building meets the 25-foot setback requirements for both Lincoln Way and Wilmoth.

Parking. The developer proposes 492 parking spaces where the minimum expected is 489 when applying the URA Criteria. The project has 67 spaces accounted for as commercial use and 425 for residential uses. The project layout includes 72 spaces adjacent to the commercial area, with 26.3% (19 spaces) as small car spaces. The 63 residential spaces along Lincoln Way include 11 small car spaces for 18% of the spaces. The applicant has proposed only these 30 small car spaces resulting in a percentage of 6% of the overall spaces, well below the 20% allowance of the Zoning Ordinance. The accessible parking spaces are distributed within the commercial parking area and the secured residential parking areas nearest to the entrances to the apartment buildings.

The developer has noted an interest in potentially adding a carport in the central area south of the apartments. This area covers approximately 92 parking spaces. The developer does not have a specific design at this time. The City has no specifications for the carport other than all parking spaces must meet dimensional requirements regardless of whether they are covered or uncovered. Staff has included in the recommend conditions an allowed that if the developer seeks to add a carport that staff could approve the design administratively rather than trigger a Major Site Development Plan amendment and public hearing process. Staff believes the carports can be acceptable with the use of sloped roof and materials and coloring the compatible with the apartment buildings. The URA criteria also require that accessory structures include a gabled or hipped roof.

Fencing. The applicant has proposed a 6-foot wood privacy fence proposed along the west and south property lines. This is a criteria of the URA plan. The applicant also proposed to include a black 6-foot tall metal fence around the apartment portion of the site. The fence is

an issue of discussion for the project as the developer strongly desires to include the feature and believes it is an attractive element to customers. The City does not have extensive experience with fences at apartment locations and to put such a barrier up along the front property lines is uncommon. The Zoning Ordinance only allows fencing within a front yard if it is 4 feet tall or less. For a fence to be 6 feet tall the fence must be placed at the front façade line or behind the façade. In this instance, the fence along Wilmoth is proposed at 6 feet and approximately 3 feet in front of the building. IF a fence is approved, it will need to either have Building B moved forward to be in line with the fence or to have the fence lowered. The developer would likely move Building B to the setback line rather than alter the fence and gate locations along Wilmoth. The developer has included provisions for Knox boxes and key fobs at gates and doors to ensure appropriate emergency access is available.

Landscaping. The developer has included required landscaping for street trees, buffer landscaping, and front yard landscaping with a wide variety of deciduous trees, flowering trees, and shrub varieties. The majority of ground cover is proposed as turf. Additionally, parking lots include landscape island requirements to allow for planting of trees to provide shading in parking areas.

The applicant addressed concerns about screening along the west property line by including small evergreen screening trees that grow to between 10-15 feet. These trees will fit below the existing overhead powerline and still provide enhanced screening beyond the 6-foot wood fence that will be on the property line. Staff has noted in the conditions that the Lincoln Way parking areas and yard landscaping could include minor alternations to ensure visibility to the commercial spaces. Staff suggests use of decorative grasses or flowers to add interest to the front yard landscaping between the building the street. The front parking area needs additional planting to meet full screening requirements at the corners of the lot. Staff believes that two trees could be added to the driveway landscape strip in lieu of some of the shrubs that line the driveway. Staff also suggests that the developer should have the option of changing the landscaped area at the interior corner of the commercial to hardscape if it is beneficial to create an outdoor seating area as this area is not a required landscape area.

Notably the developer has requested a deviation from the parking lot median requirement for the southeast corner of the site. A 15-foot landscaped median is required when there are three rows of double loaded parking. This occurs for a 63 linear foot distance in the southeast corner of the site. Adding the median would result in the loss of approximately 7 parking spaces within the 63-foot long area. As part of the major site plan review process, the City Council can approve an alternative landscape design when the purposes of the ordinance as described in 29.403 (4)a are met. The developer believes the overall design is attractive and harmonious with the surroundings, the parking area is adequately screened and include a variety of plant types, and that stormwater and drainage impacts of the parking lot have been addressed within the stormwater management plan.

The stormwater management plan relies principally on the detention basin at the south end of the project and also includes a below ground system in the north residential parking area. These facilities will control the release of the water from the site as well as provide for water quality treatment.

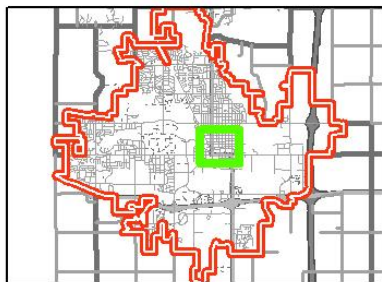
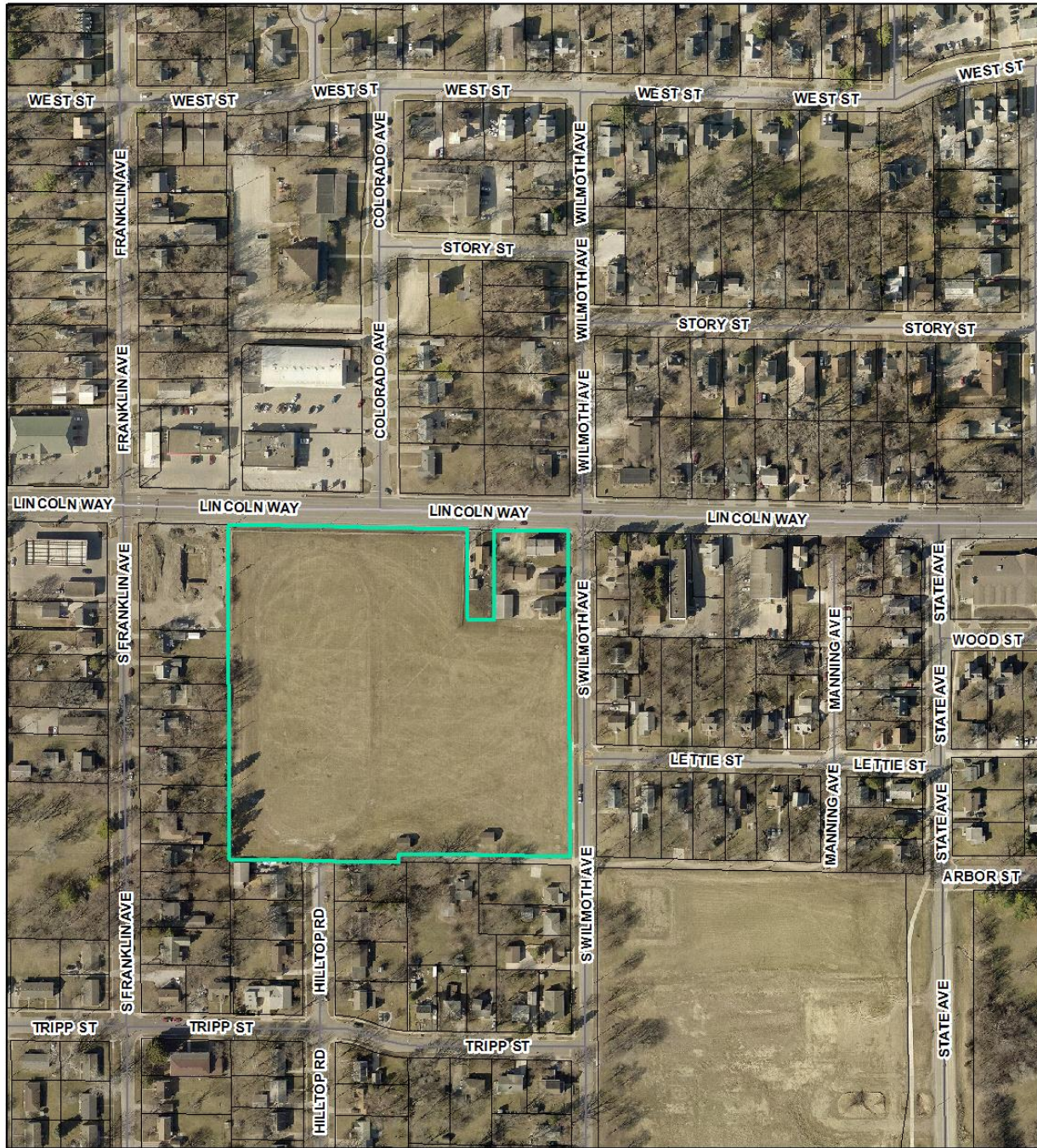
Lighting. The parking lot lighting plan is a combination of pole lights and wall packs. The main parking lot pole light will be 25 feet in height with the poles reduced to 20 feet in height along the west property line. Wall packs are placed on the façade of the building to light the walkways and parking areas. The Zoning Ordinance has an outdoor lighting code designed to contain uplighting and glare. The applicant proposed full cut off light fixtures and has complied with the standards of the lighting code. The developer has included a lighting plan demonstrating the projected amount of illumination at ground level in foot candles. Staff focused on having adequate lighting for safety and security around the buildings and for minimizing light trespass at the perimeter. The proposed design accomplishes a 0.5 foot candle or less level of lighting along the perimeter of the site. Staff believes this minimal level illumination is acceptable as not being an issue of light trespass when factoring in the buffer yard fencing and vegetation.

Grading. The overall site is relatively flat with the site currently situated higher than the surrounding rights-of-way. The grading plan will create finished floor elevations for the apartments between 986 and 987 compared to elevations within Lincoln Way of 982 to 983 and from 982 to 987 along S. Wilmoth. Due to relationship of the site to the rights-of-way, the buildings abutting the right-of-way will appear 3 to 4 feet taller in height than the calculated building heights. The grading design has the site crest at the middle of the site at the location of the apartments. Approximately half of the site would drain to the south and half would drain to the north. The detention pond at the sound end of the site would be excavated down approximately 8 to 9 feet.

Major Site Development Plan Criteria. Additional criteria and standards, beyond those of the RH Zone, apply to the review of all Major Site Development Plans. The standards are found in Ames *Municipal Code* Section 29.1502(4)(d) and include the following requirements. *When acting upon an application for a Major Site Development Plan approval, the Planning and Zoning Commission and 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.* See Attachment D for a full review of the individual Development criteria for the Major Site Development Plan.

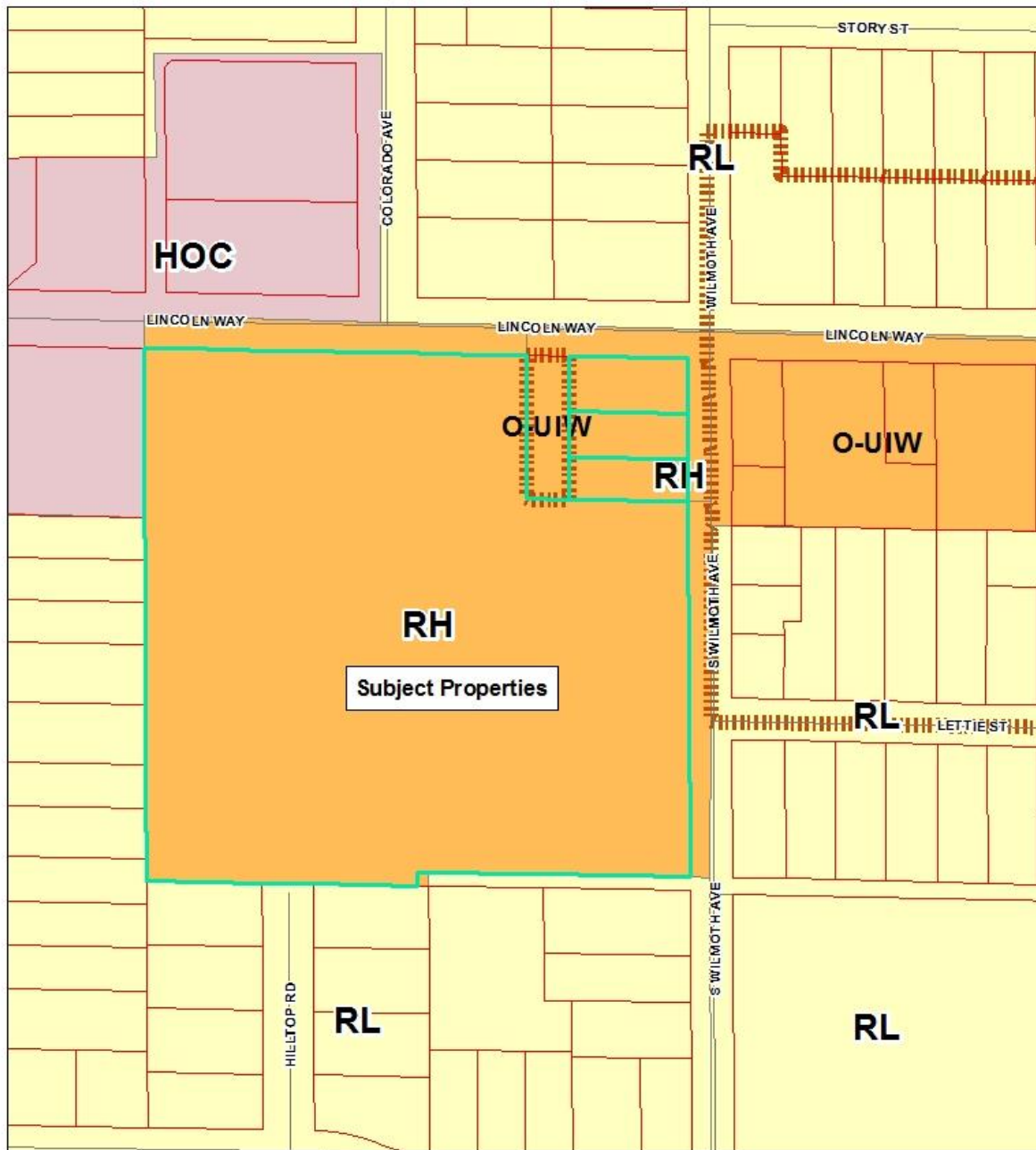
Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property. Staff also met with neighborhood representatives in February and has sent copies of plans in March. As of this writing, no comments have been received.

Attachment A
Location Map



Location Map 205 Wilmoth

Attachment B
Existing Zoning Map



Proposed Zoning Map

205 S. Wilmoth Avenue

Attachment C
Major Site Development Plan

Full plans provided as separate documents.

Excerpt of site plan, landscape plan, and architectural rendering included.

WARRING OF INDEMNITY

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Lincoln Way looking SE





Apartments Parking Lot looking to the SW

Attachment D

Major Site Development Plan Criteria.

29.1502 (4)d. When acting upon an application for a Major Site Development Plan approval, the Planning and Zoning Commission and 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:

- 1. 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 Public Works Department has reviewed the storm water management plan and finds that the proposed development can meet the required storm water quantity and quality measures by use of proposed on-site detention options.

- 2. 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.**

The City is in the process of finalizing its assessment of the sanitary sewer capacity and project improvements for the west Ames area and its flow through the main in Lincoln Way. The City must make a determination of project conformance to the infrastructure capacity prior to approval of the site development plan and issuance of a building permit. The City Council will not take action on the proposed site development plan without the additional information on sanitary sewer capacity. All other utilities are available to serve the site and their planned locations are shown on the civil plans.

- 3. 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.**

The fire inspector has reviewed access and fire truck circulation and found that the needs of the fire department are met. The main access points into the site from both Lincoln Way and Wilmoth are indicated as gated accessed. The Fire Department has noted their acceptance of the gates as long as security access device is provided to allow fire department access. The parking lot design provided on the site allows the turnaround space needed for fire access.

- 4. The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property.**

The proposed development is not located in a floodplain nor on or near steep slopes. It is not anticipated that this proposed development will be a danger due to its location on the

site and conditions of the site.

5. *Natural topographic and landscape features of the site shall be incorporated into the development design.*

Currently the vacant property is fairly flat with no natural topographic or landscape features that could be incorporated into the development. A grading plan has been submitted which identifies the changes being made to the site to accommodate the proposed development.

6. *The design of the 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.*

Access is provided from Lincoln Way to the north into the development and from Wilmoth Avenue to the east. The on-site sidewalks will connect with the existing sidewalk along Lincoln Way as well as to the sidewalks along. The gated entrances to the residential parking are not anticipated to cause access issues for waiting vehicles due to automatic electronic opening devices used by residents.

7. *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.*

The design exceeds the minimum buffer requirements of an L3 with a combination of trees and shrubs and a 6-foot fence with a 10 foot area along the west property lines and north property lines. The facilities are located in excess of 30 feet from the south property line and 25 feet from the east property line. The dumpster locations are as close as ten feet from the property lines. The developer believes they facilities are sized to allow for once or twice a week pick up which minimizes potential for impairment of use of adjoining property.

8. *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 north driveway is required to have the developer complete a turn lane extension for safe access to the site. The improvement will be coordinated with a City intersection project at Franklin. The improvements will be completed in the summer of 2017.

9. *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.*

With the pole heights of 25 and 20 feet and use of wall packs for sidewalk lighting the plans meets the interest of appropriate scale and location of lighting. The lighting plan demonstrates minimal light trespass with lighting levels projected at 0.5 foot candles or less along the property lines.

10. *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.

The proposed residential use is not expected to generate nuisances as it meets city design requirements and will operate in a manner consistent with other similar uses throughout the city.

11. 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.

A major consideration in the layout of the site was to have commercial along Lincoln Way and to have as much separation of the apartment buildings from adjacent properties. The development has satisfied these interests with the mixed use building location and the centralized location of the apartments, the closest abutting home to apartment building is estimated at 140 feet. The open spaces in the plan are designed to allow for separation of uses from the adjacent properties and for screening. The areas are large enough to ensure the landscaping will be able to mature and achieve the goal of softening the appearance of the site and to provide screening. Common open space for residents is proposed within internal courtyards that are not likely to have an adverse effect on the surroundings. Additionally, the limit of 3 stories for the buildings makes them compatible with their surroundings which are a mix of one and two-story structures in the immediate vicinity and larger structures to the west and east along Lincoln Way.

Staff has proposed conditions to address the building scale and appearance of the Wilmoth Building B in attempt to provide more interest to its front façade due to its length and prominent location at the front yard setback. Additional conditions are recommended to address minor details in the landscape plan, fence requirements, and use of the commercial building with the intent of maintain window transparency along Lincoln Way. Overall the proposed plan meets this criterion through the location of buildings and the use of architectural treatments with high quality building materials to create visual interest that supports the building scale and relationship to its surroundings.

Attachment E
Urban Revitalization Plan Criteria

1. All buildings shall use clay brick as the principal building material for 80 percent of the street facing facades, excluding openings. The remaining facades shall incorporate clay brick or cut stone into 50 percent of the façade materials. In the event that a building is behind another building and is set back at least 200 feet from Wilmoth Avenue or Lincoln Way, such building requires 80 percent brick on only one façade and 50 percent on all other facades.
2. Buildings used solely for residential and accessory uses shall utilize hipped or gabled roofs. Mixed-use buildings are exempt from this standard.
3. The project shall provide additional commercial parking in excess of the retail/office parking rate of 3.3 spaces per 1,000 square feet of gross commercial floor area. A minimum of 20 percent of the commercial floor area shall provide parking at a rate of 9 spaces per 1,000 square feet of gross commercial floor area for the first 30,000 square feet of gross floor area.
4. A clubhouse, as defined in the Zoning Ordinance, shall not be permitted on the ground floor of a commercial mixed use building.
5. Ground floor commercial uses of mixed use buildings must be a permitted use of the HOC base zone for Office Uses; Retail Sales and Services Uses; Entertainment, Restaurant, and Recreation; and miscellaneous use of childcare.
6. Typical commercial tenant footprint shall have a minimum depth of 40 feet.
7. Commercial areas shall have a floor to ceiling height of a minimum of 12 feet.
8. Primary entrances to residential buildings shall include covered entries with architectural enhancements increasing the buildings visual interest and identifying the entrance.
9. The residential project shall receive and maintain certification for the Iowa Crime Free Multi-Housing Program administered by the Ames Police Department.
10. The project shall utilize a Sign Program for commercial tenants that provide a cohesive design and lighting style to the site. Sign Program will allow for wall signage per the Sign Code. If a commercial ground sign is constructed, it is restricted to a single monument sign along Lincoln Way and shall include a decorative base compatible with the commercial buildings finishes and have an opaque sign face background. The Sign Program must be approved by the Planning Director.
11. The project shall provide landscape buffering with the L3 and F2 standards in a minimum of a 10-foot-wide planter along the perimeter property lines of the site.
12. The project shall provide street trees, per City specifications, along Wilmoth Avenue.
13. There shall be no balconies facing the south, west or east on the perimeter of the project or adjacent to Lincoln Way.