



OFFICE OF THE CITY ADMINISTRATOR

Johnston, Iowa
 AGENDA COMMUNICATION
 September 4th, 2018

<p>SUBJECT: Consider approval of Resolution 18-250; a resolution approving the preliminary plat for Birchwood Crossing Plat 7. The subject property is located north of Interstate 80 & 35 and east of the existing terminus of Birchwood Court (PZ Case 18-24).</p>	<p>ACTION REQUIRED: <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Approval <input type="checkbox"/> Receive/File <input type="checkbox"/> Attorney Review</p>
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<p>SYNOPSIS:</p>	<p>Hubbell Realty Company has submitted a preliminary plat for the subdivision of 17.31 acres into 2 lots for commercial development and the extension of Birchwood Court to the east and north. This property is intended to be subdivided as two separate final plats to facilitate the beginning of construction of a new building on Lot 1 while the public improvements for the entire roadway extension are underway. The subject property is located north of Interstate 80 & 35 and east of the existing terminus of Birchwood Court.</p>
<p>RECOMMENDATION:</p>	<p>The Planning & Zoning Commission considered this item at their regular meeting on August 27th, 2018 and recommended approval of PZ Case No. 18-24; the preliminary plat for Birchwood Crossing Plat 7 subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The project shall be in conformance and in accordance with the requirements, standards and regulations of the City of Johnston, and any other requirement of state or federal law or administrative rule. 2. A full SWPPP, a NPDES permit from the Iowa DNR, and a City Grading Permit shall be provided prior to any ground disturbing activity on the site. 3. A Stormwater Management Facilities Maintenance Agreement shall be provided and accepted by the City Council prior to approval of a final plat. 4. The extension of Birchwood Court to the north requires Polk County deferral of the north adjacent preliminary plat, Polk County approval of the north adjacent preliminary plat, or completion of the annexation of the north adjacent properties, whichever occurs first. The City Council may permit a temporary phased construction of the public improvements with the approval of the construction plans. 5. Council waiver of sidewalk construction on the south side of the roadway extension and east side of the roadway extension south from the mid-block crossing. This waiver is in recognition of existing

sidewalk conditions within the Birchwood Crossing Planned Unit Development and the presence of Interstate 80/35 to the south of the subject property.

6. Pedestrian crossings along the roadway extension and traffic calming measures shall be installed with the public improvements. The location and details for the pedestrian crossings and any traffic calming measures are to be finalized with the construction plans.
7. **The preliminary plat must be amended and the following items shall be completed prior to Council approval of the construction plans for Birchwood Crossing Plat 7:**
 - a. Update the existing zoning note to reflect that the PUD is via Ordinance 864.
 - b. Identify the 100-year water elevation for existing detention basin.
 - c. Add a note stating that additional private ingress/egress easements will be required to be provided on Lot 2 at the time of site plan approval.
 - d. Provide a private stormwater detention basin easement (for basin splitting proposed Lot 1 and the adjacent lot to the west).
 - e. Provide a storm sewer easement for the existing storm sewer between the west adjacent existing lot and proposed Lot 1.
 - f. The existing lift station and 3” force main shall be abandoned per 2017 SUDAS and 2017 City of Johnston Supplemental Specifications.
 - g. Identify the vertical separation of the proposed 18” storm sewer and existing 48” storm sewer.
 - h. Address all comments from the memo provided by Foth Infrastructure and Environment, LLC, dated August 21st, 2018.

Motion by _____, seconded by _____ to approve Resolution 18-250

Attachments: Aerial Vicinity Map;
Preliminary Plat, prepared by Engineering Resource Group, Inc., dated August 13th, 2018;
Overview of Birchwood Crossing Plat 7 and Birchwood Crossing Plat 8 & Wright Fields Plat 1 combined;
Foth Infrastructure & Environment Development Review Comments, dated August 21st, 2018;
Neighborhood Mailing Notice and Mailing List;

RESOLUTION 18-250

A RESOLUTION APPROVING THE PRELIMINARY PLAT FOR BIRCHWOOD CROSSING PLAT 7. THE PROPERTY IS LOCATED EAST OF 8001 BIRCHWOOD COURT AND IMMEDIATELY NORTH OF INTERSTATE 80/35.

WHEREAS, the Planning & Zoning Commission has reviewed this request during its regular meeting on August 27th, 2018, and recommended approval of PZ Case No. 18-24 subject to the conditions outlined in their motion, and,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JOHNSTON, IOWA, that, the Preliminary Plat for Birchwood Crossing Plat 7 is hereby approved subject to the following conditions:

1. The project shall be in conformance and in accordance with the requirements, standards and regulations of the City of Johnston, and any other requirement of state or federal law or administrative rule.
2. A full SWPPP and a NPDES permit from the State of Iowa shall be submitted, reviewed, and approved prior to the issuance of a City Grading Permit or any land disturbing activity.
3. A Stormwater Management Facilities Maintenance Agreement shall be provided and accepted by the City Council prior to approval of a final plat.
4. The extension of Birchwood Court to the north requires Polk County deferral of the north adjacent preliminary plat, Polk County approval of the north adjacent preliminary plat, or completion of the annexation of the north adjacent properties, whichever occurs first. The City Council may permit a temporary phased construction of the public improvements with the approval of the construction plans.
5. Sidewalk construction on the south side of the roadway extension and east side of the roadway extension south from the mid-block crossing shall be waived. This waiver is in recognition of existing sidewalk conditions within the Birchwood Crossing Planned Unit Development and the presence of Interstate 80/35 to the south of the subject property.
6. Pedestrian crossings along the roadway extension and traffic calming measures shall be installed with the public improvements. The location and details for the pedestrian crossings and any traffic calming measures are to be finalized with the construction plans.
7. **The preliminary plat must be amended and the following items shall be completed prior to Council approval of the construction plans for Birchwood Crossing Plat 7:**
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 - d. Provide a private stormwater detention basin easement (for basin splitting proposed Lot 1 and the adjacent lot to the west).
 - e. Provide a storm sewer easement for the existing storm sewer between the west adjacent existing lot and proposed Lot 1.
 - f. The existing lift station and 3" force main shall be abandoned per 2017 SUDAS and 2017 City of Johnston Supplemental Specifications.
 - g. Identify the vertical separation of the proposed 18" storm sewer and existing 48" storm sewer.

- h. Address all comments from the memo provided by Foth Infrastructure and Environment, LLC, dated August 21st, 2018.

PASSED AND APPROVED this 4th day of September, 2018.

PAULA S. DIERENFELD, MAYOR

ATTEST:

CYNDEE RHAMES, CITY CLERK

<u>ROLL CALL VOTE:</u>	<u>Aye</u>	<u>Nay</u>	<u>Absent</u>	<u>Abstain</u>
Brown	—	—	—	—
Martin	—	—	—	—
Cope	—	—	—	—
Evans	—	—	—	—
Temple	—	—	—	—

PROPERTY OWNER /
APPLICANT: Hubbell Realty Company
6900 Westown Parkway
West Des Moines, IA, 50266

REPRESENTATIVE: Engineering Resource Group, Inc.
2413 Grand Avenue
Des Moines, IA, 50312

BACKGROUND &
PRIOR APPROVALS: In September 1995 the Johnston City Council approved Ordinance 468 which established the zoning for the Birchwood Crossing Planned Unit Development. The plans for the development included filling a large drainageway which existed at the time to increase buildable commercial area with interstate frontage, however this area had limited access. A traffic study was completed with the initial Planned Unit Development application which identified a need for a secondary connection to the site prior to development of all commercial lots due to the limited access to areas of the site. The need for a secondary connection was incorporated into the PUD ordinance as a requirement prior to development of all commercial lots within the development. The initial PUD ordinance was amended on two occasions with the most recent amendment occurring via Ordinance 864. Each subsequent amendment continued to require a secondary connection to the site, prior to development of all commercial lots.

In 2000 there was a second traffic study completed for Birchwood Crossing which confirmed the need to make a secondary connection to the site for better emergency access. A third traffic study for Birchwood Crossing was completed in 2004. This third traffic study continued to confirm the need to make a secondary connection to Birchwood Crossing for improved emergency access. In 2015 an updated traffic study confirmed, yet again, a need for a secondary Birchwood Court connection prior to development of all commercial lots within Birchwood Crossing.

In 1999 the City entered into a TIF agreement with Hubbell Realty Company to allow for reimbursement of a portion of the costs to make a road connection to NW 54th Avenue. Also, in 1999 Hubbell Realty Company purchased two properties north of Birchwood Crossing to allow for a northern road connection. Hubbell had attempted to purchase one additional property (the Robbins' property) to allow for a direct connection with the intersection with Foxboro Road, but the Robbins desired to retain their property. In 2005 Hubbell made a new attempt to purchase the Robbins' property, but the Robbins did not desire to sell their property. Discussions between Hubbell and the Robbins continued off and on through 2014. During the 2014 and 2015 timeframe the City of Johnston initiated discussions with the Robbins about purchasing right-of-way and easements from them to allow for the road extension of Birchwood Court with a direct alignment with Foxboro Road. These discussions ended in an impasse

between the parties.

In September 2015, the City Council passed a resolution declaring the preferred road alignment to be the one that connects directly with Foxboro Road. Thereafter, with negotiations for right-of-way and easement acquisition at an impasse with the Robbins, the City Council initiated proceedings for eminent domain for the purchase of easements and 150 square feet of fee title right-of-way. This action raised concerns from the affected property owners, from the residents in un-incorporated Polk County Webster Township, and residents in Green Meadows West. No action was taken on the eminent domain proceedings.

Following the events of 2015, the City Council passed a resolution establishing the Southwest Area Road and Traffic Working Group (SWATWG). The purpose of this group was to study the issue of a secondary access to Birchwood Crossing and to provide feedback to the City Council. This group meet four times over a six-month period to review alternative alignments for Birchwood Court extension. The group considered five alternative road alignments during this six-month timeframe. Two of the options were considered by many in the group, but not all, the preferred road alignment options. The two preferred road alignment options included one alignment that connected with NW 54th Avenue at NW 77th Drive and a second alignment that connected directly with the intersection of NW 54th Avenue and Foxboro Road. In addition to reviewing the road alignment options, the SWATWG determined that there was a need for a “road diet” on NW 54th Avenue to improve pedestrian safety to and from Timber Ridge Elementary School.

Concurrently with the work of the SWATWG, the city was conducting a traffic study of the area to determine changes to traffic patterns resulting from the relocation of the high school to the NW 100th Street campus. This traffic study was completed by Snyder & Associates. Further discussion on the findings of the traffic study can be found in the Traffic Access & Circulation section of this staff report. In addition to the traffic study, the City has contracted with Snyder & Associates to have road diet options prepared for further consideration at the recommendation of the SWATWG. Any road diet work would occur separate from the proposed developments.

Finally, in 2018 Hubbell Realty Company and Wright Fields Inc. approached the city with a road alignment that had not previously been considered. This is the road alignment under consideration with the proposed developments. Details of this alignment will be discussed in detail in this staff report, but a brief history of the actions that have occurred prior to final consideration of the road alignment and the proposed developments. Snyder & Associated has had an opportunity to review the proposed road alignment to determine how it works into potential road diet options. Snyder

& Associates made a recommendation for a shift in the road alignment approximately 50 feet to the west from the original proposal to better align with road diet options. Also, since this road alignment was not an option originally under consideration by the SWATWG there was one final meeting of the group to give feedback on this. The group indicated that the alignment appeared to meet many of the objectives that the group desired to achieve.

Prior Platting Approvals for the Subject Property

The subject property was part of Lot 18 Birchwood Crossing Plat 1 which was approved by the Johnston City Council in January 1997. The subject property was replated as part of Lot 2 Birchwood Crossing Plat 2 which was approved by the Johnston City Council in February 1999. The subject property remains a portion of Lot 2 Birchwood Crossing Plat 2 except for that portion that was deeded to the City of Johnston via an acquisition plat accepted by the Johnston City Council February 2004. No further platting actions have been taken on the subject property to date.

COMPREHENSIVE
PLAN:

The Johnston 2030 Comprehensive Plan approved December 6, 2010, depicts the subject property as Business Park. Business Park areas include lots or parcels containing showrooms, warehousing, storage and light industrial uses with associated office functions. Business Park developments are usually designed in a unified manner and feature landscaped areas and roadway edges, consistent lighting, and entry monumentation. The existing zoning and intended use of the site is in compliance with the comprehensive plan.

ZONING DISTRICT &
BULK
REGULATIONS:

PUD, Birchwood Crossing Planned Unit Development: The subject property is part of the Birchwood Crossing PUD. The subject property is further defined as being a part of Parcel D of the PUD. Use of Parcel D is identified to be consistent with the PC, Professional Commerce Park Zoning District, the C-2, Community Retail Commercial Zoning District, and the C-3, Highway Service Commercial Zoning District with restrictions. The following are the bulk regulations for the zoning district:

Use	Maximum Building Height	Minimum Lot Area	Minimum Lot Width	Front Yard Setback	Side Yard Setback	Rear Yard Setback
Parcel D	50'	80,000 SF	100 Feet	30'	10'/20'	35'

BUFFERING:

There is a 30-foot landscaped buffer requirement along the north property line of the two lots for commercial development. The buffer area has been identified on the preliminary plat. The landscaping would be installed with the development of each of the two lots. See PZ Case 18-26 for the buffer landscaping proposed on Lot 1.

TREE REMOVAL:

The applicant has completed a tree survey of the property and has identified those areas with trees that are 6-inch caliber diameter in size or greater. No tree removal is proposed on the subject property.

TRAFFIC ACCESS & CIRCULATION:

This plat includes a portion of the extension of Birchwood Court from its current terminus on the southwest side of this site to its eventual connection to NW 54th Avenue. The remainder of this roadway extension is identified on the preliminary plat for Birchwood Crossing Plat 8 & Wright Fields Plat 1 (PZ Case 18-25). This roadway will be a 29 foot wide roadway minor collector street section. This roadway will convey one lane of traffic in either direction as well as one lane for on-street parking. An access easement is proposed as part of Birchwood Crossing Plat 8 & Wright Fields Plat 1 Preliminary Plat for the school district to connect to the new road.

Traffic for the area has been extensively reviewed in anticipation of this project. In 2016 the City Council established the Southwest Area Traffic Working Group to review a second access of Birchwood Court to NW 54th Avenue. Multiple roadway alignments were considered as part of this working group and the City consulted with Snyder & Associates to conduct detailed traffic studies of existing traffic conditions and future traffic conditions with a new roadway connection.

This traffic study that was undertaken in 2016 collected data to understand existing traffic conditions and travel patterns for the NW 54th Avenue and Foxboro Road study area. Data that was collected included traffic counts, speed studies, peak hour field reviews, employee travel pattern surveys at key employers, and license plat survey for assessment of through traffic on Foxboro Road. The purpose of this study was to determine existing conditions for the area without any Birchwood Crossing connection to NW 54th Avenue and potential impacts from a new road connection.

Foxboro Road traffic counts were collected as part of this traffic study. During the study period Foxboro Road had an average weekday traffic volume of slightly over 1,400 vehicles a day. Between 7:00 AM – 8:00 AM and 5:00 PM - 6:00 PM the peak volumes ranged from 80 to 100 vehicles per hour. The average speed of vehicles along Foxboro Road were 2-3 MPH faster than the speed limit with 85% of speeds collected being at or below 32 MPH.

The data that was collected indicated that Foxboro Road did see

approximately 1/3 of the traffic being through traffic during peak periods. The traffic study included an employer survey to determine traffic patterns of large employers or business clusters in the area. The survey indicated that through traffic was primarily not being generated by Birchwood Crossing Business employees or pioneer employees (John Deere Financial was asked to participate in study, but did not participate). The through traffic was primarily northbound in the AM period and southbound in the PM period. Finally, while Johnston High School students were not directly tallied during the data collection it was anecdotally observed that there were a number of cars likely representing high school students.

The survey of employees at major employers indicated that with a Road connection of Birchwood Court to NW 54th Avenue that Foxboro Road may become a more attractive through traffic street for approximately 12% of respondents. Snyder & Associates believes that the actual number of drivers that would use this route for through traffic would be less due to turning movement difficulties drivers would experience at several locations. Additionally, travel time is nearly identical for a northbound driver traveling on NW 86th Street as on Foxboro Road. A southbound driver may experience a 30 second advantage over the NW 86th Street route.

In addition to Foxboro Road the traffic study looked at NW 54th Avenue. This roadway has an average daily traffic volume of 5,150 vehicles per day. Peak hour traffic volumes ranged from 200 to 270 vehicles per hour per direction. The exception was eastbound traffic in the PM which had approximately 340 vehicles during the peak hour. The average speeds along NW 54th Avenue were 1-2 MPH faster than the speed limit with 85% or less of the speeds being at or below 41 MPH.

The traffic study did provide focus on the intersection of NW 54th Avenue with the entrance to Timber Ridge Elementary School. The majority of traffic traveled through this intersection versus utilizing it for turning into the school facility. The study did note that pedestrians were primarily present at the intersection between 8:00 – 8:30 AM and at 3:30 PM. These pedestrians were primarily children walking from the Green Meadows West neighborhood to the school building. There is a crossing guard present at this intersection before and after school.

The traffic study did note that when the eastbound right turn lane into Timber Ridge Elementary School on NW 54th Avenue was in use vehicles would queue approximately to the end of the lane taper. This queuing was primarily occurring between 8:25 – 8:35 AM and 3:30 – 3:40 PM. The queuing was largely a result of the crossing guard and pedestrians walking across NW 54th Avenue. The traffic study did note that traffic patterns have not significantly been altered as a result of the change in the bussing policy for the school district. This statement was supported by data from Snyder &

Associates previous review of traffic circulation at the school in December of 2015.

One final factor that was considered in the traffic study was the relocation of the Johnston High School to the NW 100th Street Campus and how that impacted through traffic on Foxboro Road. Initially the traffic study had to rely on modeling to project the impact of the move to draw conclusions, but we now have the benefit of the switch being made and follow-up data being collected to help draw conclusions. Between 2016 and 2017 the data shows a decrease in through traffic counts by approximately 4% of total vehicles in the AM peak period and by approximately 1% in the PM peak period. Snyder & Associates believes that the relocation of the Johnston High School has influenced the traffic volumes and patterns through Foxboro road specifically as it relates to AM and PM school peak hours.

As previously noted, the Southwest Area Traffic Working Group explored a number of potential roadway alignments for a secondary access or Birchwood Court. The group was provided the traffic study that was summarized in this section to consider when reviewing the alternatives. The proposed alignment under consideration with this development proposal was not initially a proposed route for the new roadway, but this alignment has been before the working group for their review. No concerns were raised regarding the alignment.

SIDEWALKS:

A sidewalk will be constructed on the north/west side of the road extension. Construction will occur with the development of each of the commercial lots. There will be a mid-block pedestrian crossing on the eastern side of the site to facilitate pedestrian movement through the commercial development and the north adjacent proposed residential development. Traffic calming measures will be utilized at this mid-block crossing to improve the safety for pedestrians. Specific details of the location of the mid-block crossing and traffic calming measures are being worked through and will be finalized with the construction plans for the development. Traffic calming measures being considered include narrowing the roadway at the crossing or installing a center island for pedestrian safety.

No sidewalk will be constructed on the south side of the road adjacent to the interstate as there is no sidewalk adjacent to the interstate elsewhere on Birchwood Court. Pedestrian movement through Birchwood Crossing has been intended to be maintained on the north side of Birchwood Court.

There was a request from David Johnson, Planning and Zoning Commissioner, to note that there was discussion regarding whether or not a trail should be installed along the west/north side of the new street extension. Discussion occurred relating to whether or not a trail better accommodated to goal of pedestrian connectivity throughout Johnston by

promoting alternative means of transportation. Ultimately the Planning and Zoning Commission didn't add a recommendation to add trail to the project, but just asked for special note of this discussion.

WATER / SANITARY SEWER:

Sanitary Sewer: An eight-inch public gravity sanitary sewer will be extended through this plat from the northeast to the southwest. This sewer is part of the same sanitary sewer which is being extended as part of the north adjacent residential development (PZ Case 18-25). This sewer will replace an existing forced pressure sanitary sewer which provides service to 8001 Birchwood Court. The existing forced pressure sanitary sewer will be abandoned once the new gravity sanitary sewer is complete.

Water: An eight-inch public water main is being extended through this site to generally follow the same alignment as the sanitary sewer. This water main is the same water main that is being extended through the north adjacent residential development (PZ Case 18-25). This water main will connect with the existing water main at the terminus of Birchwood Court as well as to the existing water main along NW 54th Avenue.

DRAINAGE / STORM SEWER:

Stormwater will be captured in public storm sewer within the public right-of-way. The majority of the roadway extension within this preliminary plat will be routed to a proposed detention basin on Lot 1. An area of the northeastern portion of the site will drain northward to be detained in a detention basin to be located within the boundaries of the proposed north adjacent residential development (PZ case 18-25).

FLOOD PLAIN:

The property is not located within a FEMA designated floodplain.

IMPROVEMENTS TO ADJACENT ROADWAYS:

The plat includes the extension of Birchwood Court for a final connection to NW 54th Avenue with the north adjacent development. The existing Birchwood Court roadway is an improved roadway to current standards. As such, no improvements to adjacent roadways are required.

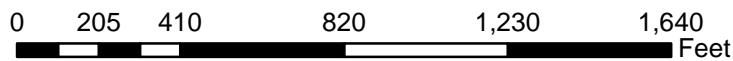
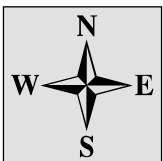
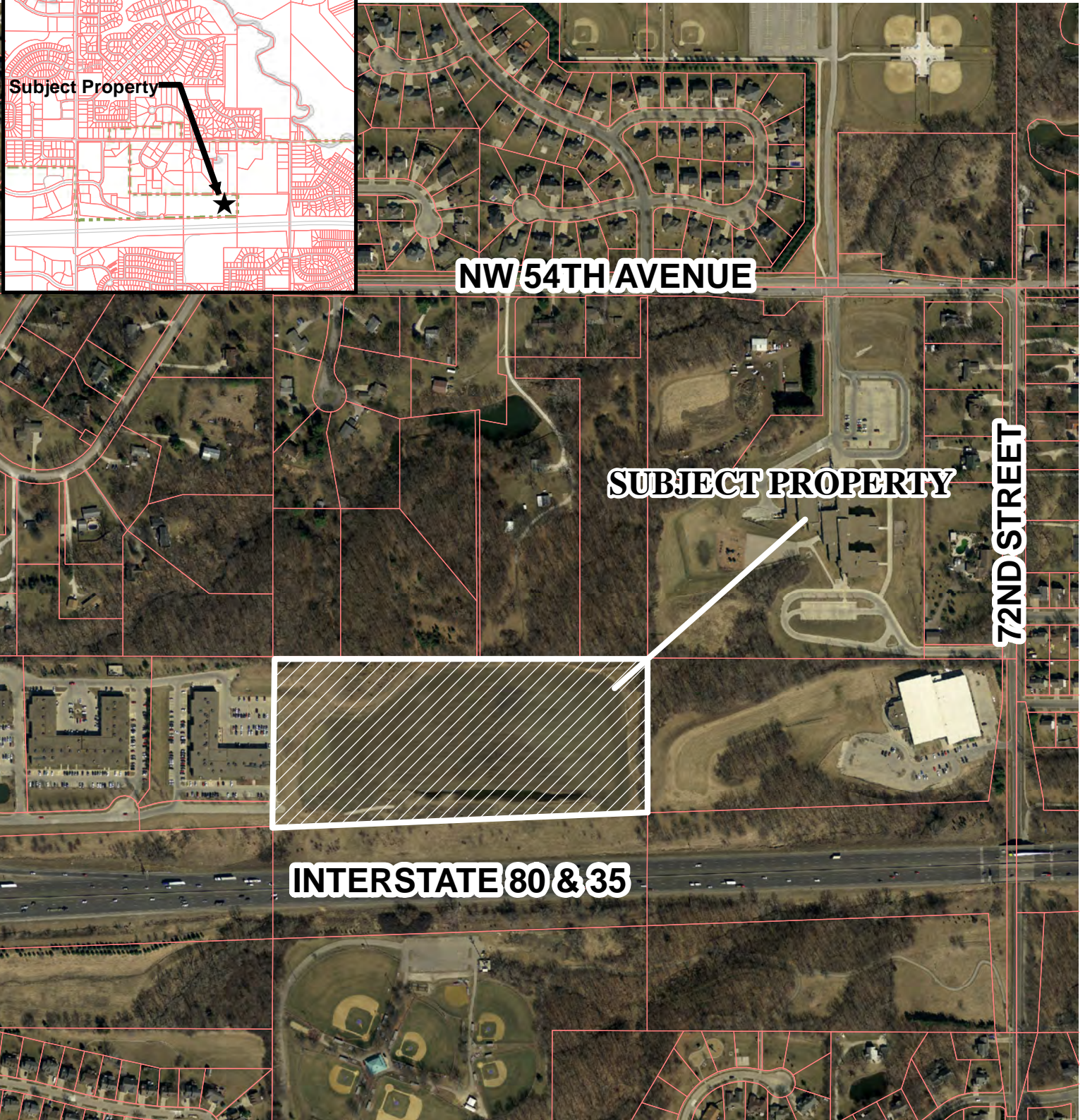
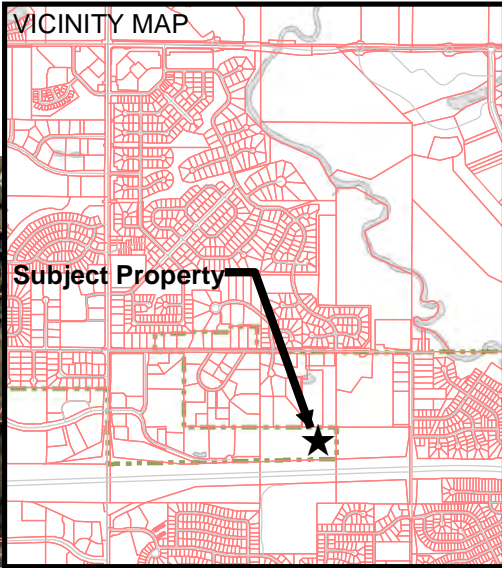
PUBLIC NOTICE AND ADJACENT NEIGHBOR COMMENTS:

Notice has been sent to properties adjacent to the subject property, and staff has posted a proposed development notice to the city's website. A copy of the mailing notice and associated mailing list is attached. As of publication of this report no public comments have been received.

CONSULTANT COMMENTS:

The preliminary plat has been reviewed by our consulting engineer, Foth Infrastructure and Environment, LLC. Foth has issued review comments in a letter dated August 21st, 2018. Staff recommends a condition for approval to revise the Preliminary Plat to address all comments from Foth's August 21st, 2018 review letter.

**PZ CASE 18-24
BIRCHWOOD CROSSING PLAT 8 PRELIMINARY PLAT**



1 inch = 3,333 feet

Created by City of Johnston Department of Community Development
6221 Merle Hay Road, P.O. Box 410, Johnston, IA, 50131-0410 (515)278-2344 Fax:(515)278-2033