



**AGENDA**  
**PLANNING AND ZONING MEETING**  
**Norwalk City Hall, 705 North Ave**  
**Monday, March 28, 2016**  
**5:45 P.M.**

1. Call meeting to order at 5:45 P.M.
2. Approval of Agenda
3. Approval of Minutes – February 8, 2015
4. Chairperson – Welcome of Guests
5. Public Comment – 3-minute limit for items not on the agenda (No action taken)
6. New Business
  - a. Public hearing and consideration of a request from Cort Landing, LLC to rezone 2.31 acres of land at SW intersection of IA HWY 28 and Elm Avenue from C-2 Commercial to R-1 Residential in the Dobson PUD.
  - b. Public hearing and consideration of a request from United Properties LC to rezone approximately 28 acres of land at northeast corner of IA HWY 28 and Beardsley Street from a mix of C-O, C-1, PC, R-4 and R-3 to a mix of C-3, R-4, R-3, and R-2 in the Echo Valley PUD.
  - c. Request from United Properties, LC to approve the Preliminary Plat of the Marketplace at Echo Valley
  - d. Update on the AmericInn meeting on March 7, 2016
  - e. Update on the SubArea 1 and Future Land Use projects
7. Staff Development Update
8. Future Business Items
  - a. Legacy Plat 19 Final Plat
  - b. West Grove Villas Final Plat
  - c. Estates on the Ridge Plat 2 Final Plat
  - d. Cort Landing Final Plat
  - e. Old School Plat 2 Final Plat
9. Next Meeting Date: April 11, 2016
10. Adjournment

## REGULAR NORWALK PLANNING AND ZONING MEETING 12-14-15

### **Call to order**

The Regular Meeting of the Norwalk Planning and Zoning Commission was held at the Norwalk City Hall, 705 North Avenue, Monday, February 8, 2016. The meeting was called to order at 5:45 P.M. by Acting Chairperson Chad Ross. Those present at roll call were Jim Huse, John Fraser, Chad Ross, Robin Wagner, Judy McConnell, Donna Grant and Brandon Foldes.

Staff present included: Luke Parris, City Planner; Wade Wagoner, Planning and Economic Development Director; Tony Stravers, Chief Building Official; and Shelley Stravers, Development Services Assistant.

Council liaison present: Stephanie Riva.

### **Approval of Agenda – 16-01**

*Motion by McConnell and seconded by Fraser to approve the agenda as presented. Approved 7-0.*

### **Approval of Minutes – 16-02**

*Motion by McConnell and seconded by Wagner to approve the minutes from the December 14, 2015 meeting. Approved 7-0.*

### **Welcome of Guests**

With no guests present and no one wishing to speak the business portion of the meeting was opened.

### **New Business**

#### **Silverado Ranch Estates Plat 2 Final Plat – 16-03**

Parris informed Commission that a final plat for Silverado Ranch Estates Plat 2 was submitted by Ryan Wiederstein of Silverado JV15, LLC. This request would create 31 single family lots, containing approximately 38.61 acres of land, which is located south of the existing Silverado Ranch Estates subdivision. The lots vary in size measuring from 40,000 SF to 87,290 SF.

Streets shown will be dedicated to the City for street use upon approval of the Final Plat. The streets have been named Silverado Drive and Colt Lane. The designated street right-of-way is 60 feet with a 24' rural two-lane road with 3' shoulders on each side (no curb and gutter). The proposed plat shows a loop street system that will connect with the Silverado Ranch Estates Plat 1. Both Plat 1 and Plat 2 have one connection onto North Ave. at the intersection of South Orilla Road. A 10' sidewalk/trail easement has been provided to match with a similar easement in Plat 1. There is not a trail or sidewalk currently installed in Plat 1.

Parris also noted that a storm water management plan was submitted and reviewed by the City Engineer. Storm water is managed in three separate detention areas with three detention ponds.

The required front setback is 50' with a minimum lot width of 125'. For some lots, the developer had difficulty maintaining the lot width of 125' at the 50' front setback line while achieving the minimum 40,000 square feet necessary for a septic system. The developer has shown greater front setbacks to ensure buildings have the proper width for their building envelopes. Several lots within Plat 1 also showed similar front setbacks.

Parkland was discussed and the Subdivision Ordinance requires 783 square feet of parkland per single family dwelling unit. With 31 lots, the parkland requirement would calculate out to be 0.56 acres, or the equivalent per Subdivision Regulations. No park is shown on site. Other methods of parkland dedication are requirements prior to City Council approving final plat.

Commissioners asked what the City could do about the current parkland dedication system we currently have. If the developers were required to give a larger sum of money, maybe they would be more inclined to actually plan the park in the development and donate the land. They understand that sometimes it is a very small amount of land required and those are not ideal sized parks for the City. Parris explained that is one of the reasons why we want to do better planning of our park systems, because if we have a park in our future plans, then the developer doesn't have an option of whether or not to include that specific land in their parkland dedication, and the City ends up with parks where they would like them. Parris said staff would work on coming up with a better formula to put into the Subdivision Regulations instead of just using market value.

*Motion by Grant and seconded by Huse to approve Silverado Ranch Estates Plat 2 – Final Plat. Approved 7-0.*

#### **Discussion of boundary for the Founder's Single Family District**

Parris presented to Commission in the recently approved Zoning Ordinance Update, the City created a new zoning district titled the Founder's Single Family Residential District (R-F). The purpose of this district was to create relaxed standards for older areas of the community that had difficulty conforming to the standards of the tradition Single Family Residential District (R-1).

While the District was created when the updates were adopted by Council, there has been no property in the City officially zoned as R-F. Before the City can begin the rezoning process, the boundary for the new district needs to be determined. In general, the Commission has discussed the part of town south of North Ave. and near Main St. as a potential candidate for rezoning to the new district.

Parris included a map with his staff report that showed the originally proposed R-F District in tan. Four other potential sections have been identified that should be discussed.

Section 1: This is the Old School Site that has recently been sold and platted for traditional R-1 lots. Because this has been platted under the new code, all of the lots and homes would conform to the traditional R-1 zoning. Rezoning this area to the R-F may not be necessary.

Section 2: This is south of North Ave. and currently zoned R-2. There is one duplex located in this section and is identified on the map. No other property contains a duplex. This is a good candidate for rezoning to R-F with the possible exception of leaving lots that front onto North Ave. as R-2.

Section 3: This area is the older homes along Main St. The section is zoned R-2, though there are no duplexes or two family homes on any of the lots. These lots tend to be a little bit larger than the lots that are south of North Ave.

Section 4: This area is the older homes along North Ave., Mafred Dr. and Sunset Dr. The section is zoned R-2, though there are no duplexes or two family homes on any of the lots. These lots tend to be larger than the lots that are south of North Ave. Any lots fronting North Ave. or Sunset Dr. would not be ideal candidates for rezoning to R-F.

Staff opinion is that the following areas should be rezoned as R-F:

- The tan area south of North Ave, with the exception that Section 1 remains R-1(60);
- All lots in Section 2 that do not front onto North Ave.; and
- All lots in Section 3.

Parris explained that the next step in this process is to hold public meetings and to start notifying residents before starting the actual public hearing process. Staff would like the public to better understand the information before the public hearings.

### **Update on the Sub Area 1 Planning Process**

Wagoner updated Commission on Sub Area 1 Master Plan with Chris Shires, Confluence; Bob Olson, Olson Consultants; and Bishop Engineering as a consultant team. The consultants have started discussions with various stakeholders related to the concepts presented in the City's Comprehensive Plan for the Sub Area 1. So far, discussions have centered on interest in the development of denser commercial and residential uses within Sub Area 1. These discussions have been favorable and confirm that the concepts identified in the Comprehensive Plan area realistic.

The consultants have also gathered some preliminary information and created a base map that includes the current plans that are related to Sub Area 1. The map is included with the staff report.

The scope of the work proposed is divided into three phases as follows:

#### Phase 1: Public and Stakeholder Input

- Project kick-off meeting with steering committee
- Joint City Council and Planning & Zoning Commission review and visioning workshop
- Key stakeholder interviews
- Public Workshop
- Public input review meeting with steering committee

#### Phase 2: Draft Plan

- Consultant prepares draft Master Plan including:
  1. Land uses
  2. Building form
  3. Transportation
  4. Utilities
  5. Implementation
- Draft submitted to staff for review, comment and further revision.
- Draft plan presentation and meeting with steering committee
- Joint City Council and Planning & Zoning Commission draft review workshop

#### Phase 3: Final Draft Plan

- Consultant prepares final draft Master Plan
- Planning & Zoning Commission public hearing
- City Council public hearing

#### **Joint City Council and Planning & Zoning Commission Workshop on Sub Area 1 and Future Land use Plan Update**

Wagoner explained as part of the Sub Area 1 Master Plan and the update to the Future Land Use section of the Comprehensive Plan, the City staff has set up a joint workshop with the City Council and the Planning & Zoning Commission on February 11, 2016.

The Sub Area 1 Master Plan portion of the workshop will focus on setting a vision for the Master Plan. The portion focused on the Future Land Use section will focus on review of the current section and identifying potential areas of focus for the update.

#### **The Job of the Planning Commissioner by Albert Solnit**

In an effort to provide continuing support and education to our Planning and Zoning Commissioners, the City has purchased copies of "The Job of the Planning Commissioner" by Albert Solnit for each Commissioner. This book is a great tool that provides information on a variety of topics and duties that the Commission routinely handles.

Wagoner expressed that this book helps to understand that there is more to being on the Commission than plat approval and not get into the dreaming part

of the Comprehensive Plan and how the City can economically put it all together. He encouraged everyone to read this book and to feel free to ask any staff members if they have any questions on any part of the duties of the Commissioners. Staff reports are provided for each topic at each meeting to try and help answer questions and clarify topics, but staff would always be glad to clarify any item.

#### **Election of Commission Chair, Vice-Chair and Secretary – 16-04**

Riva, the past Chair of the Planning & Zoning Commission was recently elected to the City Council, leaving her seat vacant. Additionally, Schulz, the past Vice-Chair was unable to serve the remainder of his term, leaving his seat vacant. A Secretary will also need to be elected. Currently the Development Services Assistant serves this capacity.

*Motion by Huse and seconded by Fraser to elect Chad Ross, Chair; Judy McConnell Vice-Chair and the Development Services Assistant as Secretary. Approved 7-0.*

#### **Staff Development Update**

Wagoner included an Annual Departmental Report and the January Departmental Report and reviewed with Commission. He also announced that March 7 will be the unveiling of AmericInn who will be holding a public meeting trying to generate investors in town to buy into this project and make it a reality for Norwalk. Wagoner encouraged Commissioners to attend this meeting, but reminded them they cannot discuss official business as Commission Members at this meeting.

#### **Future Business Items**

Staff reviewed the laminated maps with the new Commissioners. Ross asked if there have been any discussions with Microsoft and the bike path. Parris will talk with Public Works Director and confirm that they are leaving room for a trail under there.

#### **Adjournment – 16-05**

*Motion by Huse and seconded by McConnell to adjourn at 7:04 P.M. Approved 7-0.*

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Chad Ross, Chairperson

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Luke Parris, City Planner

<p style="text-align: center;"><b>CITY OF NORWALK</b> <b>REPORT TO THE NORWALK PLANNING COMMISSION</b></p>
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<b>REQUEST:</b>	Public hearing and consideration of a request from Kelly Cortum of Cort Landing, LLC to rezone 2.31 acres of land at SW intersection of IA HWY 28 and Elm Avenue from C-2 Commercial to R-1 Residential.
<b>MEETING DATE:</b>	March 28, 2016
<b>STAFF CONTACT:</b>	Luke Parris, AICP City Planner
<b>APPLICANT(S):</b>	Kelly Cortum of Cort Landing LLC
<b>LOCATION:</b>	Southwest intersection of Iowa Highway 28 and Elm Avenue.
<b>CURRENT USE:</b>	C-2 Commercial.
<b>PROPOSED USE:</b>	R-1(60) Residential.
<b>ZONING HISTORY:</b>	The site is zoned as Parcel D of the Dobson Planned Unit Development with a classification of "C-2" Community Commercial. This area has been zoned C-2 since the July 15, 2004 adoption of the Dobson PUD (Ordinance No. 04-08) and the amendment to the Dobson PUD (Ordinance No. 15-05) on June 4, 2015.
<b>LAND USE PLAN:</b>	The future land use plan designates this location medium density residential.
<b>SURROUNDING LAND USE PLAN AND ZONING:</b>	<p>Surrounding land use planned for the area is:</p> <ul style="list-style-type: none"><li>• North – Medium Density Residential.</li><li>• East – Medium Density Residential.</li><li>• South – Medium Density Residential.</li><li>• West – Medium Density Residential.</li></ul> <p>Surrounding zoning for the area is:</p> <ul style="list-style-type: none"><li>• North – "R-1" Residential.</li><li>• East – "R-1" Residential.</li><li>• South – "R-1" Residential.</li><li>• West – "R-1" Residential.</li></ul>
<b>FLOOD INFORMATION:</b>	None.

**MAJOR STREET  
PLAN/TRAFFIC:**

The request would not appear to have a negative impact on traffic conditions. Vehicles would access the lots from the extension of Pine Avenue as shown on the preliminary plat for Cort Landing. All roads are classified as local streets.

**DEVELOPMENT SECTOR  
ANALYSIS:**

Parcel D is currently a C-2 area with frontage along Iowa Highway 28. While Iowa Highway 28 frontage exists, access to Iowa Highway 28 from the site is unlikely to be permitted by the Iowa DOT. Access would be off of the internal street, Pine Avenue. The commercial site is adjacent to existing and planned single family homes on all sides.

**STAFF ANALYSIS:**

The parcel is currently zoned C-2 and fronts along Iowa Highway 28. The parcel is only undeveloped C-2 parcel south of North Avenue. The majority of neighboring property is zoned for single family residential with some industrial ground farther to the south along Iowa Highway 28.

The future land use plan for the area is identified as Medium Density Residential. In these areas, the Comprehensive Plan does not call for any commercial type uses.

There is a conflict between the current zoning and the future land use plan. In the recent PUD amendment, the parcel retained the C-2 zoning because the initial PUD had been approved prior to the 2013 Comprehensive Plan. Rezoning the parcel to R-1(60) would more closely match the future land use plan approved in the 2013 Comprehensive Plan.

The developer is also concerned about the developability of the parcel for C-2 uses. The concern is mainly due to a PUD requirement that the site has a 30' buffer adjacent to any single family uses. A staff analysis determined that the building envelope could likely fit a commercial building but that the buffer requirement hampers the ability to provide appropriate parking on the site. To approve a commercial site plan for the site, the City would need to be willing to reduce the 30' buffer requirement in the PUD.



**STAFF  
RECOMMENDATION:**

The rezone proposal to R-1(60) is in accordance with the future land use identified in the Comprehensive Plan and would be cohesive with the existing uses and zoning that is already single family residential.

Staff recognizes the potential difficulties in developing the parcel as a commercial site due to buffer requirements. Additionally, staff also recognizes that the City has limited commercial ground along Iowa Highway 28 and that the proposal would reduce that number further.

Staff recommends that the Planning and Zoning Commission will need to consider the developability of the parcel, weigh the loss of commercial ground, and consider the context of the existing land uses nearby when making a decision on the proposal.

**PLANNING AND  
ZONING ACTION:**

The Planning and Zoning Commission can consider several courses of action:

1. Deny the amendment request. Denying the amendment request would maintain the current zoning and keep the area as C-2 Commercial. Note that a lack of motion is tantamount to a no vote that would recommend denial of the request and trigger a super majority vote at the City Council.
2. Approve the amendment request as proposed. Approving the request would allow rezoning the land to R-1(60) Residential.
3. Approve the amendment with conditions. The Commission may propose alterations to the amendment that could be agreeable to all parties involved.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community











<p style="text-align: center;"><b>CITY OF NORWALK</b> <b>REPORT TO THE NORWALK PLANNING COMMISSION</b></p>
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<b>REQUEST:</b>	Public hearing and consideration of a request from United Properties LC to rezone approximately 28 acres of land at northeast corner of IA HWY 28 and Beardsley Street from a mix of C-O, C-1, PC, R-4 and R-3 to a mix of C-3, R-4, R-3, and R-2 in the Echo Valley PUD.
<b>MEETING DATE:</b>	March 28, 2016
<b>STAFF CONTACT:</b>	Luke Parris, AICP City Planner
<b>APPLICANT(S):</b>	United Properties LC
<b>LOCATION:</b>	Northeast of the intersection of Iowa Highway 28 and Beardsley Street
<b>CURRENT USE:</b>	Echo Valley Community PUD Parcel J with a mix of C-O, C-1, PC, and R-4.
<b>PROPOSED USE:</b>	Add the lots along Iowa Highway 28 into Parcel J of the PUD and change the uses to a mix of C-3, R-2, R-3, and R-4. Restrict the R-4 uses to senior housing and assisted living.
<b>ZONING HISTORY:</b>	The site is zoned as Parcel J of the Echo Valley Community PUD in 2003 (Ordinance 03-08). At that time Parcel J did not include the lots along Iowa Highway 28. Those lots along Iowa Highway 28 are currently zoned as C-O.
<b>LAND USE PLAN:</b>	The future land use plan the majority of this area as General Commercial with a portion shown as Park/Recreation near the Golf Course.
<b>SURROUNDING LAND USE PLAN AND ZONING:</b>	Surrounding land use planned for the area is: <ul style="list-style-type: none"><li>• North – Medium Density Residential.</li><li>• East – Park/Recreation &amp; Medium Density Residential.</li><li>• South – Sub Area 1.</li><li>• West – High Density Residential.</li></ul>

Surrounding zoning for the area is:

- North – R-1 Residential.
- East – R-1 Residential.
- South – C-O, C-1, C-2 commercial.
- West – R-1 Residential.

**FLOOD INFORMATION:** None.

**MAJOR STREET  
PLAN/TRAFFIC:**

The request is in conjunction with a recently approved development agreement with United Properties LC for the removal of Masteller Road and the construction of the new Marketplace Drive. The new Marketplace Drive will have access onto Beardsley Street at a point east of the current access to Masteller Road. The current intersection with Iowa Highway 28 will be maintained and upgraded with a traffic signal.

The street is designated as a 28' local street to promote a more walkable scale in the development. An 8' trail will be located on the east side of Marketplace Drive and future pedestrian considerations will be made as sites develop.

The City currently uses the Statewide Urban Design and Specifications (SUDAS) for details on various City infrastructure. SUDAS would require a 31' local street in a commercial area and a 26' local street in a residential area. The PUD process allows for the deviation of road width standards. The request for a 28' street is less than the SUDAS standard for commercial but more than the SUDAS standard for residential. This site is a mixed use site that will contain both commercial and residential uses. Additionally, the 28' width matches the City's Subdivision Ordinance for street design standards of a general local street.

**DEVELOPMENT SECTOR  
ANALYSIS:**

In the development agreement with United Properties LC, the City anticipates that a significant portion of Parcel J will develop commercially in order to provide TIF revenue to pay for Marketplace Drive, the traffic signal, acquisition of the James Oil site, and the expansion of Beardsley Street.

**STAFF ANALYSIS:**

The future land use plan for the area is identified as General Commercial. The C-3 component of the rezoning request matches with the future land use plan.

The request also contains residential components. United Properties LC has indicated that the residential components are to support the commercial, provide a transition between the existing developments to the east, and provide a walkable style of development in connecting with the existing development. The residential component is not consistent with the future land use plan but does have consistency with the Echo Valley Community PUD that was approved in 2003, prior to the adoption of the 2013 Comprehensive Plan.

It is staff opinion that allowing the residential component will maintain the intent of the original Echo Valley Community PUD while providing an appropriate land use transition between the neighboring single family homes and the proposed commercial sites.

The amendment proposal also includes several changes to the land use densities and bulk regulations that would be standard in the Zoning Ordinance for each district. The full tables can be found on the attached PUD amendment document.

For land use densities, United Properties is proposing the R-2 be allowed 6 dwelling units per acre, up from the 5 allowed in the Zoning Ordinance. They are also proposing an increase in the density of any R-4 area to 20 dwelling units per acre, up from the 18 allowed in the Zoning Ordinance.

For bulk regulations, the rear setback for C-3 is proposed to be 10'. For double frontage lots along Iowa Highway 28, this would be measured from the lot line along Iowa Highway 28. The side setback is proposed to be 20' for R-4. The maximum height for the R-4 is proposed to be 45' but with a limit of 3 stories for any building. The R-3 is proposed to allow postage stamp lots with a minimum size of 1,250 square feet. The building separation in the R-3 is proposed to be 12' for sides and 20' for the rear of structures. The minimum lot width in the R-2 district is proposed as 40' for one side of a two-family dwelling



unit. Side setbacks for one- and two-family units are proposed to be 5' on one side and a total of 10'.

The request for increased density and relaxed setbacks are related to the creation of a more walkable development. Allowing for uses to be closer together and increasing the density, both residentially and commercially, is a key component of creating walkable design.

The PUD also includes additional information that alters the standard requirements of the Zoning Ordinance. First, the R-4 in the PUD is restricted to only senior living and assisted living type facilities. The PUD amendment also addresses buffering of the uses on the Parcel. The amendment requires a buffer wall be built along the northern property boundary to buffer the existing residential from any commercial development. Buffers between uses internal to the site do not require a minimum distance and will be achieved via landscaping.

The buffering on the site is to provide separation from existing uses while allowing the mix of uses on the site to be developed cohesively into one mixed use development.

**STAFF  
RECOMMENDATION:**

Staff recommends approval of the amendment to Parcel J of the Echo Valley Community PUD.

**PLANNING AND  
ZONING ACTION:**

The Planning and Zoning Commission can consider several courses of action:

1. Deny the amendment request. Denying the amendment request would maintain the current zoning, which is C-O for lots along Iowa Highway 28 and Parcel J of the Echo Valley Community PUD with C-O, C-1, PC, and R-4. Note that a lack of motion is tantamount to a no vote that would recommend denial of the request and trigger a super majority vote at the City Council.
2. Approve the amendment request as proposed and attached. Approving the request would allow rezoning to add the lots along Iowa Highway 28 into Parcel J of the Echo Valley Community PUD and change the uses in Parcel J to a mix of C-3, R-2, R-3, and R-4, while

restricting the R-4 uses to senior housing and assisted living.

3. Approve the amendment with conditions. The Commission may propose alterations to the amendment that could be agreeable to all parties involved.

## Echo Valley Community Planned Unit Development – Parcel J Amendment

### Land Use and Density Schedule

Parcel #	Land Use/ Zoning	Density	Area/Acres	# Units	Density DU/Acre
Parcel J	Mix of C-3, R-4, R-3 & R-2	R-2 6 DU/Ac	27.85	N/A	N/A
		R-3 12 DU/Ac			
		R-4 20 DU/Ac			

### Bulk Regulations

Parcel #	Lot Area	Lot Width					
	Minimum Sq. Ft.	Minimum Feet	Front Feet	Side Each Feet	Side Total Feet	Rear Feet	Height Feet
Parcel J	C-3 – 20,000 SF	100'	30'	10'	20'	10'	50'
	R-4 – 80,000 SF & 1,250/unit	200' Project	35'	20' Project*	N/A	35'	45'***
	R-3 – 3,125/unit or Postage Stamp Lots 1,250/unit	200' project and 20' individual unit	30' Project or 25' to Curb (for private streets)***	0' shared wall and 12' building separation	N/A	30' Project and 20' for lots internal to the project	35'
	R-2 - Two-Family = 12,500	40' with a 0' side yard or 80' for two units on one lot	25'****	5' or 0' shared wall	10'	30'	35'
	R-2 - One-Family = 8,125	65'	25'****	5'	10'	30'	35'

\*20' minimum separation between buildings in a complex

\*\*Principal structure may be 45' in height but not exceed 3 floors above grade

\*\*\*Covered front porches that are fully open and not enclosed may encroach eight (8) feet into the front yard setback.

#### SPECIFIC INFORMATION NOT IN TABLES:

PARCEL J. This is considered a mixed use parcel that will be primarily commercial in nature. Lots located along Iowa Highway 28 shall conform to the standards of the C-3 Highway Service Commercial District. The rest of the parcel shall be allowed to be a mix of C-3, R-2, R-3, and R-4. No R-2 or R-3 residential units shall be allowed to front on to the new Marketplace Drive. For any R-3 uses, postage stamp lots shall be allowed. Postage stamp lots refer to lots that only encompass the dwelling unit of a multi-unit townhome structure with any open space owned by a common home owner's association entity. R-4 uses shall be limited to:

- Assisted Living Residential Facilities, Boarding House, Nursing or Convalescent Home, Dormitories, or other group quarters, not exceeding eighteen (18) dwelling units per acre of lot area exclusive of public street right-of-way, or for those facilities which do not provide separate living quarters defined as dwelling units within the zoning ordinance, a maximum of thirty-six (36) beds or residents per acre of lot area exclusive of public right-of-way.

#### **Buffering**

Any commercial development along the northern boundary of the parcel shall have a buffer wall installed that includes masonry columns with framed wood slats similar to the images included below. Buffers between uses internal to the parcel will be determined as development proceeds. Internal buffers may be achieved via simple landscaping with no minimum buffer width requirement.



*Examples on acceptable buffer wall*

#### **Road Widths**

To promote a more walkable scale, Marketplace Drive is planned to be a 28' wide street through the majority of the corridor with it widening to a 37' wide street at the intersection with Beardsley Street. Pedestrian movements will be accommodated by an 8' wide trail along the east side of Marketplace Drive. Further pedestrian considerations will be made as each site develops.





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



From The Atlantic

**CITYLAB**

CITYFIXER

# 10-Foot Traffic Lanes Are Safer—and Still Move Plenty of Cars

The case against 12-foot lanes in cities, in 3 charts.

ERIC JAFFE | [@e\\_jaffe](#) | Jul 28, 2015 | [43 Comments](#)



Raphael Desrosiers / Flickr

At first glance, it makes sense that wider traffic lanes could be safer traffic lanes. Drivers are prone to bad decisions and sleepiness and text messages and fits of rage. Providing some buffer room seems a reasonable way to keep them from veering into anything else sharing the road.



But as Jeff Speck [persuasively argued](#) during our Future of Transportation series, the conventional engineering wisdom that favors 12-foot traffic lanes to 10-foot lanes is deadly wrong—especially for city streets. The problem largely comes down to speed: when drivers have more room, cars go faster; when cars go faster, collisions do more harm. The evidence cited by Speck on the safety hazards of wider lanes is powerful, though to date it remains pretty scarce.

That body of work just got a bit thicker, thanks to a new study by civil engineer Dewan Masud Karim ([spotted by](#) Chris McCahill at the State Smart Transportation Initiative). Evaluating dozens of intersections in Toronto and Tokyo, Karim linked lower crash rates to narrower lanes—those closer to 10- or 10.5-feet wide than to 12-feet. Sure enough, wider lanes meant speedier cars, and yet narrower lanes were perfectly capable of moving high volumes of traffic.

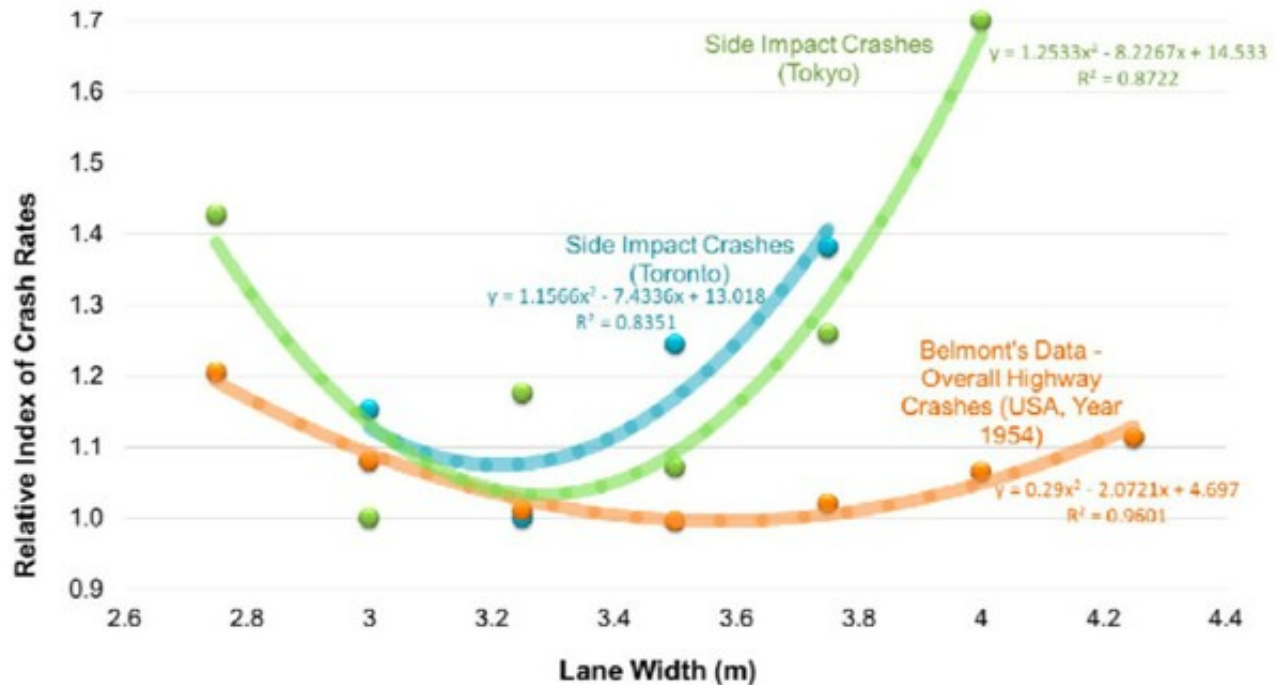
He [concludes](#):

Given the empirical evidence that favours ‘narrower is safer’, the ‘wider is safer’ approach based on intuition should be discarded once and for all. Narrower lane width, combined with other livable streets elements in urban areas, result in less aggressive driving and the ability to slow or stop a vehicle over shorter distances to avoid a collision.

Let’s take a closer, chart-filled look at the details.

## **Narrow lanes are safer**

An analysis of several years of crash data in both cities showed a clear sweet spot for lane width around 10.2 feet in Tokyo (3.1 meters) and 10.5 feet in Toronto (3.2 meters). Crash rates increased as lanes got too slim and drivers ran out of space; they also rose as lanes got wider. Karim writes that these results “clearly demonstrate why ‘conventional wisdom of lane width’ does not hold up to scientific scrutiny.”

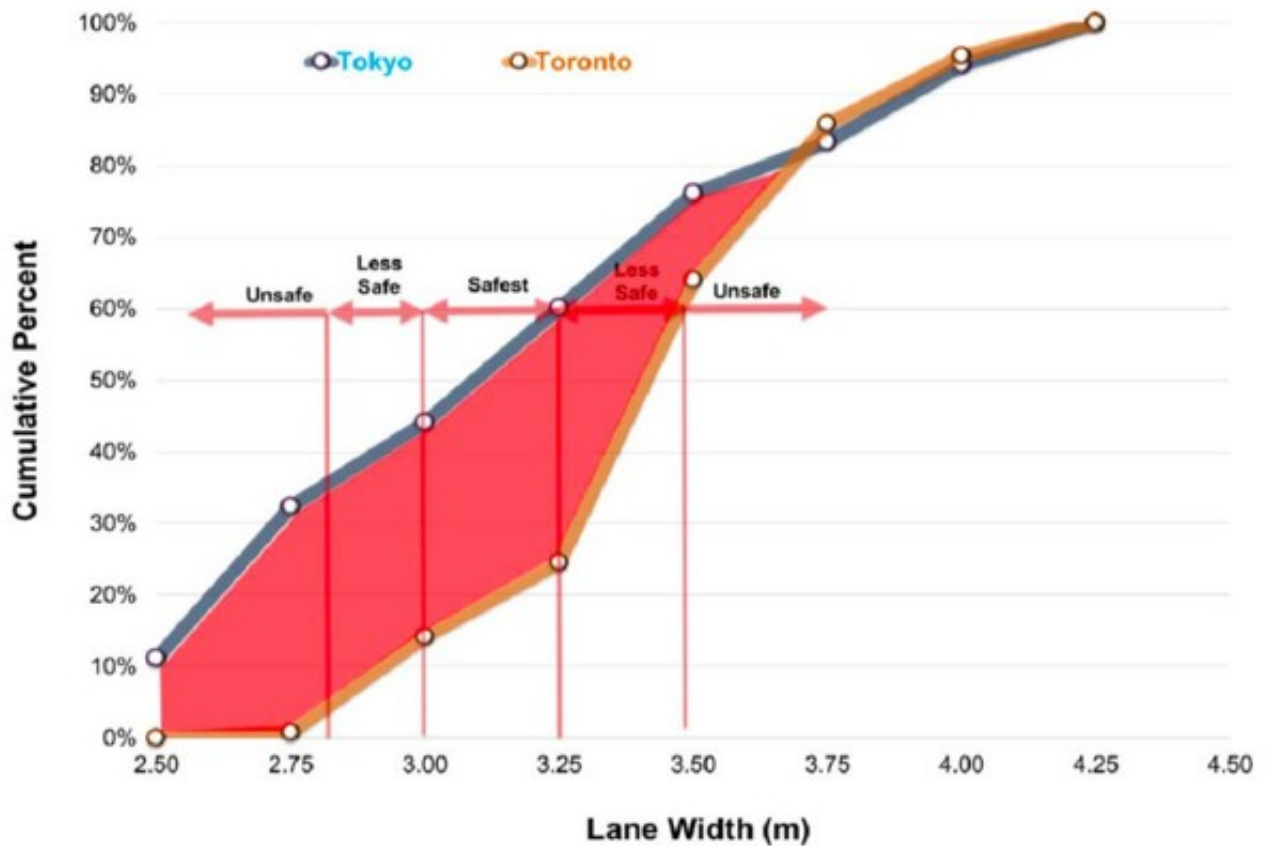


Crash rates in Toronto (blue) and Tokyo (green) were lowest in lanes between 10 and 10.5 feet wide.

## Cars in wider lanes tend to go faster

Generally speaking, traffic lanes in Tokyo are narrower than those in Toronto, with a much greater percentage falling into what Karim calls the “safest” width range. He believes wider lanes, and the faster traffic that comes with them, explains why Tokyo’s collision rates were lower than those in Toronto, despite the fact that Tokyo is a much more populous city with a greater traffic volume. At the time of a collision, the average speed of a car in Toronto was 34 percent higher than it was in Tokyo, according to Karim’s figures.



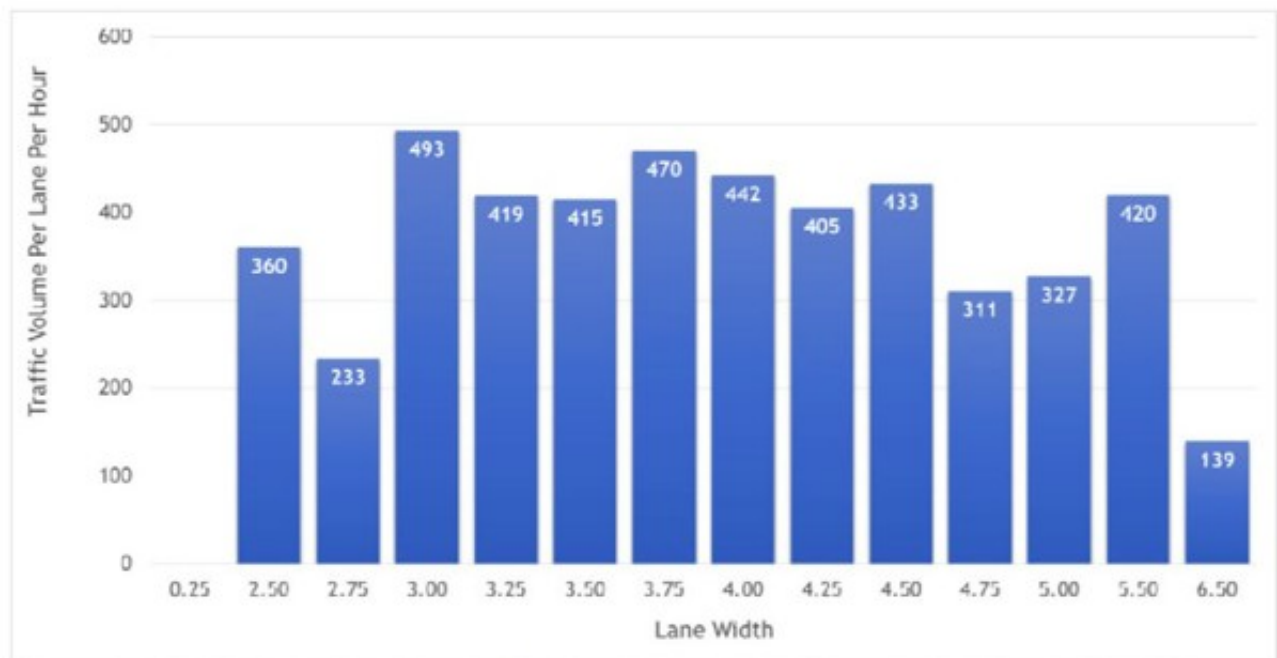


Tokyo (blue) tends to have narrower travel lanes than Toronto (orange), which might explain why collisions occur there at slower speeds.

## Narrow lanes still carry lots of traffic

A common rebuttal to reducing lanes from 12 to 10 feet is that doing so will produce congestion. But smart design can accommodate slim lanes and traffic alike—something New York City recently [discovered](#) when it narrowed car lanes to make way for bike lanes. Karim found that traffic capacity in Toronto was actually highest for lanes right around 10-feet wide.

“Traffic delays on urban roads are principally determined by junctions, not by midblock free flow speeds,” he writes. “Reducing lane width to 3.0 m [~10 feet] in urban environments should therefore, not lead to congestion.”



**Figure 6: Distribution of traffic capacity (per lane per hour) demand and lane width (Toronto)**

Plenty of cars still moved through lanes that were roughly 10-feet wide.

## About the Author



Eric Jaffe is the former New York bureau chief for CityLab. He is the author of *A Curious Madness* and *The King's Best Highway*.

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# Healthy Neighborhoods and Healthy Streets

Their design and effect on safety, environment and first responder times

By Dan Burden, Principal with Glatting Jackson Kercher Anglin, Co-Founder of Walkable Communities

## Compact Neighborhoods, Healthy Streets

Livability, affordability, sustained home values, environmental issues incident response times and “deployment” are linked to neighborhood and street designs. In general, neighborhoods with higher connectivity (more blocks and intersections per square mile) provide easier access, are safer, have higher rates of walking, are more transit friendly and more sustainable. Meanwhile, streets with lower lane and curb-to-curb widths are more safe, affordable, sociable, economically sound and environmentally friendly. *Healthy Streets* assure low speeds and volumes increase walking, bicycling and socializing. To do this *Healthy Streets* must be part of a well-connected street system. These street designs are not for developers failing to apply Smart Growth, sustainability, and well integrated street systems. A combination of market forces, geography and other issues call for the widest possible selection of street options. These options call for more tools.

Correctly designed healthy streets protect access, provide movement of large equipment and support deployment of equipment. However, attention to design details is essential.

Basic features of these *streets, lanes, alleys and avenues* are summarized in this section. Block entry turn radii, (preventing parked cars from blocking access near corners), thoughtful spacing of trees, saturation levels of on-street parking, widening on curves, even driveway placements are among the complexities requiring choices and precise design details.

Emphasis is placed on keeping designs flexible. Being too prescriptive creates problems for developers, designers and responders. Thus, a focus on adherence to performance (not prescribed numbers) is stressed in these pages. Performance measures keep streets flexible in their design; meeting the widest range of uses and address complex home buying markets. Presence of trees, on-street parking, curves, block length, terminating vistas and street connectivity are a few elements influencing motorist speed.

Healthy street designs for local, collector and arterial streets must provide each of the following: (1) assure large equipment access and movement, (2) provide appropriate speed and volume, (3) allow motorists to pull over to let responders by, and (4) allow sufficient width for incident “deployment” (generally 16-20 feet).

**Safety.** Studies by Swift, Noland and Dunbaugh (among others) point out how better connected street systems and narrower streets and lanes (generally 26-28 foot wide local streets or 9-10 foot lanes (for Avenues) are the most safe.



Images from top to bottom: One of Chico, California's most loved streets is 24 feet wide with parking on both sides. In order for this street to meet fire access and operations needs (1) entries must protect access with protected entering radii and (2) street parking cannot be saturated. A plan view provides two models: (1) Left, traditional streets with 26-28 foot width protects access and provides a 20 foot clear zone midblock, (2) Conventional streets protect access but keep 20 foot clear the entire length. Bottom photo shows how use of driveways allows operations and access on a 28' wide street.



For local streets, curb-to-curb widths of 26-28 foot create the greatest livability, walkability and safety, especially when parking is included on each side of the street. Also, as a general rule, the fewer the number of lanes in a neighborhood collector or arterial road, the lower the speeds and the safer the roadway to travel along or to cross.

**Use of Minimums.** Minimum recommendations shown in text below can be exceeded, still providing safety and livability. Beyond a certain range, however, design interventions must be added. Otherwise, significant safety and other values are lost. In the scene to the right narrow streets with parking on both sides create access issues on curves. Widening streets through curves, or parking removal from one side addresses this problem.

**Local Streets, Option One.** The safest local street design is a “yield street”, where one motorist pulls over, allowing the opposing to continue. Yield streets work well when street connectivity keeps traffic volumes to 400 or fewer cars per day. (.6 cars per minute). Yield streets allow 50-foot R-O-W’s, which are ideal for minimizing hard surface materials, water runoff and other environmental impacts. These dimensions also maximize safety, active transportation, shade energy conservation and socializing. Lane lines are generally not marked on yield streets. When curbs are used, 26-28 foot widths allow 6 feet per side for parking (most cars are 5-6 feet wide) allowing a 12-14 foot space for travel. When parking is moderate or light. Streets as narrow as 24 feet still allow a 12 foot travel lane. If parking is not dense (often assured when alleys are used) there is plenty of space for motorists to pull over. If parking is dense and blocks are long (over 600 feet) parking is restricted to one side, or one-way streets are used.

**Access Assurance:** Access is assured through use of curb extensions on corners. Use of one or two curb extensions (curb bulbs) narrow entry throats to as little as 14 feet. Properly placed curb extensions push parking back, allowing the largest vehicles easy entries.

**Local Streets, Option Two.** The second safest street eliminates yield practices, but remains safe and environmentally friendly using short blocks, and narrow 20 foot wide carriage-ways. Parking is inserted between tree wells, spaced each 20 feet. Parking deck materials are permeable, and water can be channeled into swales or rain gardens. An amount of green equal to yield streets is achieved through use of tree wells. A growing canopy keeps speeds low. Many variations are applied, including “permeable curbs” allowing water to flow into retention/absorption areas or other spaces for local water treatment and percolation.

**Access Assurance:** Access is assured through use of curb extensions on corners. Use of one or two curb extensions (curb bulbs) narrow entry throats to as little as 14 feet. Properly placed curb extensions push parking back, allowing the largest vehicles easy entries. Narrow travel ways of 12 feet also assure people will not park in the lane blocking access.



**Above: Option One:** *Healthy and safe streets must be more precise. Narrow streets must either be widened on curves, or parking must be removed from one side. If block lengths exceed 400 feet and parking is saturated, streets must be one-way, or other provisions (curb extensions or driveway patterns) should create “deployment stations” each 200-300 feet.*

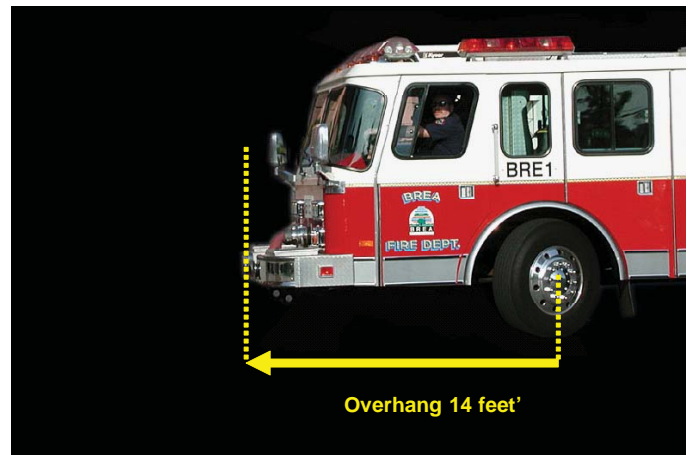
**Below: Option Two.** *In some cases safe, walkable, sociable and environmentally friendly streets are achieved through alternative surface materials (pavers), use of inset pervious parking, ample tree wells and related measures. Streets can be wider. Both options can be fit in a 50 foot right-of-way.*





## Curb Radii and Midblock Curb Extensions

*Access and operations are protected through use of proper width street entries. A combination of curb extensions, sometimes combined with an added "effective radius" from use of bike lanes or inset parking, and other tools assure oversize vehicles gaining entry to neighborhoods. The actual turn radius of fire apparatus must accommodate the front overhang of equipment. Auto-Turn and other engineering tools must be calibrated to local fire equipment. The effective turning radius on equipment is*



## Tools Assuring Access

*Lower Left: Uses of curb extensions, mountable medians, and in select locations mountable curbs (and other tools) are used to prevent parking in unwanted locations, or to otherwise a responder stay in motion. Healthy streets require more tools than wider conventional tools. Upper right: Curb extensions which narrow entries prevent motorists from parking in undesired locations. Bottom right: Correct use of a mountable curb when medians are used.*





**Lanes.** An even narrower travel way than a “street” is a “lane.” Lanes are generally 16-20 feet wide, with parking limited to one side. Lanes are often one-ways but can be two way. Lanes are generally found near parks or parkways, but can be found as short connectors in other locations.

**Alleys.** Alleys have very low volumes, typically under 200 vehicles per day, or less than one car every two minutes. Alleys with a 12 foot wide paved area minimizes materials and sets a design eliminating motorists from parking and blocking the alleyway. These dimensions required 8 foot building setbacks on each side. This design creates platforms for emergency responders to have a 28 foot operations space. Narrow travel ways of 12 feet also assure people will not park in the lane blocking access.

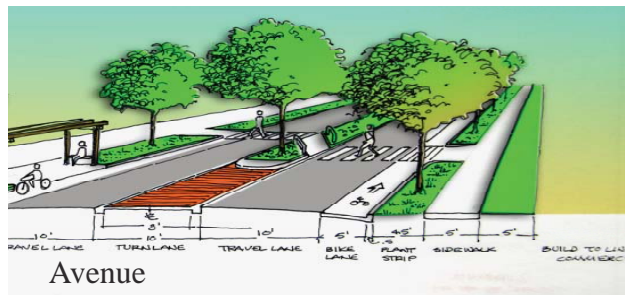
**Access Assurance:** Access is assured by dropping curbs on corners and hardening edges, creating a wider effective radius on corners.

### Collector or Minor Arterial Streets.

R-O-W as narrow as 60 feet can allow a Complete Street, giving full access to walking, bicycling, and all vehicles, including cars, freight and responders. These streets also allow necessary movement and deployment for first responders. This width still allows for 10 foot turn lanes using crossing islands where needed. Two 10 foot travel lanes and two 5 foot bike lanes/shoulders are added. The presence of bike lanes creates a wider effective turning radius. Planter strips for trees are limited to 5 feet, and sidewalks are also limited to 5 feet.

When full length medians are desired, bike lanes are widened to 7 feet, allowing motorists to pull over to allow responders to pass.

New roads or re-striped roadways can use reduced lane widths (9'-10' lane widths, versus 11'-12'). With narrow lanes motorists tend to lower their speed and remain more vigilant. In combination a slight reduction in crash rates can result. Lane widths of connectors or arterials are striped with 4-6 foot wide bicycle lanes. When bike lanes are not desired the edge line provides paved shoulders of any width. If widths of 6 or more feet can be provided sufficient space is created to allow motorists to pull over to allow fire equipment to get by. These treatments make the driving area appear to be narrow without adding curbing to physically narrow the roadway. The street can also be physically narrowed by extending sidewalks, providing landscaped areas, or adding on-street parking within the former curb lines. This often reduces vehicle speeds along a roadway section and enhances movement and safety for pedestrians. Adding bicycle lanes on higher-volume streets with speeds in excess of 20 mph enhances bicycle travel by increasing the predictability of both car and bicycle movements. Such treatments are particularly desirable for a neighborhood when several streets are treated in this way to create a connected system of bike lanes.







**Above:** Healthy Streets are part of neighborhoods with connected street systems. Avenues surround this Chico, California neighborhood, providing multiple points of entry. Nineteen entries disburse traffic, keeping intersections free to do their work. High performance avenues allow responders to keep steady movement. This keeps response times low. Upon entering the neighborhood well connected internal streets provide redundant points of access to each property. Easy movement, protected access and assured “deployment” can be planned for both first and subsequent responders. Many state, regional and even local codes currently discourage or dissalow disbursed entry patterns.

**Other Photos:** A variety of avenue, lane and street types are shown. Developers, designers and responders require maximum flexibility in design. This calls for performance, not overly prescriptive code.



## Proposed changes to the National Fire Code

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.7.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.2.1 The fire code official shall have the authority to approve a decrease in the minimum access width when all of the following conditions are met:

1. The street network provides support for the movement and deployment of the emergency vehicles of the local jurisdiction's fire department and emergency medical services.
2. All buildings, including residences, are equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.

503.2.2.2. The fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report to support requests for reduced access widths. The opinion and report shall be prepared by a qualified engineer, specialist, or fire safety specialty organization acceptable to the fire code official and shall include an analysis of the access provisions of the streetscape design, building or premises uses and fixed protection, and recommend approval, denial, or necessary changes.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.



## STREETS

guest

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## Skinny Streets

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**Skinny Streets**

Skinny Streets is the name of a movement aimed at reducing the dimensions of streets in municipal standards. Since the 1990's, many cities have revisited their overly wide street design standards and adopted narrower profiles. Reducing the width of streets provides a number of benefits. Skinny streets reduce: speeding, vehicle crashes, street construction costs, pedestrian crossing distances, impervious surfaces (and therefore stormwater drain capacity), street maintenance and resurfacing costs, and heat re-radiation which contributes to the urban heat island effect.

New urbanist traffic engineer James Charlier of Boulder, Colorado, notes that street dimensions from the last century grew increasingly wide to accommodate what are now obsolete requirements: providing room for a four-horse wagon team to make a U-turn, or providing sufficient width for military vehicles to respond to a national emergency. Fire departments, citing public safety concerns, deploy ever longer and wider vehicles and then insist on wider streets to accommodate turns and the passing of two such vehicles on a single street. These single-minded "safety" concerns overlook the increase in crashes, injuries, and fatalities that come with wider street dimensions. They also ignore the steady reduction in house fires that has occurred over the last several decades with the phasing in of better building materials, indoor sprinkler systems, and less frequent cooking.

**Defining the Ideal Street**

In the early 1990's, pedestrian and bicycle planner Dan Burden worked with a team of traffic engineers to define ideal street dimensions for street types ranging from residential to multi-lane boulevards. Burden and his team examined streets in older, traditional neighborhoods, specifically those that seemed to serve traffic effectively while encouraging low speeds and safety for other users. The results were compiled in a deceptively simple

guidebook entitled *Street Design Guidelines for Healthy Neighborhoods* [1]. The guidebook provides street dimensions for the entire right-of-way, from the outside edge of the sidewalk inward. The recommended street dimensions are narrower and far safer than conventional standards allow. For example, the recommended residential street is 26 feet wide with parking on both sides. By comparison, most city street standards require 36-40 foot widths.

### Proliferation of Skinny Street Standards

Municipalities throughout the US, weary of multiple complaints of speeding on residential streets, have replaced their wide street standards with narrower standards. Under the auspices of the [Congress for the New Urbanism](#), architect Donald Cohen assembled a [list of example localities](#) . The state of Oregon has adopted skinny street standards as a recommendation for the entire state. It is important to note that state fire officials were involved in the creation of these standards.



### Obstacles to Skinny Streets

A previous major obstacle to adopting narrow street standards -- or perhaps just an excuse -- has been the question of legal liability for municipal traffic engineers who are asked to approve narrow standards. This is because the narrower standards are thought to be in conflict with national recommended standards such as those of the American Association of Highway and Transportation Officials (AASHTO) -- the so-called "Green Book". Courts tend to favor national guidelines over "deviations." However, the Green Book provides a great deal of flexibility, to the point of encouraging narrow widths (e.g., 26') on low-volume residential streets, and traffic engineers are learning that narrow street standards make a great deal of sense in most cases.

By contrast, fire departments present a more formidable obstacle to the adoption and use of skinny streets standards. As Ewing, et al. note, "[t]he main obstacle to skinny streets in the United States is no longer the city traffic engineer, but rather the local fire chief, who enforces the fire code with singular purpose." [2] This is quite unnecessary, since in most cases it can be shown that fire apparatus can usually navigate narrow streets. Where this is in doubt, driving tests can show where parking prohibitions, wider corner radii, or smaller fire equipment can be deployed as a solution. A useful guide for fire departments - or for those working to convince the local fire chief - is Dan Burden's manual on the topic [3].

### ALSO ON THE LIVABLE STREETS NETWORK

- [Lane Width](#)
- 

### REFERENCES

Each source is referred to by the same number every time it is cited. Please keep citation style consistent.

[1] Burden, Dan, with Michael Wallwork, Ken Sides, Ramon Trias, and Harrison Bright Rue. 1999. *Street Design Guidelines for Healthy Neighborhoods*, Local Government Commission Center for Livable Communities.

[2] Ewing, Reid, Ted Stevens, and Steven J. Brown. [Skinny Streets and Fire Trucks](#) (pdf). *Urban Land*, August 2007.

[3] Burden, Dan. 2001. *Emergency Response: Traffic Calming and Traditional Neighborhood Streets*, available as a free download from the [Local Government Commission](#) .

[4]

### PICTURE REFERENCES

Pictures are cited in the order they appear above. Please keep citation style consistent.

[1] Kalamazoo, MI. Photo by Dan Burden via the Pedestrian and Bicycle Information Library.

[2] Rt. 62, Hamburg, NY. Photo by Dan Burden

### FURTHER READING

- Girling, Cynthia and Kellet, Ronald. 2006. *Skinny Streets and Green Neighborhoods*, Island Press.

guest

- [Charlier and Associates](#) , a firm specializing in skinny street and new urban designs.
- [Sierra Club web page on narrow streets](#)
- American Association of State Highway and Transportation Officials. 1994. *A Policy on Geometric Design of Highways and Streets*.
- Institute of Transportation Engineers (ITE). 1993. *Guidelines for Residential Subdivision Street Design*.
- Institute of Transportation Engineers (ITE). 1994. *Traffic Engineering for Neo-Traditional Neighborhood Design*.
- American Society of Civil Engineers (ASCE), National Association of Home Builders (NAHB), Urban Land Institute (ULI), 1990. *Residential Streets*.

## KEYWORDS

movements, skinny streets, lane width, traffic engineers, emergency response, narrow streets, speeding, traffic calming, safety

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<p style="text-align: center;"><b>CITY OF NORWALK</b> <b>REPORT TO THE NORWALK PLANNING COMMISSION</b></p>
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**REQUEST:** Request from United Properties LC to approve the Preliminary Plat of the ***Marketplace at Echo Valley***

**MEETING DATE:** March 28, 2016

**STAFF CONTACT:** Luke Parris, AICP  
City Planner

**APPLICANT(S):** United Properties LC      Civil Design Advantage, LLC  
4521 Fleur Drive, Suite C      34-5 SE Crossroads Dr. Suite G  
Des Moines, Iowa 50321      Grimes, Iowa 50111

**GENERAL DESCRIPTION:** This request would create 5 lots along Iowa Highway 28 that are proposed to be zoned C-3 as part of the Echo Valley Community PUD amendment request. The request would also create a large outlot to the east of Marketplace Drive for future development.

**IMPACT ON NEIGHBORHOOD:** Single family homes are to the north of the proposed development. The majority of the single family homes are adjacent to Outlot Y. Three lots are adjacent to the proposed commercial lot 1. This lot would require a buffer wall per the proposed Echo Valley Community PUD amendment. To the west across Iowa Highway 28 are single family homes and the New Life Lutheran Church.

**VEHICULAR & PEDESTRIAN TRAFFIC:** The plat shows the construction of a new street, Marketplace Drive. Marketplace Drive maintains the current intersection with Iowa Highway 28. The City is currently working with the Iowa DOT on a warrant study for a traffic signal at the intersection. There is a new intersection with Beardsley Street that is approximately 350' from Iowa Highway 28. Removing the Masteller intersection with Beardsley and relocating further to the east should improve traffic operation through the area. The street is 28' wide on the plat with it widening to 37' at the intersection of Beardsley Street. The proposed PUD amendment sets the street widths. Statewide Urban Design and Standards would typically require a 31' wide street in a commercial area.

**TRAIL PLAN:** An 8' wide trail is shown on the east side of Marketplace Drive. A 10' wide trail easement is shown along Beardsley Street. The trail along Beardsley Street would eventually connect back to the east.

**ZONING HISTORY FOR  
SITE AND IMMEDIATE  
VICINITY:**

A portion of the site is zoned as Parcel J of the Echo Valley Community PUD in 2003 (Ordinance 03-08). The frontage along Iowa Highway 28 is zoned C-O. There is currently a PUD amendment being considered to make the entire site part of Parcel J of the Echo Valley Community PUD with a mix of C-3, R-2, R-3, and R-4, while restricting the R-4 uses to senior housing and assisted living.

**BUFFERS REQUIRED/  
NEEDED:**

The proposed Echo Valley Community PUD amendment would require any C-3 lots along the northern boundary of the site to have a buffer wall. Buffering of uses interior to the site may be achieved via landscaping with no distance requirement to prompt a cohesive, mixed use development.

**DRAINAGE:**

Drainage for the commercial lots is identified in two detention areas located on Outlot Y. Drainage is collected in a storm sewer system and discharged overland to the detention areas. There is no concern on the overland flow because the project is a single owner and Outlot Y will require further platting to be developed. At that time the overland flow will need to be addressed, either through the creation of easements or the development of an additional storm sewer system.

Details of the design of the storm sewer system will be reviewed with the Construction Plans to ensure that detention areas are sized correctly.

**DEVELOPMENT  
HISTORY:**

The area was planned as a PUD on July 14, 2004 and amended on June 4, 2015.

**FLOODPLAIN:**

None of the proposed lots are located within a floodplain.

**PARKLAND:**

No parkland dedication is required for the platting of commercial lots.

**UTILITIES: WATER,  
SANITARY SEWER,  
STORM SEWER.**

- An 8' water main is provided on the east side of Marketplace Drive.
- Hydrants are shown along Marketplace Drive, additional hydrants will be needed on lots as they develop to ensure adequate lot coverage.
- Sanitary sewer on the north end of the development runs in a 8' sewer on the west side of Marketplace Drive, servicing lots 1-3. The sewer connects across outlot Y to an existing sanitary sewer main on the east side of outlot Y.
- On the south side of the development, an 8' sewer is along the west side of Marketplace Drive, serving lots 4

and 5. This sewer continues along the north side of Beardsley Street and connects to existing sanitary sewer to the east.

- Several 15' storm sewers are throughout the site that collect drainage from lots 1-5 and the street. This systems outlets onto outlot Y and flows overland to detention areas on outlot Y.

**RELATIONSHIP TO  
COMPREHENSIVE LAND  
USE PLAN:**

The future land use plan the majority of this area as General Commercial with a portion shown as Park/Recreation near the Golf Course. The plat will create commercial lots that are in accordance with the future land use plan.

**STAFF ANALYSIS –  
ZONING ORDINANCE:**

The Preliminary Plat consists of 5 commercial lots and 1 outlot for future development. The plat consists of 27.85 acres of land east of Iowa Highway 28 and north of Beardsley Street. The commercial lots vary in size measuring from 37,044 SF to 107,296 SF. Outlot Y is 643,480 SF of future development ground and will require further platting.

Streets shown will be dedicated to the City for street use upon approval of the Final Plat. The designated street right-of-way is 60 feet with a 28' wide road. At the intersection of Marketplace Drive and Beardsley Street, the right-of-way widens to 65' with a 37' wide road to allow for turn lanes.

The area is currently being considered for a rezoning amendment to the Echo Valley Community PUD. The proposed PUD amendment would be for any commercial lots to be in the C-3 district with the following bulk regulations:

- Minimum lot area – 20,000 SF
- Minimum lot width – 100'
- Front Setback – 30'
- Side setback – 10' and 20' total
- Rear setback – 10'
- Height – 50'

The proposed PUD amendment also allows for R-2, R-3, and R-4 type uses. These would potentially be developed in outlot Y.

**STAFF ANALYSIS –  
SUBDIVISION  
ORDINANCE:**

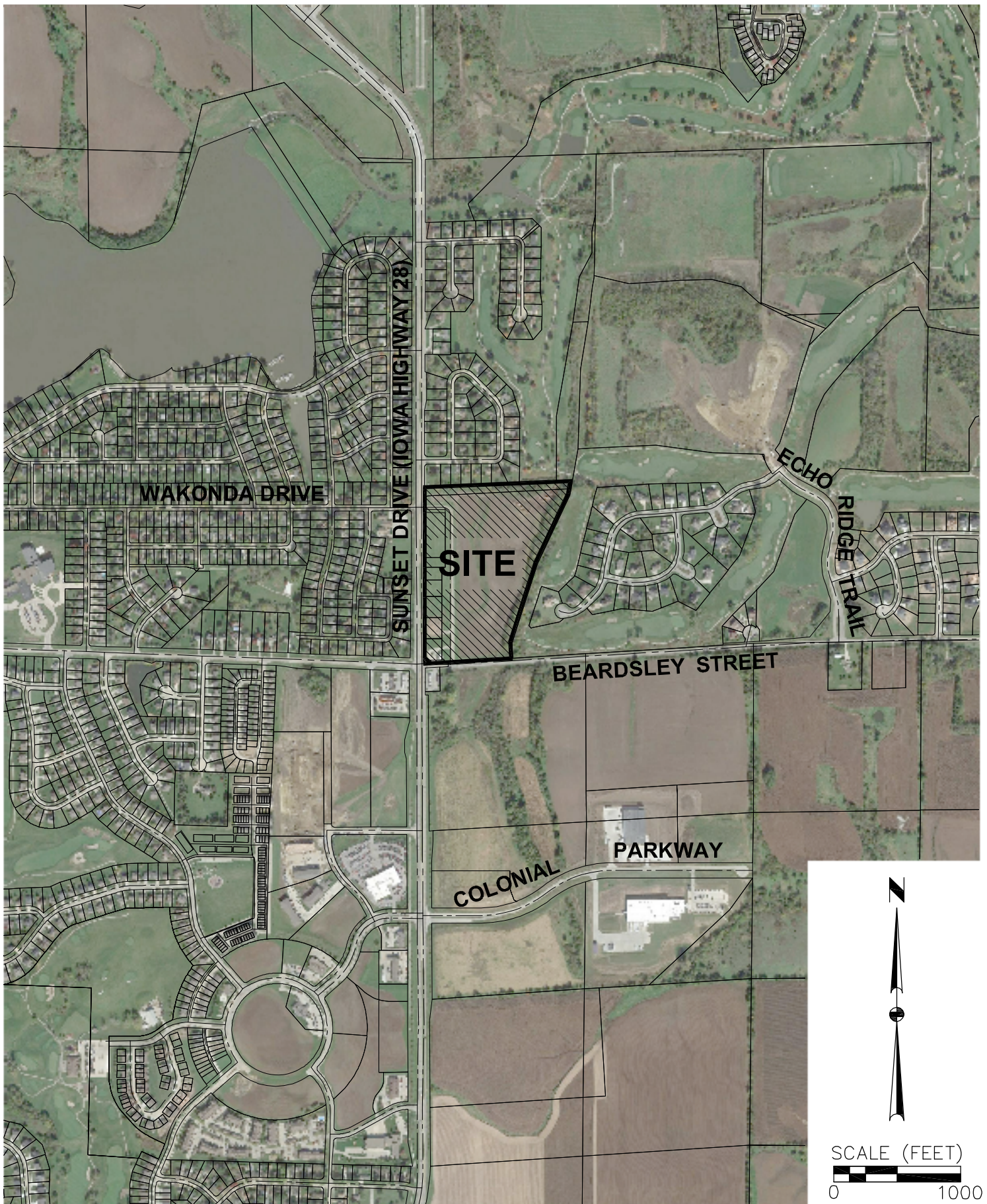
The Subdivision Ordinance requires that Preliminary Plat submissions details on lot design, street layout, sanitary sewer layout, water main layout, grading, and storm water management. All information has been submitted by the applicant.

**STAFF  
RECOMMENDATION:**

Therefore, staff recommends that the request for the Preliminary Plat of Marketplace at Echo Valley be approved for the following conditions:

- That the details of the amendment to the Echo Valley Community PUD be incorporated into the Preliminary Plat.
- That the applicant provides all supporting documentation required within the Norwalk Subdivision Regulations.
- That any significant modifications to the final plat be reviewed and approved by the Planning & Zoning Commission and City Council.





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# MARKETPLACE AT ECHO VALLEY VICINITY MAP

NORWALK, IOWA



CIVIL DESIGN ADVANTAGE

3405 SE CROSSROADS DRIVE, SUITE G  
GRIMES, IOWA 50111  
PH: (515) 369-4400 FAX: (515) 369-4410

ENGINEER:

TECH:





# MARKETPLACE AT ECHO VALLEY

PRELIMINARY PLAT (SHEET 1 OF 3)

## OWNER / DEVELOPER

UNITED PROPERTIES INVEST CO LC  
C/O MICHAEL COPPOLA  
4521 FLEUR DRIVE, SUITE C  
DES MOINES, IOWA 50321

## ENGINEER / SURVEYOR

CIVIL DESIGN ADVANTAGE, LLC  
3405 S.E. CROSSROADS DRIVE, SUITE G  
GRIMES, IOWA 50111  
PH: 515-369-4400

## BENCHMARK

**BM#1**  
BURY BOLT ON HYDRANT NE CORNER OF BEARDSLEY STREET AND  
MASTELLER ROAD. ELEVATION=895.14

**BM#2**  
BURY BOLT HYDRANT ON WEST SIDE OF ECHO RIDGE TRAIL 500'+/-  
NORTH OF BEARDSLEY STREET. ELEVATION=936.02

## ZONING

ECHO VALLEY COMMUNITY PLANNED UNIT DEVELOPMENT  
PARCEL J - MIX OF C-3, R-4, R-3 & R-2

## BULK REGULATIONS

### MIN LOT AREA:

C-3 = 20,000 SF  
R-4 = 80,000 SF & 1,250 SF/UNIT  
R-3 = 3,125 SF/UNIT OR  
POSTAGE STAMP LOTS 1,250 SF/UNIT  
R-2 TWO-FAMILY = 12,500 SF  
R-2 ONE-FAMILY = 8,125 SF

### MIN LOT WIDTH:

C-3 = 100'  
R-4 = 200' PROJECT  
R-3 = 200' PROJECT & 20' INDIVIDUAL UNIT  
R-2 TWO-FAMILY = 40' WITH 0' SIDE YARD OR  
80' FOR TWO UNITS ON ONE LOT  
R-2 ONE-FAMILY = 65'

### FRONT SETBACK:

C-3 = 30'  
R-4 = 35'  
R-3 = 30' PROJECT OR 25' TO CURB  
FOR PRIVATE STREETS \*\*\*  
R-2 TWO-FAMILY = 25' \*\*\*  
R-2 ONE-FAMILY = 25' \*\*\*

### SIDE SETBACK (EACH SIDE):

C-3 = 10'  
R-4 = 20' PROJECT \*  
R-3 = 0' SHARED WALL &  
12' BUILDING SEPARATION  
R-2 TWO-FAMILY = 5' OR 0' SHARED WALL  
R-2 ONE-FAMILY = 5'

### SIDE SETBACK (TOTAL):

C-3 = 20'  
R-4 = N/A  
R-3 = N/A  
R-2 TWO-FAMILY = 10'  
R-2 ONE-FAMILY = 10'

### REAR SETBACK:

C-3 = 10'  
R-4 = 35'  
R-3 = 30' PROJECT OR 20' FOR LOTS  
INTERNAL TO THE PROJECT  
R-2 TWO-FAMILY = 30'  
R-2 ONE-FAMILY = 30'

### HEIGHT:

C-3 = 50'  
R-4 = 45' \*\*  
R-3 = 35'  
R-2 TWO-FAMILY = 35'  
R-2 ONE-FAMILY = 35'

\* 20' MINIMUM SEPARATION BETWEEN BUILDINGS IN A COMPLEX.  
\*\* PRINCIPAL STRUCTURE MAY BE 45' IN HEIGHT BUT NOT EXCEED 3  
FLOORS ABOVE GRADE.  
\*\*\* COVERED FRONT PORCHES THAT ARE FULLY OPEN AND NOT  
ENCLOSED MAY ENCR OACH EIGHT (8) FEET INTO THE FRONT YARD  
SETBACK.

## NOTES

- NO LOTS SHALL HAVE DIRECT ACCESS TO HIGHWAY 28 OR BEARDSLEY STREET.
- ANY USE OF A PUBLIC UTILITY EASEMENT BY A PARTY OTHER THAN THE CITY OF NORWALK IS SUBORDINATE TO THE CITY'S USE OF THE EASEMENT FOR A DESIGNATED CITY UTILITY PURPOSE. ANY PARTY OTHER THAN THE CITY USING THE PUBLIC UTILITY EASEMENT MUST RELOCATE THEIR FACILITIES AT NO COST TO THE CITY TO ACCOMMODATE THE CITY'S USE OF ITS DESIGNATED UTILITY.
- STREET LOTS A & B TO BE DEDICATED TO THE CITY OF NORWALK FOR RIGHT-OF-WAY PURPOSES.

## PRELIMINARY PLAT DESCRIPTION

A PART OF THE SOUTH 2 ACRES OF THE NORTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER AND A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, ALL IN SECTION 6, TOWNSHIP 77 NORTH, RANGE 24 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN THE CITY OF NORWALK, WARREN COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 86°27'27" EAST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, 49.70 FEET TO THE SOUTHWEST CORNER OF AN EXISTING ROADWAY EASEMENT RECORDED IN BOOK 218, PAGES 85-86 AND THE POINT OF BEGINNING; THENCE NORTH 01°1'04" WEST ALONG THE WESTERLY LINE OF SAID ROADWAY EASEMENT, 27.20 FEET; THENCE NORTH 86°30'01" EAST CONTINUING ALONG SAID WESTERLY LINE, 20.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF IOWA HIGHWAY NO. 28; THENCE NORTH 46°50'31" WEST ALONG SAID EAST RIGHT-OF-WAY LINE, 27.45 FEET; THENCE NORTH 01°1'04" WEST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 475.68 FEET; THENCE NORTH 0°05'52" WEST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 232.00 FEET; THENCE NORTH 0°07'01" EAST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 435.51 FEET; THENCE NORTH 0°27'19" EAST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 80.00 FEET; THENCE NORTH 0°05'45" EAST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 121.40 FEET TO A POINT ON THE NORTH LINE OF SAID SOUTH 2 ACRES OF THE NORTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 1, ECHO VALLEY ESTATES, AN OFFICIAL PLAT IN SAID CITY OF NORWALK; THENCE NORTH 87°39'43" EAST ALONG SAID NORTH LINE AND THE SOUTH LINE OF SAID ECHO VALLEY ESTATES AND THE EASTERLY EXTENSION THEREOF, 1146.08 FEET TO THE WESTERLY LINE OF PARCEL 'C' AS SHOWN ON THE PLAT OF SURVEY RECORDED IN IRREGULAR PLAT BOOK 19, PAGE 6 OF 77-24; THENCE SOUTH 9°46'10" WEST ALONG SAID WESTERLY LINE, 98.72 FEET; THENCE SOUTH 25°15'42" WEST CONTINUING ALONG SAID WESTERLY LINE, 601.62 FEET; THENCE SOUTH 17°45'32" WEST CONTINUING ALONG SAID WESTERLY LINE, 654.41 FEET; THENCE SOUTH 3°08'26" EAST CONTINUING ALONG SAID WESTERLY LINE, 132.09 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 'C'; THENCE SOUTH 86°27'27" WEST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, 680.21 FEET TO THE POINT OF BEGINNING AND CONTAINING 27.85 ACRES (1,213,358 SQUARE FEET).

PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

## VICINITY MAP



NORWALK, IOWA

## SHEET INDEX

SHEET 1: PRELIMINARY PLAT (DIMENSION PLAN)  
SHEET 2: PRELIMINARY PLAT (GRADING PLAN)  
SHEET 3: PRELIMINARY PLAT (UTILITY PLAN)

## GENERAL LEGEND

### PROPOSED FEATURES

TYPE SW-501 STORM INTAKE

TYPE SW-503 STORM INTAKE

TYPE SW-505 STORM INTAKE

TYPE SW-506 STORM INTAKE

TYPE SW-513 STORM INTAKE

TYPE SW-401 STORM MANHOLE

TYPE SW-402 STORM MANHOLE

TYPE SW-301 SANITARY MANHOLE

STORM/SANITARY CLEANOUT

WATER VALVE

FIRE HYDRANT ASSEMBLY

SIGN

DETECTABLE WARNING PANEL

SANITARY SEWER WITH SIZE

SANITARY SERVICE

STORM SEWER

STORM SERVICE

WATERMAIN WITH SIZE

WATER SERVICE

SAWCUT (FULL DEPTH)

SILT FENCE

### EXISTING FEATURES

SANITARY MANHOLE

WATER VALVE BOX

FIRE HYDRANT

WATER CURB STOP

WELL

STORM SEWER MANHOLE

STORM SEWER SINGLE INTAKE

STORM SEWER DOUBLE INTAKE

FLARED END SECTION

DECIDUOUS TREE

CONIFEROUS TREE

DECIDUOUS SHRUB

CONIFEROUS SHRUB

ELECTRIC POWER POLE

GUY ANCHOR

STREET LIGHT

POWER POLE W/ TRANSFORMER

UTILITY POLE W/ LIGHT

ELECTRIC BOX

ELECTRIC TRANSFORMER

ELECTRIC MANHOLE OR VAULT

TRAFFIC SIGN

TELEPHONE JUNCTION BOX

TELEPHONE MANHOLE/VAULT

TELEPHONE POLE

GAS VALVE BOX

CABLE TV JUNCTION BOX

CABLE TV MANHOLE/VAULT

MAIL BOX

BENCHMARK

SOIL BORING

UNDERGROUND TV CABLE

GAS MAIN

FIBER OPTIC

UNDERGROUND TELEPHONE

OVERHEAD ELECTRIC

UNDERGROUND ELECTRIC

FIELD TILE

SANITARY SEWER W/ SIZE

STORM SEWER W/ SIZE

EASEMENT LINE

WATER MAIN W/ SIZE

### SURVEY

SECTION CORNER  
1/2" REBAR, YELLOW CAP #18660  
(UNLESS OTHERWISE NOTED)

ROW MARKER

ROW RAIL

PLATTED DISTANCE

MEASURED BEARING & DISTANCE

RECORDED AS

DEED DISTANCE

CALCULATED DISTANCE

CURVE ARC LENGTH

MINIMUM 100 YEAR FLOOD

PROTECTION ELEVATION

CENTERLINE

SECTION LINE

1/4 SECTION LINE

1/4 1/4 SECTION LINE

EASEMENT LINE

LOT LINE

PLAT BOUNDARY

### FOUND

SECTION CORNER

ROW MARKER

ROW RAIL

PLATTED DISTANCE

MEASURED BEARING & DISTANCE

RECORDED AS

DEED DISTANCE

CALCULATED DISTANCE

CURVE ARC LENGTH

MINIMUM 100 YEAR FLOOD

PROTECTION ELEVATION

CENTERLINE

SECTION LINE

1/4 SECTION LINE

1/4 1/4 SECTION LINE

EASEMENT LINE

LOT LINE

PLAT BOUNDARY

SECTION CORNER

ROW MARKER

ROW RAIL

PLATTED DISTANCE

MEASURED BEARING & DISTANCE

RECORDED AS

DEED DISTANCE

CALCULATED DISTANCE

CURVE ARC LENGTH

MINIMUM 100 YEAR FLOOD

PROTECTION ELEVATION

CENTERLINE

SECTION LINE

1/4 SECTION LINE

1/4 1/4 SECTION LINE

EASEMENT LINE

LOT LINE

PLAT BOUNDARY

SECTION CORNER

ROW MARKER

ROW RAIL

PLATTED DISTANCE

MEASURED BEARING & DISTANCE

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DEED DISTANCE

CALCULATED DISTANCE

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1/4 SECTION LINE

1/4 1/4 SECTION LINE

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CURVE ARC LENGTH

MINIMUM 100 YEAR FLOOD

PROTECTION ELEVATION

CENTERLINE

SECTION LINE

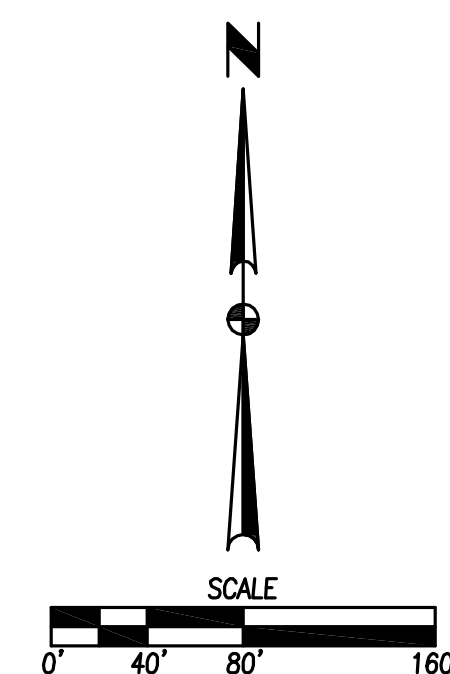
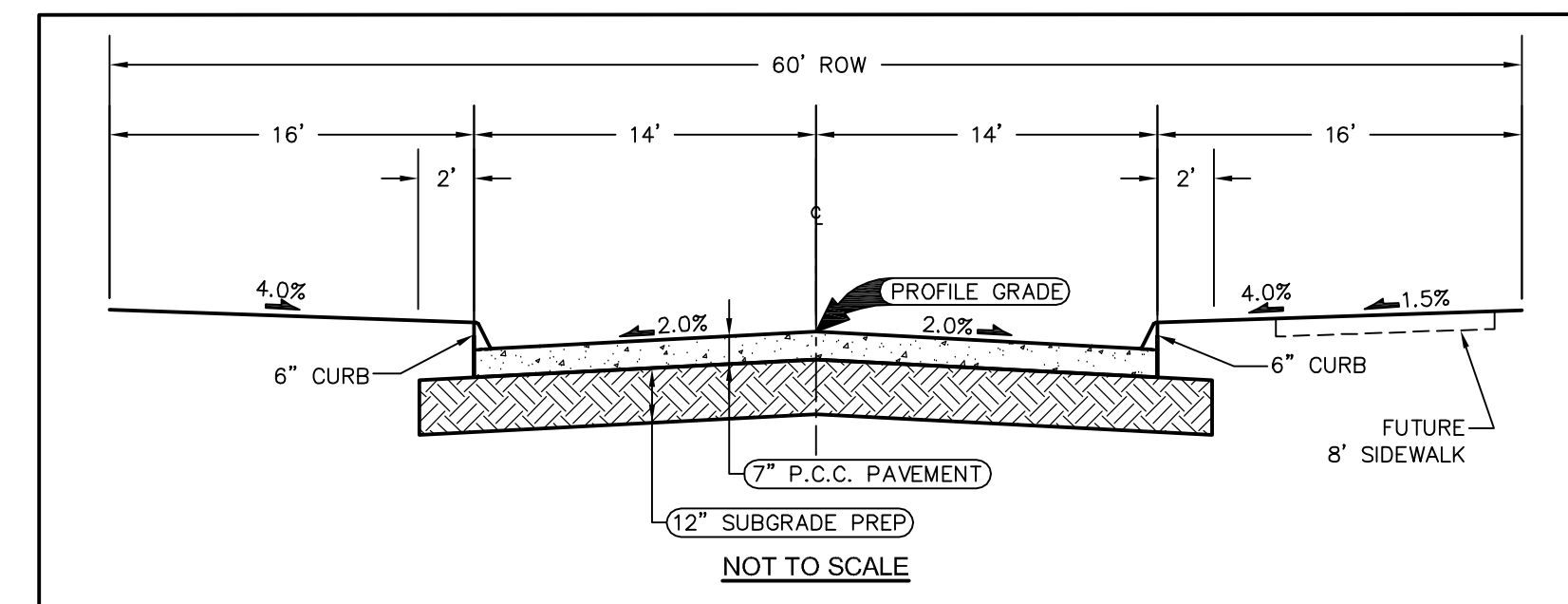
1/4 SECTION LINE

1/4 1/4 SECTION LINE

EASEMENT LINE



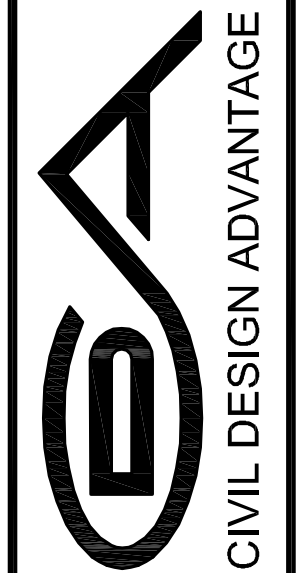
**PRELIMINARY PLAT (SHEET 2 OF 3)**



REVISIONS	DATE
SECOND SUBMITTAL	03/22/16
FIRST SUBMITTAL	02/17/16

3405 S.E. CROSSROADS DRIVE, SUITE G  
GRIMES, IOWA 50111  
PHONE: (515) 369-4400 FAX: (515) 369-4410

ENGINEER: RDR



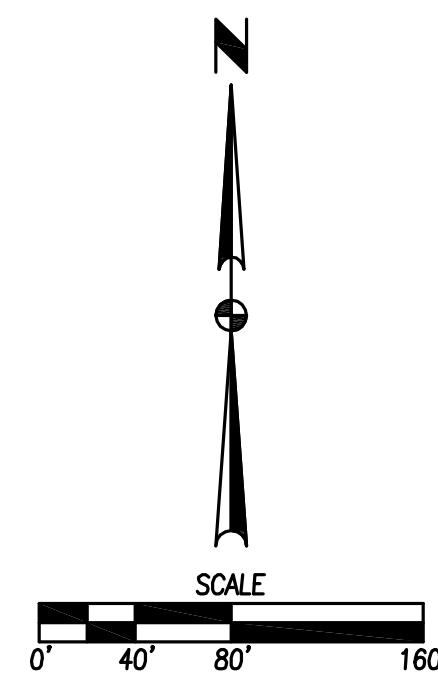
**MARKETPLACE AT ECHO VALLEY**  
**PRELIMINARY PLAT (GRADING PLAN)**  
NORWALK, IOWA

**2/3**  
1507.367  
**GA**

FILE: H:\2015\1507367\DWG\1507367-PRELIMINARY-PLAT.DWG  
 FILE NAME: 3/22/16 DATE PLOTTED: 3/22/2016 2:45 PM COMMENT:  
 PLOTTED BY: LOUIS KELLEHAN TECH: ENG:



**PRELIMINARY PLAT (SHEET 3 OF 3)**



3405 S.E. CROSSROADS DRIVE, SUITE G  
GRIMES, IOWA 50111  
PHONE: (515) 369-4400 FAX: (515) 369-4410

ENGINEER: RDR	TECH: LMK
---------------	-----------



**3 / 3**  
1507.367  
**GA**

<p style="text-align: center;"><b>CITY OF NORWALK</b> <b>REPORT TO THE NORWALK PLANNING COMMISSION</b></p>
--

**ITEM:** AmericInn Hotel

**MEETING DATE:** March 28, 2016

**STAFF CONTACT:** Luke Parris, AICP  
City Planner

**GENERAL DISCUSION:** On March 7, 2016, AmericInn held an informational meeting on a potential hotel in Norwalk at the Echo Valley Country Club. AmericInn had not decided upon a site yet, but was gauging interest from potential local investors. Michelle VanderVegte with AmericInn stated that they seek to generate 30% of the project cost locally before moving forward with a project. It was estimated that the project would be approximately \$7.8 million, with 30% being \$2.3 million that would be needed to start the project. Staff will provide more information on the AmericInn meeting on March 28<sup>th</sup>.

<p style="text-align: center;"><b>CITY OF NORWALK</b> <b>REPORT TO THE NORWALK PLANNING COMMISSION</b></p>
--

**ITEM:** Update on the SubArea 1 Master Plan Process

**MEETING DATE:** March 28, 2016

**STAFF CONTACT:** Luke Parris, AICP  
City Planner

**GENERAL DESCRIPTION:** The City has begun working on the Subarea 1 Master Plan with the following Consultant Team.:

Chris Shires, with Confluence;  
Bob Olson, with Proximity; and,  
Bishop Engineering.

The City and the Consultant Team held a meeting on March 24<sup>th</sup> to gather input from the public regarding the City's Comprehensive Plan and the Subarea 1 Master Plan. The meeting was structured to gather input from the public on what their preferences were for various types of architectural designs for single-family homes, commercial, etc.

The Consultant Team has started discussions with various stakeholders related to the concepts presented in the City's Comprehensive Plan for the Subarea 1. So far, discussions have centered on interest in the development of denser commercial and residential uses within Subarea 1. These discussions have been favorable and confirm that the concepts identified in the Comprehensive Plan are realistic.

The Consultant Team has also gathered some preliminary information and created a base map that includes the current plans that are related to Subarea 1. The base map is attached.

The scope of the work proposed is divided into three phases, as follows:

Phase 1: Public and Stakeholder Input

- Project Kick-Off Meeting with Steering Committee
- Joint City Council and Planning and Zoning Commission Review and Visioning Workshop
- Key Stakeholder Interviews
- Public Workshop



- Public Input Review Meeting with Steering Committee

#### Phase 2: Draft Plan

- Consultant prepares draft Master Plan including:
  1. Land Uses
  2. Building Form
  3. Transportation
  4. Utilities
  5. Implementation
- Draft submitted to staff for review, comment, and further revision
- Draft Plan Presentation and Meeting with Steering Committee
- Joint City Council and Planning and Zoning Commission Draft Review Workshop

#### Phase 3: Final Draft Plan

- Consultant prepares final draft Master Plan
- Planning and Zoning Commission Public Hearing
- City Council Public Hearing

# ***Norwalk Community Development February 2016 Monthly Report***



## **Planning & Economic Development:**

### ***School Land Acquisition***

City staff has been assisting the Norwalk School District in identifying potential sites for the location of a new elementary school. A demographic study completed for the school district identified a need for the new elementary school by 2020. The School District is currently working with Bishop Engineering to evaluate the feasibility of several sites to be serviced by the needed infrastructure for a school. The School District realizes the need for the new school is near and is working quickly to move forward with the project.

### ***Comprehensive Plan and SubArea 1 Workshop***

On February 11, 2016, the City Council and the Planning and Zoning Commission held a Joint Workshop to discuss an update to the City's Future Land Use Plan and the progress of the SubArea 1 Master Plan project. The discussion regarding the Future Land Use Plan revolved around residential growth policies, maintaining the current character of Norwalk, and identifying areas that need to be revisited on the Future Land Use map. The group focused on the following:

- Concern with large areas designated as high and medium residential development
- Controlling the development of large apartment complexes, perhaps several land use categories for townhomes and apartments
- Defining land use policies for high density residential development
- The 50<sup>th</sup> Street corridor as a main development corridor in the City, particularly along the north end near West Des Moines and the new Microsoft development
- The area near 50<sup>th</sup> Street and G14 as a potential node for development with more density and retail
- Add bike trail planning as part of the Comprehensive Plan
- Consider the impacts development has on storm water management and identify new locations for regional storm water detention facilities
- Identify neighborhoods to promote a sense of community ownership

Discussion on the SubArea 1 Master Plan focused on the type of development the City would want to see along the east side of Iowa Highway 28. There was a strong desire to avoid the corridor developing similar to the Merle Hay corridor in Des Moines, particularly wanting to limit a string a box retail. The highlight of the area was envisioned as a walkable main street/town center but also recognizing that the development needs to be economically viable and sustainable. This may mean a portion of the Iowa Highway 28 frontage may include a larger retail use. The SubArea would also contain a mix of uses including residential, office, civic, and park uses.

The City Staff has set a public input meeting for both projects on March 24, 2016 at 5:30 PM at the Norwalk Public Safety Building, 1100 Chatham Avenue. A flyer for the meeting is included at the end of this report.

### ***Welcome Sign Update***

Jonathan Martin with RDG Planning and Design has indicated that drawings, estimates, and bids should be reading in March. In seeking estimates, Mr. Martin indicated that prices for the decorative arches and manufactured stone on the back side of the sign would be broken out separately. The City Council will need to approve the final design. Once approved, Mr. Martin indicated that the construction of the sign would take a couple of months.



**Proposed sign concept**

### ***Cort Landing rezoning***

In 2015, the City rezoned property at the northwest corner of Wright Road and Iowa Highway 28 from commercial to single family residential, with one commercial parcel being left at the corner of Elm Avenue and Iowa Highway 28. The developer and engineer have analyzed the feasibility of developing this parcel commercially and determined that it would be difficult due to City buffer requirements. The developer is requesting that the City consider a rezoning of the parcel from C-2 commercial to R-1 single family residential.

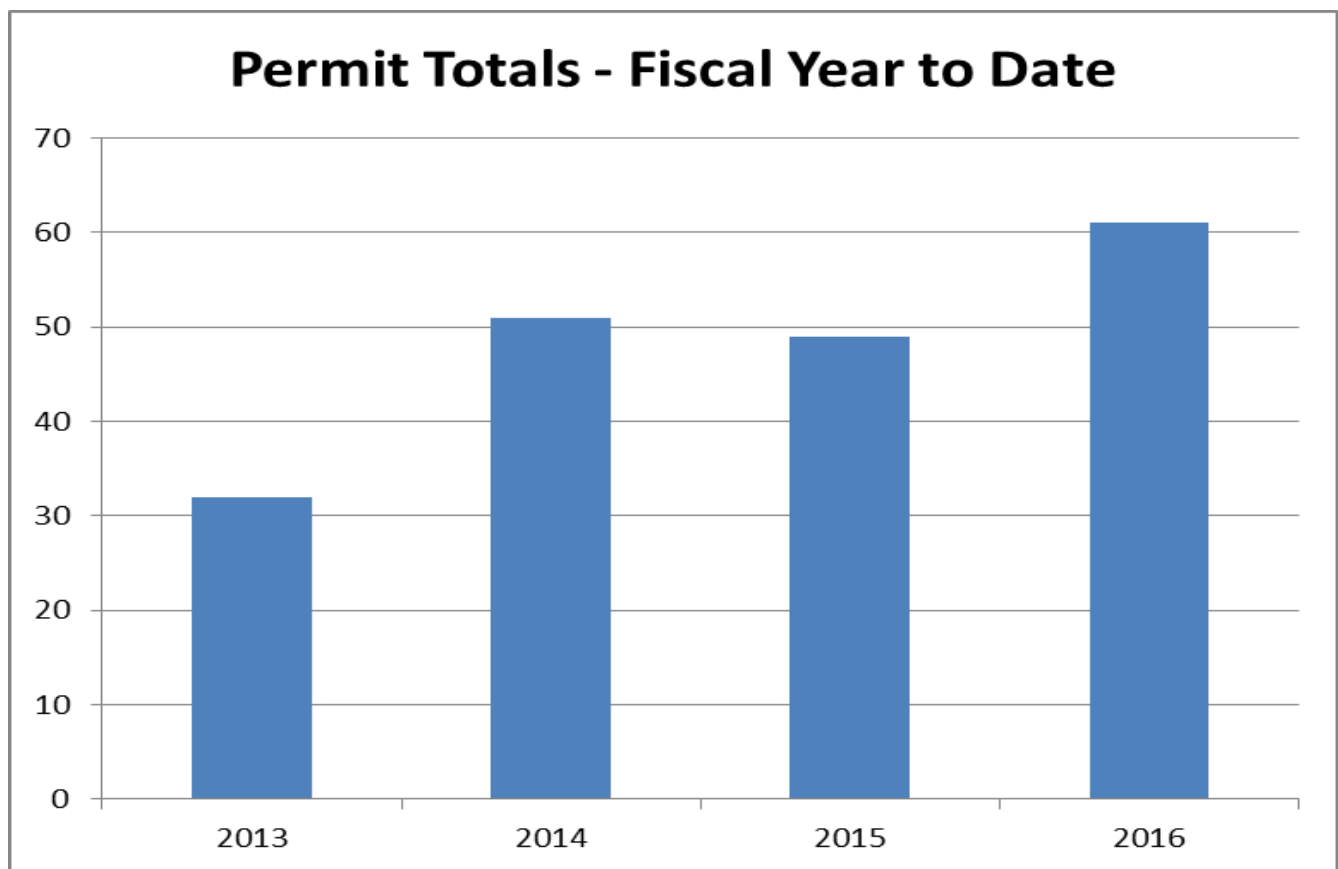
### ***AmericInn***

Representatives from AmericInn have been in contact with City staff regarding the potential development of a hotel in the City. On March 7, 2016, the AmericInn representatives held an informational meeting for the project seeking potential local investors. AmericInn would like to pull together 30% of the project cost through local investors before the project would begin. As of this time, AmericInn is considering multiple sites throughout the community.



## Building Department - Permit Information:

City of Norwalk -February New Construction Building Permits								
BP Issued	Single Family	Value	Townhome	Value	Multi-Family	Value	Commercial	Value
2016								
This month	6	\$ 1,366,369	0	\$ -	0	\$ -	0	\$ -
YTD	10	\$ 2,314,945	0	\$ -	0	\$ -	0	\$ -
FYD	61	\$16,090,122	13	\$ 2,987,492	0	\$ -	0	\$ -
2015								
This month	9	\$ 2,997,108	0	\$ -	0	\$ -	0	\$ -
YTD	15	\$ 4,617,288	0	\$ -	0	\$ -	0	\$ -
FYD	49	\$15,277,168	6	\$ 1,556,396	4	\$12,340,784	1	\$ 1,233,986
2014								
This month	2	\$596,483	0	\$0	0	\$ -	0	\$0
YTD	5	\$2,000,434	0	\$0	0	\$ -	1	\$4,072,969
FYD	51	\$16,449,777	21	\$5,516,923	0	\$ -	1	\$4,072,969
2013								
This month	1	\$325,147	0	\$0	0	\$ -	0	\$0
YTD	3	\$811,512	0	\$0	0	\$ -	0	\$0
FYD	32	\$9,038,119	14	\$2,431,310	0	\$ -	1	\$144,720





Building Permit Revenue Report			
PERMIT TYPE	MONTHLY TOTAL	FEBRUARY REVENUE	FYD REVENUE
Apartment Building	0	\$ -	
Commercial Addition	0	\$ -	
Commercial Building	0	\$ -	
Commercial Remodel	0	\$ -	\$ 1,038.83
Deck	0	\$ -	\$ 450.00
Demolition	1	\$ 100.00	\$ 200.00
Driveway	1	\$ 25.00	\$ 425.00
Electrical	5	\$ 310.00	\$ 5,580.00
Fence	2	\$ 50.00	\$ 925.00
Garage	0	\$ -	\$ 1,504.32
Misc	1	\$ 25.00	\$ 193.99
Mechanical	1	\$ 80.00	\$ 5,703.00
Plumbing	5	\$ 335.00	\$ 5,892.00
Porch	0	\$ -	\$ 385.97
Pool	0	\$ -	\$ 40.00
Residential (Single Family)	6	\$ 13,829.33	\$ 146,011.66
Residential Addition	0	\$ -	\$ -
Residential Remodel	3	\$ 872.35	\$ 3,164.42
Shed	0	\$ -	\$ 175.00
Sidewalk	1	\$ 25.00	\$ 50.00
Sign	2	\$ 89.40	\$ 360.60
Townhome	0	\$ -	\$ 31,009.53
	28	\$ 15,741.08	\$203,109.32

FY 15-16 Budget	In the BLACK
\$120,000	\$ 83,109.32

Together Tony and Chris averaged 10 inspections a day during the 21 working days in January.

The department continues to work on some code enforcement issues with the City Attorney.

As spring is getting closer, the amount of building permits and inspections continue to slowly climb.

#### FEBRUARY BUILDING INSPECTIONS

Deck	1
Electrical	22
Final	65
Footing	11
Foundation Drain	1
Foundation Wall	8
Framing	23
Mechanical	22
Plumbing	41
Sheer Wall	7
Sidewalk/Approach	4
Tar/Tile/Gravel	2

**TOTAL INSPECTIONS** 207

## **Planning and Zoning Commission**

The Planning Commission met on February 8, 2016 and discussed the following items:

- Review of Silverado Ranch Estates Plat 2 Final Plat
- Discussion of boundary for the Founder's Single Family District
- Update on the Subarea 1 Planning Process
- Joint City Council and Planning & Zoning Commission Workshop on Subarea 1 and Future Land Use Plan Update
- The Job of the Planning Commissioner by Albert Solnit
- Election of Commission Chair, Vice-Chair, and Secretary

## **Board of Adjustment**

The Board of Adjustment did not meet in February.

## **Code Enforcement**

City staff worked with Kim Paulsen, 1168 Columbine Circe, to address several nuisance complaints at his property. Staff and Mr. Paulsen agreed on a course of action to address the complaints and will revisit progress in the coming months.



# ***Your Input is Needed - Share Your Ideas for Norwalk's Future Growth***

Your input is crucial in assisting the City in determining the vision for future development in Norwalk. We are holding a public meeting to gather input from interested residents and business owners.

City staff and elected City leaders are working with the planning consultant firm Confluence to review and revise the plans for future growth of Norwalk and we need your help.

The meeting will focus on the Future Land Use Plan for the community, a part of the City's overall Comprehensive plan that identifies the projects and policies for the future development of the City. The Future Land Use Plan identifies the location of various land use categories in the City. This sets the stage for the location of future commercial and residential developments in the community.

Join us on Thursday, March 24, 2016 at 5:30 PM. The meeting will be held at the Norwalk Public Safety Building at 1100 Chatham Avenue. Everyone is encouraged to come out to the public input meeting and help us plan the future of our City.

**Thursday, March 24 @ 5:30 P.M.**

**Norwalk Public Safety Building  
1100 Chatham Avenue**

**Discussion of future plans  
for the City of Norwalk**

