

COMMISSION ACTION FORM

REQUEST: **PRELIMINARY PLAT FOR CRANE FARM SUBDIVISION (896 SOUTH 500TH AVENUE)**

BACKGROUND:

Pinnacle Properties LLC representing the property owners of 896 S 500th Avenue request approval of a Preliminary Plat subdividing a 52.36 site. The property is located at the west end of Mortensen Road and north of Highway 30, east of South 500th Avenue. The City Council approved a rezoning request from Agricultural (A) zoning to Suburban Residential Low Density (FS-RL) and Suburban Residential Medium Density (FS-RM) with a Master Plan on April 26, 2016. (*See Attachment B – Master Plan*).

The proposed Preliminary Plat is a combination of 54 single-family home lots and 3 large lots for apartment development. (*See Attachment C*) The Preliminary Plat includes 50 lots for single-family detached homes, 4 lots for single-family attached homes and 3 lots for multi-family development, and multiple Outlots for open space. The design includes the construction of five public streets, including the extension of the existing Mortenson Road and Wilder Boulevard into the site.

The 50 single-family home lots will be accessed from Wilder Boulevard, Rowling Drive, Bradbury Court and Lawrence Avenue, with the sole access for the 5 attached single family lots from Lawrence Avenue. There is a generally consistent lot size within the FS-RL portion of the subdivision with slight variation in single-family lot size ranging between .18 and .57 acres. The FS-RM portion of the development contains 3 lots which are also generally consistent in overall size ranging from 7.4 to 8.8 acres in size. All lots meet minimum size requirements, and frontage requirements for the FS-RL and FS-RM zoning districts.

There are three Outlots in the proposed subdivision, which total 5.25 acres. The Outlots will function as open space, storm water system and detention and utility easement areas with Outlot B being devoted solely to open space. Additionally, there will be a path connection from Outlot A to Rowling Drive along Lots 36 & 37 creating a pedestrian access from Rowling Drive south to Mortensen Road.

The rezoning of the site in April 2016, included a Master Plan (*See Attachment B - Master Plan*) defining the general arrangement of uses and conditions for development of the site. The Preliminary Plat must be found to conform to the Master Plan land use descriptions. Staff finds that the Preliminary Plat is consistent with the approved Master Plan proposed layout due to the arrangement of development and conservation areas within the proposed subdivision. Additionally, the project meets the minimum density requirement at 3.75 units per acre with development of between 50 and 60 single family homes, three lots for phased apartment development, and a minimum of 10% of the site as required open space, divided equally between FS-RL and FS-RM zoned areas.

The primary design issues for the preliminary plat are the allowances for through lots and street block length as they related to adjacent properties and Mortenson Road as a minor arterial street. There are additional transportation issues for transit improvements both in the short term and long term, as well as a need for long term transportation improvements for the future connection and improvements at Lincoln Way and 500th Avenue.

ALTERNATIVES:

1. The Planning and Zoning Commission can recommend the City Council approve the preliminary plat for Crane Farm Subdivision with the following conditions:
 - A. Provide for a bus turnaround with the phasing of the development of the apartments sites.
 - B. Participate in the costs of the frontage improvements to 500th Avenue and offsite intersection improvements at Lincoln Way and 500th Avenue.
2. The Planning and Zoning Commission can recommend the City Council approve the preliminary plat for Crane Farm Subdivision with the different conditions.
3. The Planning and Zoning Commission can recommend City Council deny the preliminary plat for Crane Farm Subdivision, if the Commission determines the design does not meet the standards of the Municipal Code.
4. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information.

RECOMMENDED ACTION:

The layout of the project conforms to the FS-RL and FS-RM zoning area of the site in the configuration of roadways and development areas. The proposed single-family lot layout integrates with the existing single-family homes to the north and east with its alignment of streets and orientation of lots. Although extended block lengths and through lots are not desirable to the City, staff finds the proposed single-family home lot layout acceptable due to the existing circumstances. The general concern for the through lots is the lack of planned buffering and landscaping along the backsides of the lots and the effect on livability. This concern is evidenced by the existing conditions along Mortenson to the east, where there is inconsistent landscaping and fencing of the existing homes. However, the proposed lots are large enough to allow for homeowners to decoratively landscape and fence their rear property line if they desire. The proposed multi-family development lots are adequately sized and oriented to meet site expectations for future homes. The final layout and design of the site improvements for the FS-RM lots will require subsequent Major Site Development Plan review.

Therefore, it is the Department of Planning and Housing recommends that the Planning and Zoning Commission act in accordance with Alternative #1, which recommends approval of the preliminary plat for Crane Farm Subdivision with conditions.

ADDENDUM

Project Description. The Preliminary Plat of “Crane Farm Subdivision” includes 57 lots for development, (public street right-of-way to be dedicated to the City) and, three Outlots (Outlots A, B, C,). Outlot A (1.38 acres) is to be used as public open space and includes a storm water feature. Outlot A also includes a walking path around the perimeter of the Outlot that connects to the sidewalk and shared use path along Mortensen Road and provides cross connection to Outlot C. Outlot B (0.66 acres) is indicated as an open space with a sidewalk along the east and north perimeter of the lot and Outlot C (3.21 acres) is shown as open space with a walking path and a stormwater detention feature utilized from an existing pond on the Preliminary Plat. (See *Attachment C - Preliminary Plat*)

The main access for the development is Mortensen Road. The proposed Plat includes the construction of Lawrence Avenue, which provides access to the four single-family attached lots and one corner lot for a detached single-family home. Lawrence Avenue provides for a future access to the north as well. Lawrence Avenue is designed to allow for the north extension of the roadway without causing the current homes along Clemmons to become unintended corner lots. There will be space to allow for future single-family home lots between the existing homes and the street extension. The remaining 50 single-family lots will gain frontage and driveway access from Rowling Drive, Wilder Boulevard and Bradbury Court.

The proposed subdivision contains 10 double frontage through lots, which are located between Rowling Drive and Mortensen Road as well as Bradbury Court and Mortensen Road. The double frontage lots can be justified in this case as Mortensen is a minor arterial and as such Sec. 23.401(3)(b) allows for a reverse or double frontage style lot to separate residential development or to overcome specific challenges with regard to topography. Given the current limited layout of nearby north-south streets thereby limiting north to south access thru the subdivision to a current connection and the location of an existing large water main along the proposed route of Mortensen Road, staff deemed the double frontage lots along Rowling Drive and Bradbury Court as acceptable to provide for the most logical subdivision design.

Density. The total development area of single-family homes is 14.09 acres with lots that range in size from .12 acres to .57 acres. Density calculations have been based on net area consistent with the allowance for the FS-RL zone, by subtracting out of the gross lot area the total area to be held as Outlots and land in the subdivision that will be dedicated to the city as public street right-of-way for the proposed streets. With a total net area of 14.09 acres the net density of 54 proposed single family homes is 3.83 dwelling units per net acre. This meets the minimum required net density of 3.75 dwelling units per net acre of the FS-RL Zone.

Density cannot be calculated for the FS-RM lots as no specific project has been proposed at this time.

Public Improvements. The north portion of the FS-RL zoned site will include single-family lots fronting on Rowling Drive and Wilder Boulevard with private driveways. Bradbury Court, a small residential cul-de-sac, will serve 9 lots between Mortensen

Road and Rowling Drive with private driveways. The far western portion of the site will include attached homes fronting Lawrence Avenue with private driveways. Rowling Drive and Lawrence Avenue are local residential streets with an expected low level of vehicle traffic. Wilder Boulevard is a residential collector street with an expected moderate level of traffic and only has driveway access on the east side of the street for 8 lots. Bradbury Court is a small residential cul-de-sac with an expected low amount of traffic.

Mortensen Road is a minor arterial that will provide a future connection to 500th Avenue. A future connection to 500th Avenue is anticipated thru property located to the north and west of the crane subdivision upon future annexation of said property and its development. At such time as Mortensen Road is connected to 500th Avenue, it is anticipated an additional 250 vehicles a day will utilize Mortensen Road. Therefore, at such time as Mortensen connects to 500th Avenue the City would likely require 500th Avenue to be paved from its intersection with Mortensen Road to Lincoln Way.

A Traffic Impact Study found that traffic volumes from the proposed development would result in a traffic increase. This increase in traffic results in the need for some traffic mitigation to provide for effective operations and increased safety. The study considered recommended improvements for existing conditions and planned 2040 “no build condition” compared to the “build condition” of the project in 2016 and 2040. The study found that there are no project specific impacts in the 2016 build condition beyond general recommendations from the no build scenario.

The report did conclude that a future projected traffic impact would require eventual improvements at Lincoln Way and 500th Avenue based on growth patterns of the area the development of this site. The traffic study identified that the intersection will need additional turn lanes and that it become a 4-way stop intersection to meet intended vehicular level of service standards of “C.” Given that future improvements will be needed at Lincoln Way and 500th Avenue with traffic numbers from existing and proposed Crane Farm Development traffic as well as future overall traffic projections, a development agreement is recommended for fulfilling the developer’s obligations for contributing towards costs of the future mitigation improvements.

Additionally, the site has approximately 100 feet of frontage along S 500th Avenue. Although the development proposed no street access with the preliminary plat, the Subdivision Code standards require full street improvements along the frontage of a site and the developer will be responsible for said improvements or potentially provide a cash in escrow for future improvements.

Water. An existing water main transverses the site along the proposed route of Mortensen Road. The city previously constructed this water line through this site. The developer will extend service lines off of this main into the developable areas of the site.

Sanitary Sewer. A sanitary sewer main connection is available at the east end of the proposed plat along Mortensen road which will provide sanitary sewer service to the entire development. The City resolved on April 26th during the rezoning of the site that sanitary sewer capacity will be available to serve development in 2017.

Transit. Cy Ride requires a bus turnaround location along Mortensen Road in the proposed Crane Subdivision. The current turnaround to the east at the Miller intersection will not be appropriate once two-way traffic begins on Mortenson.

Two proposals could potentially serve as a turnaround location for Cy-Ride along the newly proposed section of Mortensen Road in the Crane Subdivision. The first proposal is to have the turnaround on Outlot C on the south side of Mortensen Road. The second proposal involves adding a turnaround point on the north side of Mortensen Road at the west end of the subdivision on Outlot B. Staff estimates that a permanent turnaround would require roughly an 80 x 180 foot area. A temporary turnaround could also be provided with a widened bulb within the proposed right-of-way.

The first proposal (Outlot C) places a turnaround location closer to future multi-family access, but is not preferred by the developer due to future plans for the greenspace located there. This proposal could include either a permanent or temporary turnaround point. The second proposal (Outlot B) places a permanent turnaround on a site favored by the developer but will reduce open space in the FS-RL portion of the subdivision. The placement of the improvement in Outlot B would take the FS-RL zoned area slightly below 10%, but are overall in the FS-RM area could be added to make up the loss. Additionally, if Mortensen Road is not constructed in its entirety during the first phase of the development, Cy-Ride service would have to be located on a temporary location until the final phase of the subdivision takes place. Staff believes the most logical location for the Cy-Ride turn around would be the Outlot B proposal should Mortensen Road be constructed to full length if it is found to satisfy the zoning ordinance open space requirements.

Sidewalks, Pedestrian Trails and Street Trees. A street tree planting plan has been submitted that includes street trees planted along all proposed streets within the development. No specific landscape plan for the outlots or private rear yards along Mortenson have been proposed by the developer. Chapter 23 of the Municipal Code, requires street trees for residential subdivisions along both sides of the street at a spacing of 30-50 feet on center to allow for the growth of the tree canopy, however, adjusted spacing is permitted by the code for obstructions in the right of way including driveway locations, underground utilities, and the location of street lights. Adequate spacing is available in most areas for street tree planting on the proposed plat. Sidewalks are proposed on both sides of all proposed streets as well as a shared use path along the south side of Mortensen Road that can be accessed from the north connecting to the rest of the sidewalk network of the development.

Open Space and Pedestrian Connections. Open Space areas are proposed by the applicant for the subdivision with the creation of the two Outlots for a total of 2.04 acres of open space proposed for the development. The FS zoning requires that 10% of the gross development area be designated as common open space which is intended for usable outdoor area for the residents of the development. Outlot A will feature a sidewalk around the perimeter of the outlot that connects with Mortensen Road with access to the shared use path and sidewalks along Mortensen Road as well as cross neighborhood access to the north to Rowling Drive. Outlot B contains sidewalk along

the east perimeter of the lot. Staff would consider Outlots A and B as usable open space for the development for a total of 2.04 acres or 12% of the gross area of the development which meets the minimum requirement. Outlot C is accessible for the residents of the single family home FS-RL portion of the development but is not included in the total open area calculation as Outlot C is located in the FS-RM zone.

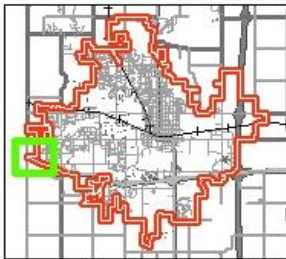
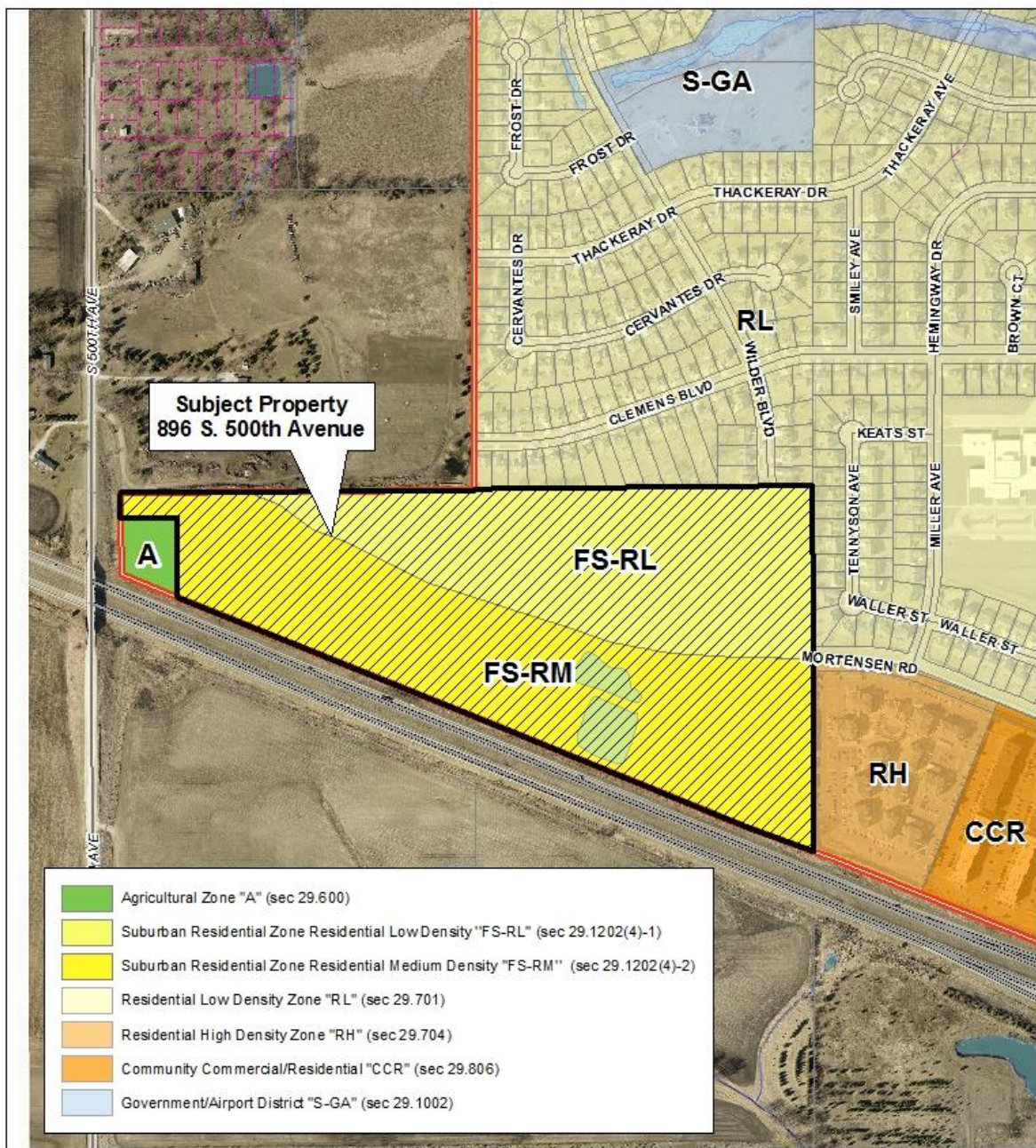
A residential sidewalk is planned for the area along the property lines of Lot 36 and 37 within a 10-foot pedestrian access easement from Outlot A north to Rowling Drive with a cross connection to the north side of Rowling Drive located just east of the location where the sidewalk intersects with Rowling Drive.

Storm Water Management. The Public Works Department has reviewed the submitted Storm Water Management Plan for this subdivision and has determined that the storm water detention as proposed will be sufficient for the projected needs of the development. The stormwater from the proposed development area will be handled via three separate wet detention basins located on Outlot A, Outlot C and on the southeast corner of Lot 55.

Applicable Law. Laws pertinent to the proposal are described on *Attachment D – Applicable Law*. Pertinent for the Planning and Zoning Commission are Sections 23.302(3) and 23.302(4).

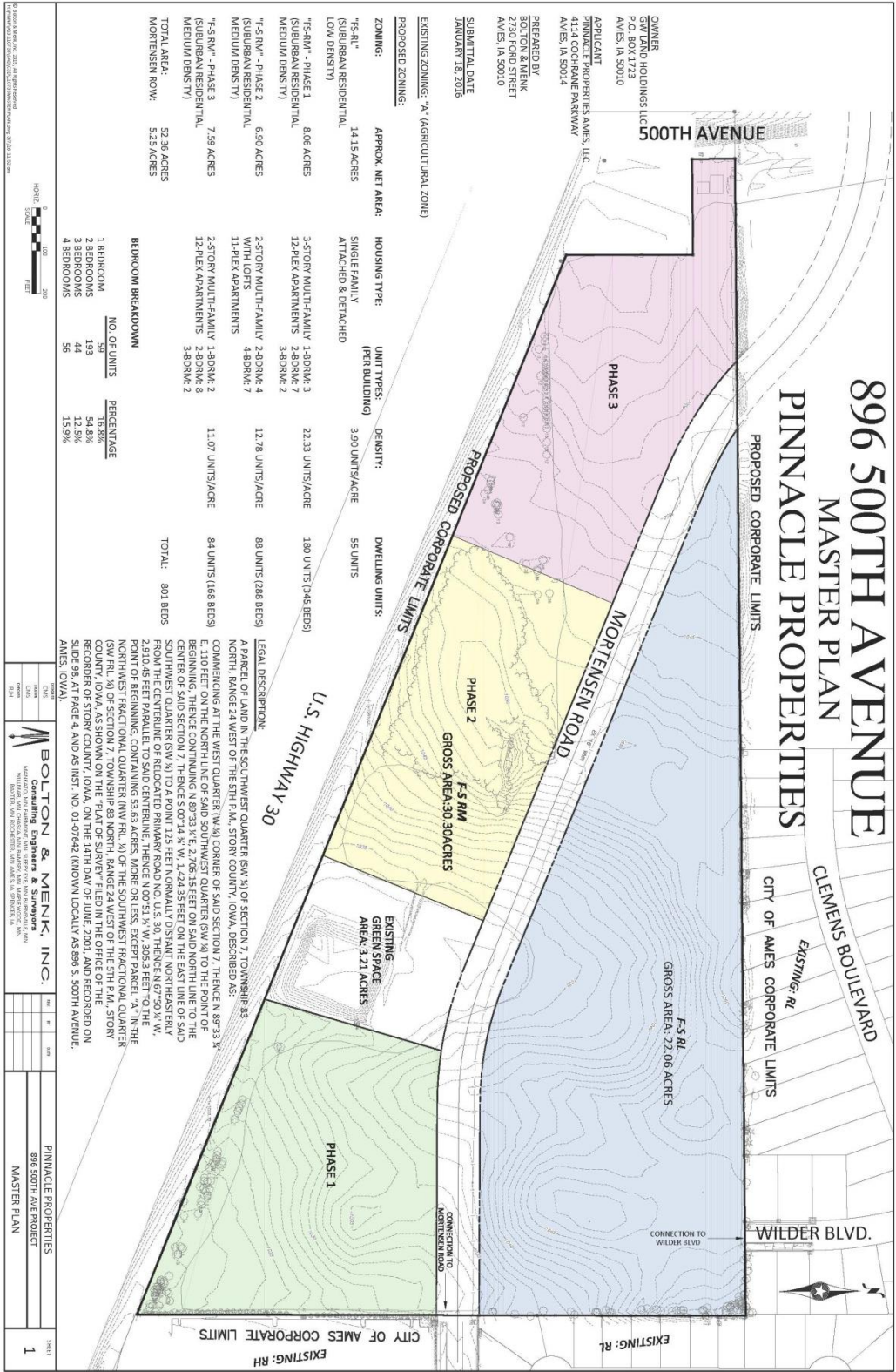
Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property. As of this writing, no comments have been received.

Attachment A: Location and Current Zoning



Proposed Zoning Map
896 S. 500th Avenue

Attachment B: Master Plan



BOLTON & MENK, INC.
Consulting Engineers & Surveyors
1302 LOCUST STREET, SUITE E - DES MOINES, IOWA 50309
Phone: (515)-259-9130 Email: DesMoines@bolton-menk.com
www.bolton-menk.com

PINNACLE PROPERTIES AMES LLC
CRANE FARM SUBDIVISION
PROJECT OVERVIEW

APRIL, 2016

FIGURE NO. 1

HORZ SCALE 0 150 300 FEET

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Attachment D: Applicable Subdivision Law

The laws applicable to this Preliminary Plat Subdivision include, but are not limited to, the following: (verbatim language is shown in *italics*, other references are paraphrased):

Code of Iowa Chapter 354, Section 8 requires that the governing body shall determine whether the subdivision conforms to its Land Use Policy Plan.

Ames Municipal Code Chapter 23, Subdivisions, Division I, outlines the general provisions for subdivisions within the City limits and within two miles of the City limits of Ames.

Ames Municipal Code Section 23.302(3):

(3) Planning and Zoning Commission Review:

- (a) The Planning and Zoning Commission shall examine the Preliminary Plat, any comments, recommendations or reports assembled or made by the Department of Planning and Housing, and such other information as it deems necessary or desirable to consider.*
- (b) Based upon such examination, the Planning and Zoning Commission shall ascertain whether the Preliminary 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.*

Ames Municipal Code Section 23.302(4):

- (4) Planning and Zoning Commission Recommendation: Following such examination and within 30 days of the regular meeting of the Planning and Zoning Commission at which a complete Application is first formally received for consideration, the Planning and Zoning Commission shall forward a report including its recommendation to the City Council. The Planning and Zoning Commission shall set forth its reasons for any recommendation to disapprove or to modify any Preliminary Plat in its report to the City Council and shall provide a written copy of such reasons to the developer.*