

COMMISSION ACTION FORM

REQUEST: REZONING FROM RESIDENTIAL LOW DENSITY ZONE (RL) TO SUBURBAN RESIDENTIAL LOW DENSITY (FS-RL) WITH A PLANNED UNIT DEVELOPMENT (O-PUD) OVERLAY AND PRELIMINARY PLAT AND MAJOR SITE DEVELOPMENT PLAN FOR HARRISON POINTE, LOCATED TO THE WEST OF THE INTERSECTION OF HARRISON ROAD AND WELBECK DRIVE

BACKGROUND:

The City currently owns the subject 1.81-acre property, which is a separate property of unused planned right-of-way related to an extension of Harrison Road over the railroad tracks on the west side of the site. The Harrison Road extension is no longer viable and the City Council identified the site as an ownership housing infill opportunity site in 2024. (see Attachment A for Location Map).

On May 27, 2025, the City entered into an option agreement with Keystone Equity Group (KEG) to purchase the property contingent on the developer receiving entitlements to construct up to 12 owner-occupied single-family homes on the property. Development of the site aligns with the City Council's goals for housing diversity and Ames Plan 2040 strategies for infill. More information on the history of this property can be found in the Addendum.

Proposed Development

The site has frontage on Welbeck and widens towards the west/railroad tracks where the units are proposed to be located. The development concept has open area along Welbeck with homes to the middle and rear of the site. The layout includes a central private street (Harrison Court) with units situated on both sides. The private drive is 22 feet wide with a "T" shaped dead-end street to accommodate fire access standards and take advantage of the shape of the property.

The plan includes 12 housing units with two different single-family townhome configurations. There are three buildings with two-story bi-attached homes totaling six dwellings plus two buildings with two-story three-unit attached units for six additional dwellings. Five total buildings are proposed for the 12 dwelling units. Each unit will have three bedrooms.

The bi-attached homes have two-car garages, while the three-unit attached homes have single-car garages. Each home includes a driveway that provides additional parking area. Three guest parking spaces are also provided along Harrison Court.

Harrison Court is a private street and is located in an outlot along with open space area to be maintained by a Homeowners Association. A street tree plan was submitted. Thirteen street trees are proposed. Staff is working with the applicant on appropriate

spacing from the buildings and utilities. Additional evergreen trees are proposed along the north side of the site for aesthetics and buffering.

A sidewalk will be located on one side of Harrison Court. A new public sidewalk is proposed to close the gap in the public sidewalk along Welbeck Drive frontage. Staff is working with the applicant to transition the four-foot sidewalk on adjacent properties to a five-foot sidewalk in front of the site as required by the Subdivision Code.

The applicant's narrative of the project and its relationship to the PUD standards is included as Attachment B.

The MSDP accompanying the PUD request will be the controlling plan for development of the site upon approval of the PUD with the pedestrian, parking, landscaping, building and open space features (see Attachment C for excerpts). The Preliminary Plat (see Attachment D – Preliminary Plat Excerpts) controls for lot layout and public improvements intended to serve the individual lots.

Surrounding Area

Surrounding land to the north, east, and south is zoned RL. To the west across the railroad is zoned FS RL.

The RL land immediately abutting the site is developed as single-family detached homes on standard lots. There are 8 homes whose rear yards abut the subject property to the north and south.

East along Harrison, approximately 200 feet from the subject property, is a Planned Residence Development (F-PRD) with a mix of small-lot detached single-family lots and bi-attached homes. Further to the east, across Hyde Avenue is a medium density townhome development.

Ames Plan 2040

The property is designated as RN-2 or as a fully established neighborhood that is “typically built in the second half of the 20th century to the present. Largely single-family, with some attached and duplex structures. Layout of neighborhoods often has larger blocks and curvilinear local street patterns.”

Plan 2040 encourages infill in Redirection Areas (larger areas where changes in development patterns are anticipated over the next 20 years), along with scattered sites that could support smaller infill opportunities including the subject property. Policies to evaluate and support infill housing options include:

G3-1. Identify infill properties and areas within the existing built-up area, focusing on sites that are 1) vacant and buildable...

Within the RN-2 designation, a development guideline for infill includes “on infill sites, use scale and design to respect context.” Other plan policies also emphasize infill compatibility and the protection of neighborhood character through considering scale and other design elements to minimize conflicts with adjacent properties.

The proposed home are two-stories—similar in massing to the adjacent properties. The largest buildings contain three units and are 90 feet in total width. The three-unit structures back up to the railroad and do not border the single-family homes. The bi-attached units interface with the adjacent single-family homes to the north and south. The buildings total 52 feet in width, similar to a single-family home with an attached garage. The homes are situated in a manner to create space and separation of the units to the extent practicable from the existing homes.

PUD Overlay

The proposed rezoning to a PUD allows for flexibility in certain development standards such as setbacks and lot sizes, which supports different housing types and densities that otherwise may not be achievable under the base zoning.

Deviations from these zoning standards are allowed when specifically approved and compatibility standards are met regarding the design of the units (See Addendum for Findings and Standards). Main entrances are proposed to be defined with a covered porch and setback no more than 12 feet so that garage does not define the front façade (see Attachment E for Architectural Plans).

Deviations

The proposed PUD primarily allows for more individually platted lots than would otherwise be feasible under base zone requirements as a result of decreased minimum lot areas for the townhome units and reduced internal lot line setbacks. The overall unit count is consistent with maximum site density calculations, but in order to create 12 ownership units, some lot deviations are required to avoid larger more uniform buildings. Lot areas have also been reduced to some degree to maintain stormwater facilities on common lots rather than in easements on larger private lots, which is a preferred practice of the City.

All requested deviations are summarized in the table below as well as in the Addendum.

Standard	FS RL Requirement	Requested Deviation
<i>Garage face setback to internal front lot line</i>	25 feet	5 feet (minimum 20 feet to garage door) for Lots 1, 2, and 4-12. Lot 3 is most affected by the curve and has a garage face setback no less than 17.5 feet for 9 feet of its width, or a 7.5 foot deviation.
<i>Minimum Lot Area Exterior Units</i>	3,500 square feet	1,175 square feet for all exterior lots (Lots 1-5, 7, 8, 10-12). Lot sizes for these lots range from 2,325 square feet to 2,844 square feet.
<i>Internal Side</i>	8 feet	0.5 feet for Lots 7 and 8, which will maintain 7.5 feet

<i>Setback Without Party Wall</i>		setbacks. 3.5 feet for Lot 11, which has an approximately 5-foot setback from its south property line (corner lot side setback)
<i>Internal Front Setback Corner Lots</i>	10 feet	0.5 feet for Lot 3, which has a front corner lot setback of approximately 9.5 feet on its south side
<i>Internal Rear Setback</i>	20 feet	4.5 feet Rear setbacks of Lots 1,2, 4, 5-10, and 12 range from 10 feet to 4.5 feet (Lot 12)
<i>Minimum Lot Frontage</i>	24 feet	10 feet for Lot 10. As the street ends 3 feet past the driveway on Lot 10, it has 15 feet of frontage.
<i>Transformer, AC, and Other Mechanical Units Internal Front Setback</i>	10 feet	10 feet The transformers on lots 4 and 12 range from a 0 setback to a 2-foot setback The transformer on the outlot serving Lot 3 is setback 9 feet from Harrison Court Other transformers are located in front yards but meet minimum setback requirements The AC on Lot 11 has a 7-foot setback

Regarding the garage face setback deviations, a 20-foot setback is typical to ensure vehicles parked in front of a garage do not overhang onto the sidewalk. This standard is met with the 5-foot deviation from the required 25-foot garage face setback for all lots except Lot 3.

Due to a curve in the road and its position as a corner lot, Lot 3 requires an additional deviation to its garage face setback. The southern half of the garage face has approximately a 17.5 foot setback from Harrison Court. As the sidewalk is on the opposite side of the street, this does not present encroachment issues for pedestrians. The garage face setback does allow enough room for one vehicle to park in front of the garage on the north half of the driveway, meeting the intent of the standard.

The deviation also does not present an issue with meeting parking minimums. Each unit is required to provide two parking spaces. This requirement is met as the home on Lot 3 has a two-car garage.

Stormwater Management

The site is part of the original overall Bloomington Heights Subdivision stormwater plan. However, all new development must show that there are adequate provisions for stormwater to limit the rate of runoff to adjacent and downstream property. Additionally, water quality treatment was required for runoff leaving the site.

The stormwater management plan shows that the volume and rate of runoff will be less than existing flows from across the site. Three different basins are proposed on the site to accomplish this level of performance. One is located along the west property line, the second is between the north units and the property line, and the third is along the south property line. These basins drain to existing storm sewer facilities located along the south property line.

Outreach

As part of City Council's identification of the subject property as an infill site and an RFP for development of the site, an initial neighborhood meeting was held on April 11, 2024. Fifteen neighbors attended.

At this meeting, staff presented an overview of the site conditions and conceptual housing options. Participants indicated they did not support any of the presented housing concepts. The meeting participants described how their children use the site as open space. Participants value the land as open space for informal use by residents. The participants in the 2024 outreach meeting expressed concern about drainage issues in the area but provided no specific suggestions on use of the site for housing.

Council weighed this feedback with housing goals and decided in 2024 to proceed with an RFP for development of the site. A developer was not identified until the spring of 2025. Several neighbors have continued to be involved in discussions and provided comments to Council at the time of the hearing on the sale of the property that they still did not support development of the site.

Notice for the P&Z meeting included mailed notice to owners within 400 feet and placement of a sign along Welbeck.

ALTERNATIVES:

1. The Planning and Zoning Commission may recommend that the City Council approve the rezoning to Suburban Residential Low Density (FS-RL) for Harrison Pointe, a proposed development located on City surplus land west of the intersection of Harrison Road and Welbeck Drive with:
 - (a) A Planned Unit Development (PUD) with Major Site Development Plan; and
 - (b) and Preliminary Plat

With the stipulation that prior to City Council consideration of the project, the plans for addressing street tree spacing, the public sidewalk width transition, and other staff comments regarding line work and general plan notes are addressed.

2. The Planning and Zoning Commission may recommend that the City Council approve with modifications or conditions the rezoning to Suburban Residential Low Density (FS-RL) for Harrison Pointe, a proposed development located on City surplus land west of the intersection of Harrison Road and Welbeck Drive with:
 - (a) A Planned Unit Development (PUD) with Major Site Development Plan; and
 - (b) and Preliminary Plat

3. The Planning and Zoning Commission may recommend that the City Council deny the rezoning to Suburban Residential Low Density (FS-RL) with a PUD Overlay and the preliminary plat by finding the proposal does not meet rezoning requirements or the standards of the Chapter 23 Subdivision Code.
4. The Planning and Zoning Commission may defer action on this request and refer it back to City staff and/or the applicant for additional information.

RECOMMENDED ACTION:

Staff finds that the proposed Rezoning to a Planned Unit Development (PUD) with a Major Site Development Plan and Preliminary Plat complies with the proposed underlying base zone standards and the PUD standards, with the deviations identified on the site plan and preliminary plat and described within the addendum. The proposed development of the site is consistent with the Ames Plan 2040 policies for infill. The development maintains a scale and density compatible with adjacent single-family homes.

The PUD tool is designed to allow for unique designs on smaller sites, which is especially beneficial for infill sites. The PUD allows for “postage stamp” lots for the single-family attached homes, maintaining significant open space and clustering the development at the western end of the site. The design supports creation of ownership housing lots. In this case with the City as the property owner, a covenant will be recorded against the property at the time of sale requiring the homes to be owner occupied.

In addition, architectural features of the buildings and site layout with a sidewalk connection to Welbeck Drive meet the intent of the PUD and compatibility standards for deviations.

The Department of Planning and Housing recommends that the Planning and Zoning Commission act in accordance with Alternative #1 to approve the Rezoning, PUD Major Site Development Plan, and Preliminary Plat.

ADDENDUM

PROPERTY HISTORY

The property was originally anticipated to be used as right-of-way for a street crossing over the railroad tracks on the west side of the site. It was platted Lot J with the Bloomington Heights Subdivision for this purpose, but no companion right-of-way was created on the west side of the tracks at this location with the development of Northridge Heights.

Since the land no longer has any potential street use, the City Council requested staff explore the possibility of developing an infill housing project at the site. Supporting infill housing is consistent with economic development goals of the City for production of additional housing in support of needed expansion of workforce for current and expansion of industry and business in the City and region.

With the City and developer entering into the purchase agreement, the status of the land was clarified as a lot when the right-of-way was subsequently vacated by City Council on July 8th, 2025.

GENERAL DEVELOPMENT STANDARDS

Parking

A minimum of two parking spaces is required per unit. The bi-attached homes have a two-car garages, while the three-unit attached homes have single-car garages. Each three-unit attached home has sufficient driveway space to allow an additional vehicle to park stacked in front of the garage space.

Three guest parking spaces are also provided along Harrison Court.

Streets and Traffic

A 5-foot sidewalk on the south and west side of Harrison Court is proposed. The sidewalk design meets the Private Street standards for pedestrian circulation within the development and connects the homes to the public sidewalk. A new public sidewalk will be constructed on Welbeck Drive closing the gap in the current sidewalk along the subject property.

Harrison Court is proposed to be 22 feet in width with no on-street parking, except for the three parking spaces. A typical public street is 26 feet with an allowance for on-street parking. The minimum backup area for a parking space is typically 24 feet. Street curbs are rolled allowing additional maneuvering room along the narrower street. The proposed street width allows for functional two-way traffic due to the low volume of traffic. The street is also configured in a "T" shape to meet fire truck turnaround requirements. Private Street standards are included in the section of the addendum on the Preliminary Plat.

Landscaping

For residential subdivisions, landscaping requirements are for street trees to be planted every 30-50 feet along the street. For Harrison Court, 10-17 trees are required.

The applicant proposes 13 trees distributed along the street. Staff is working with the applicant on appropriate spacing from the buildings and utilities. Additional evergreen trees are proposed along the north side of the site in the common area as part of the PUD site plan.

Signs and Lighting

Three streetlights are proposed near the guest parking area, in the center of the west row of units, and on the south side of Harrison Court near the bi-attached homes. Locations were determined by Ames Electric.

Infrastructure

Water, storm sewer, sanitary sewer mains, and electric service are all located in close proximity to the site along Welbeck. Services will be extended into the site as part of its development. Prior to final platting, financial security to cover the cost of improvements will be required.

REQUESTED DEVIATIONS, COMPATIBILITY STANDARDS, AND PUD FINDINGS AND PURPOSE

RM development standards are listed in Tables 29.1202(5)-1 and Table 29.1202(6) of the Zoning Ordinance. The PUD Overlay allows for deviations that are identified as part of the site development plan or Master Plan. The following table lists the requested deviations to permit the proposed configuration of townhomes.

Standard	FS RL Requirement	Requested Deviation
<i>Garage face setback to internal front lot line</i>	25 feet	5 feet (minimum 20 feet to garage door) for Lots 1, 2, and 4-12. Lot 3 is most affected by the curve and has a garage face setback no less than 17.5 feet for 9 feet of its width, or a 7.5 foot deviation.
<i>Minimum Lot Area Exterior Units</i>	3,500 square feet	1,175 square feet for all exterior lots (Lots 1-5, 7, 8, 10-12). Lot sizes for these lots range from 2,325 square feet to 2,844 square feet.
<i>Internal Side Setback Without Party Wall</i>	8 feet	0.5 feet for Lots 7 and 8, which will maintain 7.5 feet setbacks. 3.5 feet for Lot 11, which has an approximately 5-foot

		setback from its south property line (corner lot side setback)
<i>Internal Front Setback Corner Lots</i>	10 feet	0.5 feet for Lot 3, which has a front corner lot setback of approximately 9.5 feet on its south side
<i>Internal Rear Setback</i>	20 feet	4.5 feet Rear setbacks of Lots 1,2, 4, 5-10, and 12 range from 10 feet to 4.5 feet (Lot 12)
<i>Minimum Lot Frontage</i>	24 feet	10 feet for Lot 10. As the street ends 3 feet past the driveway on Lot 10, it has 15 feet of frontage.
<i>Transformer, AC, and Other Mechanical Units Internal Front Setback</i>	10 feet	10 feet The transformers on lots 4 and 12 range from a 0 foot setback to a 2 foot setback The transformer on the outlot serving Lot 3 is setback 9 feet from Harrison Court Other transformers are located in front yards but meet minimum setback requirements The AC on Lot 11 has a 7 foot setback

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

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

- a. *Garages and Driveways. Garages and off-street parking areas must be located so that they do not define the front façade of the dwelling. This standard is met when a garage does not protrude forward from the front façade or the front entry is setback typically no more than 12 feet to the front door and includes the required entrance design requirements. City Council may approve a development on through-lots without meeting this standard when it is determined to be impracticable for the home design and street types. The development must include adequate right-of-way and driveway spacing to accommodate parking and street trees. The width of driveways may need to be reduced and garages setback an adequate distance to accommodate these elements. Shared driveways are encouraged to address street design goals. Alley or private rear lane access is also an option.*

The garages on the bi-attached units will not protrude more than 12 feet in

front of the front doors. The three-unit attached units will have garages that protrude 4 feet past the front doors. The Site Development Plan and Preliminary Plat control these dimensions. The submitted architectural plans are illustrative and show a larger protrusion that is permitted for the bi-attached units.

The private street is 22 feet wide. It includes a guest parking area on-street and a street tree plan. No reduction in driveway width is necessary to accommodate these elements.

- b. Entrances. Main entrances to dwelling units must be clearly identifiable and accessible to the owner and visitors. The main entrance must be demarcated by one of the following: covered porch or stoop; sidelight windows; or other significant architectural treatment that emphasizes main entrances. Main entrances shall be directly connected to the pedestrian circulation system of the development.*

All unit configurations will have covered porches over the entrances and a stoop.

A sidewalk on one side of Harrison Court will connect to the public sidewalk on Welbeck.

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

The units are on separate lots and defined as single-family attached homes, not multi-family.

They are all two stories in height and have sloped roofs, similar to adjacent single-family homes. The bi-attached units will be 23 feet in height to the mid-point of the roofs, and the three-unit attached homes will be 21 feet to the mid-point of the roof.

The three-unit attached homes have a second story cantilever above the first story to break up the rear façade. The developer has indicated that rear doors will lead to uncovered concrete patios.

The bi-attached homes are also intended to have a rear patio with a covered sliding door leading. These units will interface with the rear of the adjacent single-family homes. In total, both units in a bi-attached home will be 52 feet in width, similar to a single-family home with an attached garage.

- d. Commercial. Commercial buildings shall have main entrances that are clearly identifiable and accessible. The buildings will be oriented towards the street or towards a pedestrian/bicycle corridor.*

Not applicable.

e. *Pocket Neighborhood.*

Not applicable.

PUD Overlay Purpose. Sec. 29.1114(1) outlines the intent of a Planned Unit Development. Staff finds that the proposed development complies with the standards:

- (a) *Provide for innovative and imaginative development through flexibility in the design, placement of buildings, clustering of housing types, use of open space, and related site and architectural design considerations;*

The development uses the PUD to cluster the units on small lots in the western portion of the site. This allows development on the widest portion of the property and maintains approximately 50% of the site as open space outside of the private lots.

The proposal meets housing diversity objectives with a townhome building type, which also maintains compatibility with adjacent single-family homes through scale and massing.

- (b) *Increase the stock of diverse housing types for a variety of income levels;*

The townhomes will be owner-occupied, three-bedroom units. A covenant requiring owner occupancy is required with the Final Plat as part of the purchase agreement for the site with the developer. This is a diverse type of ownership housing for the City.

- (c) *Promote efficient land use and infrastructure construction, while maintaining high-quality living environments for privacy, architectural interest, streetscape, walkability, and open spaces for private and common use;*

As infill development, infrastructure is available to the site along its frontage with Welbeck Drive.

Each townhome will have a small patio at its rear. Street trees are proposed and a sidewalk will connect the units to the public sidewalk on Welbeck Drive.

- (d) *Provide for a variety of private and common open space areas corresponding to smaller lot sizes along with additional amenities for larger developments;*

Private space in the rear of the lots will include patios. While common open space is not required, significant open space managed by an HOA will be provided.

- (e) *Encourage and preserve opportunities for energy efficient development; and*

The development is required to be all-electric. It will utilize utilizing air source heat pumps for heating and cooling. The developer will also provide energy efficiency ratings for the units. This is required as part of the purchase agreement.

(f) Encourage context-sensitive infill development.

The townhomes will be a similar height (two stories) and have sloped roofs reflective of adjacent single-family homes. Massing of the bi-attached homes that interface with the adjacent homes will also be similar.

A 20-foot external setback is provided between the homes and adjacent lots.

The Ames Plan 2040 RN-2 designation for the neighborhood anticipates attached homes along with single-family detached. Eastward along Harrison approximately 200 feet from the subject property is a development with a mix of small-lot detached single-family lots and bi-attached homes. Further to the east at Hyde Avenue is a medium density townhome development. Similar products exist within the area.

Findings of Fact. Sec. 29.1114(3) sets out the findings required in order to approve a rezoning with PUD. Staff makes the following findings of fact.

(a) The Zoning District and Overlay are consistent with the comprehensive plan.

The property and surrounding area are designated as RN-2 by Ames Plan 2040 or as a fully established neighborhood that is “typically built in the second half of the 20th century to the present. Largely single-family, with some attached and duplex structures. Layout of neighborhoods often has larger blocks and curvilinear local street patterns.”

RN-2 anticipates infill development and attached homes, as allowed by FS RL. A development guideline is to “limit infill location for attached units and townhome developments to areas adjacent or near existing attached units and public space.” The subject property is both near other attached homes in the neighborhood and within a ½ mile of two parks.

Within the RN-2 designation, a development guideline for infill includes “on infill sites, use scale and design to respect context.” Other plan policies also emphasize infill compatibility and the protection of neighborhood character through considering scale and other design elements to minimize conflicts with adjacent properties.

The units are two-stories—similar in massing to the adjacent properties. The largest buildings contain three units and are 90 feet in total width. The three-unit structures back up to the railroad. The bi-attached units interface with the adjacent single-family homes to the north and south. The buildings total 52 feet in width, similar to a single-family home with an attached garage.

- (b) The property on which the PUD is requested has a residential zoning of RL, RM, UCRM, RH, FS-RL, FS-RM, S-SMD, or is concurrently proposed to be changed to one of these Zoning Districts.*

The property is concurrently proposed to be rezoned to FS RL.

- (c) The design of the commercial area is compatible with the overall PUD design concept and integrated into the development.*

No commercial element is proposed.

- (d) The existing and proposed infrastructure is sufficient in design and capacity to support the project with water, sanitary sewer, storm drainage, streets and other transportation related facilities.*

Infrastructure is adequate to serve the site. Water, sanitary sewer, electric, and storm sewer are all available with relatively short extensions Welbeck.

- (e) The PUD Master Plan includes interconnected pedestrian and bicycle circulation routes to the surrounding areas and within the development.*

A sidewalk along Harrison Court connects all units to the public sidewalk on Welbeck. A gap in the public sidewalk along Welbeck will be filled in with the development.

- (f) The proposed PUD Master Plan is consistent with the requirements of this ordinance and all deviations, exceptions, and limitations stated on the Master Plan are clear, identifiable, and necessary in support of the design concept and the purpose statements of the overlay.*

The Preliminary Plat and Major Site Development Plan illustrate the requested deviations. Compatibility standards for granting deviations are met.

- (g) The proposed PUD Master Plan is in harmony with the purpose of the overlay.*

A Major Site Development Plan was submitted in lieu of a Master Plan. The site plan illustrates that FS RL densities and perimeter setbacks abutting other lots will be met. Internal lot sizes and setbacks will be varied as allowed through the PUD to cluster housing, leaving significant open space and allowing for a unique housing type.

- (h) Findings for approval of a Master Plan with a PUD Overlay rezoning may be deferred, when the City Council initiates a property rezoning.*

Not applicable.

PUD Supplemental Development Standards

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

SUPPLEMENTAL DEVELOPMENT STANDARDS	PUD ZONE
Area Requirement	Minimum area of two acres or more. Exceptions include City Council initiated rezoning; sites with environmentally sensitive areas, preservation of natural areas, or scenic locations; and
Density	Zoning district density requirements shall apply subject to the allowances of this section. Where a development encompasses more than one zoning district, each area of the PUD development shall comply with the density requirements that are set by the zone for that area. Density transfer is not permitted. Developments with a minimum of 10% affordable housing units made available for sale or rent to moderate or low-income households as defined by the Federal Housing and Urban Development Department (HUD) for the City of Ames, may include a density bonus of 15% rounding up to the next whole unit, or one (1) dwelling unit, whichever is greater. An affordable housing plan and binding agreement for maintaining affordability must accompany the PUD application. Infill development sites may be approved for one additional dwelling unit that exceeds the stated maximum density calculation of units per acre of the base zoning district.
Commercial Use	A PUD may have a commercial component that complies with the following: 1. A maximum of 35,000 square feet of floor area; and 2. Allowable uses listed in: a. Table 29.501(4)-2: Office Use Categories; and/or b. Table 29.501(4)-3: Trade Use Categories Entertainment, Restaurant, and Recreational Trade; and/or Retail Sales and Services – General
Minimum Lot Area / Width / Frontage:	Individual lot area, width, and street frontage may be reduced from the Zoning District and General Standards as long as the lots are sized to accommodate the required development standards of this chapter and comply with the compatibility standards of Section 29.1114(6). All lots must have approved access to a public way or a private street.
Minimum Principal & Accessory Building Setbacks and Lot Coverage	Minimum setbacks and maximum coverage may be modified from the underlying zoning district requirement if the compatibility conditions of Section 29.1114(6) are met. Setbacks at the perimeter of the Overlay may not be reduced along an abutting lot without a finding there are physical circumstances justifying a reduction. Reduced setbacks must be identified on the Master Plan. Setback encroachments and exceptions will not apply to reduced yards unless authorized by

	the PUD. Garage access shall be a minimum setback of 20 feet when accessed from a public street. Reduced setbacks may be permitted along private streets and alleys.
Street Trees and Minimum Landscaped Area	Landscaping and screening shall conform to requirements of this Chapter, unless approved as an Alternative Design. Each development shall include space for the planting and subsequent maturity of street trees. Reduced setbacks shall not encroach upon these defined locations for street trees and other landscape trees. A street tree plan illustrating the location of trees along with proposed building footprint and driveway areas must be approved with the project.
Maximum Height-Principal Building	Zoning District height requirements shall apply to a building within 100 feet of an abutting lot of a different residential zone or residential land use designation.
Parking Requirements	Parking spaces shall be provided as prescribed by this chapter; however, required parking locations may be approved by the City Council in common areas or on a street within the boundaries of the PUD. Affordable housing for low- and moderate-income households may have parking reduced so that an apartment dwelling unit only requires a maximum of two parking spaces regardless of bedroom count per unit.
Street/Infrastructure Improvements	Street improvements, water, sanitary sewer, storm sewer improvements, park dedication, and electric facilities shall be installed in compliance with the subdivision regulations of the City and shall meet the construction specifications of the City. Private streets (if included) must comply with provisions of the Subdivision Code.
Common Open Space and Amenities	Minimum of 10% of the gross area shall be devoted to common open space. The intended purpose of the proposed open space must be set forth in the plan. The land provided for common open space must be improved for its intended purpose, and readily accessible to residents. Provide for the ownership and maintenance of the common open space. Phasing of improvements shall be clearly described in the development plans and may be required to be set forth in a legally binding instrument. Clubhouse, roof deck patios, and similar community amenities may be credited toward the open space requirement. Developments exceeding 50 dwelling units shall provide for usable open space and amenities to serve the residents of the development which may include a combination of common area and private usable yard areas located outside front yard setbacks. Development of medium and high-density developments may be exempt from providing common open space area when recreational amenities, such as clubhouses, pools, or sport courts, are sufficiently provided for as an alternative.
Block Design	Layout and design shall create an interconnected network of streets with block faces that do not exceed 660 feet within the development. Where practicable, block lengths are encouraged to be 500 feet or less. Block faces may exceed 660 feet where physical or environmental conditions preclude a more interconnected street network. Use of cul-de-sacs and dead-end streets shall also be limited to these situations. When blocks exceed 600 feet, the PUD shall accommodate pedestrian crossings, walkway connections through a block, or other means of enhancing the pedestrian circulation system for interconnectedness. Use of alleys, off-site parking, or other shared access means is desirable to maintain a consistent street frontage with minimal interruptions by driveways to street trees, lighting, on-street parking, and sidewalks as well as providing opportunities for alternative housing options such as cottage courts.

(Ord. No. 4458; 2-22-22; Ord. No. 4502, 05-23-23; Ord. No. 4541, 10-08-24)

REZONING BACKGROUND:

Legal Description. Lot ‘J’ of Bloomington Heights West Plat 3, City of Ames, Story County, Iowa.

Current Zoning and Land Use. The property is currently zoned Residential Low Density (RL). It is vacant City surplus land and previously right-of-way.

Surrounding Zoning and Land Use. Land uses that occupy the subject property and other surrounding properties are described in the following table.

Direction from Subject Property	Existing Primary Land Uses and Zoning Districts
Subject Property	Vacant – Residential Low Density (RL)
North	Single-Family Residential – Residential Low Density (RL)
East	Single-Family Residential – Residential Low Density (RL) Small-lot detached single-family lot and bi-attached homes— Planned Residence Development (F-PRD)
South	Single-Family Residential – Residential Low Density (RL)
West	Railroad Single-Family Residential – Suburban Residential Low Density (FS RL)

Ames Plan 2040. The Ames Plan 2040 Future Land Use Map designation for the property is RN-2, existing residential neighborhood (see Attachment F - Future Land Use Map Excerpt). Plan 2040 describes the designation as existing built-up areas with the exception of infill sites. They may contain a variety of single-family homes, include attached homes and may include Planned Developments with unique features. Specific development guidelines are to “limit infill location for attached units and townhome developments to areas adjacent or near existing attached units and public space” and “on infill sites, use scale and design to respect context.”

Attachment F includes the excerpt of Plan 2040 for the RN-2 designation, including a full description of characteristics.

Proposed Zoning. The FS RL zone is intended to “is intended to accommodate contemporary development patterns similar to development in the past 20 to 30 years” and this is appropriate for the RN-2 Ames Plan 2040 designation.

The zone allows detached and attached single-family homes and two-family dwellings.

Infrastructure. Infrastructure is available to serve the site. Extensions of water and sanitary sewer mains onto the site from Welbeck will occur with the development. All streets are proposed to be private.

Findings of Fact. Based upon an analysis of the proposed rezoning and laws pertinent to the proposed map amendment, staff makes the following findings of fact:

1. Keystone Equity Group has a purchase agreement for the property. The rezoning request applicant statement is included as Attachment B.

2. Ames Municipal Code Section 29.1507(1) allows the property owner to initiate an amendment to the Official Zoning Map.
3. The proposed rezoning is consistent with the designation of RN-2 as identified on the Ames Plan 2040 Future Land Use Map.
4. The proposed rezoning to FS RL is consistent with the surrounding area where the primary development type is single-family residential developed under the RL base zoning district.
5. The Major Site Development Plan (MSDP) and Preliminary Plat will be the controlling plans for development of the site upon approval of the PUD. Densities and perimeter setbacks prescribed by the FS RL base zone will be met.
6. The rezoning includes a PUD Overlay that allows for flexibility in design standards. The findings for a PUD Overlay support the intent of the MSDP in its arrangement of uses, clustering, and preservation of open space.
7. Infrastructure is adequate to serve the site.

Public Notice. The City provided mailed notice to all property owners within 400 feet of the subject property and placed a sign on the property, prior to the Planning and Zoning Commission meeting in accordance with the notification requirements of Chapter 29.

MAJOR SITE DEVELOPMENT PLAN CRITERIA

The PUD requires a site plan approval for development, which is typically a Major Site Development Plan that sets building types, site development features, and deviation allowances.

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 (Ames Plan 2040), and are the minimum necessary to safeguard the public health, safety, aesthetics, and general welfare.

- 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 proposed development and stormwater memo. It has satisfied this requirement through the use of detention basins for water quality and to slow the rate of runoff and direct runoff to City storm sewer infrastructure.

- 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.

Existing water, sanitary sewer, and electric services are adequate to serve the site. A sanitary sewer main and water main are proposed to be extended from the existing mains in Welbeck. Intakes will also be constructed on-site that connect to City storm sewers.

- 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. The outlot that contains the private street will include an easement over the fire truck turnaround areas and all required turnarounds for fire apparatus vehicles are required to be posted "No Parking - Fire Lane."

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

Stormwater runoff will be directed to City storm sewers. Detention basins slow the rate of runoff from the site. No site features such as slopes pose an issue for erosion or landslides.

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

The site is relatively flat. It does have two low points along the north and south property lines. Detention basins are proposed in these areas.

- 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.***

The site will have one access off Welbeck and an on-site sidewalk will connect to the public sidewalk.

- 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.***

Each unit will have individual trash collection.

A street tree plan is proposed.

- 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 site will have one access off Welbeck.

- 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.***

Three streetlights are proposed at locations determined by Ames Electric.

- 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 development will not create any air pollution, nuisances, dust, odor, glare, or noise disturbances.

- 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.***

The units are two-stories with sloped roofs—similar in massing to the adjacent properties. The largest buildings contain three units and are 90 feet in total width. The three-unit structures back up to the railroad. The bi-attached units interface with the adjacent single-family homes to the north and south. The buildings total 52 feet in width, similar to a single-family home with an attached garage.

External setbacks of 20 feet, the same rear setback required by RL, are maintained.

While infill projects consisting of single-family attached dwellings are exempt from common open space standards under the PUD, minus the private street and lots, approximately 50% of the site is left as open space.

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):

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.

Public Notice. Notice was mailed to property owners within 400 feet of the subject site and a sign was posted on the subject property.

Private Street Design Standards Excerpt

Ames Municipal Code Section 23.403(16):

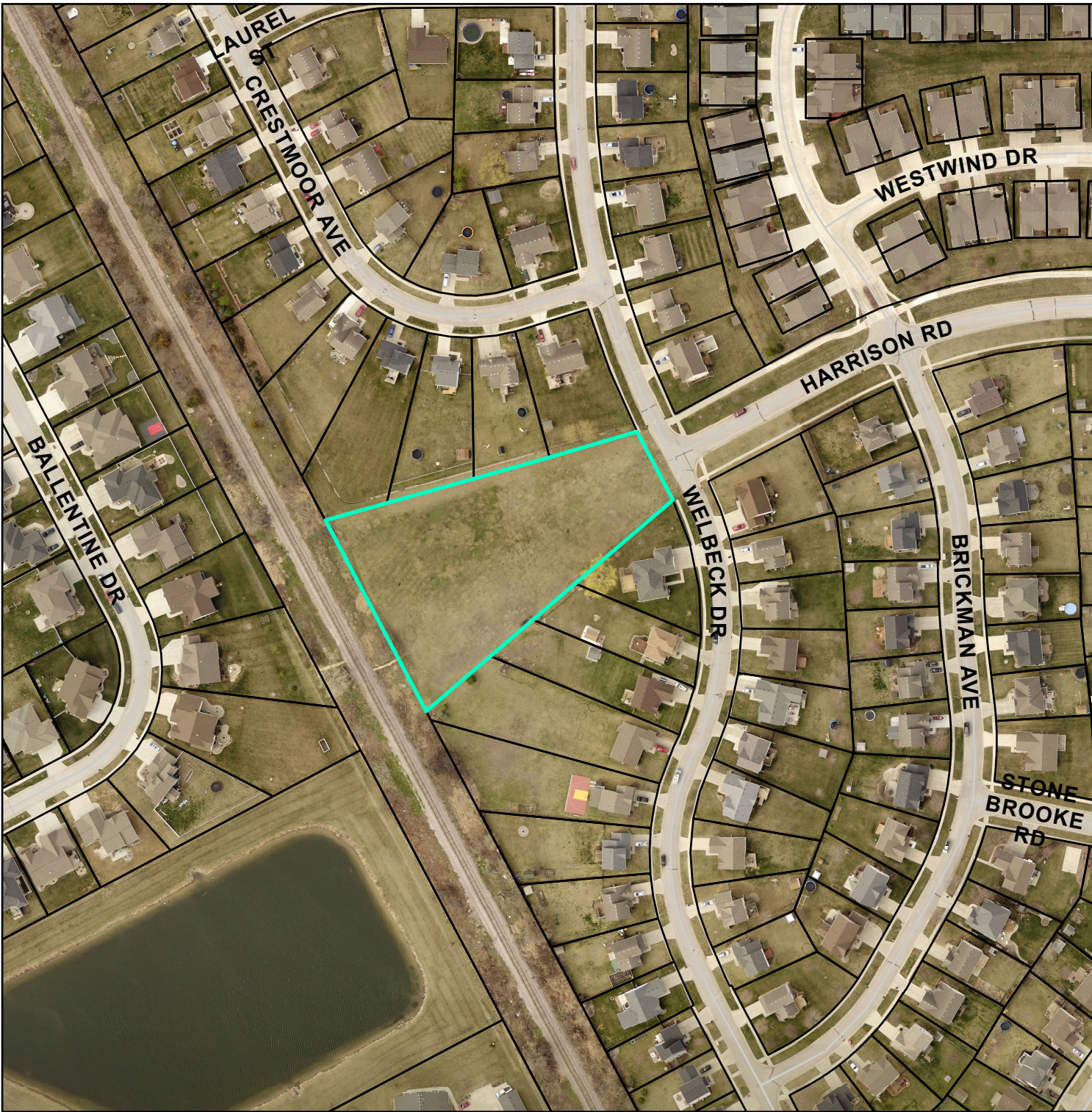
City Council may approve private streets and alleys as part of a Subdivision. Private streets and alleys are subject to the following requirements:

- (a) *The proposed private street serves as access to a cluster or small group of housing units and is not intended for use by through traffic. Private streets and alleys may also serve as access to townhouse-style developments.*
- (b) *The proposed private street or alley is designed and constructed such that it meets or exceeds Iowa Statewide Urban Design and Specifications (SUDAS) standards and the City of Ames supplement design standard requirements regarding, pavement profile, base, and drainage. The typical private street and alley will have a minimum design life of 30-years.*
- (c) *Verification of finished construction according to approved plans by the engineer-of record or other qualified engineer.*
- (d) *Responsibilities for maintenance, upkeep, and snow removal, are established through a legally binding instrument.*
- (e) *A permanent easement for shared access and emergency vehicle access is recorded.*
- (f) *The design and layout of the private streets and alley shall address the following:*
 - (i) *Street width to allow for two-way traffic.*
 - (ii) *Fire access and turnaround requirements as required by the Ames Fire Code.*
 - (iii) *For developments of six or more single-family detached or attached dwellings*

along a block face, provides on-street parking spaces similar to the spacing included on a public street or provides for guest parking bays within common area.

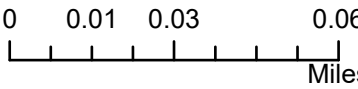
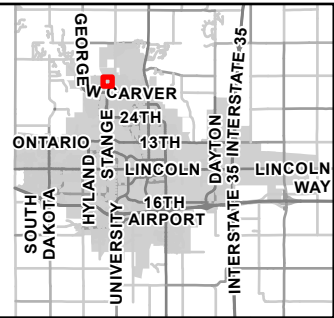
- (iv) Sidewalks along the street or other pedestrian circulation system improvements connecting to front doors of homes.*
- (v) Street tree planting plan.*
- (vi) Lighting plan.*

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



Legend

-  Subject Property
-  Parcels



Rezoning Request:

The proposed project is a multi-family residential development located at the southeast corner of Harrison Road and Wellbeck Drive in Ames, Iowa. The concept layout shows a well-designed residential complex that will include a variety of high-quality apartment units arranged around an internal drive, parking areas, and pedestrian pathways. The design incorporates appropriate utility easements, stormwater management facilities, and accessible connections to existing streets and sidewalks.

The project aims to meet the primary goals of Section 29.1114(3) by providing diverse and attainable housing options that align with the City's Comprehensive Plan objectives for increased residential density near existing infrastructure, which encourages compact, well-connected neighborhoods and a variety of housing types within growth areas served by existing infrastructure. The property's current or proposed zoning classification (RL) aligns with the overlay requirements, and the PUD designation ensures coordinated development consistent with surrounding land uses.

The existing and proposed infrastructure—including water, sanitary sewer, storm drainage, and street access—has sufficient capacity and design to support the project. The site layout includes multiple stormwater easements and infrastructure that connects to the public system. Adequate vehicular access links the proposed private drive to Harrison Road and Wellbeck Drive, with planned curb returns, sidewalks, and internal drive aisles designed for emergency and service vehicles.

Additionally, the proposed layout is walkable and bikeable, creating an internal neighborhood environment and connecting to established neighborhoods. The PUD Master Plan includes interconnected sidewalks along both street frontages, linking to the City's larger sidewalk network. Internal connections between building entrances, parking areas, and open spaces encourage active transportation and accessibility.

This is an infill development in an established residential neighborhood. No undeveloped land exists immediately adjacent to accommodate new commercial or mixed-use development. Natural amenities exist nearby at Ada Hayden to the north and Lloyd Kurtz Park to the south. Future development to the north will likely accommodate both commercial and mixed-use development.

The PUD Master Plan complies with all relevant provisions of the zoning ordinance. Any proposed deviations from base zoning standards—such as parking layout, setback adjustments, or open space allocations—are clearly identified and justified to support improved site design, enhanced connectivity, and aesthetic cohesion. The overlay allows flexibility in building placement and landscaping to achieve a stronger sense of place while maintaining compliance with the intent of the ordinance.

The proposed development is in harmony with the purpose of the PUD Overlay, which is to encourage creative and coordinated site planning, efficient infrastructure use, and high-quality design.

Compatibility with Comprehensive Plan

The proposed plan is consistent with the Ames Plan 2040 and supports the City's goals for compatible, context-sensitive residential development. RN-2 envisions neighborhoods characterized by traditional single-family patterns, modest lot sizes, and a scale that complements surrounding development.

This layout reinforces the vision and goals of the RN-2 (Established Neighborhoods) designation by creating twelve lots with one unit on each lot. The proposed lot layout and building design aim to reflect the existing residential character along Harrison Road and Wellbeck Drive, except for attached units. Lot size and layouts are similar to developments already existing within or adjacent to this neighborhood, such as Stonebrook, Woodhaven, Waterbury, Lakeside, and Westwind. These developments also are within the RN-2 land use designation.

This conventional lot layout, combined with the continuation of the existing street network, supports the cohesive neighborhood shape expected in this district. The suggested density also aligns with the Comprehensive Plan's guidance for RN-2. With about twelve units on an area that, after accounting for stormwater easements and outlots, comfortably fits within the Plan's expected density range, the subdivision fulfills the goal of maintaining low- to moderate-density development.

The layout also includes public infrastructure elements like those in the current neighborhood, such as a storm sewer and stormwater easements, ensuring natural drainage patterns are maintained and integrated with the surrounding area. These features support Plan 2040's focus on protecting environmental systems and keeping functional utility corridors within residential neighborhoods. The outlots in the plat provide necessary drainage and utility access, following standard RN-2 subdivision practices and encouraging long-term maintenance and environmental care.

Additionally, the site design promotes walkability and neighborhood cohesion by including sidewalks, clear lot frontage, and connectivity to the existing street network. "Street Lot A," along with a dedicated sidewalk segment, helps create a safe and accessible pedestrian environment that aligns with RN-2's emphasis on multi-modal access and community livability.

Overall, the proposed subdivision aligns with neighboring residential uses, helps preserve the scale and character of the surrounding neighborhood, and complies with the density, form, and connectivity principles outlined in Ames Plan 2040 for RN-2 areas. For these reasons, the layout fully supports the Comprehensive Plan and is a suitable, well-integrated addition to the community's established residential fabric.

Supplemental Development Standards:

Proposed Use

The proposed development will consist of twelve residential lots and two outlots. Units will be built as attached single-family units with a residential unit on each lot. Proposed density is 6.38 units per acre. A summary table is included on the plans set.

PUD Building Design

See included building details.

PUD Deviations

None.

Minimum Lot Area / Width / Frontage

See Plan Set

Minimum Principal & Accessory Building Setbacks and Lot Coverage.

There are no deviations from the base zoning related to setbacks and lot coverage.

Street Trees and Minimum Landscaped Area.

Minimum Landscaping Requirements will be met and street trees be provided.

Maximum Height:

See Building Elevations

Parking Requirements.

There is a mixture of parking options based on the design of the unit. At a minimum, each unit has a one-stall garage and room to accommodate a parking stall in the driveway. Three additional on-street stalls are provided for visitors. See parking table on Plan Set.

Street/Infrastructure Improvements:

Infrastructure will connect to existing utilities in the area. See Plan Set for details.

Common Open Space and Amenities:

The minimum required 10% of common open space has been provided. The open space is provided on the two outlots adjacent to Wellbeck Drive.

Block Design:

Block design is similar to most residential developments and does not exceed 600 feet. All driveways are accessed from the private street.

Garages and Driveways:

The main entrance is less than twelve feet from the face of the garage.

Entrances.

The main entrances to dwelling units are clearly identifiable and accessible to owners and visitors. The main entrance has a stoop and are visible from the street. Main entrances will connect to the driveways, which all ten connect to the sidewalk.

Massing.

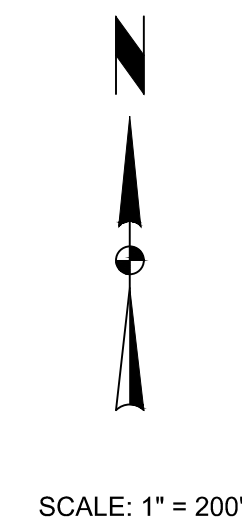
Architectural Details are not finalized at the time of this submittal.

Use:

There will be one unit per structure. Structures are attached but on separate lots. Three bi-attached sets are creating four units and two -three attached units for a total of six units to built in this layout.

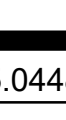
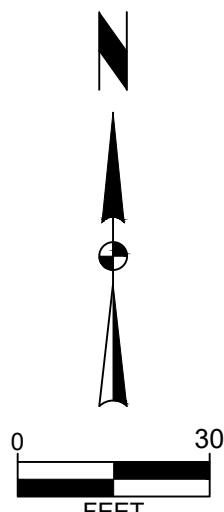
Is this project proposed as a Pocket Neighborhood?

No



SNYDER & ASSOCIATES, INC.

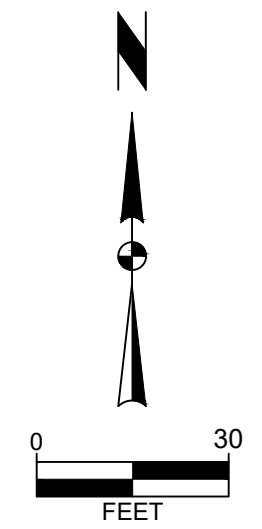
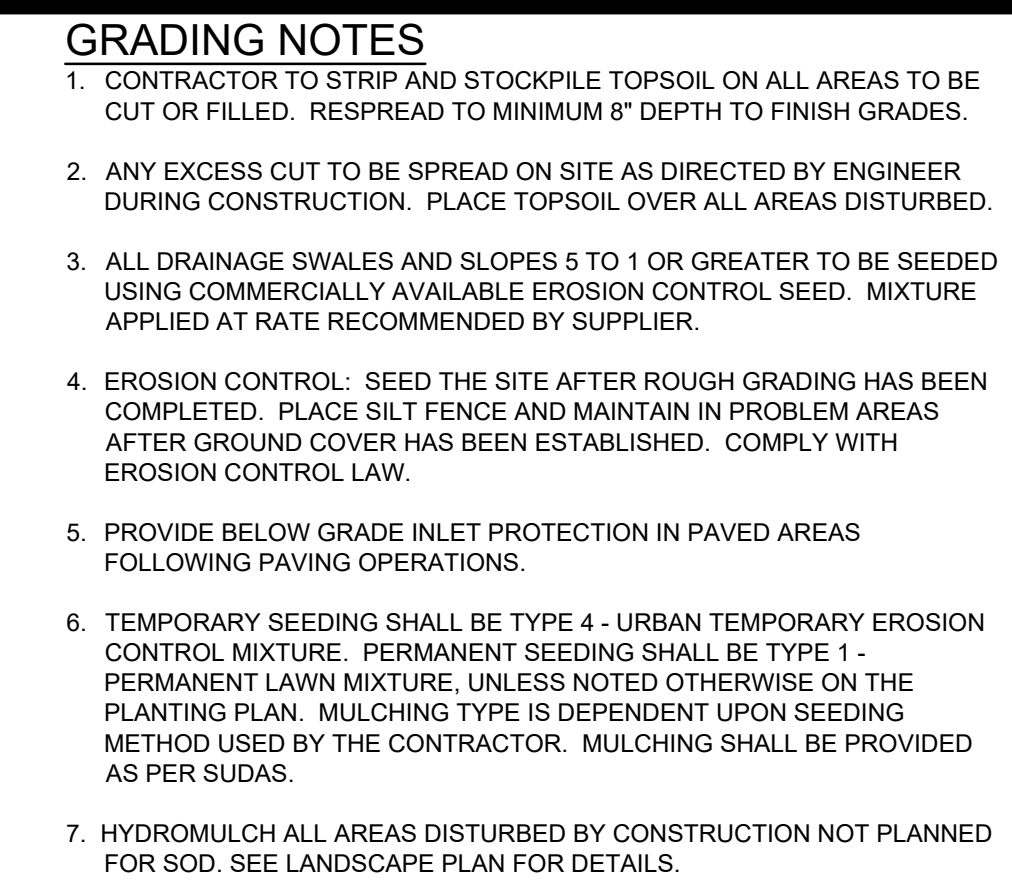
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		REVISION		DATE	BY		
		Engineer: JAL	Checked By: JAL	Scale: 1" = 200'			
		Technician: CMC	Date: 12-19-2025	T-R-S: TTN-RRW-SS			
Project No: 125.0448.01				Sheet C100			



Project No: 125.0448

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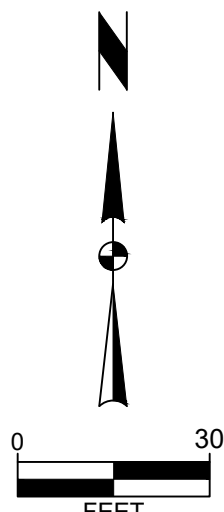
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**SNYDER
& ASSOCIATES**

Project No: 125.0448.01

Sheet C500



1. PROTECT THE FOLLOWING SITE FEATURES:
 - A. EXISTING UTILITY. ADJUST AS NECESSARY TO ALLOW FOR CONSTRUCTION. VERIFY LOCATION, ELEVATION AND MINIMUM COVER REQUIREMENTS PRIOR TO CONSTRUCTION.
2. PROVIDE STORM SEWER PER CITY OF AMES SPECIFICATIONS :
 - A. PROVIDE STORM SEWER AS SHOWN.
3. PRIVATE WATER SERVICE. 5.5' MINIMUM DEPTH. PROVIDE WATER PIPE AND STRUCTURES AS NOTED ON PLAN AND AS FOLLOWS AND PER CITY OF AMES SPECIFICATION. (SEE PUBLIC IMPROVEMENT DOCUMENTS FOR PUBLIC WATER MAIN IMPROVEMENTS)
 - A. 1" COPPER WATER SERVICE W/ CURB STOP WHERE SHOWN.
4. PRIVATE SANITARY SEWER SERVICES. PROVIDE THE FOLLOWING: (SEE PUBLIC IMPROVEMENT DOCUMENTS FOR PUBLIC SANITARY SEWER IMPROVEMENTS)
 - A. CONNECT TO 8" SANITARY MAIN WITH WYE AND RISER AS NECESSARY. VERIFY LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.
 - B. 4" PRIVATE SEWER SERVICE @ 2% MINIMUM ($\frac{1}{4}$ " PER FOOT).
5. CONTRACTOR TO VERIFY ALL UTILITY CROSSINGS AND MAINTAIN MINIMUM 18" CLEARANCE BETWEEN UTILITIES.
6. CONTRACTOR TO COORDINATE NATURAL GAS, ELECTRICAL, AND COMMUNICATION/DATA SERVICES WITH UTILITY SERVICE PROVIDERS PRIOR TO START OF CONSTRUCTION.
7. SITE ELECTRICAL. PROVIDE THE FOLLOWING
 - A. TRANSFORMER LOCATION. SEE ELECTRICAL PLANS.
 - B. ELECTRIC SERVICE LINE. SEE ELECTRICAL PLANS.
8. PUBLIC SANITARY SEWER IMPROVEMENTS. SEE PUBLIC IMPROVEMENT PLANS ON SHEETS C800-C801 FOR DETAILS.
9. PUBLIC WATER MAIN IMPROVEMENTS. SEE PUBLIC IMPROVEMENT PLANS SHEETS C800-C801 FOR DETAILS.

[illegible]

2727 S.W. SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

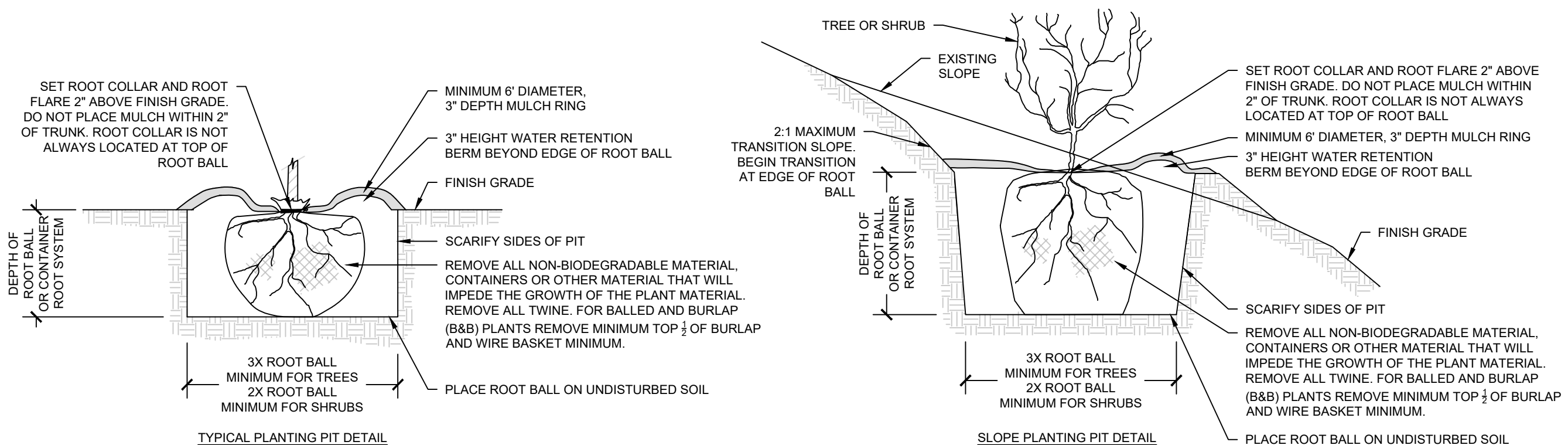
UTILITY PLAN



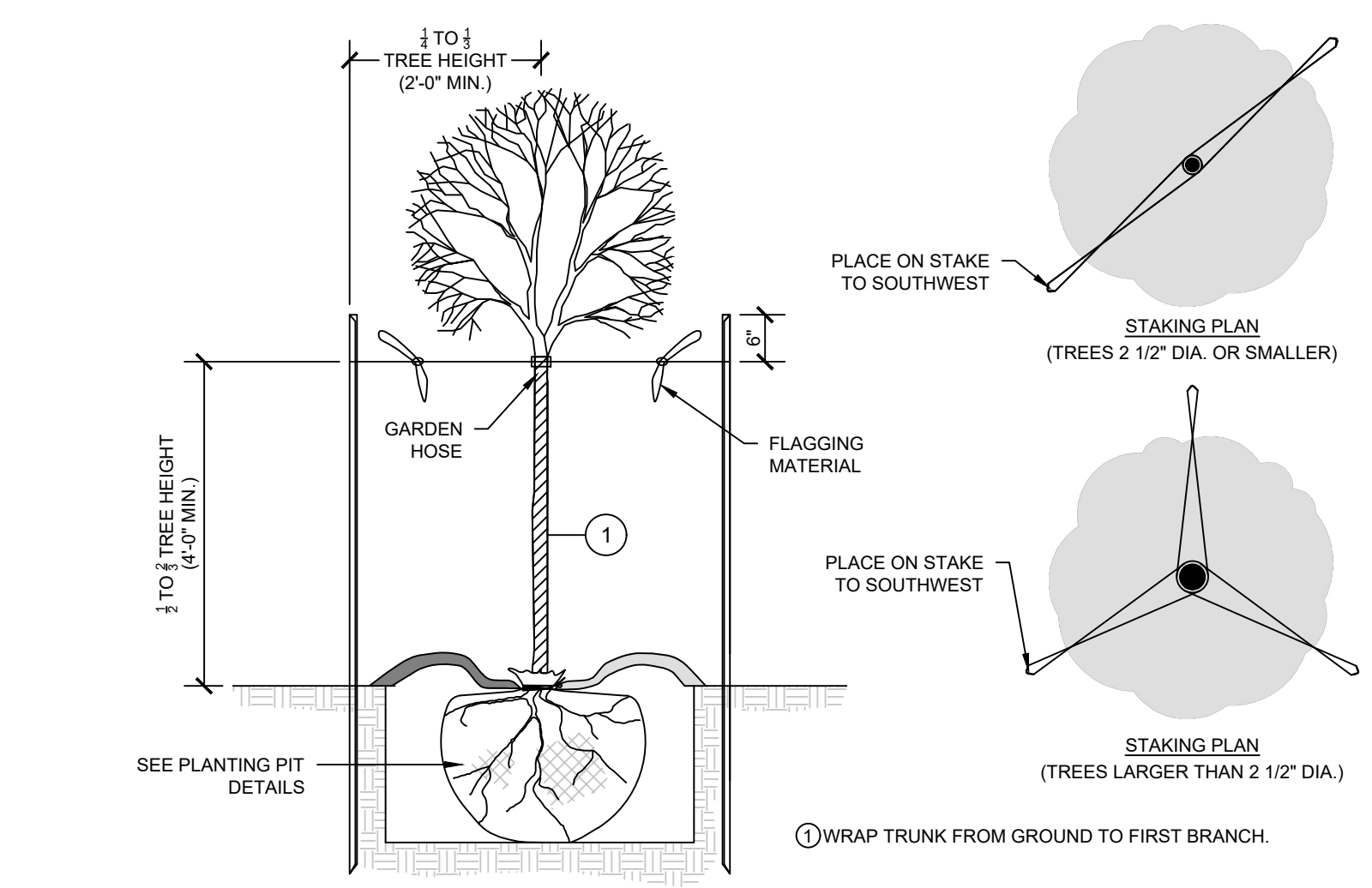
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1
C700
PLANTING PIT DETAILS
NO SCALE



2
C700
DECIDUOUS TREES STAKING DETAIL
NO SCALE

PLANTING PLAN GENERAL NOTES

- A. UTILITY WARNING:
THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORDS OBTAINED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED.
- B. NOTIFY UTILITY OWNERS PRIOR TO BEGINNING ANY CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXISTENCE, EXACT LOCATION AND DEPTH OF ALL UTILITIES. AVOID DAMAGE TO UTILITIES AND SERVICES DURING CONSTRUCTION. ANY DAMAGE DUE TO THE CONTRACTOR'S CARELESSNESS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. COORDINATE AND COOPERATE WITH UTILITY COMPANIES DURING CONSTRUCTION.
- C. ALL PLANT MATERIAL SHALL AT LEAST MEET MINIMUM REQUIREMENTS SHOWN IN THE "AMERICAN STANDARDS FOR NURSERY STOCK" (ANSI Z60.1-LATEST EDITION).
- D. CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF INSTALLATION.

PLANTING PLAN CONSTRUCTION NOTES

1. PROVIDE A MINIMUM 3-FOOT PERIMETER RING AROUND ALL TREES AND VERTICAL CUT NATURAL EDGE TO A DEPTH OF 4-INCHES.
2. SEED ALL AREAS DISTURBED BY CONSTRUCTION WITH TYPE 1 SUDAS PERMANENT LAWN SEED MIX, UNLESS NOTED OTHERWISE.
3. PROVIDE DETENTION BASIN SEED MIX AS PROVIDED BY PRAIRIE MOON NURSERY. WWW.PRAIRIEMOON.COM, 32115 PRAIRIE LANE, WINONA, MN 55987, OR APPROVED EQUAL. SEEDING RATE: 11.48 LBS/ACRE. INSTALL AS PER SUDAS SPECIFICATIONS 9010 SEEDING.

PLANTING PLAN REQUIREMENTS

LANDSCAPE REQUIREMENTS AND CALCULATIONS:
(AS PER CITY OF AMES SITE PLAN OPEN SPACE AND LANDSCAPING REQUIREMENTS)

STREET TREE PLANTING REQUIREMENTS:

TREES SHALL BE PLANTED IN ACCORDANCE TO THESE REQUIREMENTS:

- TREES SHALL BE PLANTED AT 30 TO 50 FEET SPACING ON CENTER. THIS SPACING MAY BE ADJUSTED AS A RESULT OF DRIVE OPENINGS, UNDERGROUND UTILITY SERVICES, STREET LIGHT PLACEMENT, AND OTHER POSSIBLE OBSTRUCTIONS.
- TREES SHALL NOT BE LOCATED CLOSER THAN 2-1/2 FEET TO THE BACK OF CURB OR THE SIDEWALK LINE.
- TREES SHALL NOT BE PLANTED CLOSER THAN 30 FEET FROM THE CORNER AT INTERSECTIONS AND SHALL NOT BE CLOSER THAN 20 FEET TO THE INTERSECTION OF THE FRONT AND SIDE LOT LINE ON A CORNER LOT.
- TREES SHALL NOT BE LOCATED CLOSER THAN 10 FEET TO RESIDENTIAL DRIVEWAYS.
- TREES SHALL NOT BE LOCATED CLOSER TO A STREET LIGHT POLE THAN THE DISTANCE OF THE SPREAD OF THE TREE AT MATURITY.

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE
TREES					
AA	1	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	1.5" Cal.	B&B
GL	5	Gleditsia triacanthos inermis 'Skycolor'	Skyline® Honey Locust	1.5" Cal.	B&B
QB	6	Quercus bicolor	Swamp White Oak	1.5" Cal.	B&B
EVERGREEN TREES					
PF	3	Picea pungens 'Fat Albert'	Fat Albert Colorado Spruce	6' Ht.	B&B

HARRISON POINTE

PLANTING PLAN

SNYDER & ASSOCIATES, INC. I



Project No: 125.0448.01
Sheet C700

AMES, IOWA

2727 S.W. SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

PER CITY COMMENTS	DATE	BY
2	01-02-26	CNC
1	12-30-25	CNC
MARK	REVISION	DATE
Engineer: JAL	Checked By: JAL	Scale: 1" = 30'
Technician: CNC	Date: 12-19-2025	T-R-S: TTN-RRW-SS
Sheet C700		

HARRISON POINTE

PRELIMINARY PLAT-2025

AMES, IOWA

2727 S.W. SNYDER BLVD
ANKENY, IOWA 50023

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SSOCIATES, INC.

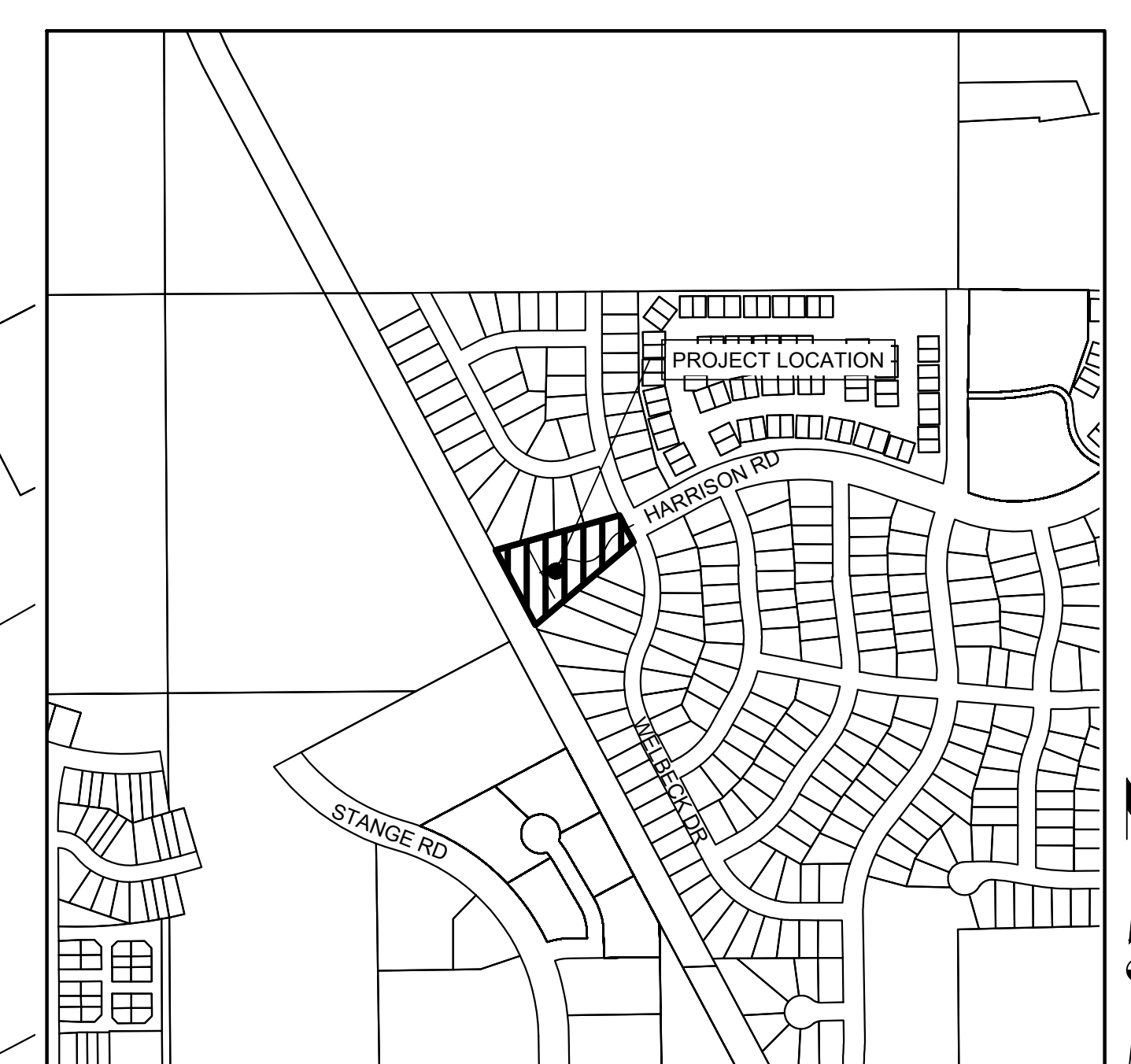


SNYDER
& ASSOCIATES

Project No: 125.0448.01

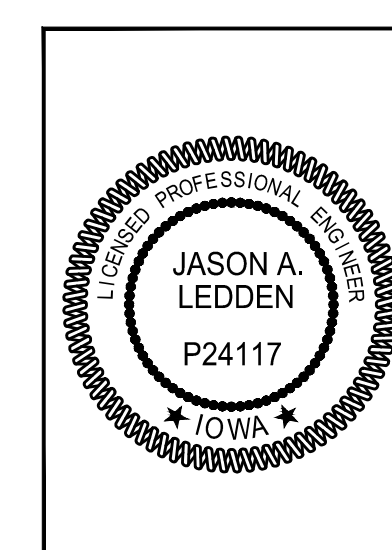
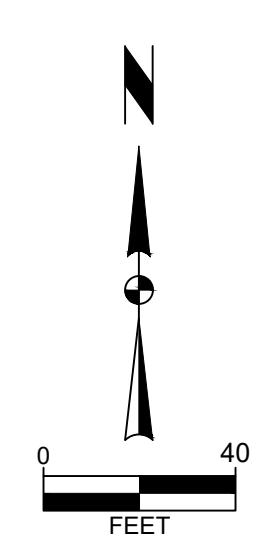
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SEPTEMBER 25, 2025



MINIMUM LOT AREA:	2,000 SF
FRONT SETBACK:	20'
SIDE SETBACK:	4'
REAR EXTERIOR SETBACK:	20'
MINIMUM FRONTAGE:	24'
MAXIMUM BUILDING HEIGHT:	40' OR 3 STORIES WHICHEVER IS LOWER

1. WENGERT, MARK W & KAJSKA K
4115 CRESTMOOR AVE
AMES IA 50010-4071
2. WAITE PROPERTIES IA LLC
4321 CARTIER AVE
AMES IA 50014
3. ELLINGSON, JASON M & AMANDA M
4017 CRESTMOOR AVE
AMES IA 50010-4071
4. MYERS, DWAYNE
4103 CRESTMOOR AVE
AMES IA 50010-4071
5. ALLEN, JILL L
4011 WELBECK DR
AMES IA 50010
6. KACERICE, TROY KENWADE & JENNIFER LYNN
3917 WELBECK DR
AMES IA 50010-4077
7. OMMAID, NAJIAH & ABDUL
3911 WELBECK DR
AMES IA 50010
8. STEIBEL, JUAN PEDRO
3905 WELBECK DR
AMES IA 50010-4077
9. CHICAGO & NORTHWESTERN TRANS CO
1400 DOUGLAS ST STOP 1640
OMAHA NE 68179-1001



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Jason A. Ledden, P.E. Date _____
License Number P24117
My License Renewal Date is December 31, 2026
Pages or sheets covered by this seal:
C100 - C101

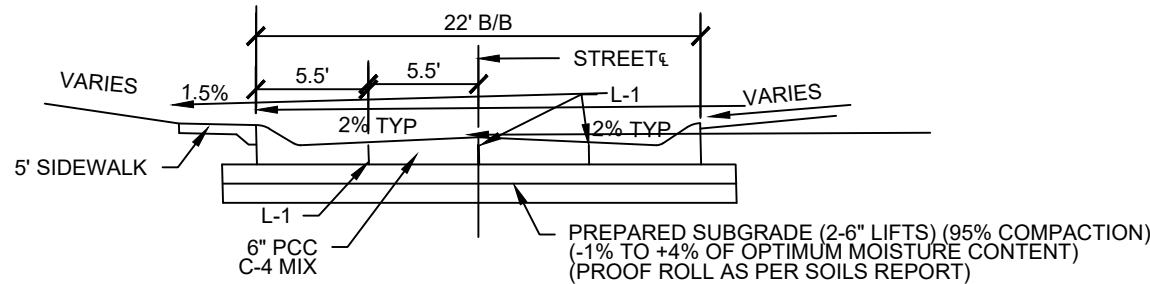
V:\Projects\2025\125.0448\125.0448.DWG CHAD CONLEY, PRELIMINARY PLAT - DIMENSION PLAN, 2/25/2025, 4:27 PM, AND FULL BLEED 0.14.00 X 22.00 INCHES)

1
C101

SLOPED PAVEMENT ROLLED CURB
PRIVATE DRIVE

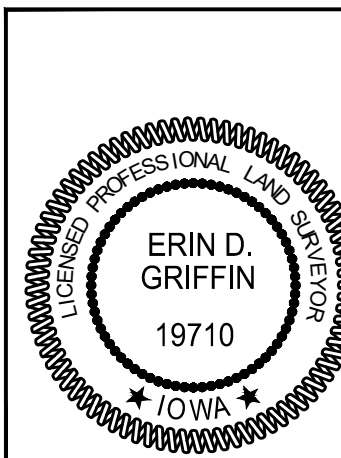
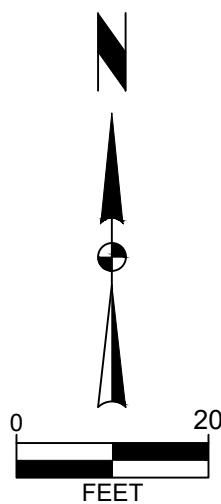
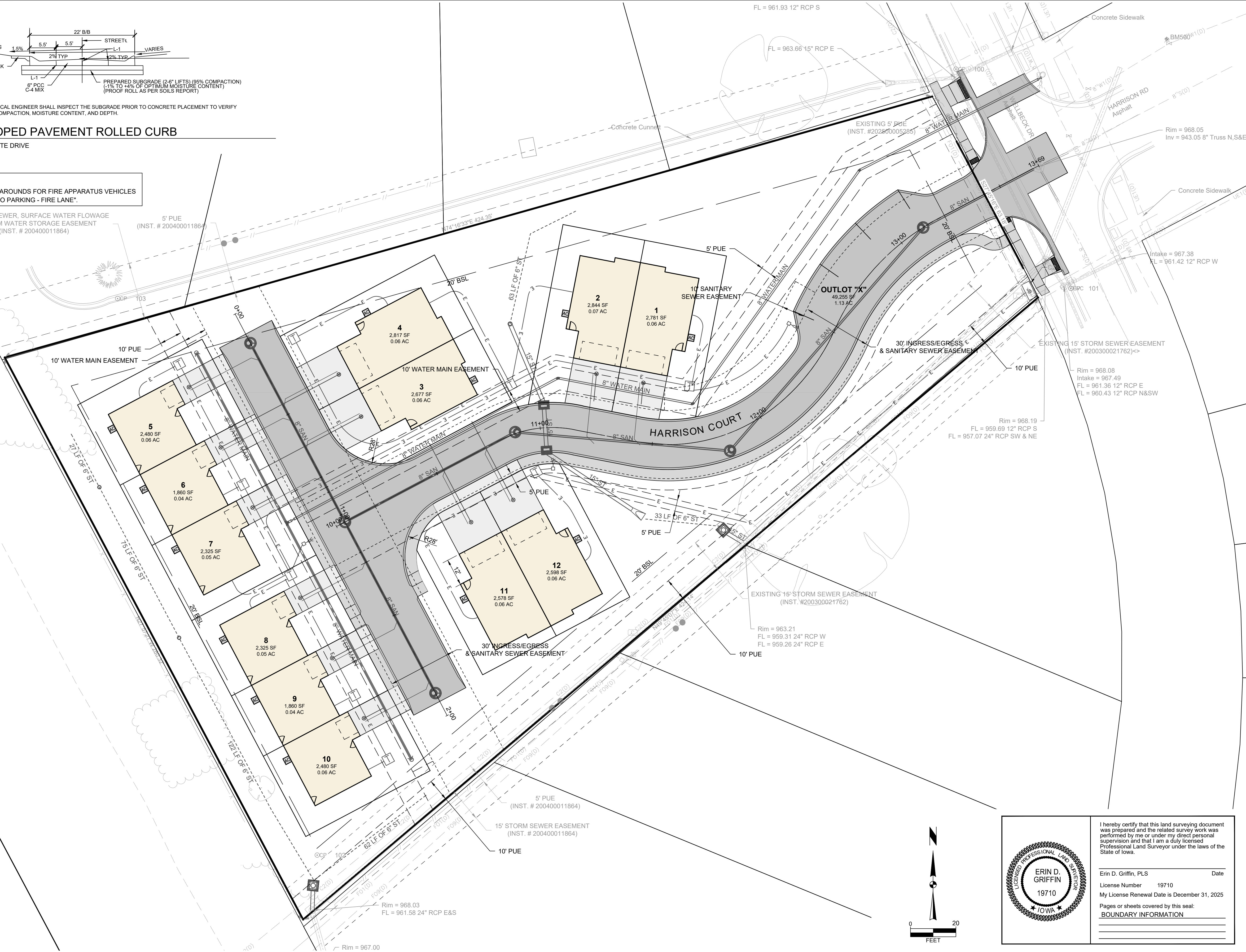
NOTES
ALL REQUIRED TURNAROUNDS FOR FIRE APPARATUS VEHICLES
SHALL BE POSTED "NO PARKING - FIRE LANE".

NOTE:
A GEOTECHNICAL ENGINEER SHALL INSPECT THE SUBGRADE PRIOR TO CONCRETE PLACEMENT TO VERIFY
SUBGRADE COMPACTION, MOISTURE CONTENT, AND DEPTH.



25' STORM SEWER, SURFACE WATER FLOWAGE
& STORM WATER STORAGE EASEMENT
(INST. # 200400011864)

5' PUE
(INST. # 200400011864)



I hereby certify that this land surveying document
was prepared and the related survey work was
performed by me or under my direct personal
supervision and that I am a duly licensed
Professional Land Surveyor under the laws of the
State of Iowa.

Erin D. Griffin, PLS Date
License Number 19710
My License Renewal Date is December 31, 2025
Pages or sheets covered by this seal:
BOUNDARY INFORMATION

HARRISON POINTE

PRELIMINARY PLAT - DIMENSION PLAN

AMES, IOWA

SNYDER & ASSOCIATES, INC. I



Project No: 125.0448.01

Sheet C101

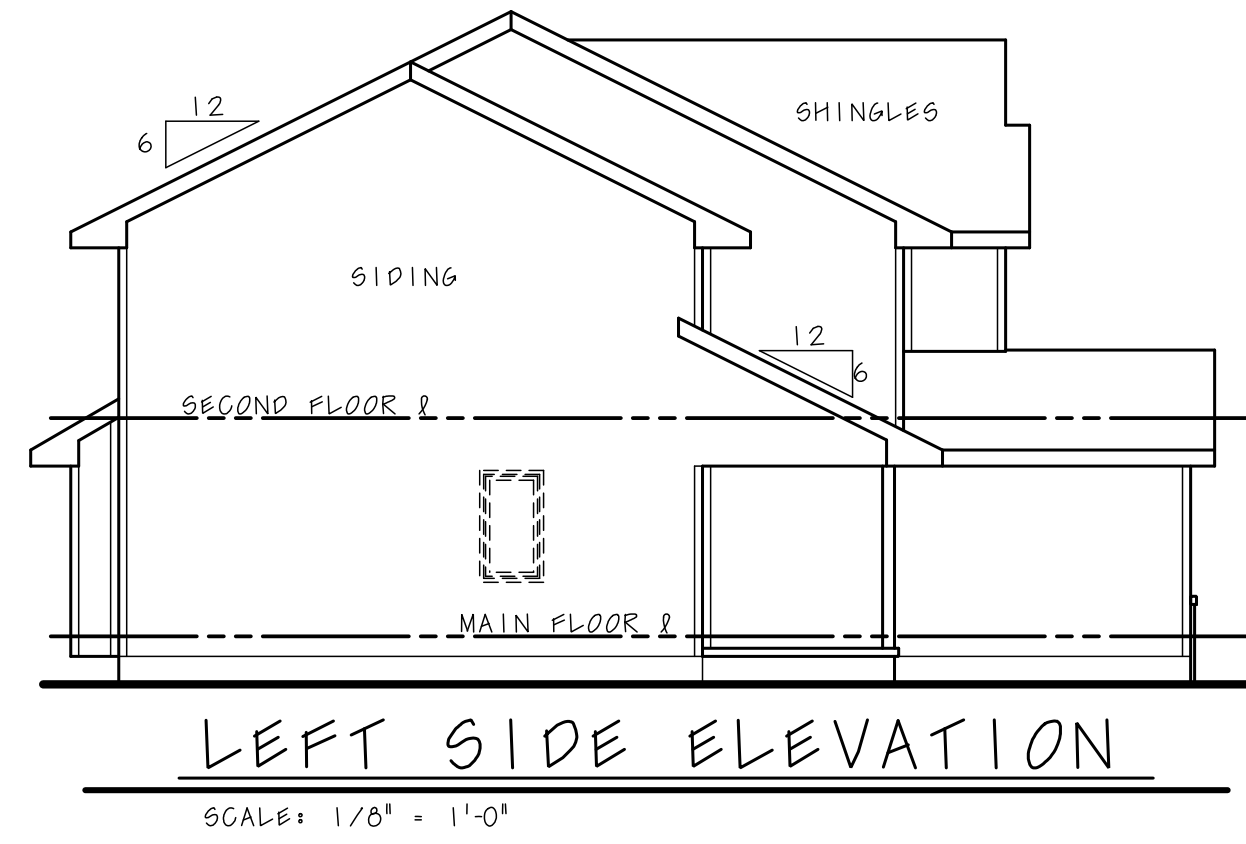
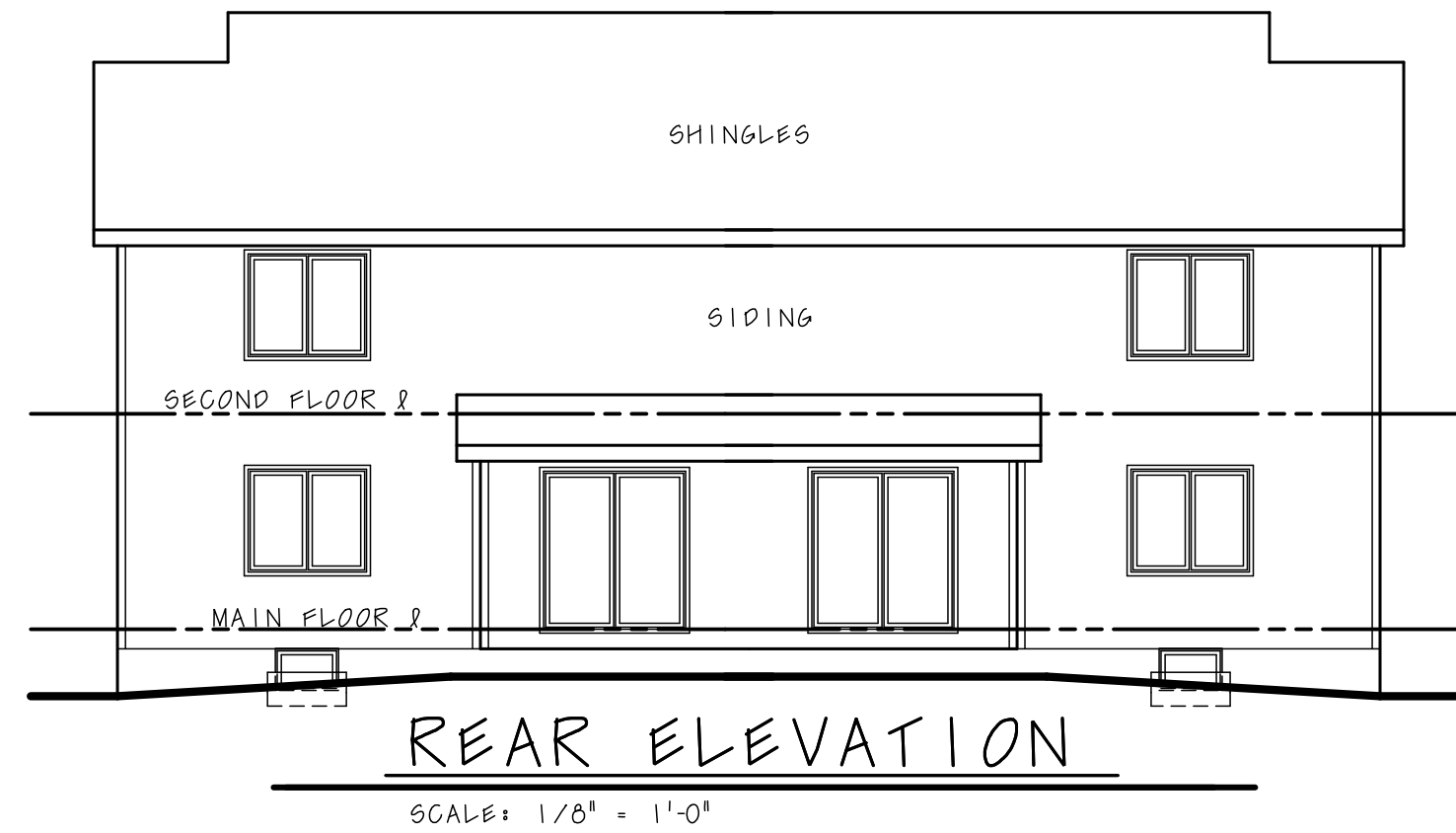
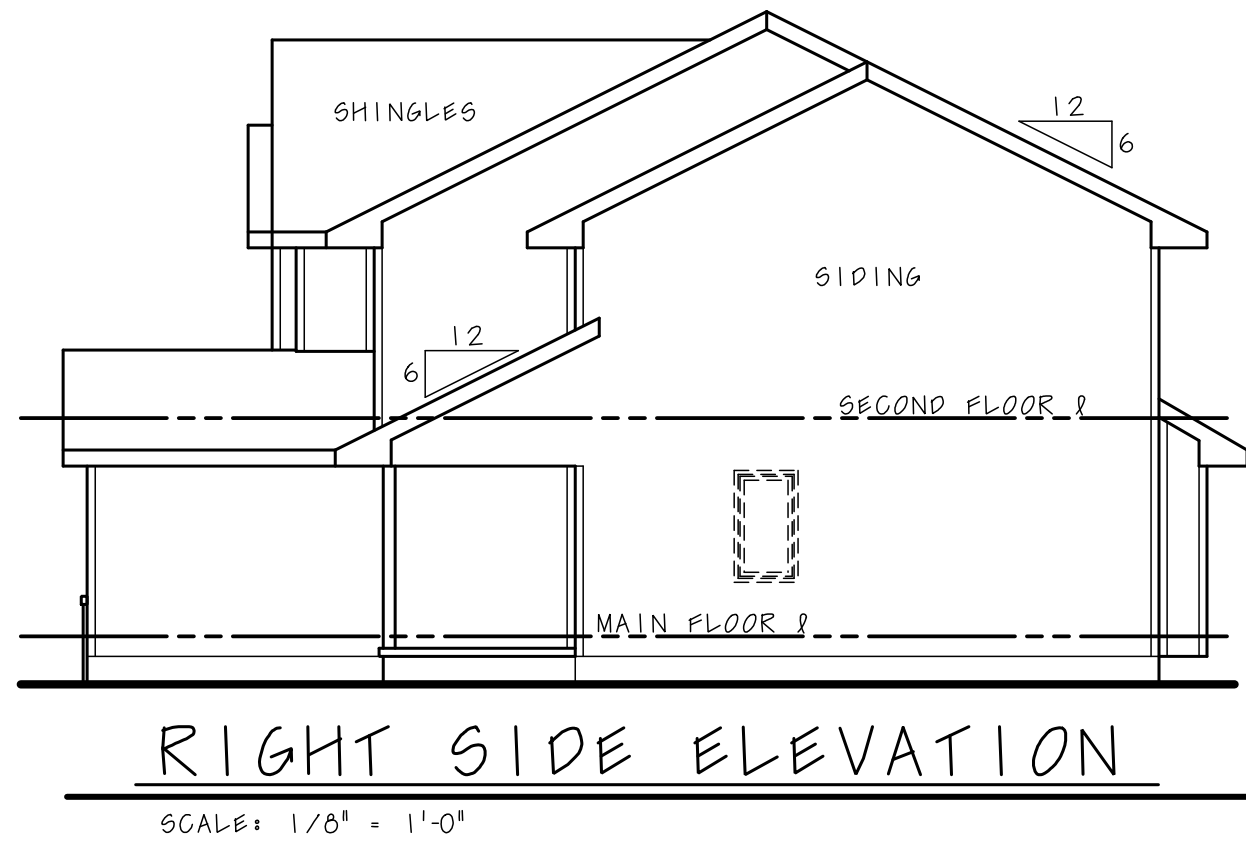
MARK	REVISION	DATE	BY
3	AS PER CITY COMMENTS	12-19-25	CMC
2	AS PER CITY COMMENTS	12-09-25	CJH
1	AS PER CITY COMMENTS	11/24/25	CJH
1	DATE	11-17-2025	BY
1	Checked By: JAL	11-17-2025	Scale: 1" = 20'
1	Engineer: CMC	11-17-2025	T-R-S: TTN-RRW-SS

Project No: 125.0448.01

Sheet C101

2727 S.W. SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

Attachment E
Architectural Plans



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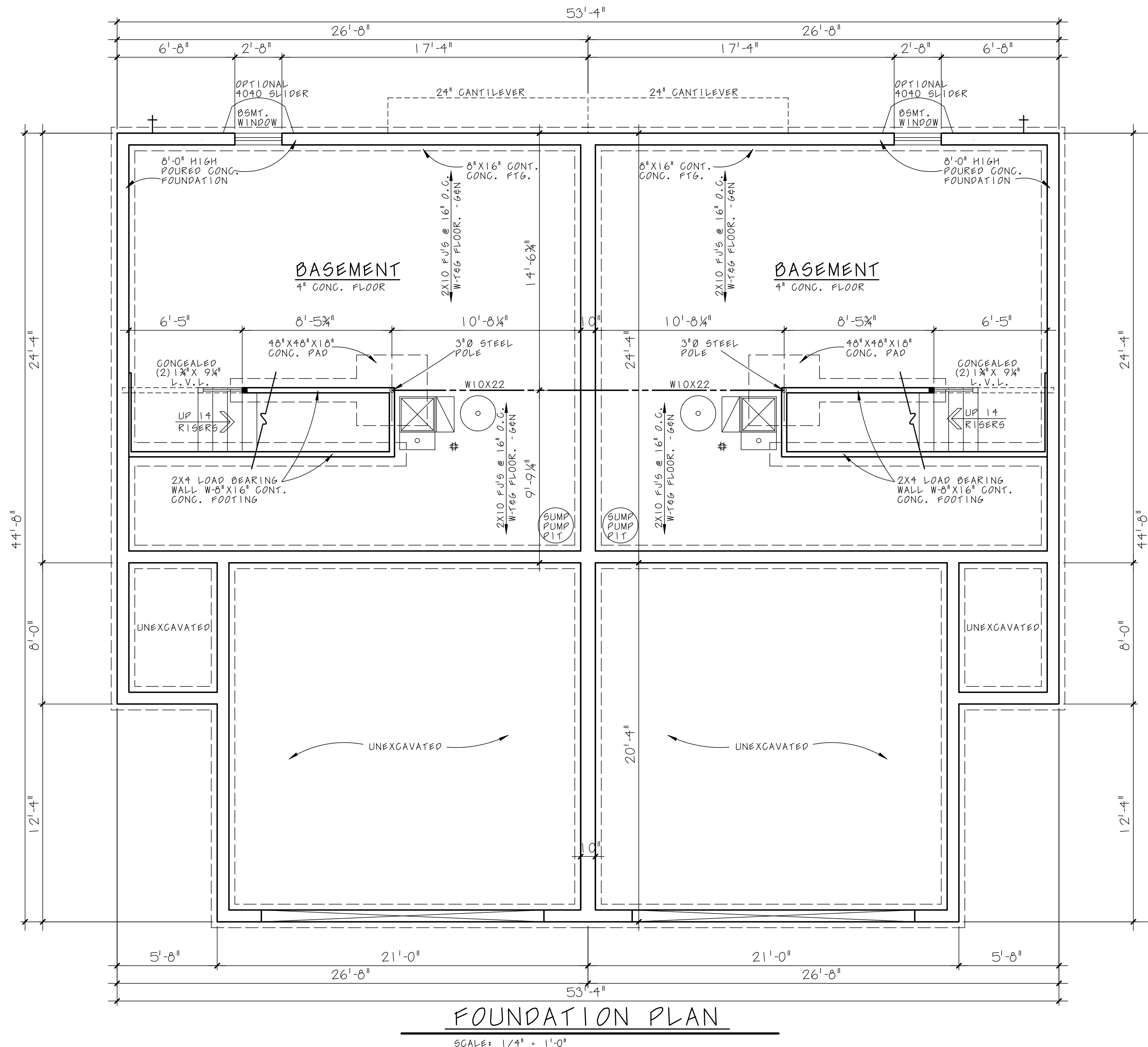
Omaha, Nebraska
1-800-947-7526
WWW.DESIGNBASICS.COM

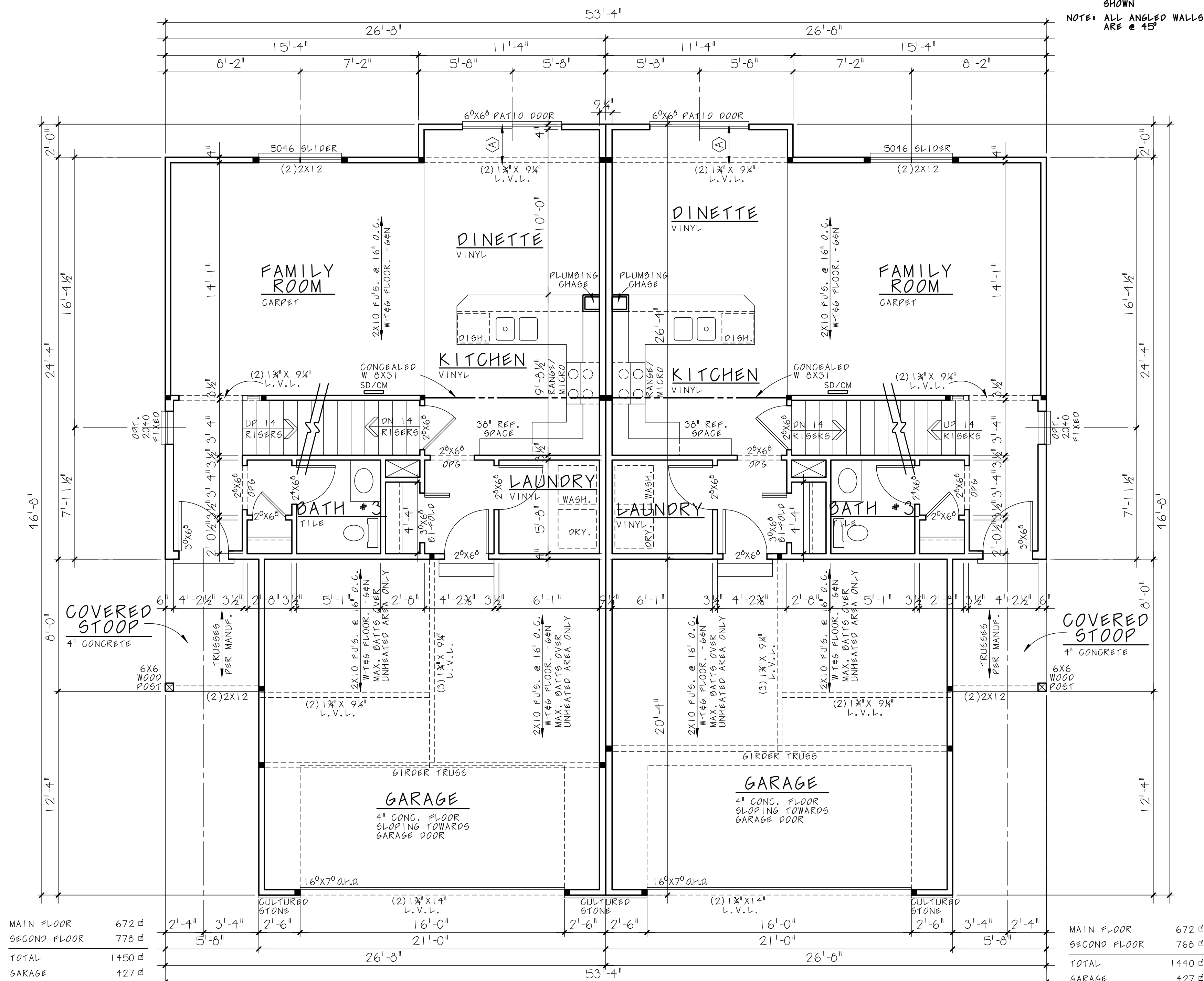
CC-108492
97092
BETTER LIVING

Plan No.

Sheet No.

2





NOTE: ALL MAIN FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE

NOTE: ALL EXTERIOR WALLS ARE 4" (3 1/2" STUD + 1/2" SHEATHING) ALL INTERIOR WALLS ARE 3 1/2" UNLESS OTHERWISE SHOWN

NOTE: ALL ANGLED WALLS ARE @ 45°

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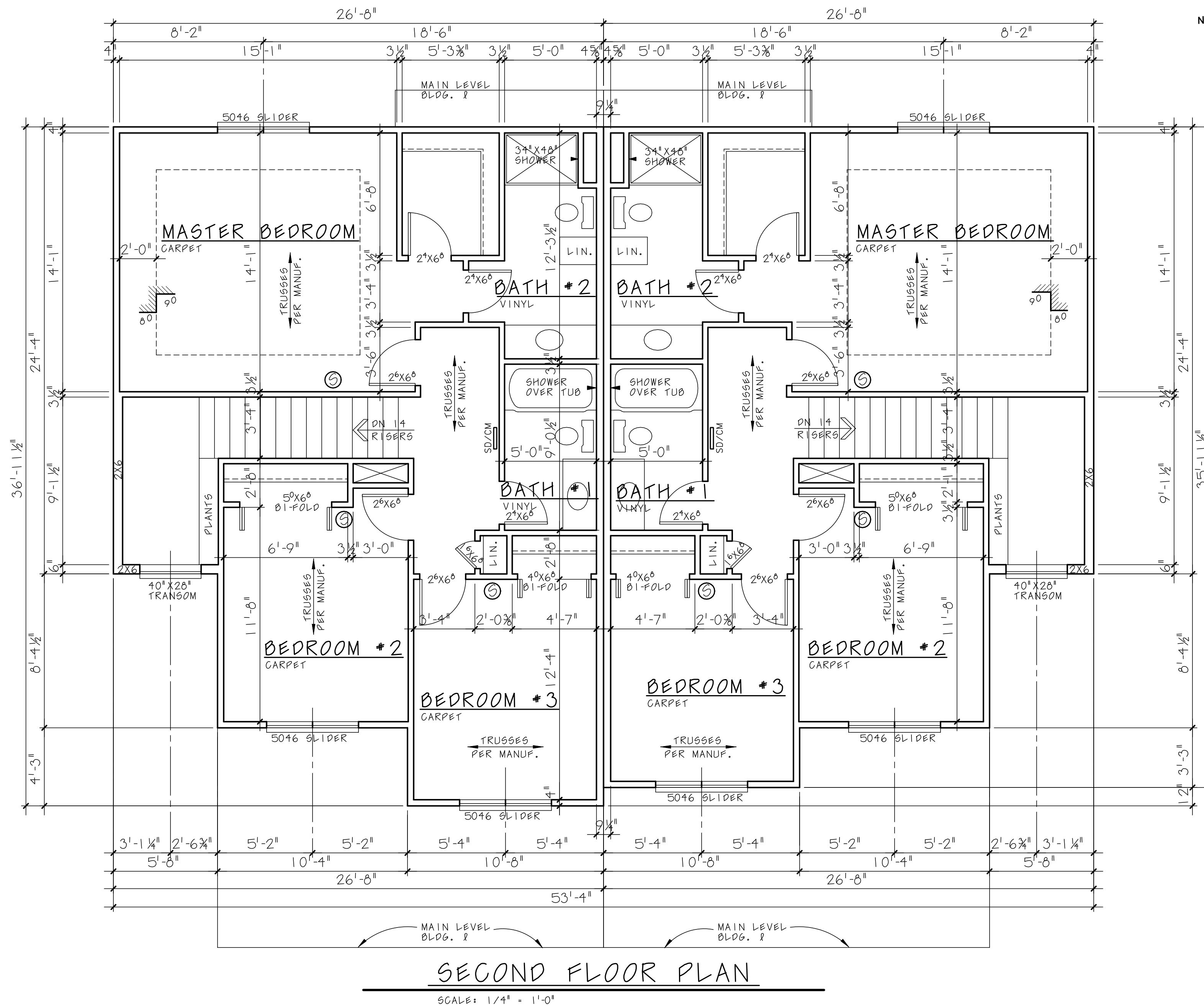
Omaha, Nebraska
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97092
BETTER LIVING

Plan No.

Sheet No.

5



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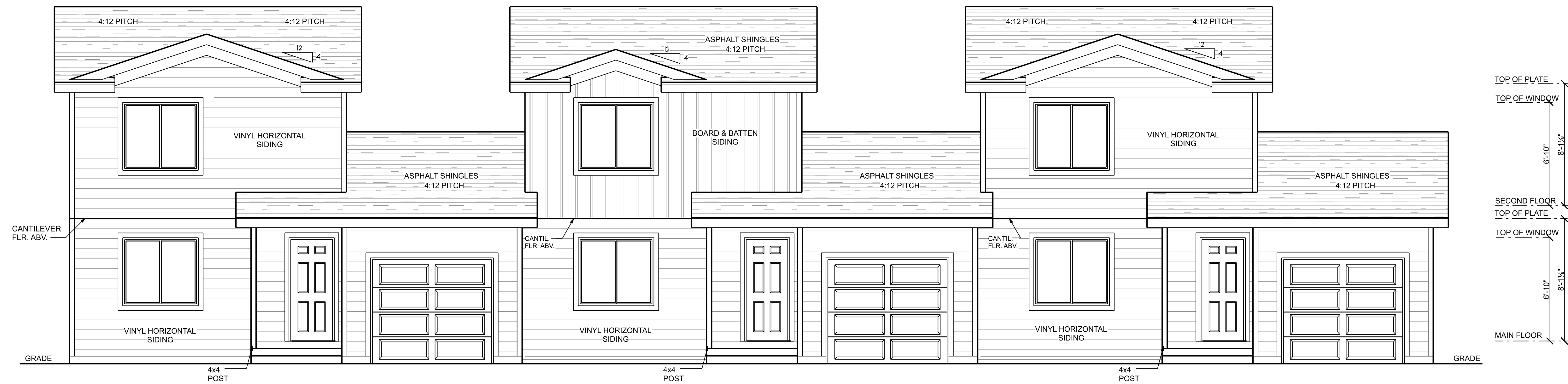
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97092
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Plan No.

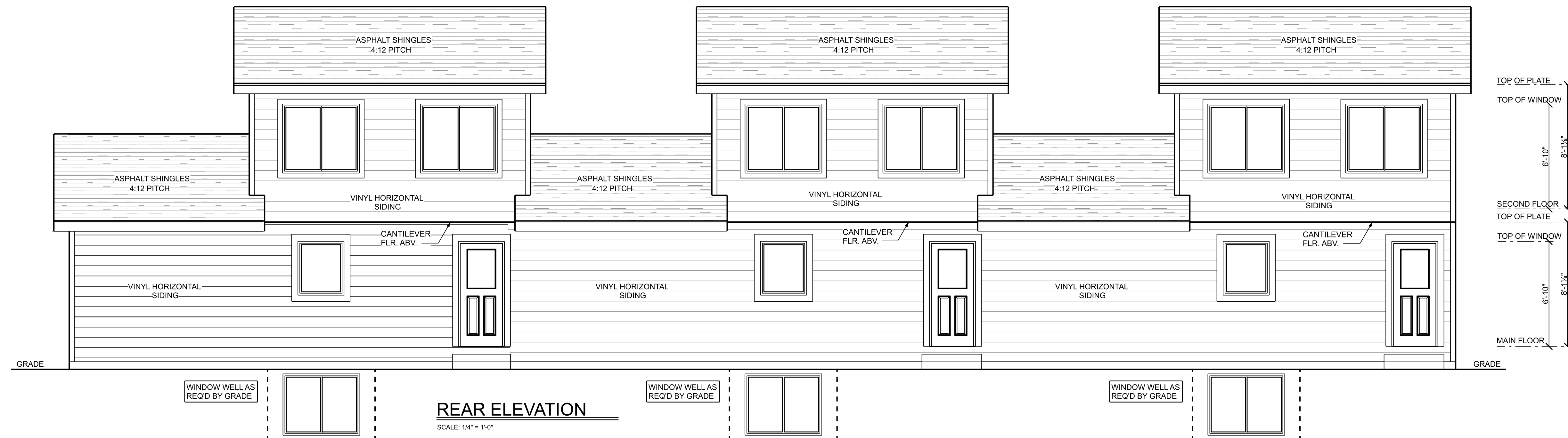
Sheet No.

6



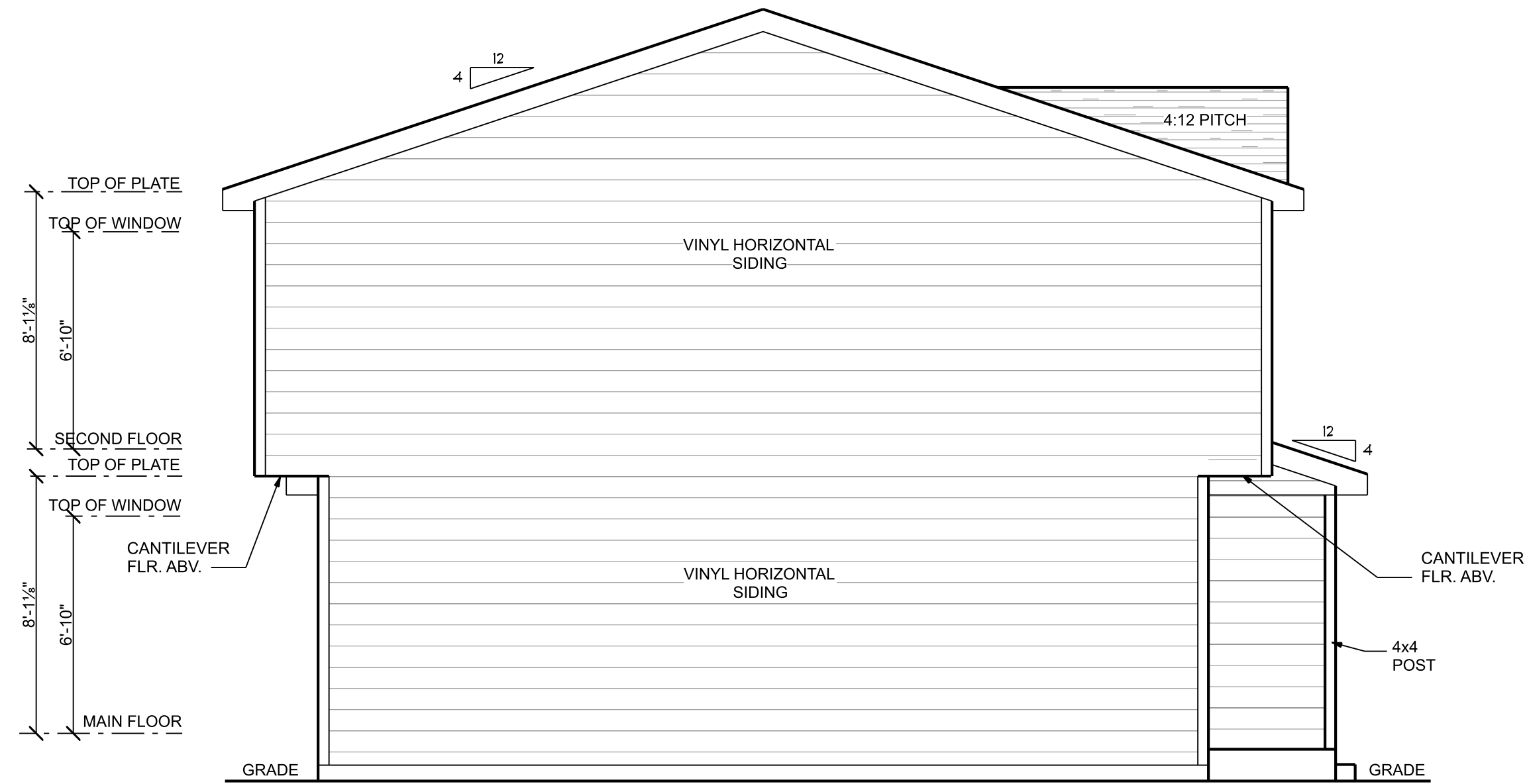
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



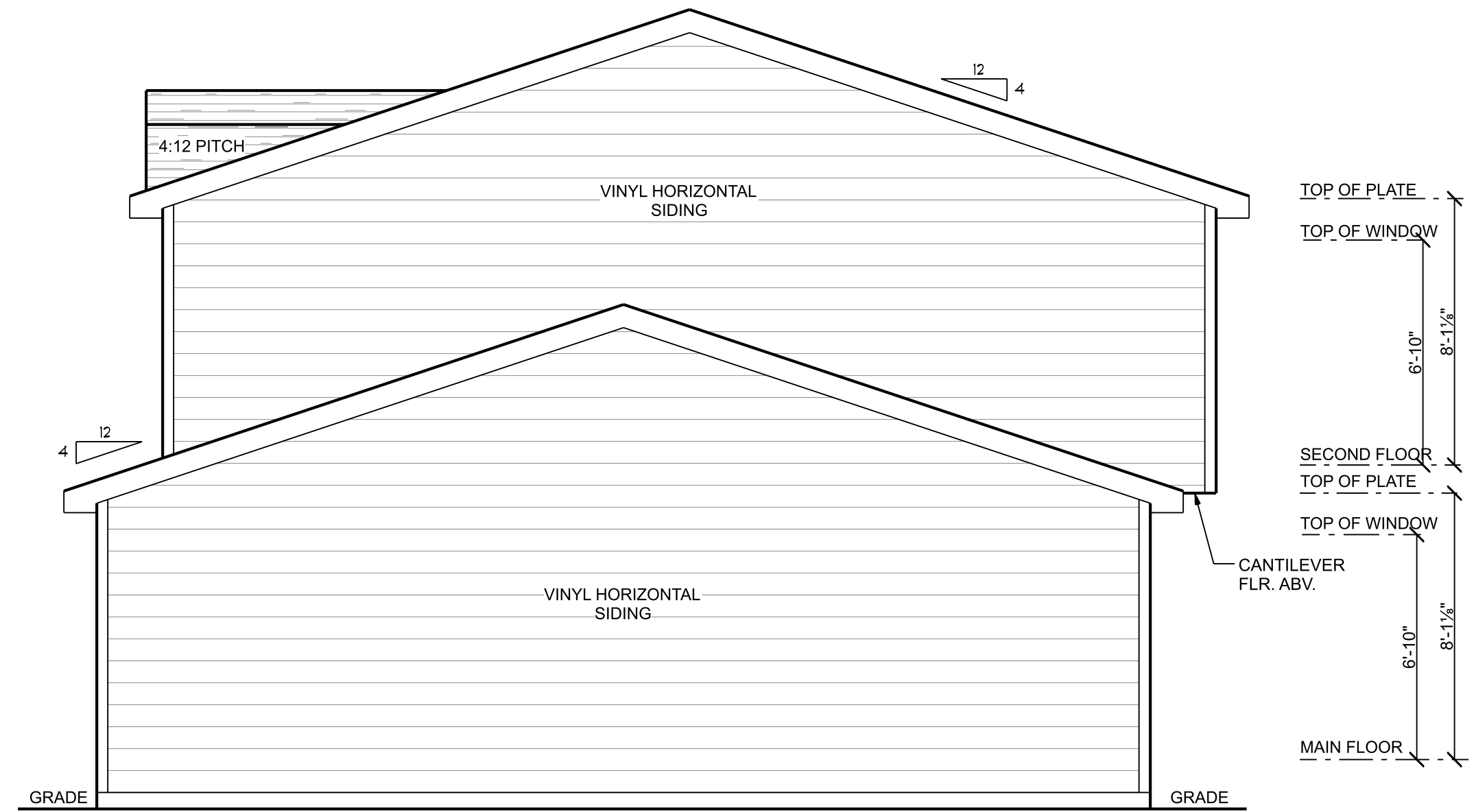
REAR ELEVATION

SCALE: 1/4" = 1'-0"



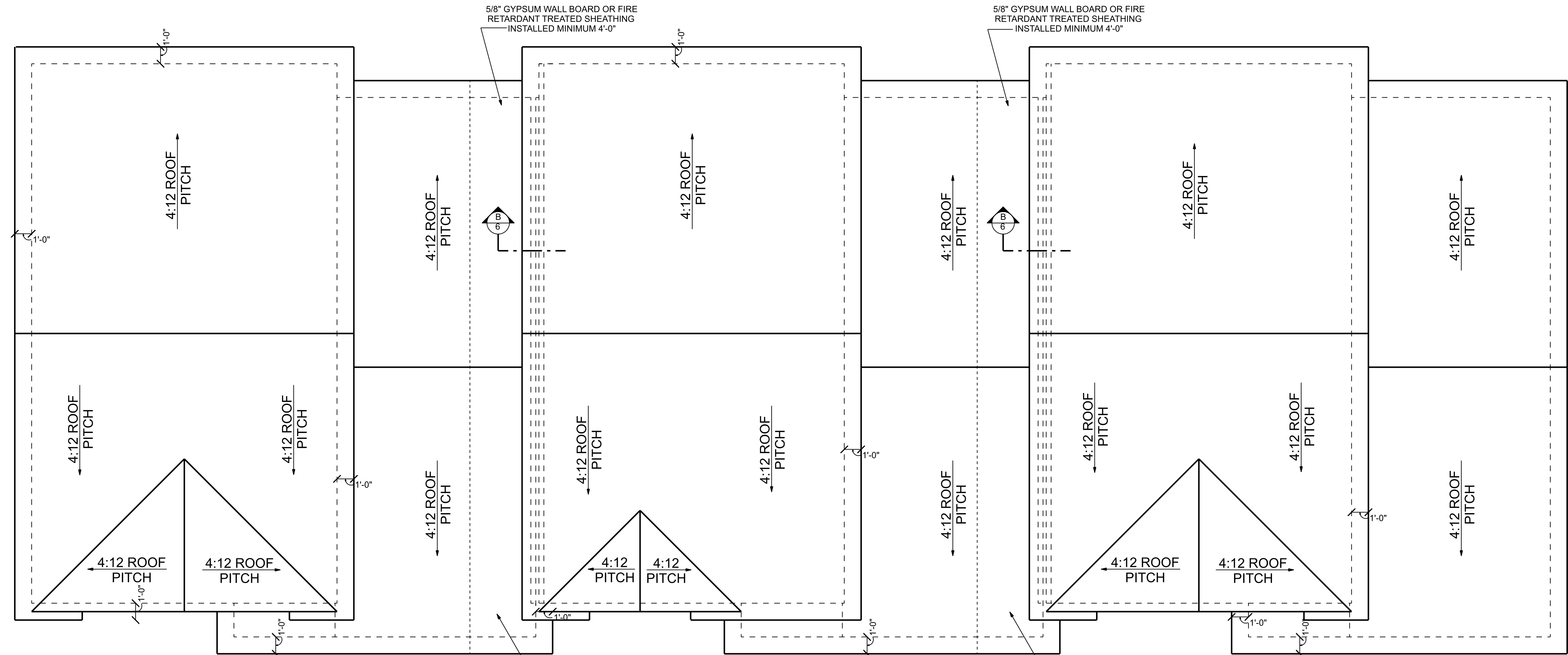
LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

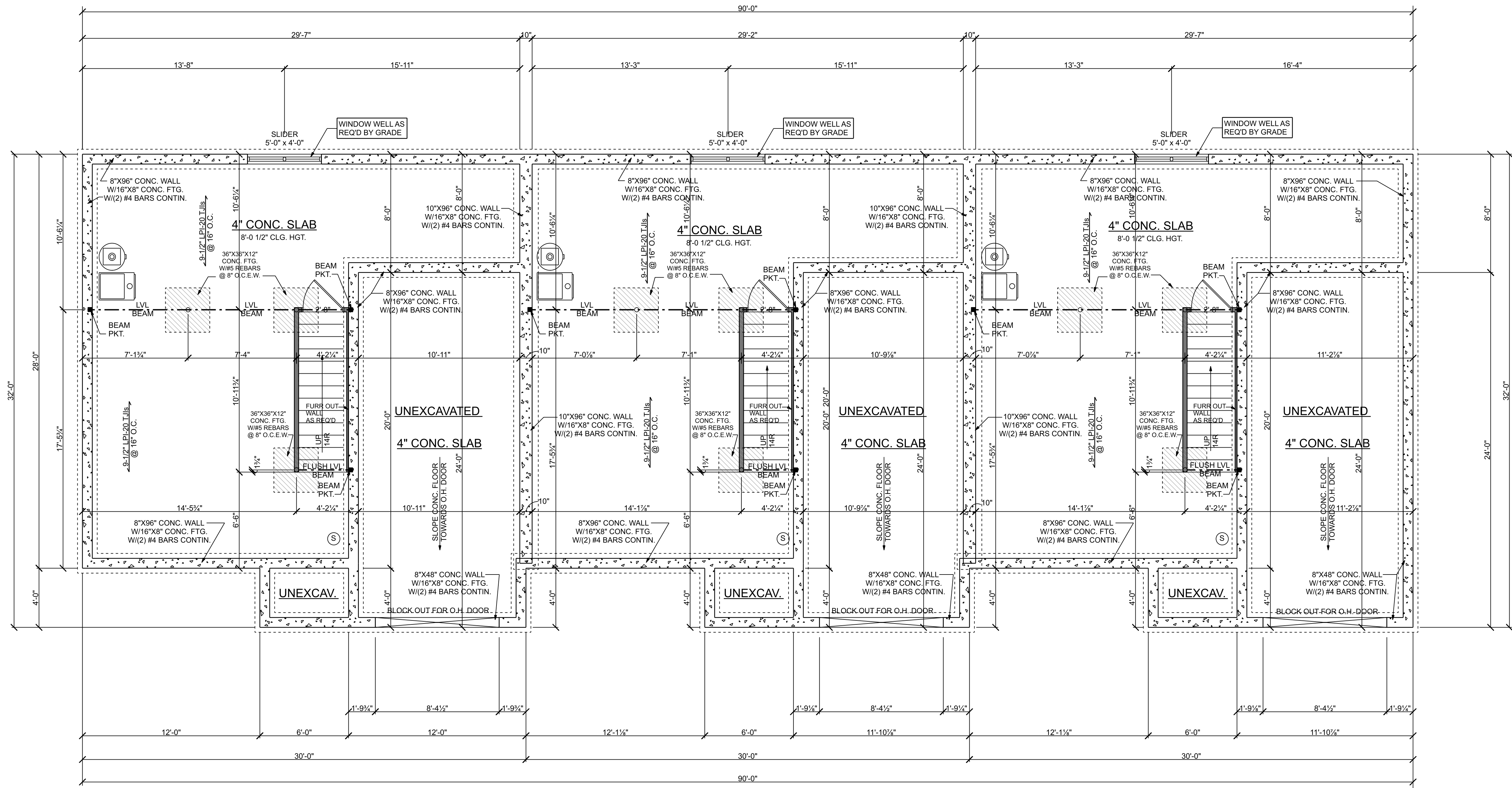
SCALE: 1/4" = 1'-0"



ROOF PLAN

SCALE: 1/4" = 1'-0"

NOTE:
TRIPLE PLATE ADDED ON
TOP OF FOUNDATION.
(1) TREATED PLATE &
(2) NON-TREATED PLATES.

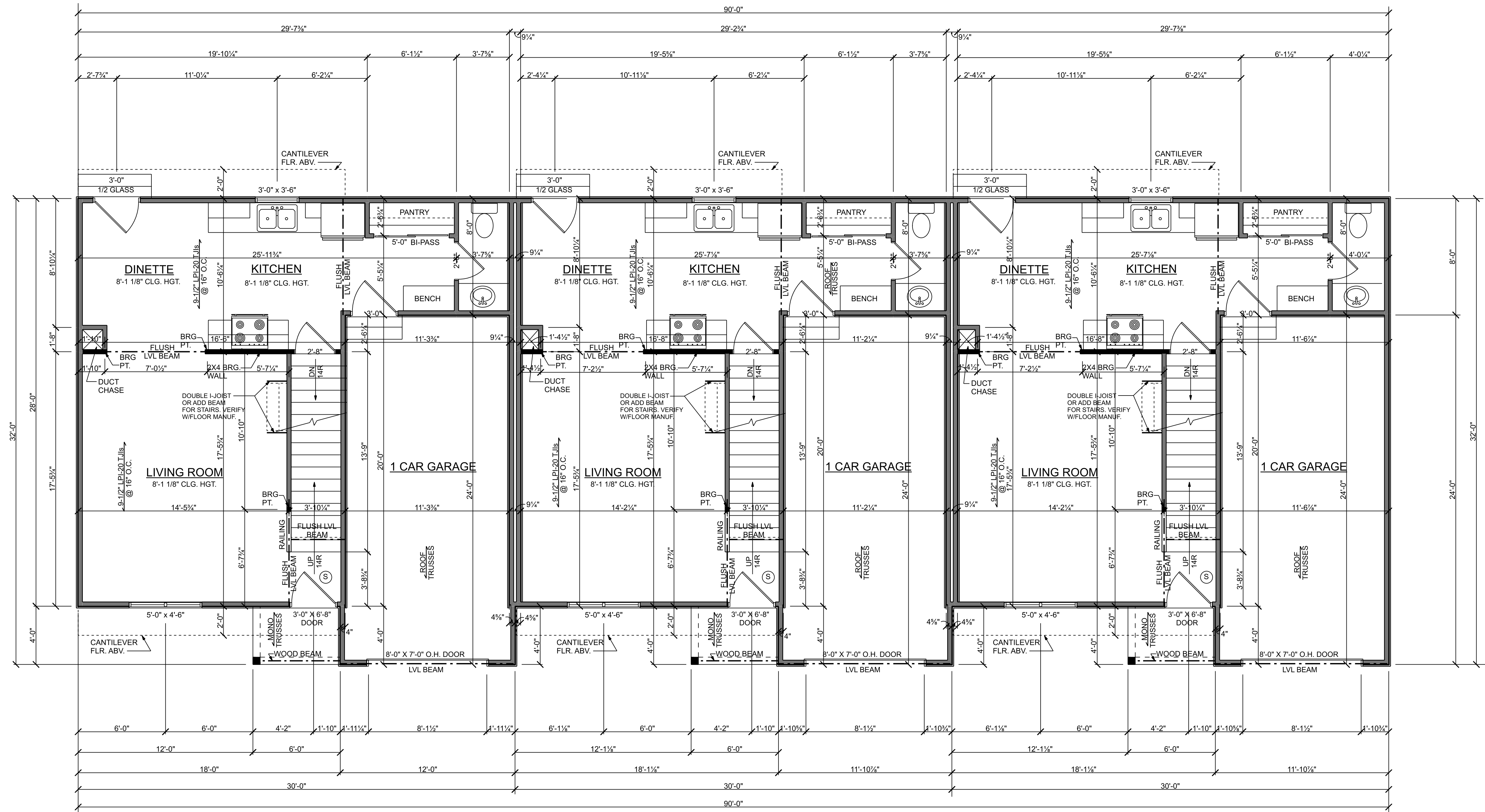


LOWER LEVEL PLAN
SCALE: 1/4" = 1'-0"

NOTE:
VERIFY LOCATIONS
FOR SUMP PITS W/
CONTRACTOR

NOTE:
TRIPLE PLATE ADDED ON
TOP OF FOUNDATION.
(1) TREATED PLATE &
(2) NON-TREATED PLATES.

FOUNDATION NOTES:
1. 8'-0 1/2" CEILING HEIGHT/UNLESS NOTED
2. ALL EXTERIOR WALLS 2X6'S @ 16" O.C. (UNLESS NOTED)
3. SLIDER WINDOWS (UNLESS NOTED).



MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"

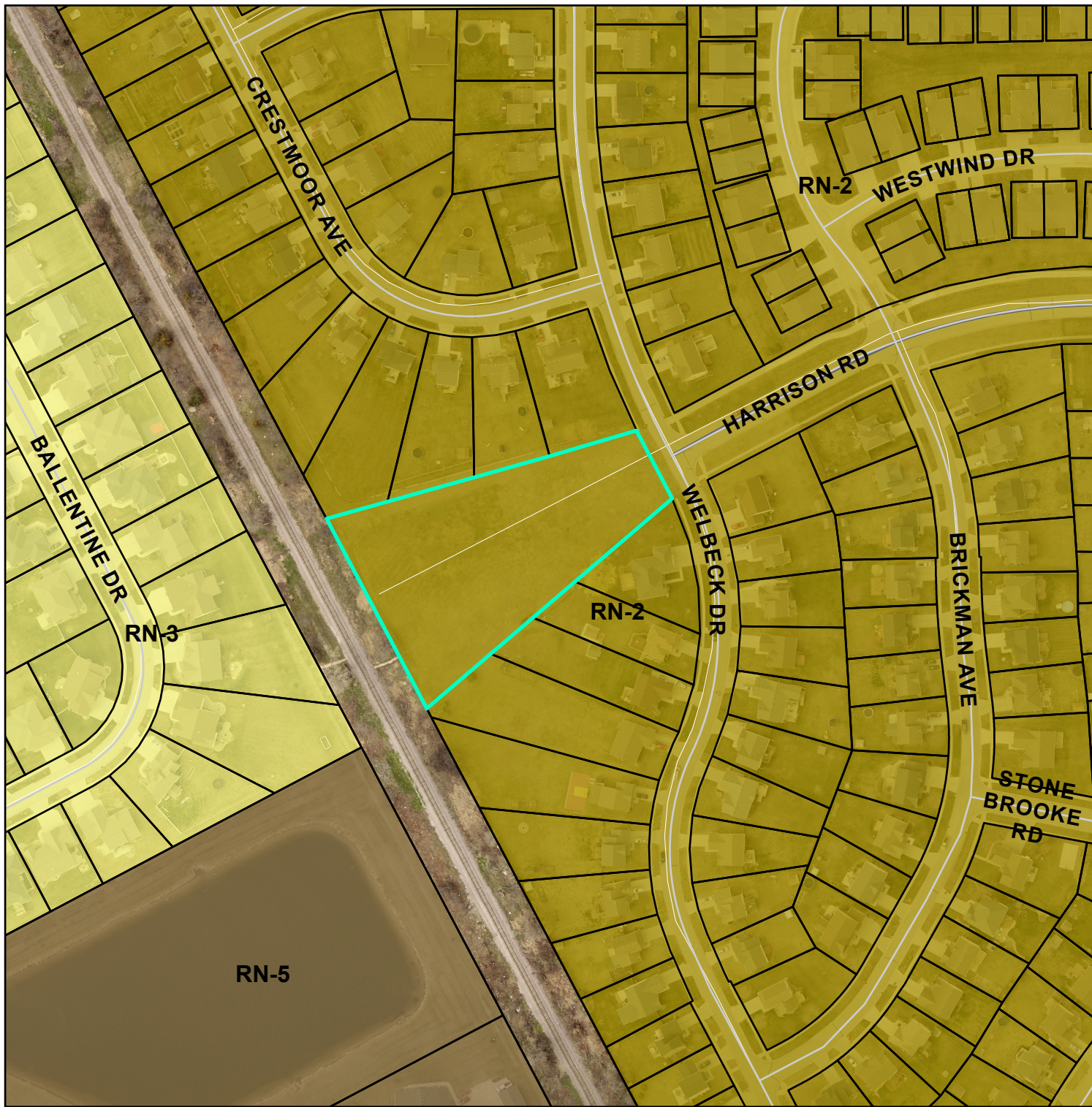
UNIT 'A'
MAIN FLOOR:
606 SQ. FT.

UNIT 'B'
MAIN FLOOR:
605 SQ. FT.

UNIT 'C'
MAIN FLOOR:
605 SQ. FT.

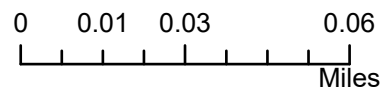
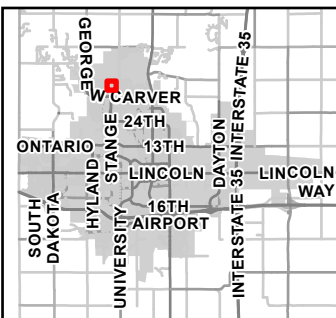
- MAIN FLOOR NOTES:
- 1. 8'-1 1/8" WALL HEIGHT/UNLESS NOTED
 - 2. ALL EXTERIOR WALLS 2X4's @ 16" O.C. (UNLESS NOTED)
 - ALL INTERIOR WALLS 2X4's @ 16" O.C.
 - ALL GARAGE WALLS 2X4's @ 16" O.C.
 - 3. SLIDER WINDOWS (UNLESS NOTED).

Attachment F - Future Land Use Map



Legend

-  Subject Property
 -  Parcels
 -  Residential Neighborhood 3 - Expansion (RN-3)
 -  Residential Neighborhood 5 - Multi-family (RN-5)
 -  Residential Neighborhood 2 - Established (RN-2)
- Ames Plan 2040 Future Land Use Designations



LAND USE: CATEGORIES

Residential Neighborhood 2 (RN-2: Established)

- » Typically, mid- to late-20th century through 21st century development.
- » Completely built-up except for infill sites.
- » Mostly but not exclusively single-family, with some attached and small-scale multi-family.
- » Relatively large single-use blocks, beginning of suburban type development patterns.
- » Variety of lot and single-family home sizes.

- » Common pattern of automobile-oriented design with front-loaded garages.
- » Breaks the fine-scale grid with larger blocks and curvilinear streets, cul-de-sacs and loops.
- » Some sidewalk discontinuity, with some internal pathways and cluster development.
- » Limited or no transit access.
- » Includes some Planned Developments with unique design features.

APPLICABLE EXISTING ZONING CATEGORIES

- » RL Residential Low-Density
- » RM Residential Medium-Density
- » F-PRD Planned Residence District
- » RLP Residential Low-Density Park

GOALS

- » Conservation of general neighborhood character and structural conditions.
- » Target maximum gross density in the range of 6 units/acre, except in multi-family clusters.



DEVELOPMENT GUIDELINES

- » Maintain character of single-family residential blocks.
- » Limit infill location for attached units and townhome developments to areas adjacent or near existing attached units and public space.
- » On infill sites, use scale and design to respect context.
- » Small-scale office and commercial uses with limited traffic generation that preserve residential scale along avenues, mixed use avenues, and thoroughfares.
- » Recognize street hierarchy and capacity when considering changes in land use and transportation.
- » Allow common accessory functions, e.g., places of worship, and parks.
- » Support increased use of architectural features, such as porches, and quality building materials to enhance the visual appearance of properties and neighborhoods.

PUBLIC ACTIONS

- » Infrastructure rehabilitation where necessary.
- » Use urban environment enhancements such as neighborhood gateways, placemaking, traffic calming, and lighting to add aesthetic value.
- » Recognize increasing historic integrity of mid-century residential design.
- » Monitor neighborhood conditions and develop programs to support reinvestment in older neighborhoods.
- » Support transit service extensions to serviceable areas.
- » Improve pedestrian environment where necessary and upgrade bike route connectivity and wayfinding to complement trails.
- » Consider exception processes related to additions, garage placement, and accessory dwelling units, to support reinvestment in existing homes.
- » Use overlays and neighborhood plans to address specific areas with conservation and design guidelines to reflect the broad geographic diversity, lot sizes, and architectural styles.
- » Use design and character priorities in place of density for planned developments and small-site infill options.