

COMMISSION ACTION FORM

SUBJECT: REZONE PARCELS ON THE NORTH SIDE OF ONTARIO STREET ON EITHER SIDE OF SCHOLL ROAD FROM “S-GA” (SPECIAL PURPOSE GOVERNMENT / AIRPORT DISTRICT) TO “FS-RL” (FLOATING SUBURBAN – RESIDENTIAL LOW DENSITY) WITH A “PUD” PLANNED UNIT DEVELOPMENT OVERLAY AND MASTER PLAN/SITE DEVELOPMENT PLAN

BACKGROUND:

Hunziker Development Group, LLC and 574 Investments, LLC are requesting a rezoning from Special Purpose Government / Airport District (S-GA) to Floating Suburban Residential Low Density District (FS-RL) with a Planned Unit Development Overlay (O-PUD). The property is on the north side of Ontario Street, south of the Union Pacific Railroad tracks, west of Minnesota Avenue, and east of the homes on the east side of Garfield Avenue (Attachment A). The land is bisected by Scholl Road, a private road leading to the Applied Sciences Complex north of the site.

The land has never been developed and was formerly owned by Iowa State University. The land is 17.4 acres, including the Scholl Road area and planned right-of-way dedication for Ontario Road and Minnesota Avenue.

Earlier this year, ISU sold the subject land to the developers with the understanding that it would be developed for housing. Staff indicated early on that the City would not accept Scholl Road in its current condition and that it would need to be reconstructed and dedicated to the City if it were part of a development. The developers initially approached the City Council requesting development incentives related to the reconstruction of Scholl Road in support of a development targeted towards workforce housing. Council indicated support for considering the use of TIF to help with the cost of reconstructing Scholl Road.

The current zoning, S-GA, is intended for government use, including ISU. The proposed use of residential therefore necessitates a rezoning. The Future Land Use Map designates this land, and the ISU property north of the railroad tracks, Civic – University. In the Redirection section of the comprehensive plan, *Ames Plan 2040*, the development guidelines state: “[c]ivic or public land designations will require a Future Land Use Map amendment prior to rezoning for any use other than RN-3 with single-family zoning.” The RN-3 (Expansion) land use designation has as one of its applicable zoning districts FS-RL, which is the proposed base zoning district for the subject property. (The PUD overlay is also an applicable zoning category allowed in RN-3.) As such, the land use designation for this property does not need to be changed to accommodate the residential use and will remain as Civic – University.

The requested PUD Overlay has additional findings and justifications (see Addendum)

related to the proposed housing type and design features, including requested deviations. The PUD process requires either a Master Plan that defines the types of buildings, unit counts, and design standards for the site or a Major Site Development Plan with all site and architectural details for attached housing. **In this case, the single-family development to the east will have a Master Plan approval while the proposed housing to west will have Master Plan approved with a requirement to ultimately seek a Major Site Development Plan approval for the site-specific layout details and design of the housing.**

The developer's proposal for workforce housing will be tied to a future development agreement related to any incentives offered by the City Council related to the reconstruction of Scholl. For the purpose of the PUD request, the staff considers the description of workforce housing as it relates to size and type of housing proposed more than specific sales price controls. If the project takes advantage of state tax credits, there are specific home sale price limitations.

Overall Site Layout

The two developers intend to split the property into two separate but related projects. Hunziker Companies will develop the east side with a plan for 26 small-lot single-family homes on individual lots. The 574 Investments group will develop the west side with 71 single-family attached townhomes (a mix of duplexes, triplexes, and quadplexes).

The two developments will generally function independently, with the exception of sharing private open space area on the west side of the site and have a common intersection at Scholl Road. Both sites are planned to have access to Ontario Street and to Scholl Road. There will be no access to Minnesota Avenue.

The FS-RL district allows for a maximum of 10 dwelling units per net acre with a minimum of 3.75 dwelling units per net acre. The district regulations calculate net acreage by subtracting numerous features, including:

- Public or private right-of-way
- Common open space owned by the property owners in common through a homeowner's association
- Stormwater detention areas

The entire development (both sides of Scholl Road) has an estimated net density of 8.3 units per acre. The west side (Ontario Townes) has a net density of 9.5 units per acre, and the east side (Ontario Park) has a net density of 6.2 units per acre.

East of Scholl Road (Ontario Park)

A preliminary plat with lot dimension will be required to develop the site. The preliminary plat was originally anticipated to be on the same agenda but has been delayed and will follow the rezoning request.

As a part of the PUD, the applicant is requesting deviations from the base zoning district

to support development of 26 single-family homes on individual lots.

- Minimum lot size Reduction from 6,000 square feet to 5,000 square feet.
- Minimum lot width of 43 feet at the building line compared to 35 feet at the curbline and 50 feet at the build-to line.
- Minimum side yard setback reductions for the smaller lots of 5 feet regardless of one- or two-story home construction where 6 or 8 feet would be required.

The through lots that front on both Ontario Street and Yukon Street will face Ontario Street to the south. The garages will face and be accessed from Yukon Street.

The lots on the north and east sides of Yukon Street will have both their front doors and garages on the same façade.

One component of a PUD is design compatibility when smaller housing sites and deviations are proposed. The intent of a PUD is not just to increase efficiency, but to encourage well-designed neighborhoods with housing variety. The PUD requires the following to address design quality (Sec. 29.1114(6)(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.

House plans that do not have front doors more than 12 feet back from the front of the garage are required with defined entrance elements. This standard, enacted in 2024, is a change from the previous requirement that prohibited garages from protruding farther forward than other elements of the house. More flexibility was created by allowing an offset of up to 12 feet. The homes facing Ontario Street will be able to meet this standard with rear loaded garages. The homes on the north side will require specific floor plans that achieve this standard.

This is the first proposal with a PUD for narrow lots along public street rather than private streets. Due to the narrowness of the lots, the applicant intends to have minimum width driveways and shared driveways on Yukon Street to the extent practicable. This helps to address staff concerns about the functionality of narrow lots related to on-street parking and snow removal.

West of Scholl Road (Ontario Townes)

The development to the west of Scholl Road is proposed to have 71 attached single-family dwellings, with a current proposed mix of buildings as:

- 9 duplexes (18 units)
- 7 triplexes (21 units)
- 8 quadplexes (32 units)

The units will be spread along private, internal streets from which all the units will take garage and front door access. The 25 units along Ontario Street will face that road. All other units will have both the garage and the front door on the same side. The dwellings on this side of the street will also need to comply with the PUD requirement that the front door be no more than 12 feet back from the garage face.

The applicant intends to subdivide Ontario Townes and to place each unit on an individual lot as a single-family attached home. Further details will be addressed as a part of a future preliminary plat and Major Site Development Plan review that will occur subsequently to the rezoning approval.

The west side does not request any perimeter setback reductions. Internal to the site the lots will be smaller and have reduced setbacks compared to single-family base zone requirements. The details on deviations will be defined with the subsequent approvals.

However, staff notes that along the west side of Ontario Townes is the only part of the development that directly touches existing development. There are six houses to the west (one fronting on Ontario Street, the others fronting on Garfield Avenue) that abut the Ontario Townes development. The applicant is proposing a rear yard setback along this common property line that exceeds the minimum 25 feet and included extra landscaping along this western edge to serve as a buffer between the existing and proposed homes.

The Ontario Townes PUD component will include private streets and included common area guest parking shown as 14 spaces with the master plan. Each unit will have a two-car garage and a driveway in front that will be long enough (at least 20 feet) to fit two more parking spaces. There is existing public parking on the north side of Ontario Street that will remain.

The PUD standards require that developments containing more than 50 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.” The requirement applies to the Ontario Townes component of the PUD; the single-family homes contain private yard areas and there are fewer than 50 dwellings.

The applicant for Ontario Townes is proposing to have two small, private parks within the development along with a trail around the perimeter of the stormwater pond. The open space areas do not have any specific features or improvements proposed at this time. The proposed small size of the open space areas limits the ability to create usable space. The size also makes it difficult to include an amenity, such as tot lot or gathering / picnic shelter. The applicant has not specified a surface material for the trail. A final decision on the open space configuration and any improvements needs to meet the PUD amenity standard will be addressed in more detail with the future submittals. Staff find that paving the trail, as opposed to having it surfaced with crushed granite or another aggregate material, would increase its usefulness throughout the year and be consistent with how typical FS-RL subdivision achieve open space requirements.

Notification and Outreach

A neighborhood outreach meeting was held by the developers on March 9, 2026, at 5:00 p.m. at the offices of Friedrich Realty at 100 6th Street. Several dozen neighbors attended from various areas adjacent to the site, including to the northeast across the railroad tracks and neighborhoods directly abutting the site.

Neighbors expressed concerns about the number of units in the development specifically with regard to vehicular traffic along Ontario Street. There was a general concern that Ontario Street had too much traffic and that vehicles speed on the street. Numerous neighbors stated that it was difficult to make left turns, either onto Ontario Street from a side street, or from Ontario Street onto a side street.

Concerns about existing traffic and additional traffic with development of the site are a primary concern expressed to staff after the meeting as well.

Notice for the P&Z meeting followed the City Council policy with mailed notice to owners within 400 feet, newspaper published notice, and placement of a sign along Ontario Street for each site.

Ontario Street

The development is an infill site along Ontario Street, a minor arterial. Ontario Street is 45-foot-wide in this area and allows parking on both sides of the street. The street carries traffic to the residential areas in the northwest part of Ames and includes through-traffic traveling to and from County Line Road. The traffic volumes on the street are reflective of the nature of the road as a higher order street with between 7,000 Average Daily Traffic (ADT) to 8,600 ADT in this area based upon 2023 information. The 2050 Transportation Plan, Ames Connect 2050, projects an increase of 10% to 15% of total trips in this area of Ontario Street with the growth of the City.

The AAMPO Transportation Plan identifies planned pedestrian crossing improvements in this area. The potential of additional on-street parking the Ontario development may also assist in speed reduction by adding “friction” to the wide roadway along the frontage of this site.

The City's Traffic Engineering Division did not require a specific traffic study for the development based upon the existing conditions and projection of less than 100 p.m. peak hours trips being generated by the development.

ALTERNATIVES:

1. The Planning and Zoning Commission may recommend that the City Council approve the request for rezoning of Ontario Park and Ontario Townes from “S-GA” Special Purpose Government / Airport District to “FS-RL” Floating Suburban Residential Low Density District with:

- a. a “PUD” Planned Unit Development Overlay and Master Plan for Ontario Park (east of Scholl Road) with 26 units with a requirement to complete a preliminary and final plat for development of the site; and
 - b. PUD Overlay with Master Plan for Ontario Townes for single-family attached dwellings configured as duplex, triplex, and quadplex dwellings not to exceed a total of 71 units. Additionally, address the private open space configuration and amenity details with the required Major Site Development Plan and Preliminary Plat.
2. The Planning and Zoning Commission may recommend that the City Council approve with conditions for rezoning of Ontario Park and Ontario Townes from “S-GA” Special Purpose Government / Airport District to “FS-RL” Floating Suburban Residential Low Density District with:
 - a. a “PUD” Planned Unit Development Overlay and Master Plan for Ontario Park (east of Scholl Road) with 26 units with a requirement to complete a preliminary and final plat for development of the site; and
 - b. PUD Overlay with Master Plan for Ontario Townes for single-family attached dwellings configured as duplex, triplex, and quadplex dwellings not to exceed a total of 71 units. Additionally, address the private open space configuration and amenity details with the required Major Site Development Plan and Preliminary Plat.
3. The Planning and Zoning Commission may recommend that the City Council deny the rezoning of Ontario Park and Ontario Townes from “S-GA” Special Purpose Government / Airport District to “FS-RL” Floating Suburban Residential Low Density District with:
 - a. a “PUD” Planned Unit Development Overlay and Master Plan for Ontario Park (east of Scholl Road) with 26 units with a requirement to complete a preliminary and final plat for development of the site; and
 - b. PUD Overlay with Master Plan for Ontario Townes for single-family attached dwellings configured as duplex, triplex, and quadplex dwellings not to exceed a total of 71 units. Additionally, address the private open space configuration and amenity details with the required Major Site Development Plan and Preliminary Plat.
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:

The proposed rezoning based upon FS-RL will be consistent with the *Ames Plan 2040 Comprehensive Plan*, which allows for Residential Neighborhood-3: Expansion (RN-3) uses within the Civic – University designation. The proposed housing types are allowed in the proposed zoning, and the proposed density achieves the required minimum and maximum density.

The PUD Overlay is intended to address two issues for the sites. The first is design compatibility with the surrounding neighborhood. The second is to promote diverse

housing types with high-quality design features. Deviations related to lot configurations, setbacks, and private streets are all related to promoting different housing types.

The proposed development on the east side of Scholl Road (Ontario Park) will contain 26 single-family homes on smaller lots, which will generally have small square footage homes that applicant states will allow them to be marketed at a lower price point. The proposed development on the west side of Scholl Road (Ontario Townes) enables desirable townhome units (71 total units) with garages that would likely otherwise be difficult to accommodate on the site with a public street. The site has been designed to complement existing infrastructure. These features make it a good candidate for PUD zoning and site plan approval due to the arrangement of the site improvements and housing variety.

At this time, the proposed PUD Overlay identifies the Master Plan for development of the site, identifies the maximum number and types of dwellings, and proposed deviations for the development. The combination of unit types and architectural elements support a finding of consistency with the PUD standards. The base zoning request is also consistent with *Ames Plan 2040* for land use, growth, and neighborhood and housing goals and policies.

Therefore, it is the recommendation of the Department of Planning and Housing that the Planning and Zoning Commission act in accordance with Alternative #1.

ADDENDUM

FS-RL development standards are listed in Tables 29.1202(5)-1 and 29.1202(6) of the Zoning Ordinance. The PUD Overlay allows with a Master Plan for deviations that are identified as part of the Plan. The following table provides an overview of the deviations.

<i>Standard</i>	<i>FS-RL Standard</i>	<i>Ontario Park</i>
<i>Front Setback</i>	20 feet, 25 feet to garage	35 feet for Lots 13-16 (Ontario Park)
<i>Side Setback</i>	6 or 8 feet (depending on stories)	5 feet
<i>Minimum Lot Area</i>	6,000 square feet	5,000 square feet
<i>Corner Lots</i>	2 front & 2 side yards	1 front & 1 street side (15 feet)
<i>Minimum Frontage</i>	35 feet @ street, 50 feet @ building line	27 feet @ street, 43 feet @ building line
<i>Residential Driveways</i>	Can be up to 34 feet wide at the curb line with flares	Max. 16 feet wide plus flares – driveways will be clustered minimize curb cuts

The Ontario Townes Master Plan includes assumptions on reduced lot area, a private street, and reduced internal setbacks as part of the Master Plan for attached single-family. Formal details about siting of buildings will be part of the future Major Site Development Plan review for Ontario Townes. Corner units would otherwise require 3,500 square feet per unit and interior units 1,800 square feet. Minimum frontage would be 24 feet along a street. Setbacks would be 20 feet to the rear and 6 or 8 feet for side setbacks.

REZONING BACKGROUND:

Comprehensive Plan (*Ames Plan 2040*). The *Ames Plan 2040 Comprehensive Plan* designation of the entire subject area is Civic – University. The Redirection section of the plan states:

Civic or public land designations will require a Future Land Use Map amendment prior to rezoning for any use other than RN-3 with single-family zoning.

The RN-3 (Expansion) designation has as an allowable use FS-RL and PUD. As such, no land use designation change is required and the designation will remain Civic – University, though ISU will not be using the land. When the comprehensive plan is updated at a future date, the designation for this development will be brought into line with residential use.

The designations of this and adjoining properties can be found in *Attachment B*.

The applicant has provided support materials (see *Attachment G*) regarding the proposed rezoning and its conformance with the *Ames Plan 2040 Comprehensive Plan*. There are several goals in *Ames Plan 2040* that can support the proposed rezoning.

Goals:

- **G3-2.** Coordinate infill development with the capacity of existing infrastructure.
- **G3-4.** Establish design standards and guidelines for individual infill sites that are compatible with the scale of surrounding neighborhoods or other urban design factors. In specific areas, planned increases in intensity of use will determine increased height and an urban form, but still include architectural design quality
- **G4-4.** Provide clear local connections to the community trail and path system. Encourage clear paths and wayfinding techniques that direct people to destinations such as schools, activity nodes, and trail access points. Use trails as part of an active transportation system. See also Parks, Trails, & Greenways Element.

Existing Zoning. The site is zoned “S-GA” Special Purpose Government / Airport District.

The zoning to the west, south, and east is “RL” Residential Low Density District.

The zoning to the north across the railroad tracks is “S-GA” Special Purpose Government / Airport District. This land belongs to Iowa State University and is home to the Applied Science Complex.

An excerpt of the zoning map can be found in *Attachment C*. The proposed rezoning is reflected in *Attachment D*.

Existing Uses of Land. Land uses that occupy the subject property and other surrounding properties are described in the following table:

Direction from Subject Property	Existing Land Uses
<i>Subject Property</i>	<i>Greenfield (Vacant)</i>
North (across railroad tracks)	ISU land – used for agriculture and university teaching and laboratory structures
East (across Minnesota Avenue)	Single-Family Residential
South (across Ontario Street)	Primarily Single-Family Residential, one church along Ontario.
West	Single-Family Residential

PUD MASTER PLAN AND SITE DEVELOPEMNT PLAN. Approval of the PUD requires the findings of conformance to the Principles of the PUD Overlay inclusive of the Site Plan or Master Plan that accompanies the request (See PUD Purpose below in the Addendum). The PUD requires a site plan approval for development, which is typically a Major Site Development Plan. However, it also allows for Master Plan approval of conceptual uses when a precise site plan is not yet ready for consideration. Both plan types set building types, site development features, and deviation allowances.

The submitted Major Site Development Plan for Ontario Park (east of Scholl Road)

propose 26 single-family houses on narrow lots.

The plans for Ontario Townes (west of Scholl Road) propose 71 townhomes in the following configuration:

- 9 duplexes (18 units)
- 7 triplexes (21 units)
- 8 quadplexes (32 units)

The Site Plan addresses deviations in setbacks, parking and the design of the required landscaping.

For Ontario Townes, the approval of the PUD is only a conceptual layout with the master plan; additional refinement of site planning and improvements will be needed with the eventual Major Site Development Plan needed under the PUD Overlay. Potential zoning deviations, infrastructure improvements, landscape design, building locations and design, and other features will be addressed with future required Major Site Development Plan.

Infrastructure. During the review, an analysis of the necessary infrastructure to accommodate residential development was undertaken.

Water

The development is currently served by City of Ames water. New mains will be extended into and through the developments.

Sewer

The development is currently served by City of Ames sewers. Extension of mains and services into the sites will be accomplished with development. An existing trunk line on the westside of Scholl will be relocated within the development.

Electric

The development is within the Ames Electric service territory.

Stormwater and Drainage

The site complies with the requirements for on-site retention/detention. Each side of the development will treat its stormwater separately. A formal storm water management plan for water quality and control is required with Preliminary Plat approval.

Shared Use Paths and Trails

A shared-use path runs along the south side of Ontario Street, opposite from the development. A shared-use path along Scholl Road is part of the City's *Walk Bike Roll* plan, adopted in 2024. The proposed path extends up through the ISU property and connects to Moore Memorial Park across a future bridge over Ioway Creek. The development will build the first part of this shared-use path on the west side of the reconstructed Scholl Road. The path will stop just south of the railroad tracks.

Streets

A portion of the right-of-way for both Ontario Street and Minnesota Avenue has never

been formally dedicated. This dedication will occur with the development.

Scholl Road is currently a private street maintained by Iowa State University. With this development, Scholl Road south of the Union Pacific Railroad tracks will be dedicated to the City and rebuilt. The current road is in poor condition.

Ontario Park, east of Scholl Road, will dedicate Yukon Street as a public road. The internal roads for Ontario Townes, west of Scholl Road, will be private and will therefore be privately maintained by that development.

Applicant's Statements. The applicant has provided an explanation of the reasons for the rezoning in *Attachment G*.

PUD OVERLAY Purpose. Sec. 29.1114(1) outlines the intent of a Planned Unit Development. Staff find 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 proposed design of the west portion of the development (Ontario Townes) provides clusters of townhome designs with a variety of open spaces. The homes along Ontario Street will face the street, in keeping with the surrounding development.

The proposed homes on the east portion of the development (Ontario Park) will have single-family detached homes. The through lots that front on both Ontario Street and Yukon Street will face Ontario, the main artery of the neighborhood, and will take vehicular access from the rear. This will present a more attractive face to the surrounding community than if the homes both faced and took access from Yukon Street.

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

The detached homes in Ontario Park are on smaller lots, which will make them more affordable. The townhomes on Ontario Townes will also be on individual lots. Townhomes, because of the smaller lot sizes, shared walls, and density, are generally more affordable than single-family detached homes on standard (6,000-square-foot) lots.

(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;

The development is considered infill, as the site sits along an existing street. There will be two new public roads: Scholl Road up to the railroad tracks (currently a private street) and Yukon Street. The internal streets for Ontario

Townes (west of Scholl Road) are private and will therefore be privately maintained.

The developments will treat stormwater on each site; stormwater facilities will not be shared. The site will, however, share open space. Both HOAs will contribute to the upkeep and maintenance of the open spaces, which will be on the west side of Scholl (Ontario Townes).

Both developments will comply with the requirements for street trees and other landscaping. Sidewalks and internal paths will connect the sites internally and to the surrounding neighborhood.

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

For Ontario Park (east of Scholl Road), each lot will have a front, side, and rear yard. For Ontario Townes (west of Scholl Road), each home is intended to be platted on an individual lot and will have a small outdoor area.

Both sides of the development will share the open spaces: two small parklets and the path around the stormwater pond.

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

The development will comply with the maximum density of 10 units per acre and will make sidewalk and trail connections to surrounding amenities.

(f) Encourage context-sensitive infill development.

The single-family and townhome development is designed to complement the surrounding single-family neighborhoods. The development does not contain commercial uses or apartment buildings. The homes adjacent to Ontario Street will face one of the primary east-west streets on the west side of Ames creating an attractive addition to the neighborhood.

Findings of Fact. Based upon an analysis of the proposed rezoning and laws pertinent to the applicant's request, staff makes the following findings of fact related to rezoning and a PUD Overlay with Master Plan request.

1. *Ames Municipal Code Section 29.1507(2)* allows owners of 50 percent or more of the area of the lots in any district desired for rezoning to file an application requesting that the City Council rezone the property. The property represented by the applicant is entirely under one ownership representing 100 percent of the property requested for rezoning.

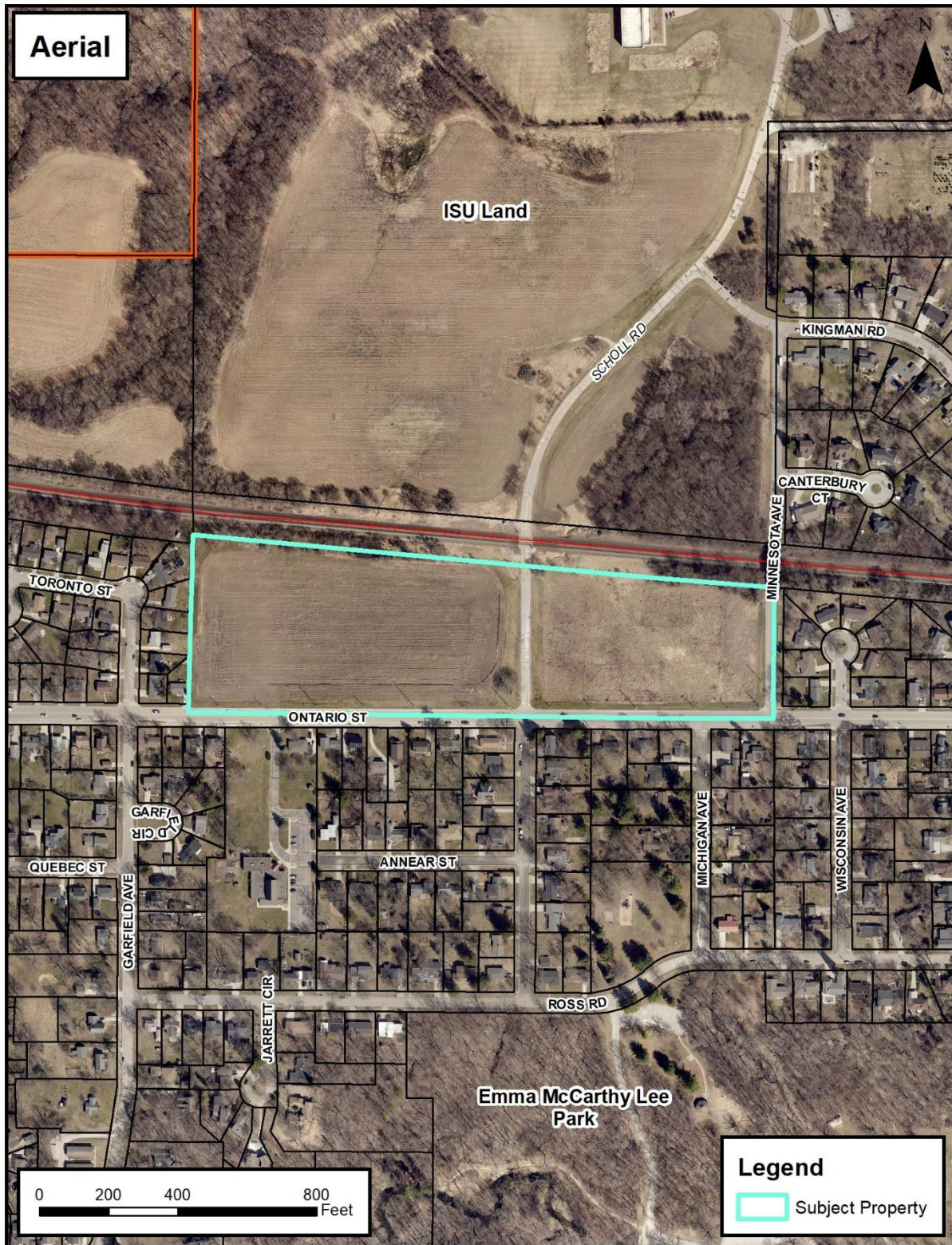
2. The subject property does not require a Future Land Use Map designation of change. The existing designation, Civic – University, allows for RN-3 (Expansion) uses without a change to the FLUM. The intended zoning districts, “FS-RL” and the PUD, are both allowable within the RN-3 designation.
4. Infrastructure is adequate to serve the site. New sidewalks will be constructed along the north side of Ontario Street. No new sidewalk will be constructed on the west side of Minnesota Avenue, as the narrow bridge over the railroad tracks cannot accommodate sidewalks on both sides (a sidewalk already runs on the east side of this street). The reconstructed Scholl Road will have a shared-use path on the west side of the street. The east side of Scholl Road will have a sidewalk that continues up to the newly built Yukon Street. The sidewalk will not continue north beyond Yukon Street, as there is no connection beyond on the ISU land.
5. The Master Plan identifies developable areas and range of uses consistent with the proposed FS-RL zoning district. Densities can be achieved that are consistent with the FS-RL maximum of 10 units per acre. Open spaces are identified within the project site.
6. The rezoning includes a PUD Overlay that allows for flexibility in design standards and uses. The findings for a PUD Overlay support the intent of the Master Plan in its arrangement of uses, preservation of open space, and variability in design standards.

Public Notice. Notice was mailed to property owners within 400 feet of the subject site, and signs were posted on the subject property.

Conclusions. Based upon the analysis in this report, staff concludes that the proposed rezoning of the subject property is consistent with the *Ames Plan 2040 Comprehensive Plan*. The proposed rezoning is consistent with the allowances of the proposed FS-RL zoning district and PUD Overlay Master Plan requirements for rezoning.

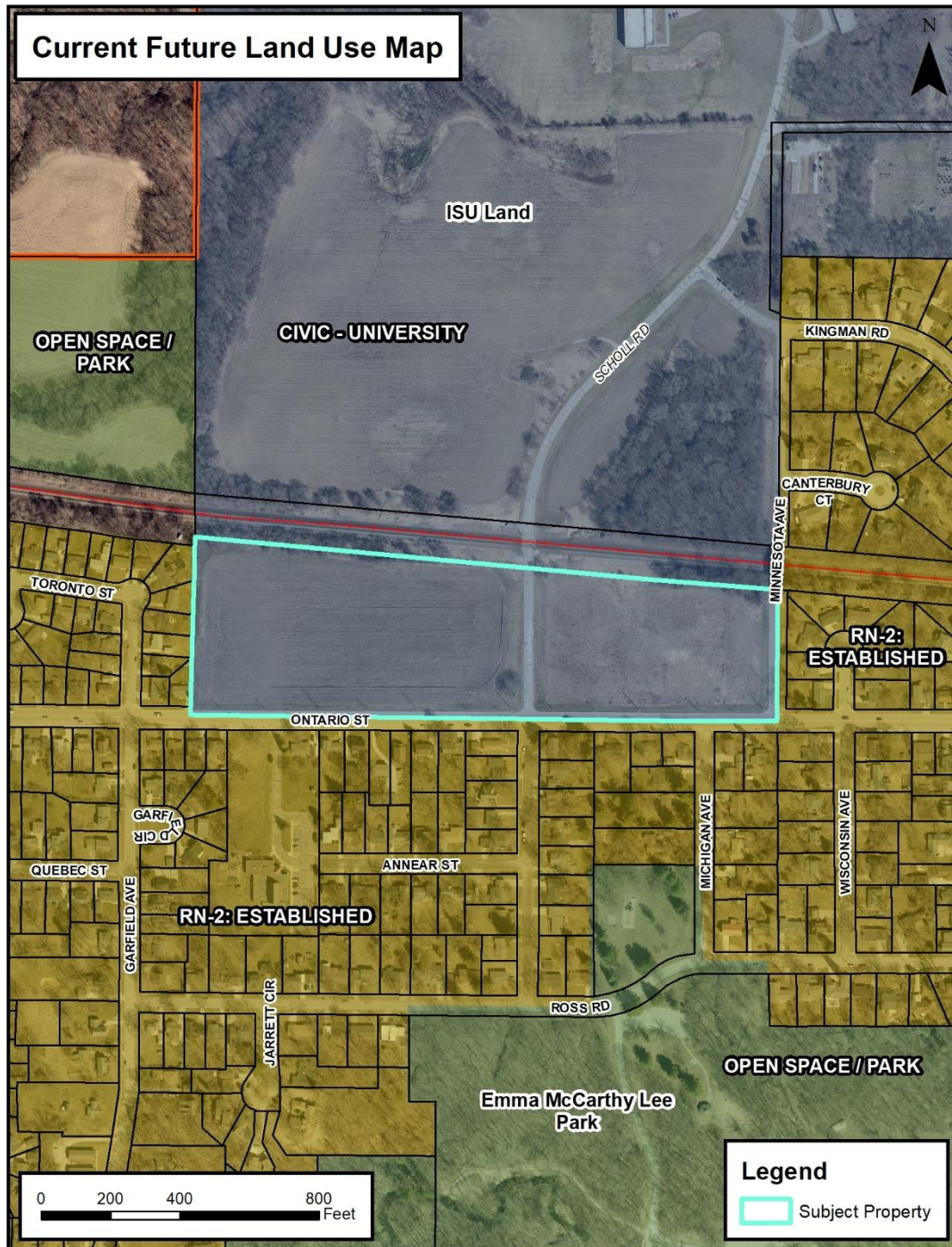
Attachment A

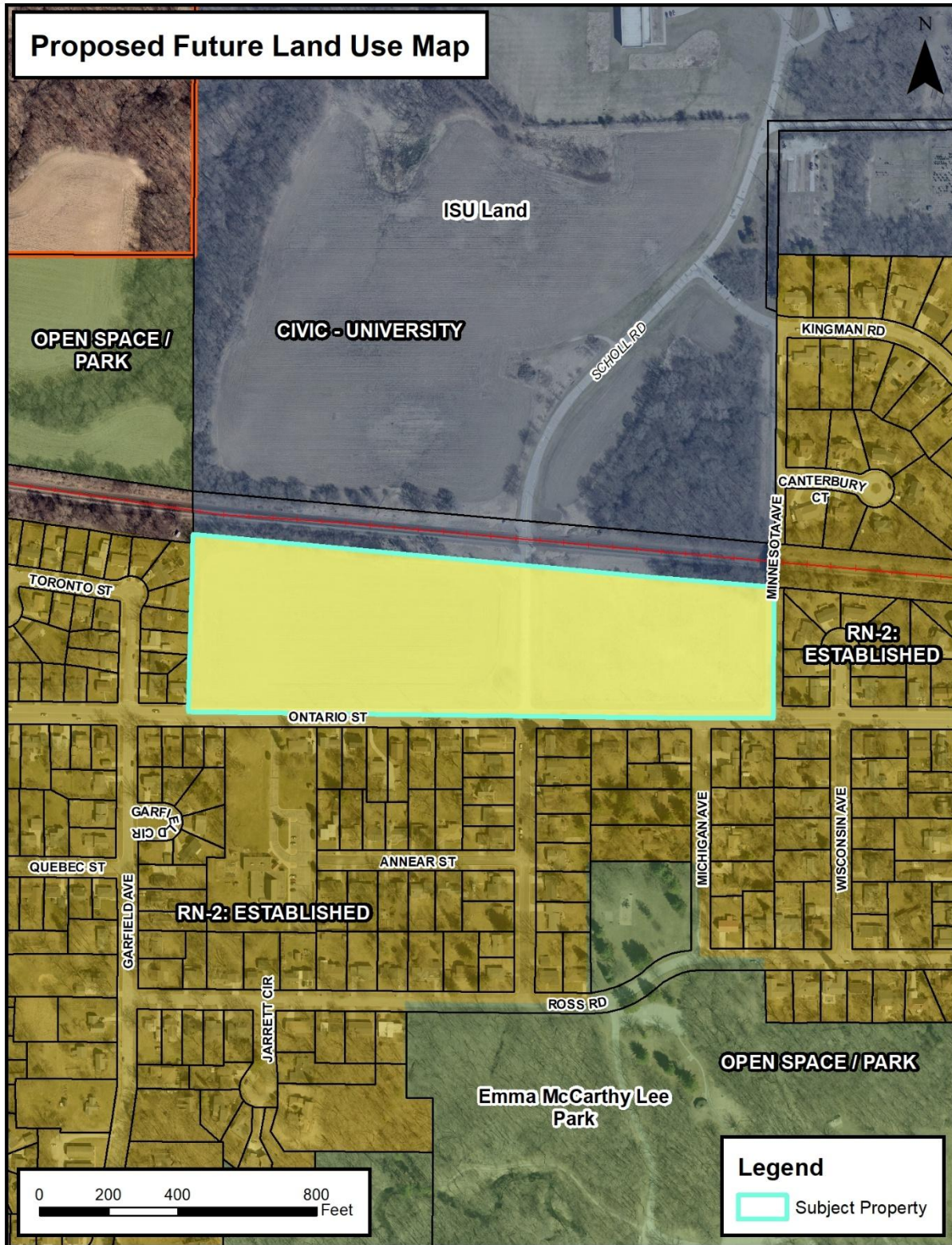
Location Map



Attachment B

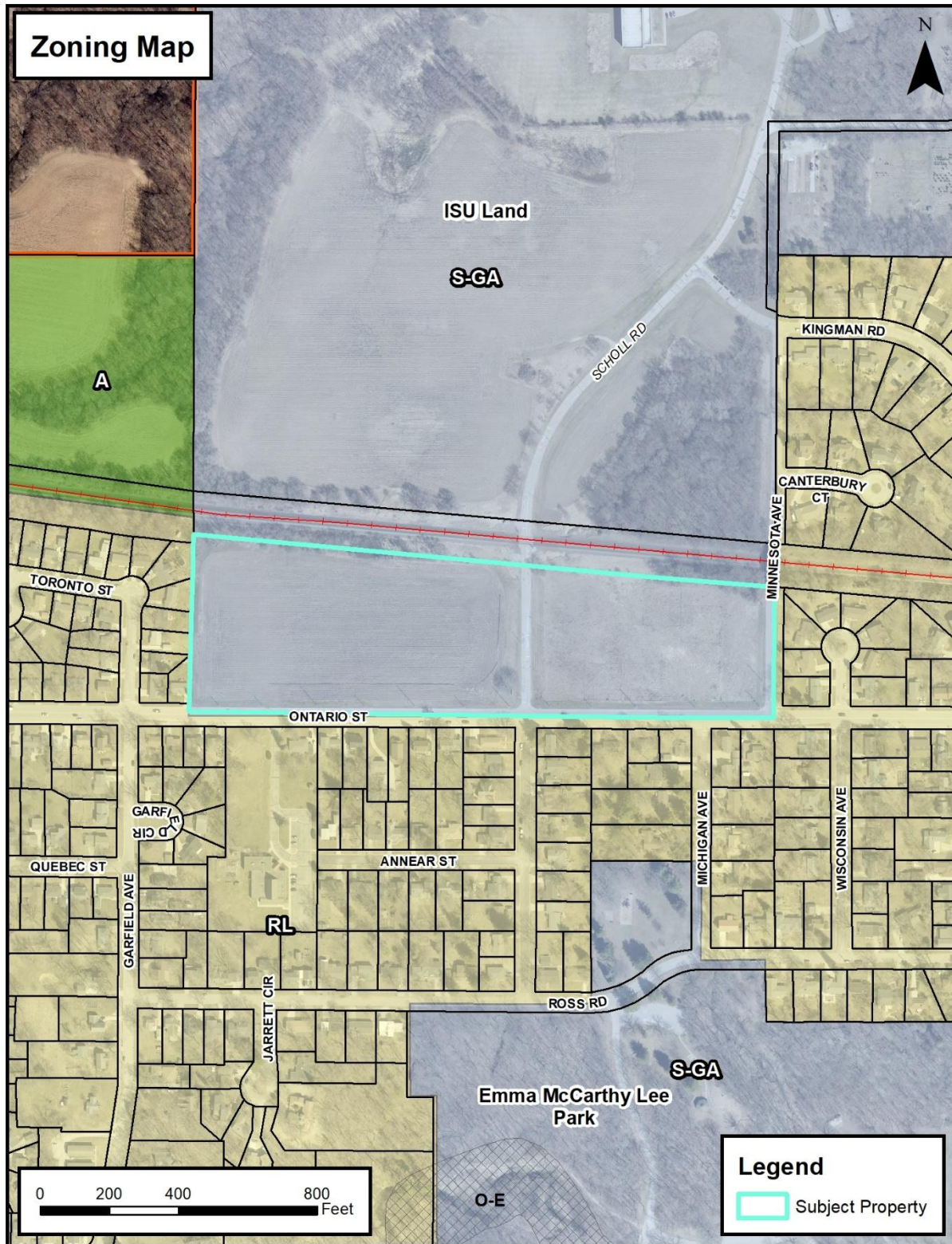
Ames Plan 2040 Future Land Use Map





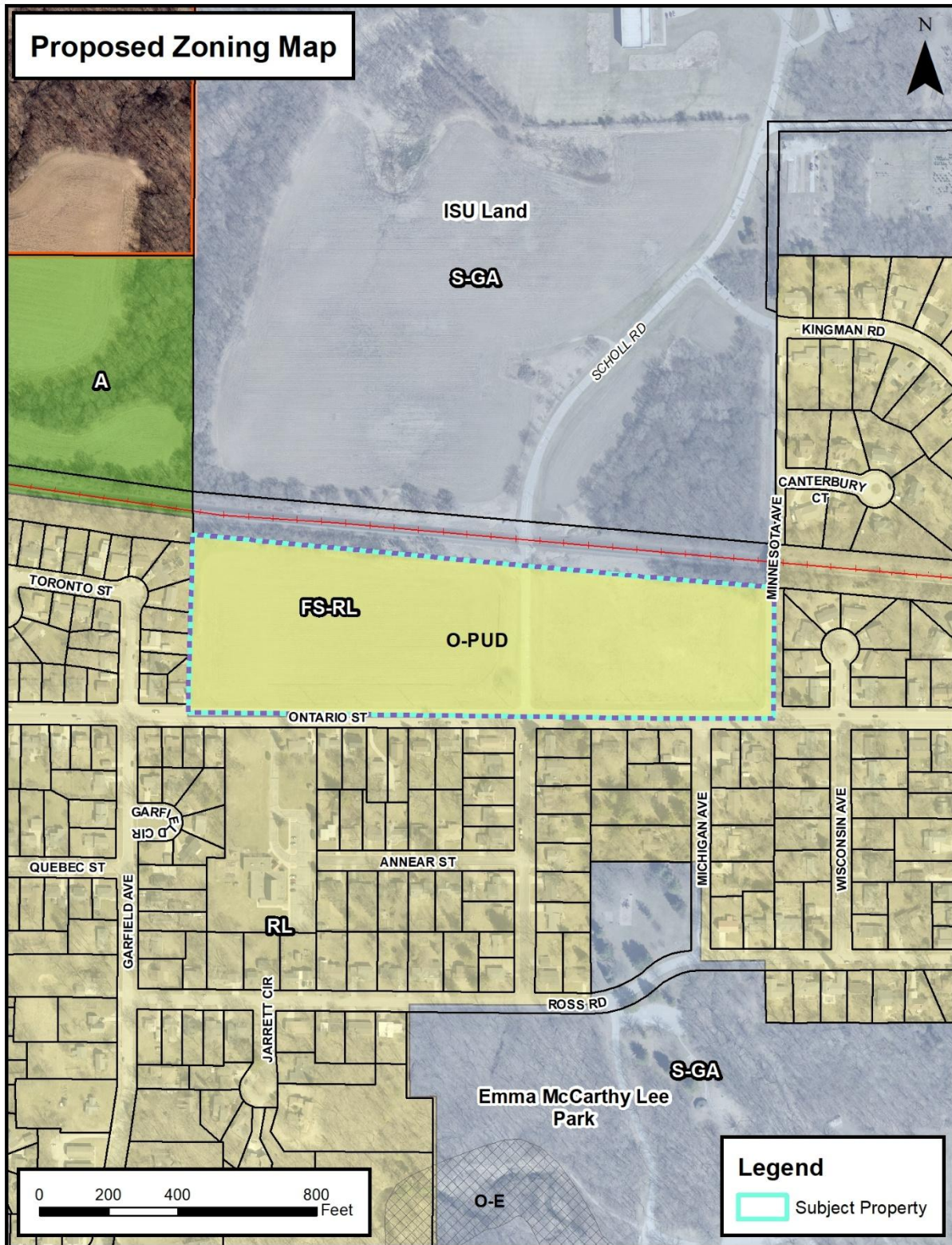
Attachment C

Existing Zoning

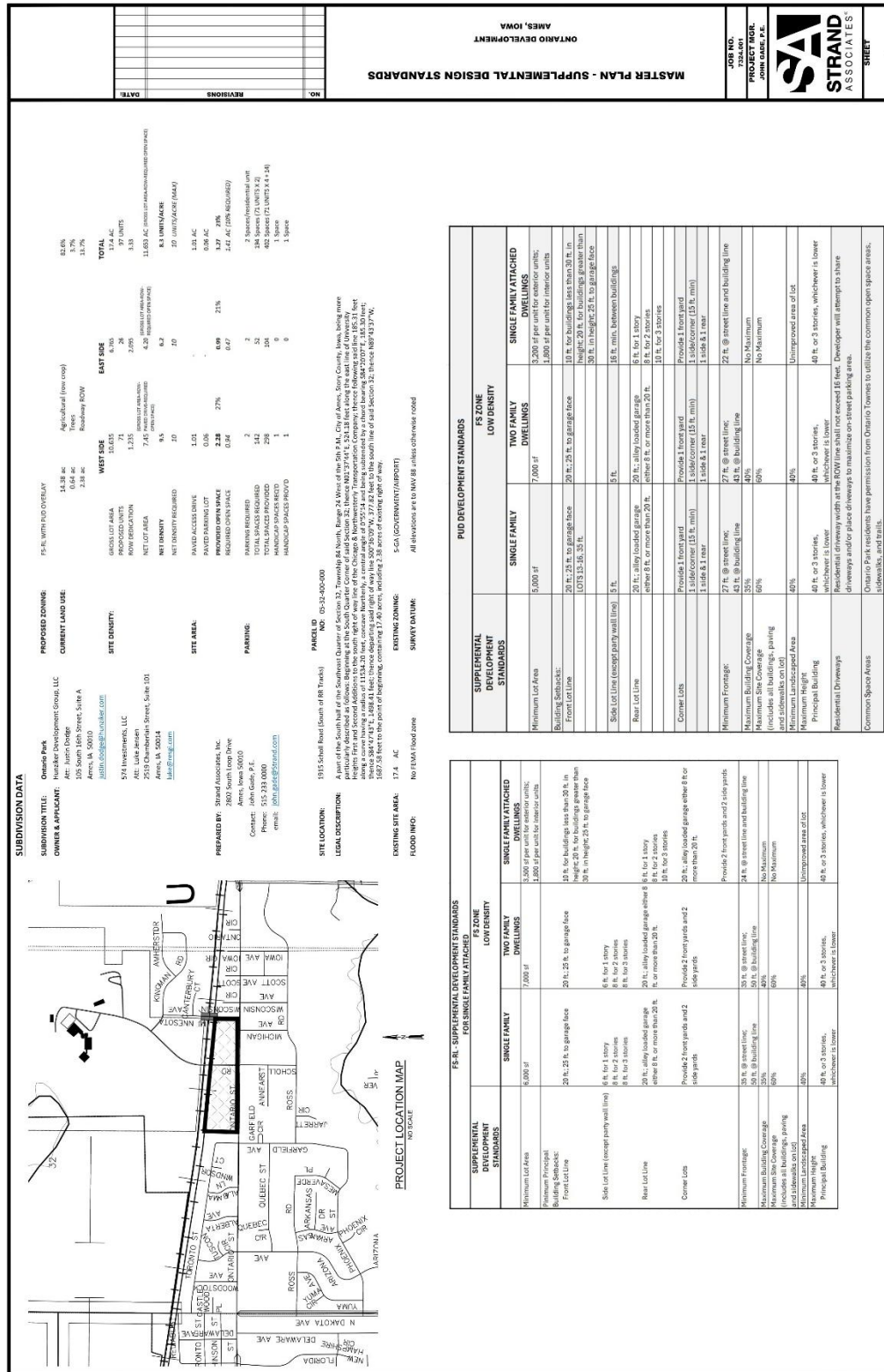


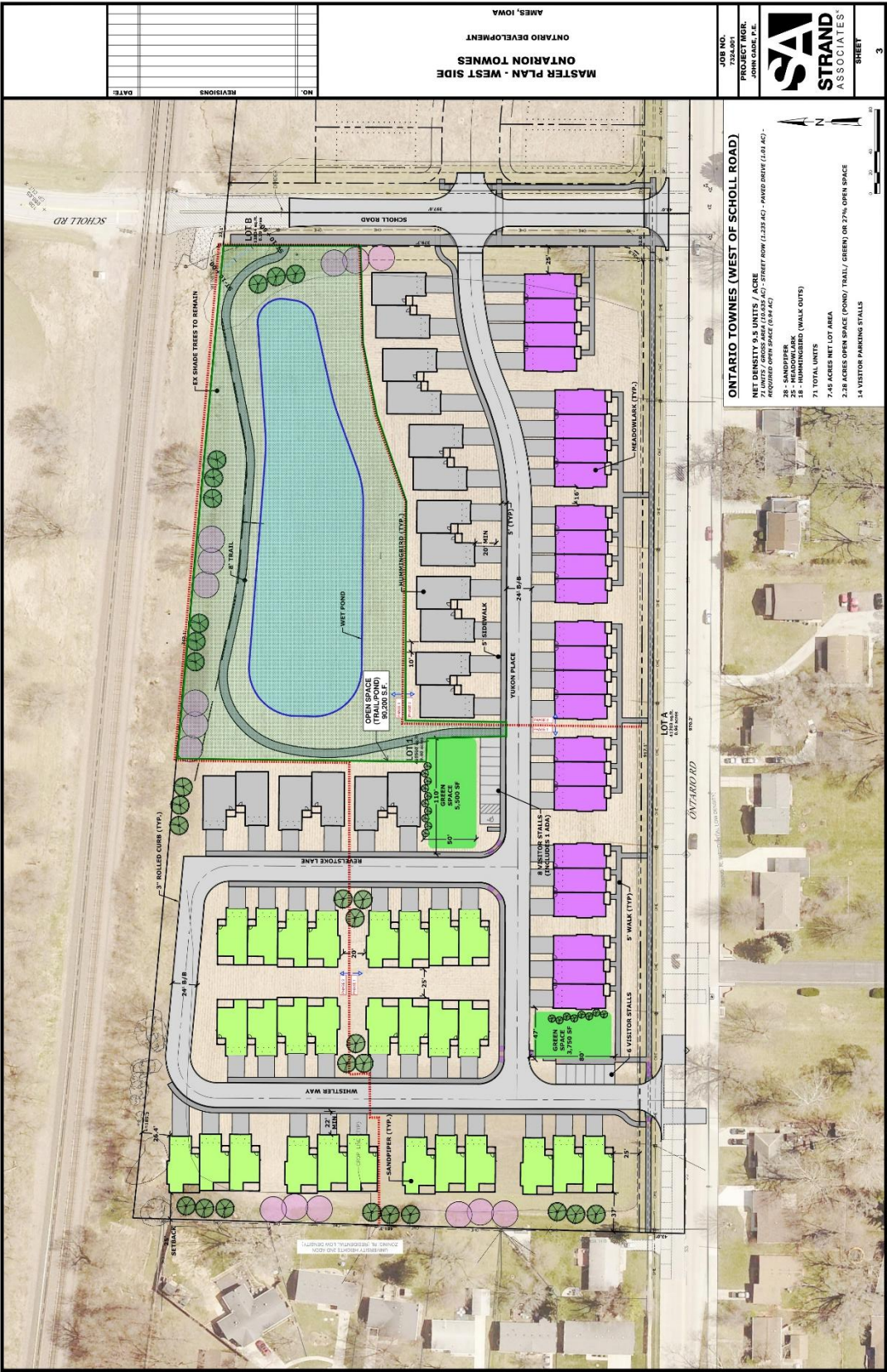
Attachment D

Proposed Zoning



Master Plan and Site Development Plan Sheets





ONTARIO TOWNES (WEST OF SCHOLL ROAD)

NET DENSITY 9.5 UNITS / ACRE
 25 - SANDPAPER
 25 - REDWOOD/LARK
 25 - SANDPAPER
 71 TOTAL UNITS

7.45 ACRES NET LOT AREA
 2.38 ACRES OPEN SPACE (POND) / TRAIL / GREEN OR 27% OPEN SPACE
 14 VISITOR PARKING SPACES

STRAND ASSOCIATES

PROJECT AGENT
 JOHN GARD P.E.

JOB NO.
 7254001

DATE:

NO.

REVISIONS

DATE:

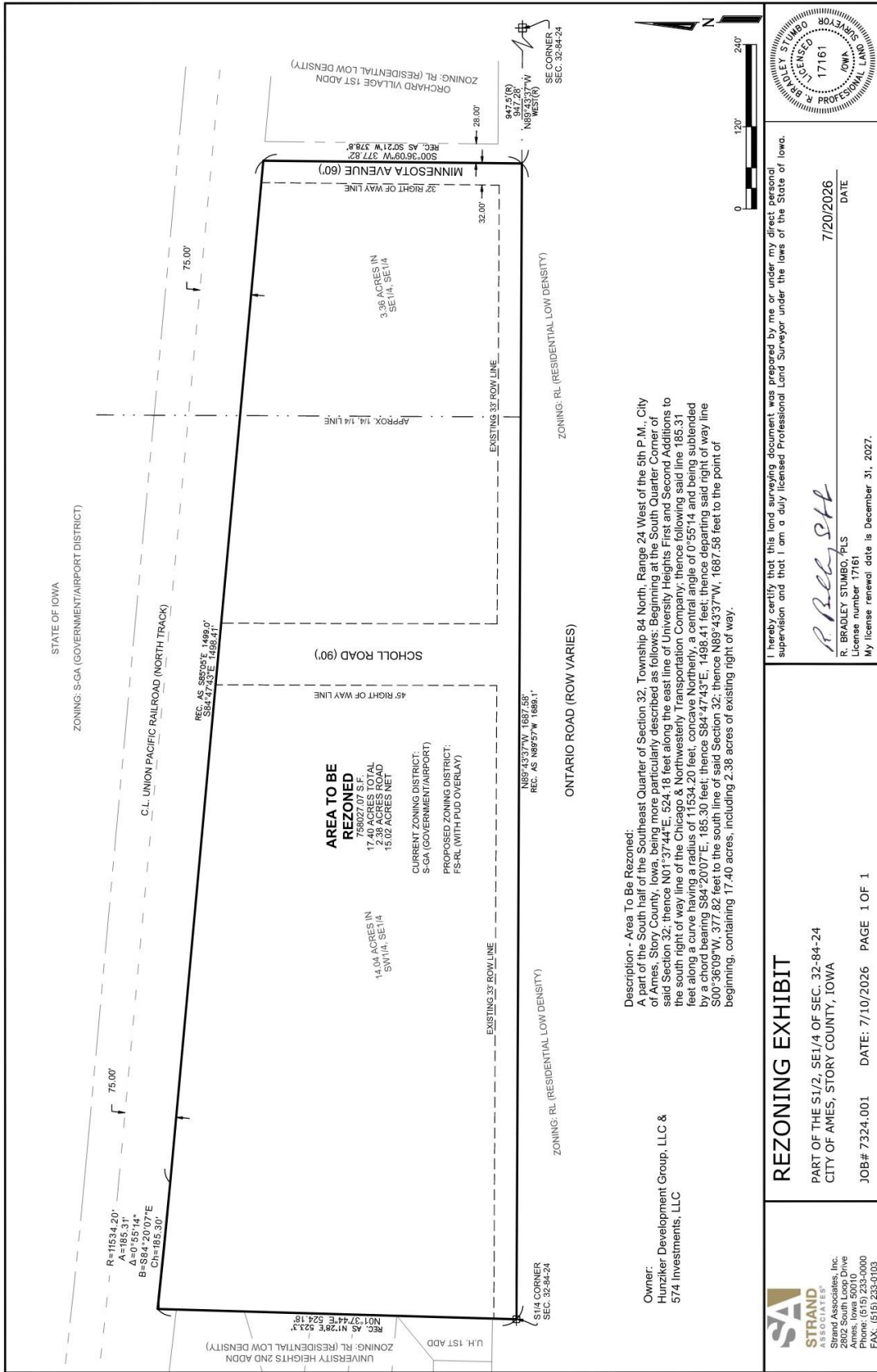
MASTER PLAN - WEST SIDE

ONTARIO TOWNES

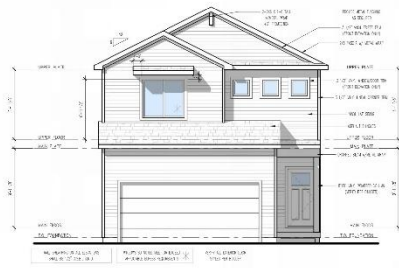
ONTRARIO DEVELOPMENT

AMES, IOWA

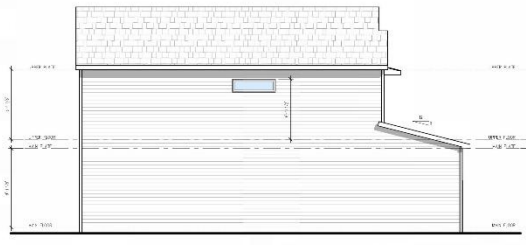
File: S:\Arch\7200-7254\2504\OntarioTownes\020.dwg, 25/04/2020, 10:40 AM, PLOT: Ontario\WEST MASTER, Titled.dwg, Date: Aug 16, 2020, 10:40 AM



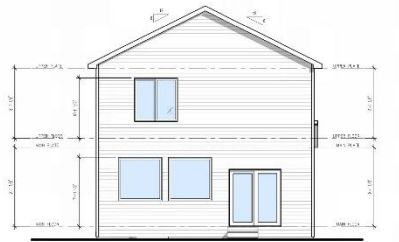
PROPOSED SINGLE-FAMILY HOMES FOR ONTARIO PARK (EAST OF SCHOLL ROAD)



1 FRONT ELEVATION
1/8" = 1'-0"



2 LEFT ELEVATION
1/8" = 1'-0"



3 REAR ELEVATION
1/8" = 1'-0"



4 RIGHT ELEVATION
1/8" = 1'-0"

SECTION	AREA	PERCENT	DATE
1	100.00	100.00	10/1/2020

TYPICAL NOTES:

1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. FINISH GRADE IS TO BE MAINTAINED AT ALL TIMES.
3. EXISTING UTILITIES ARE TO BE MAINTAINED AND NOTED ON THE PLAN.
4. ALL MATERIALS ARE TO BE OF THE HIGHEST QUALITY.
5. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE AND ALL APPLICABLE BY-LAWS.
6. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE.
8. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY BONDS.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.
10. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.



ALLER DESIGN GROUP
1000 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1S 1T2
TEL: (416) 291-1234
WWW.ALDERDESIGN.COM

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:



4 REAR ELEVATION
1/8" = 1'-0"

SECTION	AREA	PERCENT	DATE
1	100.00	100.00	10/1/2020

TYPICAL NOTES:

1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. FINISH GRADE IS TO BE MAINTAINED AT ALL TIMES.
3. EXISTING UTILITIES ARE TO BE MAINTAINED AND NOTED ON THE PLAN.
4. ALL MATERIALS ARE TO BE OF THE HIGHEST QUALITY.
5. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE AND ALL APPLICABLE BY-LAWS.
6. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE.
8. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY BONDS.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.
10. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.



ALLER DESIGN GROUP
1000 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1S 1T2
TEL: (416) 291-1234
WWW.ALDERDESIGN.COM

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

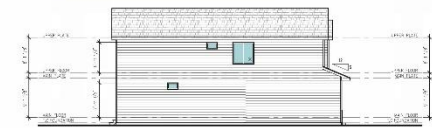
PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

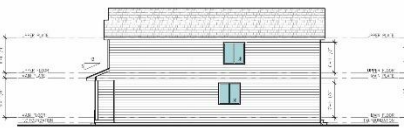
PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:



3 RIGHT ELEVATION
1/8" = 1'-0"



2 LEFT ELEVATION
1/8" = 1'-0"



1 FRONT ELEVATION
1/8" = 1'-0"

TYPICAL NOTES:

1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. FINISH GRADE IS TO BE MAINTAINED AT ALL TIMES.
3. EXISTING UTILITIES ARE TO BE MAINTAINED AND NOTED ON THE PLAN.
4. ALL MATERIALS ARE TO BE OF THE HIGHEST QUALITY.
5. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE AND ALL APPLICABLE BY-LAWS.
6. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE.
8. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY BONDS.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.
10. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.



ALLER DESIGN GROUP
1000 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1S 1T2
TEL: (416) 291-1234
WWW.ALDERDESIGN.COM

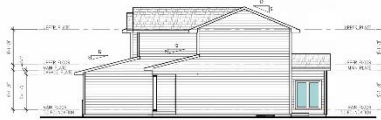
PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:

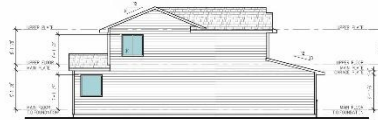
PROJECT NAME:
PROJECT NO.:
SHEET NO.:
DATE:
REVISIONS:



4 REAR ELEVATION
1/8" = 1'-0"



2 RIGHT ELEVATION
1/8" = 1'-0"



3 LEFT ELEVATION
1/8" = 1'-0"



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

SYMBOL	DESCRIPTION	NOTES
1	Garage	See Notes
2	Window	See Notes
3	Door	See Notes
4	Roof	See Notes

TYPICAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
2. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
3. ALL ROOFING SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
4. ALL EXTERIOR FINISHES SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
5. ALL INTERIOR FINISHES SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
6. ALL MECHANICAL, ELECTRICAL, AND PLUMBING WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
7. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
9. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
10. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).



PROJECT NAME

PROJECT ADDRESS

PROJECT DATE

PROJECT NO.

PROJECT PHASE

PROJECT STATUS

PROJECT COMMENTS

PROJECT NOTES

PROJECT DETAILS

PROJECT SPECIFICATIONS

PROJECT MATERIALS

PROJECT FINISHES

PROJECT EQUIPMENT

PROJECT UTILITIES

PROJECT LANDSCAPE

PROJECT FURNITURE

PROJECT LIGHTING

PROJECT SOUND

PROJECT SECURITY

PROJECT ACCESSIBILITY

PROJECT SUSTAINABILITY

PROJECT WELLNESS

PROJECT COMMUNITY

PROJECT CULTURE

PROJECT HISTORY

PROJECT FUTURE

PROJECT LEGACY

PROJECT IMPACT

PROJECT VALUE

PROJECT BENEFIT

PROJECT RETURN

PROJECT RISK

PROJECT MITIGATION

PROJECT MONITORING

PROJECT EVALUATION

PROJECT REPORTING

PROJECT TRANSPARENCY

PROJECT ACCOUNTABILITY

PROJECT INTEGRITY

PROJECT ETHICS

PROJECT COMPLIANCE

PROJECT LEGALITY

PROJECT MORALITY

PROJECT JUSTICE

PROJECT FAIRNESS

PROJECT HONESTY

PROJECT TRUTH

PROJECT REALITY

PROJECT FACTS

PROJECT DATA

PROJECT INFORMATION

PROJECT KNOWLEDGE

PROJECT WISDOM

PROJECT UNDERSTANDING

PROJECT CLARITY

PROJECT PRECISION

PROJECT ACCURACY

PROJECT RELIABILITY

PROJECT VALIDITY

PROJECT CREDIBILITY

PROJECT TRUSTWORTHINESS

PROJECT CONFIDENCE

PROJECT ASSURANCE

PROJECT GUARANTEE

PROJECT PROMISE

PROJECT VOW

PROJECT OATH

PROJECT SWEAR

PROJECT AFFIRMATION

PROJECT DECLARATION

PROJECT STATEMENT

PROJECT ASSERTION

PROJECT CLAIM

PROJECT ALLEGATION

PROJECT INDICATION

PROJECT SUGGESTION

PROJECT IMPLICATION

PROJECT CONSEQUENCE

PROJECT RESULT

PROJECT EFFECT

PROJECT IMPACT

PROJECT INFLUENCE

PROJECT FORCE

PROJECT POWER

PROJECT AUTHORITY

PROJECT INFLUENCE

PROJECT IMPACT

PROJECT EFFECT

PROJECT RESULT

PROJECT CONSEQUENCE

PROJECT IMPACT

PROJECT INFLUENCE

PROJECT FORCE

PROJECT POWER

PROJECT AUTHORITY

PROJECT INFLUENCE

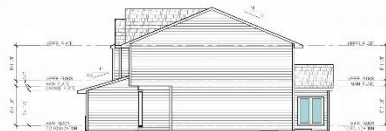
PROJECT IMPACT

PROJECT EFFECT

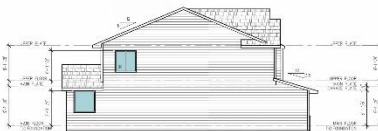
PROJECT RESULT



4 REAR ELEVATION
1/8" = 1'-0"



2 RIGHT ELEVATION
1/8" = 1'-0"



3 LEFT ELEVATION
1/8" = 1'-0"



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

SYMBOL	DESCRIPTION	NOTES
1	Garage	See Notes
2	Window	See Notes
3	Door	See Notes
4	Roof	See Notes

TYPICAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
2. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
3. ALL ROOFING SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
4. ALL EXTERIOR FINISHES SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
5. ALL INTERIOR FINISHES SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
6. ALL MECHANICAL, ELECTRICAL, AND PLUMBING WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
7. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
9. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).
10. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC).



PROJECT NAME

PROJECT ADDRESS

PROJECT DATE

PROJECT NO.

PROJECT PHASE

PROJECT STATUS

PROJECT COMMENTS

PROJECT NOTES

PROJECT DETAILS

PROJECT SPECIFICATIONS

PROJECT MATERIALS

PROJECT FINISHES

PROJECT EQUIPMENT

PROJECT UTILITIES

PROJECT LANDSCAPE

PROJECT FURNITURE

PROJECT LIGHTING

PROJECT SOUND

PROJECT SECURITY

PROJECT ACCESSIBILITY

PROJECT SUSTAINABILITY

PROJECT WELLNESS

PROJECT COMMUNITY

PROJECT CULTURE

PROJECT HISTORY

PROJECT FUTURE

PROJECT LEGACY

PROJECT IMPACT

PROJECT VALUE

PROJECT BENEFIT

PROJECT RETURN

PROJECT RISK

PROJECT MITIGATION

PROJECT MONITORING

PROJECT EVALUATION

PROJECT REPORTING

PROJECT TRANSPARENCY

PROJECT ACCOUNTABILITY

PROJECT INTEGRITY

PROJECT ETHICS

PROJECT COMPLIANCE

PROJECT LEGALITY

PROJECT MORALITY

PROJECT JUSTICE

PROJECT FAIRNESS

PROJECT HONESTY

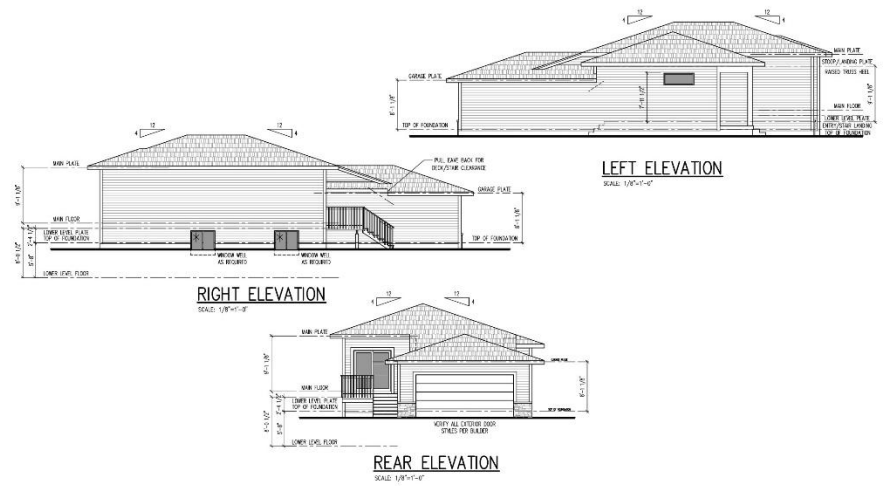
PROJECT TRUTH

PROJECT REALITY

PROJECT FACTS

PROJECT DATA





These documents, and the information contained herein, are the property of design group, LLC. No part of these documents may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of design group, LLC. design group, LLC makes no warranty, express or implied, for the use of these documents for any purpose other than that for which they were prepared. design group, LLC shall not be held responsible for any errors or omissions in these documents. © 2019 design group, LLC. All rights reserved.

design group
10000 W. 10th St. Suite 100
Tomball, TX 77375
(281) 350-1000

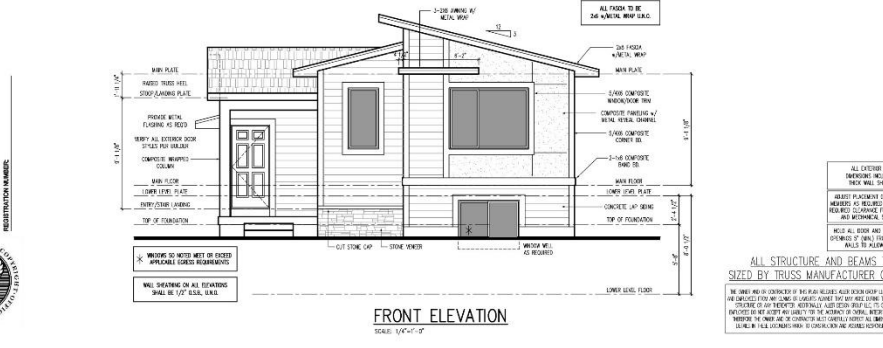
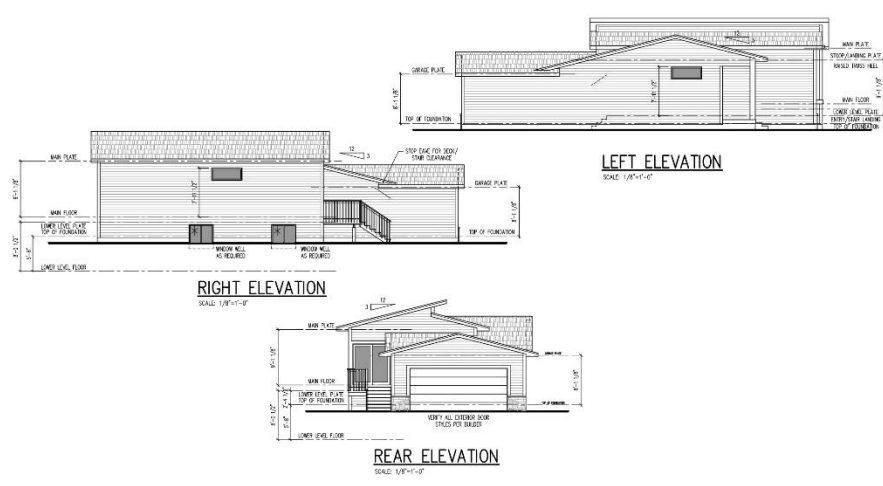
1558 Plan B
SMART Series
Address Required for Permit

Builder:
Destiny Homes
[515] 216.1015

Project No.: 3020018
Date: 05/04/19
Drawn By: JH/SH
Revised: 08/31/18

Sheet Title:
EXTERIOR ELEVATIONS

Sheet No.: 3.1



These documents, and the information contained herein, are the property of design group, LLC. No part of these documents may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of design group, LLC. design group, LLC makes no warranty, express or implied, for the use of these documents for any purpose other than that for which they were prepared. design group, LLC shall not be held responsible for any errors or omissions in these documents. © 2019 design group, LLC. All rights reserved.

design group
10000 W. 10th St. Suite 100
Tomball, TX 77375
(281) 350-1000

1578 Plan - C
SMART Series
Address Required for Permit

Builder:
Destiny Homes
[515] 216.1015

Project No.: 3020018
Date: 05/04/19
Drawn By: JH/SH
Revised: 08/31/18

Sheet Title:
EXTERIOR ELEVATIONS

Sheet No.: 3.1

Attachment F

Applicable Regulations

- *Ames Plan 2040* Goals, Policies, and the Future Land Use Map:

The *Ames Plan 2040* identifies the land use designations for the property proposed for rezoning.

- *Ames Municipal Code* Chapter 29, Section 1507, Zoning Text and Map Amendments, includes requirements for owners of land to submit a petition for amendment, a provision to allow the City Council to impose conditions on map amendments, provisions for notice to the public, and time limits for the processing of rezoning proposals.
- *Ames Municipal Code* Chapter 29, Section 1200, Floating Zones, includes a list of uses that are permitted in the Village Residential, Suburban Residential and Planned Residential zoning districts and the zone development standards that apply to properties in those zones.

Sec. 29.1114 “PUD” PLANNED UNIT DEVELOPMENT OVERLAY DISTRICT

- (1) **Purpose.** The Planned Unit Development (PUD) Overlay zone is intended to allow flexibility in Zoning District and General Standards where design flexibility helps further the goals of the Comprehensive Plan and is compatible with its surroundings. The PUD zone is intended to:
 - (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;
 - (b) Increase the stock of diverse housing types for a variety of income levels;
 - (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;
 - (d) Provide for a variety of private and common open space areas corresponding to smaller lot sizes along with additional amenities for larger developments;
 - (e) Encourage and preserve opportunities for energy efficient development; and
 - (f) Encourage context-sensitive infill development.
- (3) **Establishment.** The PUD Overlay zone applies to all lands that are zoned PUD on the Zoning Map. A Zoning Map Amendment may be approved provided the City Council makes the following findings:
 - (a) The Zoning District and Overlay are consistent with the comprehensive plan.
 - (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.

- (c) 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.
- (d) The PUD Master Plan includes interconnected pedestrian and bicycle circulation routes to the surrounding areas and within the development.
- (e) 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.
- (f) The proposed PUD Master Plan is in harmony with the purpose of the overlay.
- (g) Findings for approval of a Master Plan with a PUD Overlay rezoning may be deferred, when the City Council initiates a property rezoning.

Attachment G

Applicant's Statement

City of Ames Planned Unit Development Rezoning Application

Ontario Development - 1915 Scholl Road, Ames, IA

1. Reasons for requesting rezoning:

The potential Planned Unit Development (PUD) seeks limited modifications to the Suburban Residential Floating Zone for Residential Low Density (FS-RL) Supplemental Development Standards to facilitate a high-quality residential neighborhood that addresses current housing needs in Ames while providing greater flexibility in site design and housing opportunities.

The potential development includes a combination of single-family detached homes, single-family attached, and multi-family ownership housing products that create a broader range of housing choices for current and future Ames residents. To accomplish these objectives, the PUD requests limited modifications to specific City of Ames development standards, including **minimum lot area, minimum frontage requirements, side lot line setbacks, and corner lot setbacks**. Except as specifically modified, development may generally remain in accordance with the intent and character of the FS-RL district.

The requested reduction in minimum lot area and frontage requirements allows for a efficient and coordinated development pattern while maintaining the appearance and functionality of a traditional residential neighborhood. Smaller lot sizes provide opportunities for additional homeownership options and help address increasing land, infrastructure, and construction costs that affect housing affordability. The potential lot dimensions remain appropriate for the intended housing types and continue to provide private outdoor space, off-street parking, and an attractive residential streetscape.

The potential reduction inside lot line setbacks is appropriate to accommodate functional home designs on narrower lots. Without this modification, building widths would be significantly restricted, limiting the ability to construct homes that meet current market expectations and consumer demand. The potential setbacks continue to provide adequate separation between structures for maintenance access, drainage, light, and fire protection while allowing efficient use of developable land. The modified corner lot setbacks similarly provide greater flexibility in lot design and building placement while maintaining an attractive neighborhood appearance and safe visibility at intersections.

The PUD also proposes the use of a **private street within the multi-family portion of the development** rather than a public street. The private street design is appropriate for the scale and function of the development and provides flexibility in site layout while maintaining safe and efficient access for residents and emergency services. The street and associated improvements will be owned, operated, and maintained by the homeowners' association, thereby reducing future public maintenance obligations for the City.

The potential standards represent a balanced approach that promotes housing choice, efficient land utilization, and neighborhood design flexibility without altering the overall residential character of the area. The development may remain compatible with surrounding residential neighborhoods while providing a range of housing types, open space amenities, trails, and pedestrian connections.

Accordingly, the potential FS-RL PUD standards are justified because they assist housing diversity, improve housing attainability, encourage efficient use of land and infrastructure, provide for private ownership and maintenance of internal streets, and advance the City's goals for orderly community growth while preserving the intent of the City's residential development objectives.

Findings Required by Ames Municipal Code Section 29.1114(3)

The potential Planned Unit Development (PUD) Overlay District satisfies the findings needed for approval under Section 29.1114(3) of the Ames Municipal Code for the following reasons:

Finding 1: The proposed PUD advances the purposes and objectives of the Land Use Policy Plan.

The potential development advances the goals and objectives of the City of Ames Land Use Policy Plan by facilitating the development of an in-fill property that is no longer needed for its former institutional use and converting it into a high-quality residential neighborhood. The project increases the City's housing supply, provides a variety of housing choices, incorporates open space and recreational amenities, and promotes efficient use of existing public infrastructure. The development is in accordance with the Future Land Use Plan's Redirection designation, which anticipates the adaptive reuse and redevelopment of former civic and institutional properties.

Finding 2: The proposed PUD is planned and designed as a unified and integrated development.

The development is being planned as a single coordinated project under a unified development plan. Residential lots, building locations, open space, trails, stormwater facilities, and transportation improvements have been designed collectively to create an integrated neighborhood rather than a series of individual and unrelated developments. The potential PUD standards provide consistency in design, lot layout, access, landscaping, and neighborhood character throughout the development.

Finding 3: The proposed PUD provides public benefits and a superior development outcome compared to conventional zoning standards.

The requested modifications to minimum lot area, minimum frontage, side lot line setbacks, corner lot setbacks, and garage-to-front entrance relationship for certain two-family units allow for a efficient and innovative neighborhood design while preserving the overall residential character of the area. The development provides several public benefits, including:

- Increased housing opportunities through a mix of single-family detached homes, townhomes, and multiplex ownership units.
- Enhanced housing attainability through efficient land utilization.
- Significant open space and recreational amenities, including trails and pond features.
- Improved pedestrian connectivity throughout the development and to surrounding neighborhoods.
- Efficient use of public infrastructure and services.

Collectively, these benefits exceed what would typically be achieved through development under conventional zoning standards.

Finding 4: The requested modifications are appropriate and necessary to achieve the objectives of the development while maintaining compatibility with surrounding properties.

The modifications to minimum lot area, minimum frontage, side lot line setbacks, corner lot setbacks, and the garage-to-front entrance relationship for certain two-family units are modest and intended to prepare a efficient, pedestrian-oriented neighborhood layout while providing additional housing opportunities. The modifications continue to allow for functional building design, adequate separation between structures, private outdoor living areas, and attractive streetscapes. The potential development remains compatible with surrounding residential uses in terms of scale, appearance, and overall character.

Finding 5: Adequate infrastructure, utilities, access, and public services will be provided.

The development will be served by public water, sanitary sewer, stormwater, and transportation infrastructure designed in accordance with City standards. The project has direct access to the surrounding street network and incorporates sidewalks, trails, and pedestrian connections. In the multifamily ownership portion of the development, private streets will be owned and maintained by the homeowners' association, ensuring long-term maintenance while reducing public maintenance obligations. Emergency access and utility service will be provided consistently with applicable City standards.

Finding 6: The proposed PUD will not adversely affect public health, safety, or welfare and is compatible with surrounding development.

The potential development is residential in nature and is compatible with existing and planned residential uses in the surrounding area. The development provides appropriate access, parking, open space, drainage facilities, and pedestrian amenities. The coordinated design of the neighborhood, combined with the potential development standards and homeowner association maintenance responsibilities, may ensure the project functions safely and effectively while enhancing the surrounding community. The development does not create adverse impacts on neighboring properties and promotes the general health, safety, and welfare of future residents and the community.

Conclusion

The potential PUD Overlay District fulfills the findings needed by Section 29.1114(3) because it implements the goals of the Land Use Policy Plan, provides a coordinated development pattern, offers substantial public benefits, utilizes infrastructure efficiently, maintains compatibility with surrounding uses, and supports the health, safety, and welfare of the City of Ames. As such, approval of the requested FS-RL PUD Overlay District is appropriate and justified.

2. Consistency with Ames Plan 2040, the City of Ames comprehensive plan:

The current Land Use Plan identifies the property as “Civic-University”, reflecting its historic ownership and use by Iowa State University. Since the property is no longer owned by the university and is not intended for institutional or civic use, redevelopment of the site for residential purposes is a logical and appropriate transition.

The Future Land Use Plan designates this area as “Redirection,” recognizing the potential reuse and redevelopment of former civic properties. The Redirection designation provides flexibility for redevelopment opportunities and supports residential land uses when developed in accordance with the standards of the **RN-3 Single-Family Residential** category and the **Floating Suburban Residential – Low Density (FS-RL)** zoning district.

The potential PUD development satisfies the intent of the FS-RL designation by:

- Providing residential densities within the permitted range of the FS-RL district.
- Providing open space areas, including trails, and stormwater amenities.
- Creating a compatible transition to surrounding residential neighborhoods.
- Utilizing existing transportation and utility infrastructure efficiently.
- Supporting the City's objective of encouraging adaptive reuse and redevelopment of former civic land.

The potential development will establish a high-quality residential neighborhood that strengthens the City's housing supply while maintaining compatibility with surrounding land uses.

Accordingly, the rezoning and PUD development are in accordance with the policies and intent of the City of Ames Future Land Use Plan.

Consistency with Chapter One – Planning Base Goals of the Land Use Policy Plan

The potential Planned Unit Development advances the criteria of Chapter One of the Ames Land Use Policy Plan by providing a thoughtfully designed residential neighborhood that expands housing opportunities, preserves open space, and promotes neighborhood connectivity.

Goal 1 – Plan and Manage Growth

The potential development supports the City's objective of planning and managing future growth by redeveloping land that is no longer needed for its former institutional use. The project accommodates residential growth within an area that can be efficiently served by existing public infrastructure and transportation networks, promoting orderly urban development in accordance with the City's long-range planning criteria.

Goal 2 – Ensure an Adequate Supply of Developable Land

The development contributes to the City's inventory of residentially developable land by transitioning an underutilized property into a productive residential neighborhood. The project helps address future housing demand while making effective use of land already identified for redevelopment within the community.

Goal 3 – Promote an Environmentally Responsible Community

The PUD incorporates open space, trails, stormwater management features, and preserved green areas that enhance environmental quality while providing recreational opportunities for residents. The site design balances residential development with the preservation of natural amenities, supporting sustainable development practices and environmental stewardship.

Goal 4 – Create a Greater Sense of Place and Community Connectivity

The potential neighborhood is designed to be pedestrian-friendly and interconnected through sidewalks, trails, open space corridors, and public gathering areas. Connections to adjacent neighborhoods and existing transportation facilities may enhance accessibility while creating a cohesive residential community that contributes to the overall character of the area.

Goal 5 – Encourage Cost-Effective and Efficient Development Patterns

The project utilizes existing roadway, utility, and municipal infrastructure systems, allowing residential growth to occur in an efficient manner. The clustering and organization of residential units, combined with shared open spaces and coordinated site planning, represent an efficient use of land and public services.

Goal 6 – Increase Housing Supply and Housing Choice

The potential PUD expands the City's housing inventory by offering a variety of housing types within a single development. The west portion of the site includes townhomes, three-plexes, and four-plexes that provide ownership opportunities at varying price points and lifestyles, while the east portion includes traditional single-family homes. This mix of housing products increases housing choices for a broad range of residents.

Goal 7 – Improve Mobility and Transportation Options

The development is accessed from Ontario Street and incorporates pedestrian facilities that connect residents to the City's broader sidewalk and trail systems. The interconnected street and pathway network encourages walking

and bicycling while maintaining convenient access to employment centers, schools, parks, shopping, and public transportation options.

Goal 8 – Support Downtown Ames as the Community Focal Point

The potential development is residential in nature and may contribute additional residents who can support businesses, services, and activities throughout Ames, including Downtown. The project does not introduce competing commercial uses and is in accordance with the City's goal of maintaining Downtown as a central community destination.

Goal 9 – Promote Economic Vitality and Diversification

A diverse housing supply is essential to attracting and retaining a skilled workforce. By providing housing options for households in different stages of life and at different price points, the development supports economic growth by helping meet the housing needs of current and future residents and employees within the Ames area.

Goal 10 – Maintain and Enhance Community Character

The potential PUD is designed to create an attractive residential environment that complements surrounding development while incorporating open space, landscaping, trails, and neighborhood amenities. The combination of housing diversity, pedestrian-oriented design, and recreational features contribute positively to the character of the community and supports the long-term vision established by the Land Use Policy Plan.

3. Proposed use of the property:

West Side Residential Area

The west side of the property is planned for a multi-family residential neighborhood consisting of a minimum of 67 and maximum of 71 residential units, each located on an individually platted lot and sold as a separate ownership unit. The development may include:

- Townhomes (single-family attached dwellings)
- Three-plex buildings
- Four-plex buildings
- Multiple floor plans and building designs
- A variety of square footages and price points

Residents may have access to shared neighborhood amenities, including open space areas, walking trails, and a community pond.

East Side Residential Area

The east side of the property is proposed for a minimum and maximum of 26 single-family detached residential development. Key features include:

- Single-family homes with attached two-car garages
- Homes adjacent to Ontario Street are designed front facing entrances with pedestrian access to existing public right of way. Garage access may be directly from Yukon Street.
- Homes along the north side of Yukon Street oriented toward the street with front entrances and garages facing Yukon Street.

This design promotes neighborhood character, walkability, and compatibility with surrounding residential development.

Open Space and Common Amenities

The development includes common open space areas, walking trails, landscaped green spaces, a stormwater pond, and other recreational amenities intended for the use and enjoyment of residents. These features provide opportunities for recreation, enhance neighborhood character, and support environmental stewardship.

Summary of Proposed Uses

Development Area	Use	Housing Type	Minimum Units	Maximum Units
East Residential Area	Residential	Single-Family Detached Dwellings	26	26
West Residential Area	Residential	Single-Family Attached Townhomes, Three-Plex Dwellings, and Four-Plex Dwellings	67	71
Open Space Tracts	Open Space/Recreation	Trails, Pond, Landscaping, Common Areas	N/A	N/A
Total Development	Residential	All Housing Types	93	97

Development Diagram

The accompanying PUD Master Plan and Supplemental Design Standards Sheet identify the locations of the East Residential Area, West Residential Area, open space tracts, private street system, public streets, trails, stormwater pond, and associated residential development areas. These drawings serve as the graphic representation of the potential development pattern and land uses within the PUD.

Supplemental Development Standards

1. What is the total number of acres in this project?

The total site area is 17.40 acres; this meets the area requirement of having a minimum of 2 acres for a PUD.

2. What is the density of the project?

The potential Ontario Development consists of two residential development areas: the West Residential Area and the East Residential Area. Density calculations are in accordance with net developable acreage after the dedication of public rights-of-way and the exclusion of open space and stormwater management areas, where applicable.

West Residential Area

The West Residential Area contains approximately 9.40 acres after the dedication to the portion of Scholl Road west of the centerline and Ontario Street to the southern project limit right-of-way to the City of Ames. Within this area, approximately 2.17 acres are dedicated to common open space, including the stormwater pond, recreational trails, and other common areas.

The West Residential Area is planned to contain a maximum of 71 dwelling units consisting of townhomes, three-plex dwellings, and four-plex dwellings.

- Net Developable Area: 7.23 acres
- Maximum Dwelling Units: 71 units
- Net Residential Density: 9.82 dwelling units per acre

East Residential Area

The East Residential Area contains approximately 4.61 acres after the dedication to the portion of Scholl Road east of the centerline, Ontario Street to the southern project limit and Minnesota Avenue to the eastern project limit right-of-way to the City of Ames along with 0.78 acres of public right-of-way for Yukon Street. In addition to approximately 0.99 acres are designated as Outlot A for stormwater management and open space purposes.

The East Residential Area is planned to contain 26 single-family detached dwelling units.

- Net Developable Area: 3.62 acres
- Dwelling Units: 26 units
- Net Residential Density: 7.18 dwelling units per acre

Overall Development Density

The entire Ontario Development consists of approximately 17.40 acres and contains a maximum of 97 dwelling units.

- Total Site Area: 17.40 acres
- Maximum Dwelling Units: 97 units
- Overall Net Residential Density: 8.39 dwelling units per acre

The potential density is in accordance with the density range (less than 10 units per acre) permitted within the FS-RL (Floating Suburban Residential – Low Density) designation and supports the City's goals of providing additional housing opportunities while efficiently utilizing land, infrastructure, and community amenities.

3. Do the lot areas, widths, and frontages of this project meet the PUD standards?

The lot areas, widths, and frontages are slightly reduced from the general zoning standards; however, the lots are appropriately sized to accommodate the potential housing types and comply with the standards of Section 29.1114(6). Each lot has vehicular and pedestrian access to the private roadway, as well as pedestrian access to the public roadway. See Supplemental Design Standards, Sheet 1 which provides the PUD Development Standards and following is a summary of the deviations from the base zoning standards:

East Side (single family):

- Lot Area is reduced from 6,000 sf to 5,000 sf.
- Minimum Street Frontage is reduced from 35-ft to 27-ft. This is appropriate for the pie shaped lots.
- Minimum Frontage at building line was reduced from 50-ft to 43-ft.

West Side (single family attached dwellings):

- Lot Area is reduced from 3,500 sf per unit for exterior units to 3,200 sf.
- Minimum Frontage at street and building line is reduced from 24-ft to 22-ft.

4. What are the principal and accessory building setbacks and lot coverage?

East Side (single family):

- Front Lot Line has the same standards except Lots 13-16 have a 35-ft min setback to the garage face.
- Side Lot Line is reduced to 5-ft.
- Corner Lots is revised to provide 1 front yard and 1 side/corner of 15-ft minimum.

West Side (two family and single family attached dwellings):

- Side Lot Line is reduced to 5-ft for two family dwellings.
- Minimum separation between single family attached buildings was clarified as 16-ft minimum.
- Corner Lots is revised to provide 1 front yard and 1 side/corner of 15-ft minimum.
- The minimum setback from the face of a garage to the back of curb of a private street or back of a sidewalk is 20-ft.
- Two-family Hummingbird units may have a front entrance located greater than 12 feet from the face of the garage where approved as part of the PUD due to through-lot design and rear-loaded garage configuration.

5. Does the landscaped area and amount of street trees for this project meet the requirement?

The project meets the appropriate amount of street trees for the project stated in Sec. 29.403. Each development includes enough space for the planting and maturing of street trees. The reduced setbacks do not encroach on the defined locations for landscaped trees. See the Tree Planting Plan in the Preliminary Plat.

6. What is the maximum height of the principal buildings?

The potential principal buildings in the development comply with the FS-RL zoning height standards.

7. Does this project meet the parking requirements?

The potential development complies with and exceeds the applicable parking standards. The zoning ordinance requires a minimum of two parking spaces per dwelling unit. Each dwelling within both the East and West developments is served by a two-stall garage and a two-car-wide driveway, providing a total of four off-street parking spaces per unit.

In addition to resident parking, the West development includes 14 visitor parking spaces located within two designated parking areas along the private roadway. These spaces are strategically distributed to provide convenient access for guests and service vehicles while minimizing design issues on internal traffic circulation. One of the visitor parking spaces is designed as an ADA-accessible space, ensuring compliance with accessibility standards and accommodating the needs of residents and visitors with disabilities.

The East development may also provide opportunities for visitor parking through allowable on-street parking along the north side of the 26-foot-wide private street (opposite the fire hydrants). Driveway locations may be carefully coordinated during final design to maximize the spacing between driveways and preserve the greatest amount of available curb frontage for on-street parking.

In accordance with the parking provided within garages, driveways, dedicated visitor parking areas, and available on-street parking, the potential development meets and exceeds the applicable parking standards while adequately accommodating residents and visitors.

8. What are the main street and infrastructure improvements of this project?

The potential project includes the construction of new roadway and utility infrastructure appropriate to support the planned residential development. These improvements have been designed to provide safe and efficient access, accommodate emergency services, and ensure the long-term functionality of the neighborhood.

The West Development includes the construction of three private roadways: Yukon Place, Revelstoke Lane, and Whistler Way. These roadways may provide access to the residential units and establish the internal circulation network for the development. Each private roadway is designed with a 24-foot pavement width and 3-inch roll curb and may be constructed with appropriate grading, drainage facilities, and utility easements. The roadway system has been carefully integrated into the overall site layout to provide safe vehicle access, efficient traffic circulation, and emergency vehicle accommodation. On-street parking may not be permitted within the West Development.

The East Development includes the construction of Yukon Street, a 26-foot-wide public roadway that may serve the potential residential lots. Unlike the West Development, on-street parking may be permitted along the north side of Yukon Street, providing additional parking opportunities for visitors while maintaining adequate access and circulation.

In addition to the roadway improvements, the project includes the installation and extension of essential utility infrastructure throughout both developments. Improvements may include water distribution, sanitary sewer, storm sewer, and electrical services, all of which may be located within dedicated easements and designed to serve the potential residential development. Stormwater management facilities and drainage improvements may also be incorporated as appropriate to manage runoff and protect the functionality of the transportation network and surrounding properties.

All street and utility improvements may be designed and constructed in accordance with the applicable subdivision regulations, engineering standards, and design standards of the City of Ames. Collectively, these improvements may provide the transportation and utility services appropriate to support the potential development while ensuring public safety, long-term maintainability, and compliance with City standards.

9. Does this project meet the common open space and amenities standards?

The potential development meets and exceeds the common open space and amenities standards. The applicable standard requires that a minimum of 10% of the site area be designated as common open space.

The project provides common open space through several features, including Outlot A, which contains approximately 0.99 acres, and the wet pond, trail, and common green space areas, which total approximately 2.17 acres. Together, these areas provide a combined 3.16 acres of open space for the development.

The potential open space represents more than 23% of the gross development area, substantially exceeding the minimum 10% requirement. These open space areas may provide opportunities for passive recreation, pedestrian connectivity, stormwater management, and neighborhood gathering spaces, contributing to the overall quality and livability of the development. Accordingly, the potential development complies with the common open space and amenities standards and provides a level of open space that is significantly greater than the minimum needed by the applicable regulations.

10. Does this project meet the block design requirements?

The layout of both the East and west Residential Areas provides an interconnected network of streets with block faces that do not exceed 660 feet within the development. Block faces are as small as possible in the allowable areas. There are walkway connections and pedestrian crossings through the blocks. There is minimal disruption of traffic from driveways as the driveways are located on the backside of the buildings along the private roads.

Compatibility Standards & Other Conditions

1. Does this project meet the garage and driveway standards?

Within the areas fronting Ontario Street and Scholl Road, the homes are designed with their principal entrances and sidewalks oriented toward the public streets, while garages are located to the rear of the dwellings. No private driveway or garage entrance will directly face Ontario Street or Scholl Road. This design approach helps maintain the visual character of these streets, enhances the pedestrian environment, and reduces potential conflicts between vehicles and street traffic.

In the East Development, homes located along the north side of Yukon Street will have garages that face the public roadway. These homes have been designed so that the front entrance is offset no more than 12 feet from the face of the garage, in accordance with the applicable residential design standards. This arrangement maintains a strong relationship between the dwelling entrance and the street while providing functional vehicle access.

The potential two-family Hummingbird units within the West Development do not satisfy the standard requiring the front entrance to be located within 12 feet of the face of the garage. However, this design modification is warranted and should be approved because strict compliance is impracticable given the unique site design, lot configuration, and street types within the development.

Requiring the front entrance to be within 12 feet of the garage face would significantly constrain the building design and reduce the ability to provide functional floor plans for the two-family units. The increased separation between the entrance and garage is a direct result of orienting the homes toward the public realm rather than toward vehicular access areas. As a result, the design better fulfills the intent of the development standards by emphasizing pedestrian access, building frontage, and neighborhood character rather than garage dominance.

Furthermore, because no garage doors or driveways face Ontario Street or Scholl Road, the potential configuration preserves the visual character of these roadways, reduces potential vehicle conflicts, and creates a cohesive streetscape. The design is in accordance with the overall goals of the Planned Residential Development by balancing architectural quality, functionality, and site planning considerations. Given the impracticability of meeting the 12-foot entrance offset requirement without compromising the intended neighborhood design, the requested deviation is justified and in accordance with the provision allowing City Council approval when compliance is impracticable due to home design and street types.

The PUD requests approval for certain two-family (Hummingbird) units within the West Development to have front entrances located more than 12 feet from the face of the garage where necessitated by the through-lot configuration, rear-loaded garage design, and street-oriented building layout.

2. **Does this project meet the entrance standards?**

The primary entrance to each dwelling is designed to be clearly identifiable, readily accessible, and welcoming to residents and visitors. Each entry is visually distinguished through a defined porch area and coordinated architectural treatments that emphasize the doorway, reinforce the building's residential character, and provide a clear transition between the public realm and the private dwelling.

3. **Does the massing of the multi-family buildings align with the scale of the single-family housing?**

The multi-family buildings proposed within the West Residential Area are designed with a height, massing, and overall architectural scale that will be compatible with the anticipated single-family detached dwellings in the East Residential Area. Building proportions, roof forms, and setbacks will be coordinated to reduce the perceived bulk of the multi-family structures and establish an appropriate transition between the two residential areas. Collectively, these design considerations will promote a cohesive neighborhood character and ensure that the multi-family development complements, rather than overwhelms, the scale and appearance of the future single-family homes.

4. **What are the uses included in this PUD project?**

Residential Uses: The PUD is proposed as a coordinated residential development that provides a range of ownership housing types within two distinct but complementary areas. The West Residential Area will contain a mix of attached and multi-unit residential buildings, consisting of seven three-plex structures, eight four-plex structures, and nine two-unit structures. Together, these building types will provide varied housing configurations while maintaining a cohesive neighborhood character and an efficient development pattern.

Single-Family Development: The East Residential Area will include 26 individually platted lots intended for single-family detached homes. This portion of the development will expand the range of housing opportunities available within the PUD and provide an appropriate transition to surrounding residential properties.

Accessory Uses and Amenities: Accessory uses will support the principal residential uses and the day-to-day needs of residents and visitors. These improvements include designated visitor parking and recreational amenities, including an interconnected system of 8-foot-wide trails and 5-ft sidewalks. Collectively, the proposed uses and amenities are intended to promote pedestrian connectivity, encourage outdoor recreation, and create a functional, attractive, and integrated residential neighborhood.

5. **Is this project proposed as a Pocket Neighborhood?**

This project is NOT proposed as a Pocket Neighborhood.

6. **Are there any other conditions imposed for this site regarding health, safety, or general welfare?**

Future Expansion: The East and West development is an in-fill development and thus will not impede the development of adjacent properties.

Existing Trees: Several existing trees along the north property line will be protected as part of the development.

Landscape Buffering: The development meets or exceeds the buffering standards per City code.

Infill Compatibility: The potential development is residential in nature and is compatible with existing and planned residential uses in the surrounding area. The development provides appropriate access, parking, open space, drainage facilities, and pedestrian amenities. The coordinated design of the neighborhood, combined with the potential development standards and homeowner association maintenance responsibilities, will ensure the project functions safely and effectively while enhancing the surrounding community. The development does not create adverse impacts on neighboring properties and promotes the general health, safety, and welfare of future residents and the community.