ITEM # 44
DATE: 03-25-14

COUNCIL ACTION FORM

SUBJECT: REZONING WITH MASTER PLAN FOR PROPERTY AT 601 STATE AVENUE

BACKGROUND:

Breckenridge Group Ames Iowa, LLC has approached the City to develop/redevelop three parcels of land located at 205 S. Wilmoth Avenue, 321 State Avenue, and 601 State Avenue, respectively. **The subject site of this rezoning request is 28.9 acres at 601 State Avenue (South Parcel). (See Attachment A) The request is to change the zoning designation from S-GA (Special-Government/Airport) to FS-RM (Floating Suburban Residential Medium-Density) for development of up to a maximum of 432 dwelling units.** The development concept articulated by the applicant is for a new student housing rental development with a mix of residential unit types ranging from two-family, townhome, and apartment style dwelling units**.** Attached housing as townhomes or apartments is limited to individual buildings no greater than 12 units per building. Complete analysis of the project is included as an addendum to the report.

Based upon the Land Use Policy Plan (LUPP) land use designation, the site is generally split by College Creek with approximately 1.63 acres of Low Density north of College Creek and 27.37 acres of Village Suburban south. A Greenway designation also overlays College Creek. **The proposed Residential Medium density zoning of FS-RM is a zoning district that can be found to be consistent with the LUPP of the site south of the creek. However, Suburban Residential land use designation allows zoning of a site as Low Density or Planned Residential Development as well.** A determination that the site has a split designation with Low Density residential north of the creek requires an RL zoning for such an area for consistency with the LUPP.

Outlined in the addendum to the report is a review of the net acreage and density calculation for the site and a difference between staff's calculation and the applicant's request, as well as differences within the applicant's submitted master plan documents. Staff has calculated a net acreage of 14.38 acres for the site based on code allowed exceptions for constrained areas as compared to the applicant's proposal of 19.78 net acres. The major differences are excluding areas of severe slope and the full extent of the Greenway designation. The master plan indicates no development would occur within a 50-foot buffer along the south boundary with ISU and also shows no development within the floodplain and conservation easement.

Staff notes that while most public infrastructure is adequate to serve the site, the findings of the applicant's traffic impact analysis identifies off-site impacts of the new development with a low to moderate yield of units from the site. Development of this site with the cumulative impact of development at 321 State Avenue shows incremental

impacts to nearby intersections, specifically at the intersection of Mortensen Road and State Avenue. The applicant has not offered mitigation for traffic impacts with the rezoning request. **Staff finds that the potential traffic impact to be substantial and may unexpectedly accelerate needs for improvements at Mortensen and State.**

To develop the site in conformance with the proposed master plan, the applicant will be required to complete a preliminary and final plat for the property before development of any of the proposed residential units. This is due to the mix of units described in the plan. Because the proposed rezoning request is for a mix of housing types, site plan review approval would be based on the code required approval requirements for each use type as outlined in the addendum.

ALTERNATIVES:

In response to the variety of zoning options available for the subject site and wide range of comments concerning development of the site, staff has developed detailed alternatives to help guide the City Council.

Generally the City Council may rezone the site to Floating Suburban Residential (FS) and designate the relevant development standards of Residential Medium density (FS-RM) or Residential Low density (FS-RL) with the rezoning ordinance. However, the City Council may have an interest in other alternatives than discussed below.

Should the Council desire to proceed with a different zoning alternative (such as a rezone to PRD or RL); it will require denial of this petition and then consideration of a subsequent zoning amendment.

For any alternative where the Council requires a master plan, the Zoning Code requires the applicant to submit a signed zoning agreement that specifies future development will be consistent with the approved master plan. Staff recommends the zoning agreement for the master plan be required to be submitted prior to the third reading of any ordinance rezoning the site.

1. Planning and Zoning Commission Recommendation for 27.37 acres FS-RL and 1.63 Acres RL, with conditions on the master plan, and request for contract rezoning for traffic improvements at Mortensen and State. **Development under this alternative is estimated at up to 105 units, pending subdivision review.**

   Master Plan Conditions-

   a. the master plan be revised to limit density of the whole site to a minimum of 3.75 units per net acre to a maximum of 7.26 units per net acre,
   b. the master plan be revised with a net acreage of approximately 14.38 acres based upon all exemptions of the zoning code for areas of flood plain, greenways, severe slopes, and trails.
   c. the master plan include a 50 foot buffer along the south property line,
   d. the master plan include allowance for relocation of the bike path and easement to limit the number of vehicular crossing for safety of the bike trail users subject to the approval by the City.

With this alternative, the use of the majority of the site would be based on FS-RL development standards for detached and attached single-family dwellings. RL would apply to a small portion of the site north of College Creek to match the underlying LUPP designation delineated by College Creek.

This alternative meets the interest of providing housing types for individual lots through mandatory subdivision requirements, and also attempts to address issues of compatibility by defining basic development parameters of a master plan. The conditions are based upon the master plan application requirements of Section 29.1507(4).

The proposed density range in this alternative approximates the development intensity typically seen in Ames for suburban single-family development. It also limits the intensity of use for the site to address potential impacts on the street system at Mortensen Road and State Avenue and to CyRide capacity. The modified net acreage of 14.38 acres reflects the extent of the Greenway designation and removes the most severe slopes of the site as net acreage. The 50-foot buffer and modifications to the trail location are elements of the master plan as proposed by the applicant.

Since the applicant's request relates to FS-RM, details about layout and design under this alternative for FS-RL are unknown even with the recommended basic conditions.

The applicant contended to the Planning and Zoning Commission that the City could not mandate conditions on the master plan without consent of the applicant and that they viewed the changes to the master plan as the equivalent to a contract rezoning as specified in Section 414.5 of the Iowa Code that requires their agreement. Additionally, the applicant has not stated an interest in agreeing to participation in the costs of traffic improvements at Mortensen and State as a contract rezoning provision that conforms to Section 414.5 of the Iowa Code.

Staff's interpretation is that Council has the ability to modify and place conditions on a master plan. As a required element of a rezoning application, Council would have discretion to review and approve the required master plan along with the zoning map amendment. Staff concurs that tying traffic mitigation to rezoning is consistent with Iowa Code contract rezoning provisions, and therefore would require the applicant's agreement to implement at this stage.

2. Applicant request for rezoning of 29 acres as FS-RM with a master plan of multiple building types including one and two-family homes and multi-family apartments for with a net developable acreage of 19.78 acres for development of **up to 432 dwelling units**.

With this alternative, the applicant has requested that the LUPP land use designation be generally interpreted to be Village/Suburban Residential to the north edge of their property and not have it split by the creek.

The master plan describes a range of building types that includes apartments that may be incorporated into the site, but does not provide an arrangement of use or

building types. The maximum development is stated as 432 dwelling units, but the applicant also states they have a target mix shown as approximately 200 units. The applicant's traffic study does not include analysis of the maximum development potential indicated by the master plan. The master plan indicates that the conservation easement, flood plain, and 50-foot south buffer will not include development of structures.

This alternative would require a combination of subdivision and site development plan reviews, including Council review of a Major Site Plan for development that includes apartment buildings.

3. Deny the request for rezoning of approximately 29 acres of land from "S-GA" (Government/Airport) to "FS-RM" (Floating Suburban Residential Medium Density).

With this alternative, Council would decide that medium density development and the broader range of uses as described in the applicant's master plan are not appropriate for the site. This determination may, among other reasons, be based upon the projected substantial impacts of development on the transportation system, ambiguity in the project description and master plan details, a desire for review of alternative development concepts and site design, or a desire to increase supply for single-family home building types at lower densities. **If the Council denies the FS-RM rezoning petition, the Zoning Code procedure precludes a renewal of the FS-RM application by the applicant for 12 months without City Council initiation.**

4. Action on this request can be postponed and referred back to City staff and/or the applicant for additional information.

MANAGER'S RECOMMENDED ACTION:

The LUPP designation of the site for the area south of the creek allows for multiple zoning districts, including the requested zoning change to FS-RM. However, a portion of the site north of College Creek carries a Low Density Residential designation which is intended for development consistent with low density residential (R-L) zoning and not the requested FS-RM. FS-RM requires a minimum density of 10 dwelling units per acre with lot area requirements of each building type setting the maximum density of the site. As a result, the proposed master plan identifies a maximum development potential of 432 dwelling units based on a net acreage of 19.8 acres.

The master plan provided by the applicant offers limited information about project feasibility and does not clearly describe the pattern of development for the overall site, due to the broad range of unit types and the large range of number of units. Additionally, there are discrepancies in the project description between the draft traffic study and the master plan components. Based on lot constraints due to undevelopable areas or protected areas of the site and access limitations, staff questions if the proposed range of units could even be accomplished within requirements of subdivision design and improvement standards.

The requested FS-RM and master plan mix of uses does not match the policy intent of the City from the 2008 Government Land Study that had a stated interest for single-family housing types in this area. The current policy intent of the City is also to expand single-family home opportunities within the City as there has been a lack of single-family home development due to land availability over the past five years.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #3, thereby denying the petition to rezone the property from “S-GA” (Government/Airport) to “FS-RM” (Suburban Residential Medium Density) based upon the public record, information within this report, and the findings of facts stated on pages 13-14 of this report.

The change of zoning and master plan are not in the public interest as it does not promote the City’s interest in single-family housing opportunities needed within the community and for housing opportunities that stabilize this area of transition between low and high-density uses. Furthermore, the change would be detrimental to the general welfare of the community and surroundings in its intensity of development with its incompatibility to its surroundings and site constraints, including impacts on the surrounding transportation and bus systems.

Consistent with the requirements of Section 29.1507(8), a protest of the zone change application signed by 19 property owners representing 23 of the 31 properties within 200 feet of the subject site has been submitted to the City. As a result of this protest, action to rezone the site to any zoning district except RL (Low Density Residential) will require 5 affirmative votes by the City Council.

ADDENDUM

BACKGROUND INFORMATION:

Breckenridge Group Ames Iowa, LLC initially approached the City to develop/redevelop three parcels of land located at 205 S. Wilmoth Avenue, 321 State Avenue, and 601 State Avenue, respectively. See Attachment A. The three properties are currently designated as Low Density Residential or Village/Suburban Residential and all three are zoned Special-Government/Airport (S-G/A). See Attachment B, Future Land Use Map, and Attachment C, Existing Zoning Map. The development concept traditionally used by the applicant is for a new student housing rental development that differs from traditional apartment type student housing developments. The concept had been for small individual buildings rather than a development of larger apartment buildings. For this lot however, a mix of residential unit types is being identified by the applicant within the master plan. Development of the properties requires a rezoning to allow for development consistent with an underlying land use designation.

The applicant has filed two separate rezoning requests. The first request, which was approved by the City Council at the meeting on February 25, 2014, was for rezoning of 321 State Avenue, the middle parcel, to Residential Low Density. **The subject request is for rezoning of 601 State Avenue, the south parcel, from S-GA (Special-Government/Airport) to FS-RM (Floating Suburban Residential Medium-Density) with a master plan for development of up to 390 dwelling units to 432 units**. See Attachment D Proposed Zoning. The subject site is an undeveloped 29 acre site at 601 State Avenue (referred to herein as the south parcel). Development of the site could yield up to approximately 432 dwelling units at their maximum development based on the submitted master plan, as there are inconsistencies in the description. Full development potential is unlikely to be realized once design and subdivision requirements are taken into account.

At the time of initial application, City Council directed the applicant to prepare a master plan and to consider a number of concerns related to development of all of the properties and specifically asked that all three parcels be included in a master plan. See Attachment E for a list of zoning code requirements of a master plan and an excerpt of Council requested master plan conditions. Council also directed staff to facilitate a discussion with the neighborhood and the applicant to address concerns for the development sites and the integration of the proposed rental development into the neighborhood.

The applicant agreed to a series of facilitated neighborhood meetings with Iowa State University representatives and the College Creek/Old Ames Middle School Neighborhood Association representatives in an effort to identify community issues and concerns in relation to the proposed development. A series of four meetings were held in June and July, with a final Neighborhood Association meeting in August to present a collective master plan concept to the neighborhood and the general public. The discussions with ISU and the neighborhood representatives encompassed many concerns and issues for the sites including such items as: land use, density, storm water and utilities, impacts to the surrounding neighborhood, quality of life concerns, on-

site amenities, traffic, parking, lighting, and safety. Neighborhood representatives also met with staff to discuss their various interests and to understand the many steps in a development review process. Upon completing these neighborhood meetings the applicant finalized their rezoning applications in the fall of 2013.

Project Description

The rezoning request and master plan submitted for review for the south parcel are for a FS-RM development with a mix of units ranging from duplexes, attached units (row houses), and apartments. (Attachment F) The master plan identifies approximately 19.8 net acres for development. The range of units proposed for the site based on four development parcels identified in the master plan is 193 to 390 units. An additional Residential Unit Type Table was also submitted by the applicant that identifies the range of unit types with a total of 119 to 432 units for the site, inconsistent with the master plan document. This range of units could yield anywhere from 388 to 1,360 beds for the property depending on the final mix of buildings. The applicant identifies on the Residential Unit Type Table an example target mix of units which shows 218 units for a total of 664 beds. This table is included in the applicants submittal materials included with the report as Attachment F. Staff notes this project description exceeds the number of units described in the applicant's traffic impact analysis.

No public street improvements are indicated for the site on the master plan; however, the applicant shows two State Street access points for ingress and egress to the site. The master plan does note the intent for an additional access point at South Franklin if parcel #2 is developed or if additional access is required for parcel 3 or 4, but this type of detail will be reviewed as part a subsequent subdivision application and not as a master plan component.

The applicant has also identified the existing bike trail easement and has noted that the easement will be maintained as it exists and the bike trail location would be unaltered as part of the development.

Project Analysis

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

Direction from Subject Property	Existing Land Uses/ Ownership of Properties
Subject Property	Vacant Breckenridge Ames Iowa, LLC
North	Single Family Homes/Former Ames Middle School Rental and Owner Occupied/Breckenridge Ames Iowa, LLC
East	Undeveloped Park and Open Space Iowa State University

South	Undeveloped Park and Open Space Iowa State University
West	Single-Family Homes/ Current Middle School Site Rental and Owner Occupied/Ames Com. School District

Land Use Designation/Zoning.
The subject parcel was included within the citywide Land Use Policy Plan map amendment study for assigning government land a land use designation for future reuse. The City Council adopted a resolution changing this site from Government use to Village Suburban Residential on February 26, 2008. The alternative approved by City Council was to extend the village/suburban designation for residential development in response to a general interest to provide for more single-family home development opportunities in support of the neighborhood and school district interests.

The current LUPP future land use designation for the subject site is represented as split by College Creek. It is Low Density on two areas north of the creek, development parcel 1 along South Wilmoth and development parcel 2 at the end of the South Franklin ROW. Development parcels 1 and 2 total 1.63 acres. The subject site is also designated as Village Suburban Residential on all areas south of College Creek for a total of 27.37 acres. The applicant has requested the whole of the site be viewed as Suburban Residential rather than as a split designation as boundaries of the LUPP are general in nature. See Attachment D. Additionally, the site has a Greenway designation shown in relation to College Creek (Chapter 2 of the LUPP). Greenways demark stream-ways and intended open space linkages in the community.

The Low-Density Residential designation of the LUPP is intended for such uses as single-family residential with the Residential Low Density (RL) zone and compatible with the adjacent established neighborhood. Rezoning development parcels one and two to the RL will limit the areas to single-family residential dwellings with a maximum density of 7.26 dwelling units per acre for a maximum of 12 units, subject to subdivision standards. The applicant indicates as Suburban Residential with FS-RM zoning the two parcels could support between 12 to 28 dwelling units.

The Village Suburban designation is intended for one of two types of development: the village concept or the suburban residential concept. Suburban residential developments are intended for remaining in-fill areas and new lands area where the village residential development is not chosen.

Suburban residential designated areas are anticipated to develop similar to past residential development patterns, such that it is generally a singular residential use pattern with little design integration as compared to a village. This concept generally requires that landscape buffering be used as a separation of land use types. The LUPP intends for Suburban Residential, however while vehicular focused, to provide for improved pedestrian connection to parks, schools and open space areas using such amenities as sidewalks on both sides of the street, bike connections, and open space area. It is also required that the conservation of designated natural resources areas, such as designated environmental sensitive areas, be protected through design

features incorporated into the development.

The requested rezoning from the current Government/Airport (S-GA) to the Floating Suburban Residential Medium Density (FS-RM) zone is one of a few options for zoning districts intended to implement the LUPP designation. Another option is the Floating Suburban Residential Low Density zone (FS-RL) or Floating Zone Planned Residential Development (F-PRD). The appropriateness of each type of zoning is evaluated on a case by case basis.

The rezoning request to the FS-RM zone could allow for a development with a mix of single family, two family, single-family attached (12 units or less) and apartments (12 units or less), which is in line with the use types currently requested by the applicant. The code will require that each single family, two-family, or single-family attached unit be constructed on an individual lot as established through the requirements of subdivision. Multiple apartment buildings, however, could be constructed on one large lot without the benefit of subdivision, subject to a major site plan review by Council.

The minimum density established by the Zoning Code for the FS-RM zone is 10 units per acre. Based on the applicant's calculation of proposed density for the master plan, the minimum number of units for the site is 198 units; this takes into account a net acreage for the site of 19.78 acres after the applicant has exempted out undevelopable areas of floodplain, the existing conservation easement, and the existing bike trail easement. The Zoning Code describes other types of constraints that may be exempted for a net acreage calculation in the supplemental zone standards for FS zones.

Staff would assert that additional areas of land should be exempted out of the net acreage calculation such as areas of severe slopes greater than 18% as estimated on soil maps and greenway areas identified on the LUPP. With staff's limited data on slopes for the site, staff has conservatively calculated net developable acreage as 14.3 acres for a minimum development requirement of 144 units under FS-RM. Code also identifies areas of right-of-way and detention/retention as required exceptions from the density calculation; however, at the master plan level those areas have not been identified for the site.

In line with a general interest toward providing for more single-family housing types, the Council could choose to apply the FS-RL zone for all areas south of College Creek. The FS-RL zone allows for only single family and single-family attached (12 units or less) residential units. Based on code requirements, both of these unit types would require an individual lot for each dwelling unit which would be reviewed for compliance with the subdivision code.

The minimum density established for the FS-RL zone is 3.75 units per acre. Based on the applicant's calculation of net acreage (19.78 acres) the minimum number of units under an FS-RL zoning would be 74 units, after exempting out undevelopable areas for floodplain, the conservation easement, and the existing bike trail easement. Staff would assert that additional areas of land should be exempted out as previously noted, reducing the buildable acreage of the site to 14.38 acres for a minimum of 54 units. Code also identifies areas of right of way and detention/retention as required exceptions

from the density calculation; however, at the master plan level those areas have not been identified. Assuming 14-19 acres of developable land, the **maximum FS-RL development potential is estimated at 280 to 400 units as exclusively attached single-family under ideal design and layout circumstances. This is density is consistent with the maximum development range of FS-RM.** Additionally FS-RL is restricted to single-family dwellings and does not allow for apartments

Under the FS-RL zone only single-family attached dwellings would require an administrative site plan approval. All units types will need to meet the minimum lot area, setback, frontage, and open space requirements as spelled out in Table 29.1202(5)-1 which is included in the report as Attachment F for reference.

Planned Residential Development zoning is also provided for in the LUPP and the zoning code. Property developed according to the FPRD (Planned Residence District) requirements is to allow for innovative housing types and create a development pattern that is more aesthetic in design and sensitive to the natural features of the site and to surrounding uses of land than would customarily result from the application of the requirements of other residential zoning districts. Development is to include a mix of housing types, integrated design, open space, site amenities, and landscaping that exceeds the requirements that exist in other residential zone development standards. If the Council determines a PRD is suitable for the site, a major site development plan would be required before the zoning could be approved for the property.

Subsequent Development Review.
Subsequent to rezoning of the site, there are a variety of development review steps depending on building types. Subdivision would be required to create individual lots for development of different building types besides apartments. The code does not require site plan review for single-family and two-family dwellings in the FS-RL or FS-RM zone, but does require administrative review of a Minor Site Plan for any single-family attached unit and a Major Site Development Plan approval by the Commission and Council for any apartment units. All unit types will need to meet the minimum lot area, setbacks, frontage and open space requirements as spelled out in Table 29.1202(5)-2 of the code which is included in the report as Attachment G for reference.

Access. The master plan submitted indicates two access points to the site along State Avenue. No new public streets are identified on the master plan; however, identification of public streets is not a required element of the master plan submittal by the zoning code and would typically be addressed at the time of subdivision. Based on the two access points proposed, staff notes a concern for safety of the bike trail crossing. Staff would like to have the ability to consider a relocation of the path at the time of subdivision once a lot layout can be reviewed.

Infrastructure. The subject area is an undeveloped lot. Public utility mains for water and sewer are immediately adjacent to the subject property. Utility connections and runs and storm water management will be verified at the time of site development based on the use(s) and site layout proposed. Electric service will need to be run to the site from the intersection of State Avenue and Mortensen Road. Any costs associated with

getting electric service to the site will need to be reviewed for the property at the time of development.

Transportation Impacts. The Long Range Transportation Plan (LRTP) currently does not plan for any new residential units within the areas of the previous school district owned sites as they were government owned and not expected for near term development when it was adopted. The traffic impact analysis submitted by the applicant is intended to identify areas of increased traffic for vehicular movements at surrounding major intersections based on the projected number of new residential units for the sites. The city considers operational capacity at intersections when evaluating the effectiveness of the transportation network. The LUPP Transportation Chapter targets Level of Service (LOS) C for intersections.

The applicant intends to develop the existing vacant site with potentially a mix of uses ranging from 119 to 432 residential units for student housing rentals at 601 State Avenue. The applicant's traffic study accounted for 570 bedrooms or approximately 200 units, depending on type. The traffic study also accounted for the pending rezoning of 321 State Avenue as 50 units and considered the combined impacts of both projects. The applicant used assumptions of trips per person rather than units because of the intention for the development as student housing. The applicant also utilized a 20% discount in trip generation due to expected lower car utilization based on a survey of parking utilization at Campus Crest Communities on South 16th Street in Ames.

The City provided the trip distribution for the new development based upon the City's traffic model. The applicant then added their new project trips with a generalized distribution to the existing traffic counts in order to estimate operational levels at the time the development is built. Based on the submitted traffic impact analysis, there are some off-site impacts of the new development when considered in conjunction with the pending south site rezoning application. The highest level of impact is to the intersection of Mortensen Road and State Avenue during the PM Peak Hour.

Under current conditions, the unsignalized Mortensen and State intersection operates at the cusp of acceptable delay. With the proposed project there is a significant increase in the delay for certain traffic movements at the intersection and a worsening of conditions. The conclusions drawn by the applicant's engineer indicates that the decreased level of service shown from the inclusion of the proposed development increase is not a significant change from existing conditions to warrant any mitigation on behalf of the development.

Derived from a needs assessment done for the current LRTP, a planned improvement for this intersection of a roundabout would mitigate the projected project impacts of both 321 and 601 State Avenue. The existing conditions of the intersection do show a need for improvement and it is identified on a LRTP priority list for improvement within the 10-year planning cycle. However the current priorities do not show the improvement planned in the current 5-year Capital Improvement Program (CIP). The development of these parcels as described in the TIA may cause a need for the City to accelerate the planned improvements before the City's planned LRTP timeline. Development of the subject site could be accountable for a portion of the improvement needed to mitigate

the impact and a condition of the rezoning as the City has not planned for this improvement in the near term.

Staff has reviewed the preliminary conclusions of a revised traffic impact analysis that was submitted in February (See Attachment J). Generally staff finds the quantitative analysis to be accurate, with the exception of the 20% trip discount. The 20% reduction has not been substantiated to staff's satisfaction is it is based on a parking study rather than a trip generation study. Staff did note specifically that the development identified in the master plan did not match the range of development used for the analysis on the south parcel. **The TIA showed less development on the site than indicated in the** "**Example Mix of Units**" **on the Residential Units Type Table submitted with the master plan.** Staff does not concur with the conclusions of the study that the projects do not impact the transportation system as there is unanticipated degradation of level of service at Mortensen and State caused by this project.

The applicant has also identified the existing bike trial easement and has noted that easement will be maintained as existing and the bike trail would be unaltered as part of the development. There is concern with the development parcels identified and the identification of two access points on State Avenue. There could be a need to relocate the trail for safety purposes. Staff is not comfortable with allowing the trail to cross multiple vehicular crossings as part of the development without review of site plan details. Staff would be open to a relocation of the path; however, with the terrain of the site, an examination of slope and connection points will need to be reviewed to make sure safety and accessibility is maintained as required.

Additionally, it is noted that while there is existing transit service to the area by way of existing routes and stops on Lincoln Way, the current CyRide service in the area is at capacity. CyRide has indicated they would not alter its routes to provide service on State Avenue for direct service to the site. CyRide does not currently have the financial means necessary to increase the level of service to the area with bus capacity or routes to accommodate the cumulative increase of new development in the area. Even with a large concentration of housing on this site, there is unlikely to be public bus service in the near future.

Goals of the Land Use Policy Plan (LUPP). Several of the ten goal statements of the LUPP speak indirectly to this request for rezoning. However, Goal No. 5 seems to address the rezoning proposal most directly since it states that "it is the goal of Ames to establish a cost-effective and efficient growth pattern for development in new areas and in a limited number of existing areas for intensification." Objective 5.C.states: "Ames seeks continuance of development in emerging and infill areas where there is existing public infrastructure and where capacity permits."

Public Notice. Notice was mailed to property owners within 200 feet of the rezoning area and a sign was posted on the subject property.

Planning and Zoning Commission Meeting. The Planning and Zoning Commission held a public hearing on February 3, 2014 for the requested rezoning of 601 State

Avenue. Many comments and concerns were voiced from the neighborhood regarding issues such as increased traffic, details of the proposed use and density, safety, impervious surface area and storm water control, removal of wildlife habitat, and expansion of the conservation area. **The resident comments also focused around the desire to have the entire property rezoned to Residential Low Density (RL) rather than either FS-RL or FS-RM.**

Based on comments from the applicant and the neighborhood residents, the Commission discussed project details and the alternatives identified in the report. Planning and Zoning Commission then continued the application to the March 5, 2014 meeting to get 1) clarification from staff on the legality of the alternatives proposed as well as the request from the neighborhood that the property be rezoned to RL even though it is not in conformance with the Land Use Policy Plan, and 2) the commission requested additional information from the applicant in terms of a completed Traffic Impact Analysis and additional details on the Master Plan.

The Planning and Zoning Commission agreed to reopen the public hearing at the Match 5th meeting to consider the information offered by the City Attorney supporting the legality of the alternatives presented by staff. **The Planning and Zoning Commission recommended with a vote of 4-1 to implement Alternative 1.** This included zoning the area south of the creek as FS-RL and the property north of the creek as RL with conditions:
a) the master plan be revised to limit density of the whole site to a minimum of 3.75 units per net acre to a maximum of 7.26 units per net acre;
b) the master plan be revised with a net acreage of approximately 14.38 acres;
c) the master plan include a 50 foot buffer along the south property line;
d) the master plan include allowance for relocation of the bike path and easement to limit the number of vehicular crossing for safety of the bike trail users subject to the approval by the City;
e) enter into a contract rezoning for the cost of off-site mitigation of the traffic improvements needed for the intersection of Mortensen Road and State Avenue.

Applicable Laws and Policies. The City of Ames laws and policies that are applicable to this proposed rezoning are included in **(*Attachment H).***

Applicant's Statements. The applicant has provided a description of the proposed rezoning request and a narrative with the proposed master plan ***(See Attachment F).***

Findings of Fact. Based upon an analysis of the proposed rezoning and laws pertinent to the applicant's request, staff makes the following findings of fact that may be incorporated into final decision on the project:

1. The subject site is a vacant lot zoned S-GA. S-GA allows for uses related to or owned by federal, state, county, school districts, or municipal governmental authorities, such as publicly owned facilities used for administration, services or general aviation functions.

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

3. The subject property has been designated on the Land Use Policy Plan (LUPP) Future Land Use Map as "Residential Low Density" north of College Creek and "Village/Suburban Residential' south of College Creek. The City completed an analysis of government lands in 2008 and designated this site accordingly to accommodate a desired increase in low-density single-family development and for compatibility with surrounding neighborhood.

4. The "Village/Suburban Residential" land use designation supports multiple zoning district choices. The proposed "Suburban Residential Floating Residential Medium Density" (FS-RM) zoning designation request for the site for areas south of College Creek. Under "FS-RM" zoning the proposed uses as identified in the master plan are permitted. The applicant will be required to subdivide the property through a preliminary and final plat to allow for each two-family and single-family attached residential unit to be located on individual lots. The code would allow for multiple apartment buildings to be located on a single lot subject to a major site plan review.

5. Ames *Municipal Code Sec. 29.1507(5)* requires approval of a zoning agreement for an application with a master plan and that all subsequent development comply with the master plan.

6. Public infrastructure is generally available to serve the proposed development and pending development. The project contributes substantial incremental negative impacts to intersection operations in the area of the site and contributes additional riders to the bus system that already operates at capacity.

7. Development of the project would accelerate the need to implement traffic mitigation at the intersection of Mortensen and State that is not programmed within the City's Capital Improvement Plan.

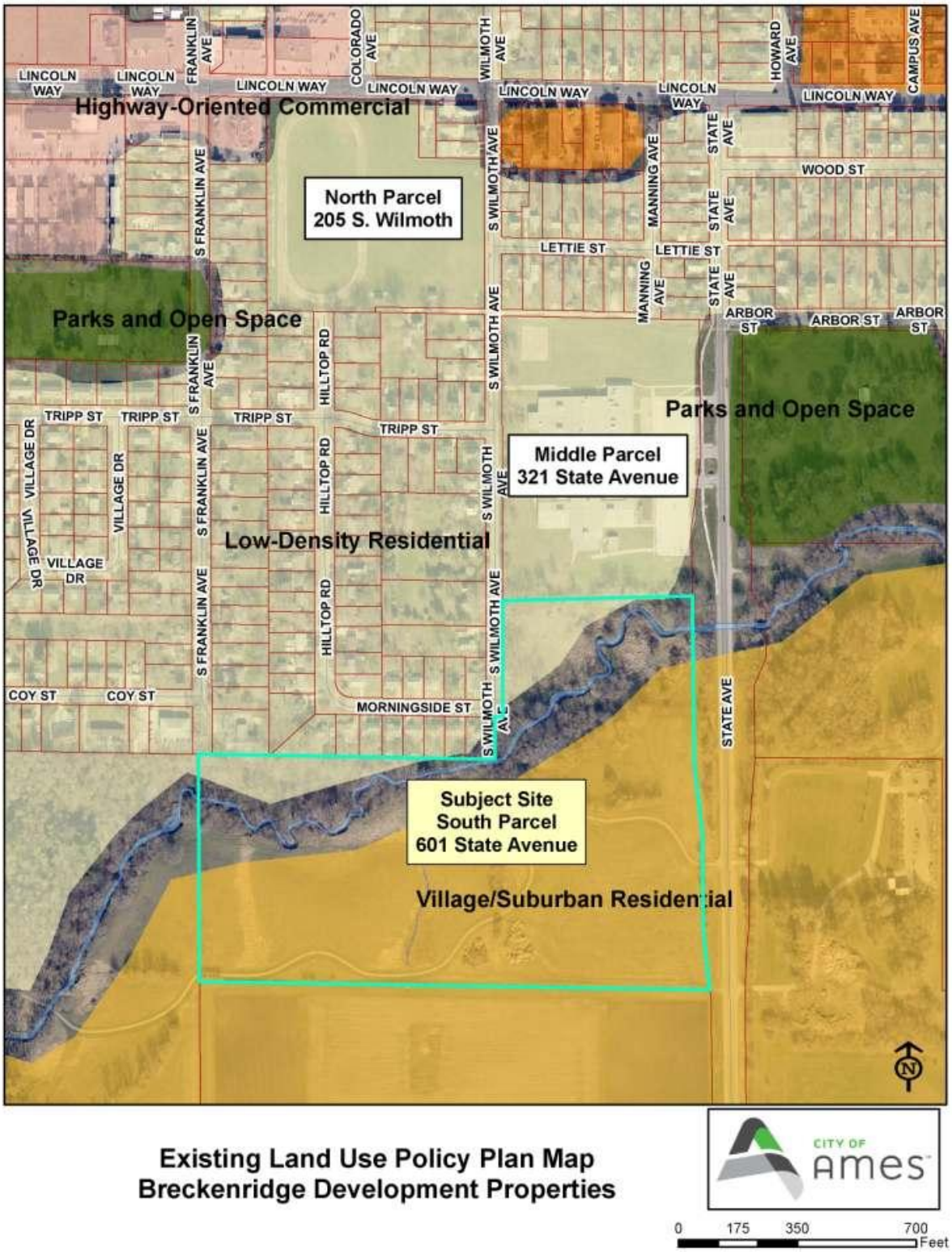
8. The "Village/Suburban Residential" land use designation supports alternative zoning district choices to the proposed FS-RM. The site may also be zoned "Suburban Residential Floating Residential Low Density" (FS-RL) or Suburban Residential Floating Planned Residential Development (F-PRD).

Attachment A
Location Map

Location Map
Breckenridge Development Properties

Attachment B

LUPP Future Land Use Map



Existing Land Use Policy Plan Map
Breckenridge Development Properties

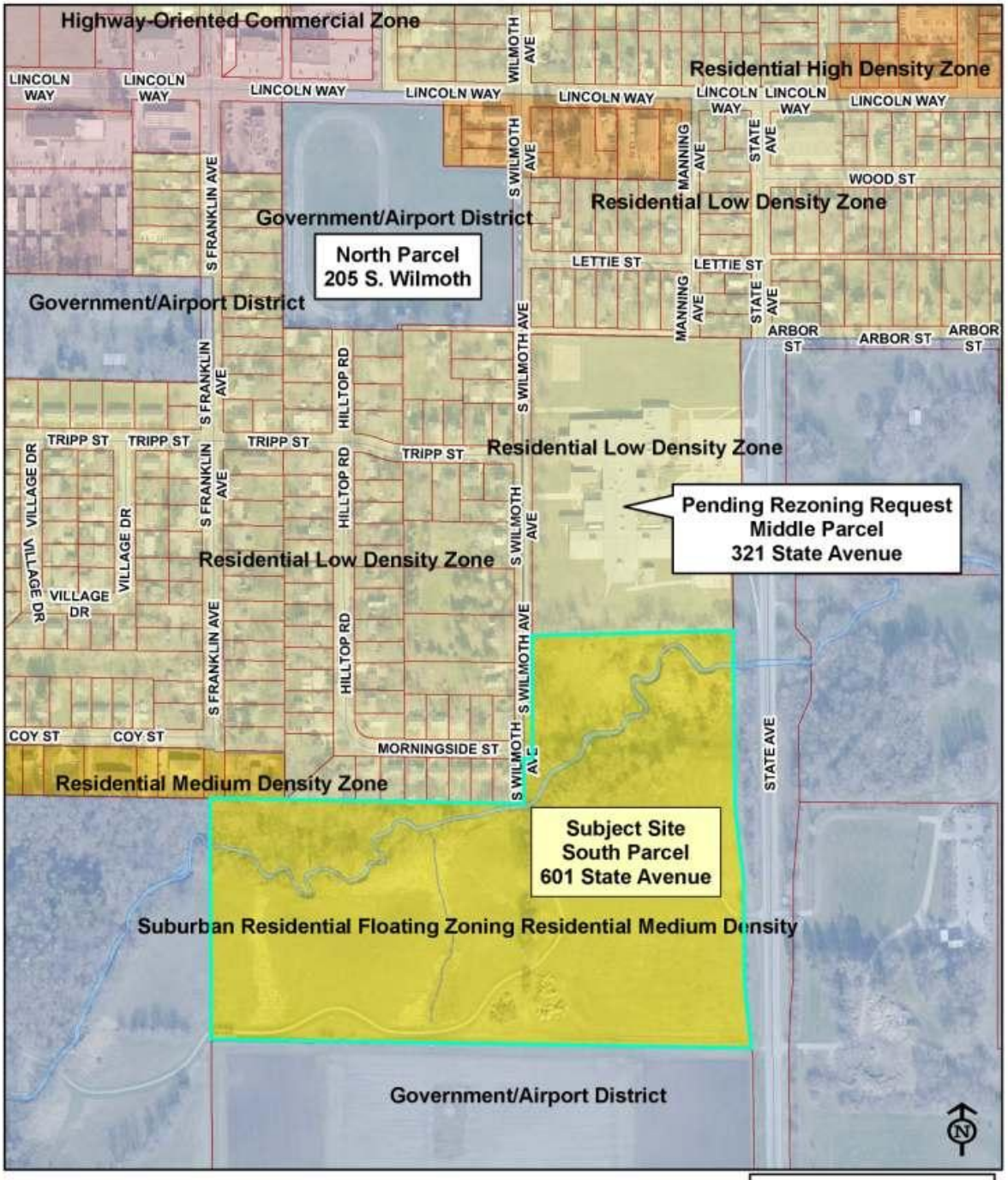
Attachment C
Existing Zoning

Existing Zoning Map
601 State Avenue

CITY OF ames

0 175 350 700 Feet

Attachment D
Proposed Zoning



Proposed Zoning Map
601 State Avenue

CITY OF ames

0 175 350 700 Feet

Attachment E

Code Requirements for a master plan and City Council Requested Conditions of the master plan for Old Middle School South, Middle, and North Sites

Per Section 29.1507(4): master plan Submittal Requirements:

a. Name of the applicant and the name of the owner of record.
b. Legal description of the property.
c. North arrow, graphic scale, and date.
d. Existing conditions within the proposed zoning boundary and within 200 feet of the proposed zoning boundary: Project boundary; all internal property boundaries; public rights-of-way on and adjacent to the site, utilities; easements; existing structures; topography (contours at two-foot intervals); areas of different vegetation types; designated wetlands; flood plain and floodway boundaries; areas designated by the Ames Land Use Policy Plan as Greenways and Environmentally Sensitive Areas
e. Proposed zoning boundary lines.
f. Outline and size in acres of areas to be protected from impacts of development
g. Outline and size in acres of areas proposed of each separate land use and for each residential unit type
h. Pattern of arterial streets and trails and off-site transportation connections
i. For proposed residential development provide the number of unit type for each area, expressed in a range of the minimum to maximum number to be developed in each area
j. For proposed residential development provide a summary table describing all uses of the total site area, including the number of units per net acre for each unit type and each zoning area.

City Council Conditions of master plan (April 9, 2013 Meeting):

a. In the RL zone consider locating each home on an individual lot as typical in a traditionally subdivision or alternatively consider requiring a Major Site Development Plan for a site with multiple single-family homes on a single lot.

b. Descriptions of buffering and security. These should be physical design features that can be expected to be incorporated into the site and building designs, rather than employment of personnel which may be diminished over time.

c. As part of the master plan, the City Council may wish to see a street connection of Tripp Street from Wilmoth Avenue to State Avenue. Such interconnectivity of residential neighborhoods is a consistent expectation of the City Council in reviewing other developments.

d. As part of the master plan, the owner should identify the natural resources of the site, such as the flood plain, Greenway and Environmentally Sensitive Lands of the LUPP, conservation easements. Further, the owner should provide information as to how these resources will be protected as part of the project.

Attachment E, Cont.

e. As part of the master plan, the owner should identify any common facilities, such as open spaces or amenity buildings.

f. As part of the master plan, the City Council asked that all three properties be included. Although a rezoning is sought only for the middle and south parcels at this time, it is the owner's expressed expectation that the north parcel would be a later phase.

g. Items listed as part of the letter submitted from Iowa State University dated April 4, 2013:

1. Impact on adjacent agricultural plot and field work, require adequate fencing
2. Light pollution on adjacent experimental field plots
3. College Creek watershed impact and downstream water management.
4. Portions of State Street are in institutional road. Responsibility for funding road improvements. Who will pay for widening, signalization other possible improvements?
5. This project may require traffic signalization or construction of a roundabout at State Street and Mortensen to safely manage traffic.
6. Adequate parking in the area.
7. CyRide cost increases for bus service. ISU and students fund ~70% of CyRide operations. Where will financial support come from for expanded service?
8. Impact on Arboretum and Cross County Track on east side of State Street.
9. Walking and bicycle paths from the housing area to campus and retail and residential development to the west.
10. Impact on ISU recreations are to east.
11. Law enforcement and fire protection impact.
12. Campustown revitalization is higher priority for resource commitments and may be a better location for expanded student housing.
13. Long term ISU enrollment trend. Is housing of this type needed and can it be converted to other uses if there are changes in enrollment trends?
14. Impact on residential neighborhood and housing that many of our younger faculty and staff occupy. The neighborhood is opposed to the project.

h. As part of the master plan, the City Council asked that the plan include the equivalency of subdividing the property so that every building is on a separate lot and meets all City requirements.

Attachment F
Proposed master plan

See PDF of the Master Plan Document

Attachment F, Cont.
Applicant's Statement

601 State Avenue
Narrative to the Master Plan
FS-RM Rezoning
Master Plan as per Ames Code 29.1507(4)
October 16, 2013

Reference Master Plan for detailed responses to the legal requirements of 29.1507(4).

The complex will be a mix of residential types; duplexes, row houses and apartments. Duplexes will be 2 and 3 bedrooms per unit. Row houses will be 2 to 5 bedrooms per unit. Apartments will have 4 to 5 bedrooms per unit with 3 to 12 units per building.

There will not be any public streets within the development.

The existing bike trail may remain in its current configuration and the development will be distributed throughout the developable ground on the parcel. The Developer is agreeable to relocation of the bike trail in cooperation with the City. There will be some fringe areas and/or unusable/or undevelopable areas adjacent to the floodplain or conservation area will not be developed.

Two accesses will be provided to State Avenue in accordance with the City's requirements.

Public sidewalks will be constructed as per the requirements for access except where trails have already been constructed on State Avenue.

Utilities

Water - Available adjacent to the site. Public mains will be run in easement as required to service the buildings and to provide fire protection.

Sanitary Sewer - Available adjacent to the site. Public mains will be run in easements required to service the buildings.

Storm Sewer/Drainage - Available adjacent to the site. Will be distributed throughout the site and will be private. Some accommodations will be made for offsite drainage from the south (ISU property). Drainage will be in conformance with the City's standards.

Gas/Electric/Phone - Available adjacent to the site.

K:\!proj\5000\5360-13a Aspen Heights\Master Plan\2013 10 16 south parcel mp narrative.docx

Residential Unit Type Table

			Lower Range of Unit Type			Upper Range of Unit Type			Example of a Mix of Units		
Unit Type		Bedrooms per Unit	Count	Units	Bedrooms	Count	Units	Bedrooms	Count	Units	Bedrooms
Duplex	A	2	17	34	68	35	70	140	22	44	88
Duplex	B	3	17	34	102	34	68	204	18	36	108
Row House	C2	2	4	4	8	58	58	116	30	30	60
Row House	C3	3	8	8	24	116	116	348	60	60	180
Apartment	D	4	9	9	36	48	48	192	12	12	48
Apartment	E	5	30	30	150	72	72	360	36	36	180
	TOTALS		*85*	*119*	*388*	*363*	*432*	*1,360*	*178*	*218*	*664*

Apartment configurations will vary from 12 units per building to 3 units per building.

Comments

The ranges are for each unit type. There will be a mix of units and the type of units will vary in each mix. The minimum density required is 10.0 units per acre. The mix of units will be used to reach the required 198 units for the parcel as distributed through the 4 developable tracts.

Attachment G
Zoning Code Table 29.1202(5)-1

Table 29.1202(5)-1
Suburban Residential Floating Zone
Residential Low Density (FS-RL) Supplemental Development Standards

SUPPLEMENTAL DEVELOPMENT STANDARDS	F-S ZONE LOW DENSITY		
	SINGLE FAMILY	TWO FAMILY DWELLINGS	SINGLE FAMILY ATTACHED DWELLING
Minimum Lot Area	6,000 sf	7,000 sf.	3,500 sf per unit for exterior units; 1800 sf per unit for interior units
Minimum Principal Building Setbacks: Front Lot Line Side Lot Line	 25 ft. 6 ft.; or 8 ft for 2 stories 8 ft. for 3 stories	 25 ft. 6 ft.; or 8 ft for 2 stories 8 ft. for 3 stories	 25 ft.
Side Lot Line (party wall line for Single Family Attached Dwelling)			0 ft.
Side Lot Line (all other side lots lines except party wall line)			6 ft. for one story; 8 ft for 2 stories; 10 ft. for 3 stories 20 ft for 4 stories
Rear Lot Line	20 ft	20 ft	20 ft.
Corner Lots	Provide 2 front yards and 2 side yards	Provide 2 front yards and 2 side yards	Provide 2 front yards and 2 side yards
Minimum Frontage:	35 ft. @ street line; 50 ft. @ building line	35 ft. @ street line; 50 ft. @ building line	24 ft @ street line and building line
Maximum Building Coverage	35%	40%	No Maximum
Maximum Site Coverage (includes all buildings, paving and sidewalks on lot)	60%	60%	No Maximum
Minimum Landscaped Area	40%	40%	No Minimum
Maximum Height Principal Building	 40 ft. or 3 stories, whichever is lower	 40 ft. or 3 stories, whichever is lower	 40 ft. or 3 stories, whichever is lower
Parking Between Buildings and Streets	No	No	No
Drive-Through Facilities	No	No	No
Outdoor Display	No	No	No
Outdoor Storage	No	No	No
Trucks and Equipment	No	No	No

Note: Maximum Height for an Accessory Building has been deleted for all categories. This is addressed in Sec. 29.408(7)(a)(ii).

Attachment H
Zoning Code Table 29.1202(5)-2

Table 29.1202(5)-2
Suburban Residential Floating Zone
Residential Medium Density (FS-RM) Supplemental Development Standards

Supplemental Development Standards	F-S Zone			
	Single Family Dwellings	**Two Family Dwellings**	**Single Family Attached Dwellings**	**Multiple Family Dwellings**
Minimum Lot Area	6,000 sf	7,000 sf	2,400 sf for exterior units; 1,200 sf for interior units.	7,000 sf for the first two units; 1,800 sf for each additional unit
Minimum Principal Building Setbacks: Front Lot Line Side Lot Line	25 ft 6 ft for 1 story; 8 ft for 2 stories; 10 ft for 3 stories; 20 ft for 4 stories	25 ft 6 ft for 1 story; 8 ft for 2 stories; 10 ft for 3 stories; 20 ft for 4 stories	25 ft 6 ft for 1 story; 8 ft for 2 stories; 10 ft for 3 stories; 20 ft for 4 stories	25 ft 6 ft for 1 story; 8 ft for 2 stories; 10 ft for 3 stories; 20 ft for 4 stories
Side Lot Line (party wall line for Single Family attached Dwelling			0 ft	
Side Lot Line (all other side lots lines except party wall line)			]6 ft for 1 story; 8 ft for 2 stories; 10 ft for 3 stories; 20 ft for 4 stories	
Rear Lot Line	25 ft	25 ft	25 ft 0 ft for back-to-back single family attached dwellings	25 ft
Corner Lots	Provide two front yards and two side yards	Provide two front yards and two side yards	Provide two front yards and two side yards	Provide two front yards and two side yards
Minimum Frontage	35 ft @ street line; 50 ft @ building line	35 ft @ street line; 50 ft @ building line	24 ft @ street line and building line	35 ft @ street line; 50 ft @ building line
Minimum Landscaping				See Article 29.403
Maximum Height Principal Building	50 ft or 4 stories, whichever is lower	50 ft or 4 stories, whichever is lower	50 ft or 4 stories, whichever is lower	50 ft or 4 stories, whichever is lower
Maximum Height Accessory Building	12 ft to midpoint of roof, 15 ft to ridge	12 ft to midpoint of roof, 15 ft to ridge	12 ft to midpoint of roof, 15 ft to ridge	12 ft to midpoint of roof, 15 ft to ridge
Drive-through Facilities	No	No	No	No
Outdoor Display	No	No	No	No
Outdoor Storage	No	No	No	No
Trucks and Equipment	Light only, no advertising	Light only, no advertising	Light only, no advertising	Light only, no advertising

(Ord. No. 3579, 8-22-00; Ord. No. 3591, 10-10-00; Ord. No. 3595, 10-24-00, Ord. No. 3640, 12-11-01, Ord. No. 3660, 4-23-02)

Attachment I
Applicable Laws and Policies

The laws applicable to the proposed rezoning at 321 State Avenue are as follows:

- Land Use Policy Plan (LUPP) Goals, Policies and the Future Land Use Map:

  The Land Use Policy Plan (LUPP) Future Land Use Map identifies the land use designations for the property proposed for rezoning.

- Ames *Municipal Code* Chapter 29, Section 1507, Zoning Text and Map Amendments, includes requirements for owners of land to submit a petition for amendment, a provision to allow the City Council to impose conditions on map amendments, provisions for notice to the public, and time limits for the processing of rezoning proposals.

- Ames *Municipal Code* Chapter 29, Section 701, Residential Low Density (RL) Zone, includes a list of uses that are permitted in the Residential Low Density zoning district and the zone development standards that apply to properties in that zone.

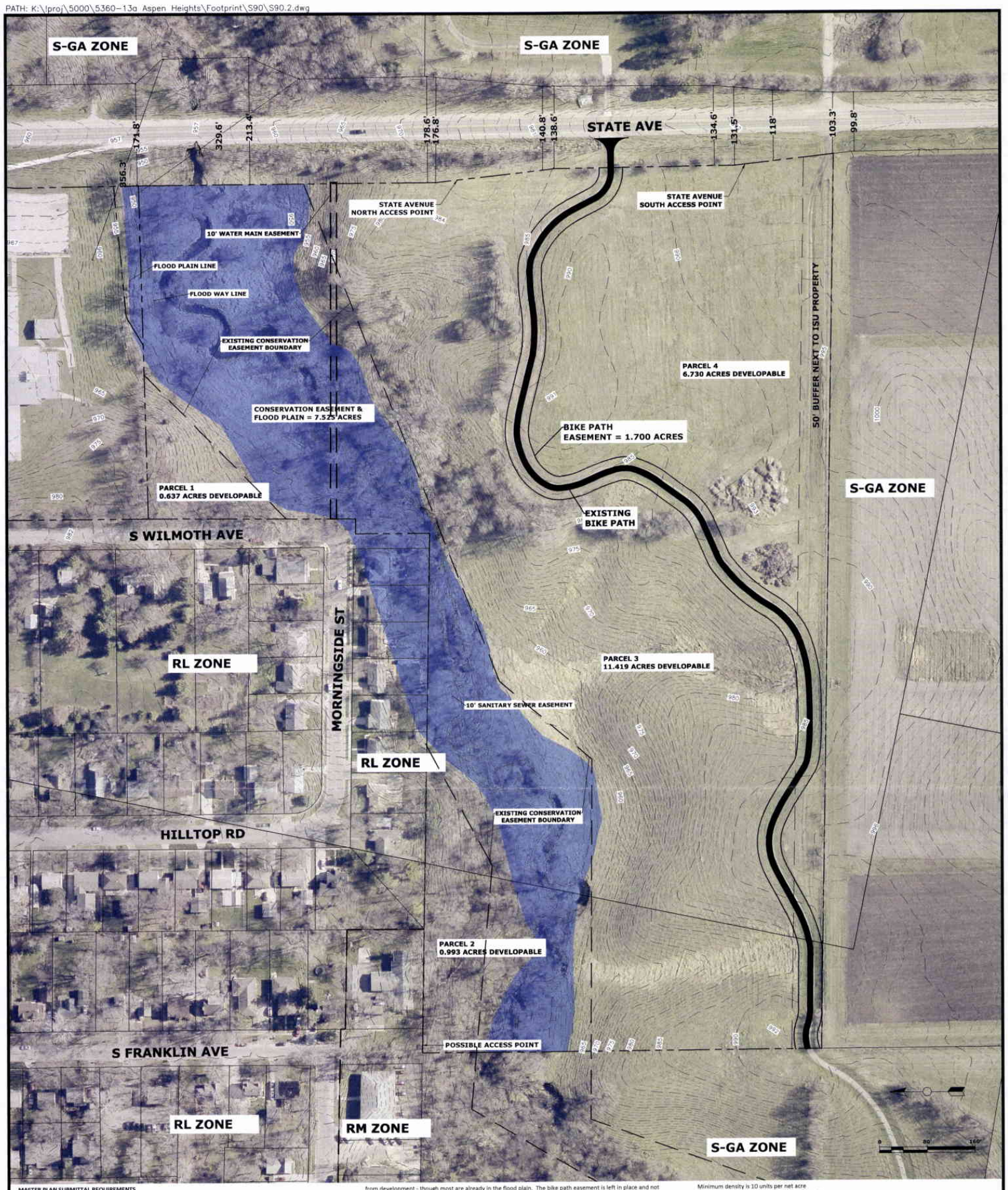
- Ames *Municipal Code* Chapter 29, Section 1200, Floating Zones, includes a list of uses that are permitted in the Village Residential, Suburban Residential and Planned Residential zoning districts and the zone development standards that apply to properties in those zones.

Attachment J
Traffic Impact Study

See PDF of the Traffic Impact Study
Dated February 19, 2014

Master Plan Document

PATH: K:\!proj\5000\5360-13a Aspen Heights\Footprint\S90\S90.2.dwg



MASTER PLAN SUBMITTAL REQUIREMENTS
as per City Code Section 29-1507(4)

(i) Name of the applicant and the name of the owner of record
Greg Henry
Manager
Breckenridge Group Ames Iowa, L.L.C.
1301 S. Capital of Texas Highway
Suite B-201
Austin, Texas 78746
Phone

(ii) Legal description of the property
Reference attached boundary survey.

(iii) North arrow, graphic scale, and date
Shown.

(iv) Existing conditions within the proposed zoning boundary and within 200 feet of the proposed zoning boundary: Project boundary; all internal property boundaries; public rights-of-way on and adjacent to the site, utilities; easements; existing structures; topography (contours at two-foot intervals); areas of different vegetation types; designated wetlands; flood plain and floodway boundaries; areas designated by the Ames Land Use Policy Plan as Greenways and Environmentally Sensitive Areas
Easements are shown from available City record. Reference attached City utility maps. Location of utility and easement to be confirmed in design.
Floodplains from available FEMA information to be confirmed during design. All areas in the floodway or flood fringe are designated as Environmentally Sensitive Areas. It is expected some water, storm sewer and sanitary sewer utility work will occur in the floodway and flood fringe. There are no designated wetlands - though it is assumed some wetlands exist within the flood plain.
Topography is from LIDAR information. Aerial photography was taken in April 2012. There are no existing buildings on this property.

(v) Proposed zoning boundary lines
Zoning boundaries are same as the property boundary. Requested zoning is F-S RM Suburban Residential Medium Density.

(vi) Outline and size in acres of areas to be protected from impacts of development
No development in the flood plain or conservation easement areas. Size of the floodplain and conservation easement is 7.525 acres. There are numerous easements for sanitary sewer that will need to be protected from development - though most are already in the flood plain. The bike path easement is left in place and not disturbed. However, the bike path could be relocated to another location with the cooperation of the City. At the request of Iowa State University there is a 50 foot buffer adjacent to the ISU property on the south. (Note - the buffer is included in the developable acreage.)

(vii) Outline and size in acres of areas proposed of each separate land use and for each residential unit type
Single land use within the boundary of the property. Residential unit type in conformance with zoning. There are four areas that may be developed:
Development Parcel No. 1 - Small 0.637 acre area adjacent to South Wilmoth Avenue.
Development Parcel No. 2 - Small 0.993 acre area off the end of South Franklin Avenue.
Development Parcel No. 3 - Large 11.419 acre parcel bordered by the bike trail to the south and the flood plain to the north.
Development Parcel No. 4 - Large 6.730 acre parcel bordered by the bike trail to the north and ISU property to the south.

(viii) Pattern of arterial streets and trails and off-site transportation connections
There are two planned connections to State Avenue - north and south. Two connections are needed for internal connectivity and fire protection requirements.
A connection to South Franklin Avenue is proposed in the event Development Parcel No. 2 is developed or if alternate or additional access is required to Parcels 3 and 4.
Existing bike trail on State Avenue is unaffected. The bike trail from State Avenue to the Ames Middle School is unaffected and will be left in place.

(ix) For proposed residential development provide the number of unit type for each area, expressed in a range of the minimum to maximum number to be developed in each area.
Development Parcel No. 1 - A minimum of 4 units or maximum of 8 units.
Development Parcel No. 2 - A minimum of 8 units or a maximum of 20 units.
Development Parcel No. 3 - A minimum of 114 units or a maximum of 228 units.
Development Parcel No. 4 - A minimum of 67 units or a maximum of 134 units.

(x) For proposed residential development provide a summary table describing all uses of the total site area, including the number of units per net acre for each unit type and each zoning area.
Zoning requested is FS RM
Total Site Area = 29.00 acres
Undevelopable area in the floodplain or conservation easement = 7.525 acres
Area in the bike trail easement = 1.700 acre
Approximate developable area = 19.78 acres
Uses in accordance with the FS RM zoning designation
Minimum density is 10 units per net acre
Minimum number of units required = 198 units

(xi) For proposed commercial development: placement, size in square feet and approximate dimensions for all buildings, locations and approximate dimensions of all parking areas; areas of landscape, screening, buffer, plaza and open space; circulation pattern for all modes of transportation on the site.
Does not apply to this residential development.

FOX engineering

SOUTH PARCEL
MASTER PLAN
OCTOBER 16, 2013

FIGURE:	S	
REVISION	NO.	DATE
DRAWN TJH	PROJECT NO. 5360-13A	DATE 10/16/13

Aspen Heights

Traffic Impact Analysis

Prepared for:
FOX Engineering

By:
Duane Smith, PE
desmith32@AOL.com
515-232-3202

February 19, 2014

Table of Contents

List of Figures

List of Tables

I. Introduction

A. Purpose

The purpose of this traffic impact analysis (TIA) is to forecast the travel demand and related traffic impacts associated with the proposed Aspen Heights development projects. This development is located on State Avenue, at the former Ames middle school site in Ames, Iowa.

The two (2) proposed Aspen Heights development projects discussed in this TIA are:

- the middle project located at the old Ames middle school site
- the south project located to the south of the middle project and north of Mortensen Road, on the west side of State Avenue.

The results of the TIA will identify acceptable levels of service (LOS) and provide input regarding traffic improvements that may be necessary to obtain acceptable levels of capacity in the future. Roadway capacity is evaluated on the basis of a Level of Service (LOS) analysis. Levels of Service are given letter designations of A through F, and are categorized based on driver perception and ease of traffic movements. LOS A represents free-flow conditions with no delays, while LOS E and F are generally considered unacceptable in urban areas.

B. Analytical Process

A detailed technical process was used in order to achieve the above objectives. Key steps in the process include:

- Trip Generation – The product of the trip generation is the estimated number of trips to and from each proposed land use within a development or project. Input includes statistics on the proposed development (i.e. number of dwelling units, bedrooms, persons etc.), and trip generation for each proposed use, (i.e. trips per person, etc.).

- Trip Distribution – The prime output of trip distribution is the quantification of the “desire” to travel from one location (the origin) to another location (the destination). The % of trips generated in the cardinal direction of north, south, east and west are documented. No route or trip path is implied by the trip distribution process.

- Trip Assignment – The assignment process requires that a roadway network be identified such that each estimated trip generated can be assigned to a specific path (roadway) connecting each origin-destination pair. The aggregation of all trips assigned to a given link in the roadway link in the network is the final traffic forecast for the roadway network.

- Capacity Analysis – This step consists of determining physical requirements needed to accommodate the forecasted traffic volumes and the associated level of service (LOS). The *Synchro* traffic modeling software, utilizing the *Highway Capacity Manual (HCM)* methods, is a key tool in this step.

II. Background

A. Aspen Heights Development

The Aspen Heights development project has been detailed in the 321 and 601 State Avenue master plans. The development is designed to be student apartments. The reason, it is expected that approximately 85% of the residents will be ISU students.

Trip Generation - Persons vs Dwelling Units

There may be a question concerning using persons and automobiles for the trip generation analyses rather than the number of units. The following calculations illustrate that the number of trips generated are similar when considering that the ITE trip generation rates are a result of several studies and compiling data to establish those rates. The following calculations compare traffic generated by persons and by dwelling units for the middle project

Persons Analysis:
The master plan shows 54 units. If we assume 3 persons per unit on the average there would be 163 persons. Not everyone will have a vehicle and as a result, they will not be generating a vehicle trip. This report assumes that 20 % of the people will not have a vehicle. Therefore, we can reduce the number of persons by 20%. The calculations for daily trips would be:
(54 units) (3 persons per unit) (0.80) = 129 (assume 130 persons)

The ITE Trip Generation Manual code 220 Apartment indicates 3.31 trips per day per person.
(130 persons)(3.31) = 430 trips daily

Dwelling Units Analysis:
The master plan shows 54 units. The ITE Trip Generation Manual, code 220 Apartment assumes 6.65 trips per day per unit.
(54 units)(6.65 trips per day) = 359 trips (assume 360)

If the number of trips is reduced by 20% because not all residents will have a vehicle, the number of daily trips is assumed to be:
(360 trips)(0.80) = 288.

Conclusion:
The conclusion that we can draw is that using persons as a metric to calculate vehicle trips is more conservative than using dwelling units. As a result, this TIA will utilize the number of persons (autos) as the basis for the analysis.

Establishing Maximum Number of Vehicles

The first step will be converting the number of bedrooms to persons and then to automobiles. The middle site (321) is projected to include 150 bedrooms, and the south site (601) is projected to include 570 bedrooms. The TIA will assume there is one (1) person per bedroom. The TIA also assumes that there will be a maximum possible of one automobile for each person. Therefore, the analysis will use a base of 150 persons (autos) for the middle project and 570 persons (autos) for the south project.

Establish Vehicles for Trip distribution

The next step was to determine the number of automobiles that will be used in the trip distribution analysis. We know that not all students will have a vehicle. This fact reduces the traffic impact the two developments will have on the adjacent street system. A study was completed on January 23 and 24, 2013 at the Campus Crest apartment complex. The Campus Crest study documents that approximately 20% of the occupants in that complex did not have a vehicle on the site. The results of this study were used to discount the number of vehicles at Aspen Heights by 20%. Therefore, the number of vehicles estimated for the Aspen Heights development is 120 (150 x 80% = 120) for the middle project and 455 (570 x 80% = 456) for the south project.

B. Location

The Aspen Heights development is located at the old Ames middle school site on State Avenue in Ames, Iowa. It is divided into 3 projects. The north project is at the old track and field location on Lincoln Way. The middle site is at the old middle school site and the south site is located between the middle project and Mortensen Road on the west side of State Avenue. These projects are shown in Figure 1. Only the middle and south projects are included in this TIA.

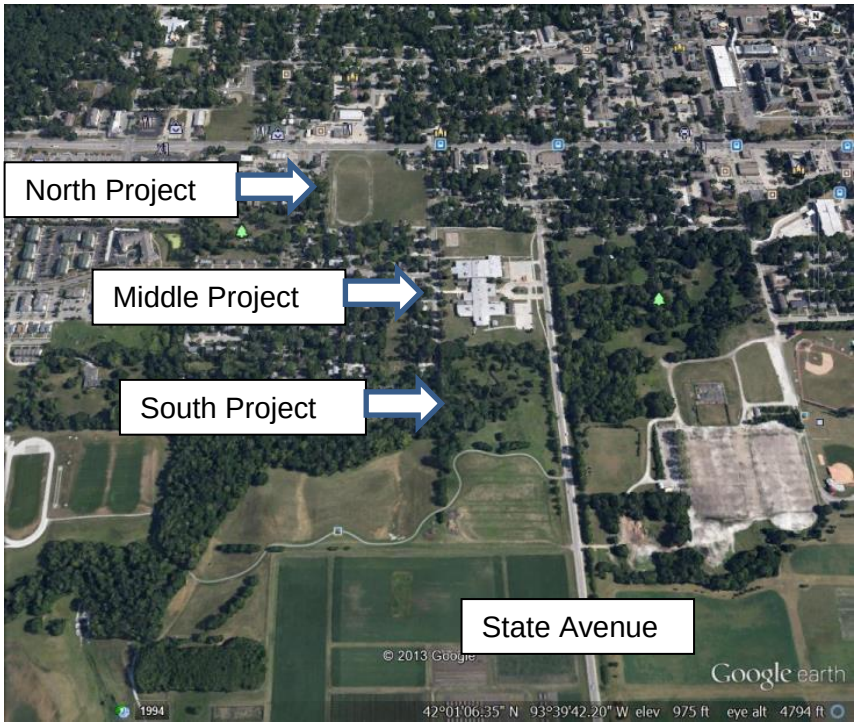


Figure 1 – Aspen Heights Project Locations

C. Study Area

The study area for this TIA was determined in consultation with the Ames City Traffic Engineer. It was concluded that the intersections that are most likely to be impacted by the Aspen Heights projects are: Lincoln Way and Wilmoth, Lincoln Way and State Avenue, Lincoln Way and Hyland Avenue, Wilmoth and Tripp Street, State Avenue and Tripp Street, State Avenue and South Project entrance and State Avenue and Mortensen Drive. Surveillance cameras were used to record traffic data at these intersections. The cameras recorded traffic data on Decem-

ber 3, 2013. Figure 2 below shows the intersections of interest and the location of the 5 surveillance cameras.

Figure 2 – Study Area

D. Background Traffic Volumes

The traffic counts used for background volumes were recorded by 5 cameras on December 3, 2013. The digital data from the cameras was used to determine hourly volumes, turning movements and % cars and trucks at each intersection. In order to establish traffic peak flow periods, data from Iowa State University was used. Iowa State University had completed a study in April/May of 2013 at State Avenue and Mortensen Road. The ISU study identified the peak hours as 8:00 – 9:00 AM and 4:30 – 5:30 PM. In order to utilize the traffic data from the camera counts taken on December 3, 2013, the peak hours of 8:00 – 9:00 AM and 5:00 – 6:00 PM were established for this TIA.

III. Site Trip Generation

Site trip generation refers to the relationship between vehicle trip making and land use activity. Trip generation rates were taken from statistical studies of similar land use categories and documented by the Institute of Transportation Engineers (ITE). The application of these rates for

proposed land uses results in a travel demand which is then distributed by direction and assigned to the adjacent road network.

ITE's *Trip Generation, Version 9* was used in this TIA to calculate expected trips generated by the middle and south projects. ITE Code 220 Apartment was used to calculate vehicle trips. Table 1 is a summary of the trip generation analysis.

Table 1 - Site Generated Traffic

Location	ITE Code	Persons	Daily Rate	AM Peak Rate		PM Peak Rate		Daily Trips	AM Peak Trips		PM Peak Trips	
				Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit
Middle Project	**220** p.345-6	120	3.31	0.14	0.16	0.24	0.26	400	16	20	29	31
South Project	**220** p.345-6	455	3.31	0.14	0.16	0.24	0.26	1506	64	72	110	118
TOTAL								***1906***	***80***	***92***	***139***	***149***

IV. Trip Distribution

Trip distribution is the process of allocating the site generated trips to the street network and is based on general location and direction of major population areas, employment, and commercial hubs, combined with the availability of roadways to connect these attractions to the proposed land development. The majority of the trips generated by the middle and south projects will be directed to the north and south along State Avenue. There is more of a desire to travel from the two projects south on State Avenue than to the north. The distribution shown in figure 3 illustrates that desire.

V. Traffic Assignment

Traffic assignment combines existing traffic volumes (the before condition) and the site generated traffic. The trips generated by the projects were added to the background volumes to estimate the future (total) build out traffic volumes. Figures 4-24 illustrate the three traffic volume components of traffic assignment; the existing, the site generated, and the combined traffic volume for each of the intersections included in this study.

VI. Capacity Analysis

Roadway capacity is evaluated on the basis of a Level of Service (LOS) analysis. Levels of Service are given letter designations of A through F, and are categorized based on driver perception and ease of traffic movements. LOS A represents free-flow conditions with no delays, while LOS E and F are generally considered unacceptable LOS in urban areas.

The capacity analysis was conducted using *Synchro* traffic modeling software which follows the *Highway Capacity Manual (HCM)* methods. For un-signalized intersections, LOS is given by minor street approach, and unlike signalized intersections, no overall level of service is given per intersection. The LOS letter designation is shown in each of the intersection combined traffic figures. The LOS designations appear as B

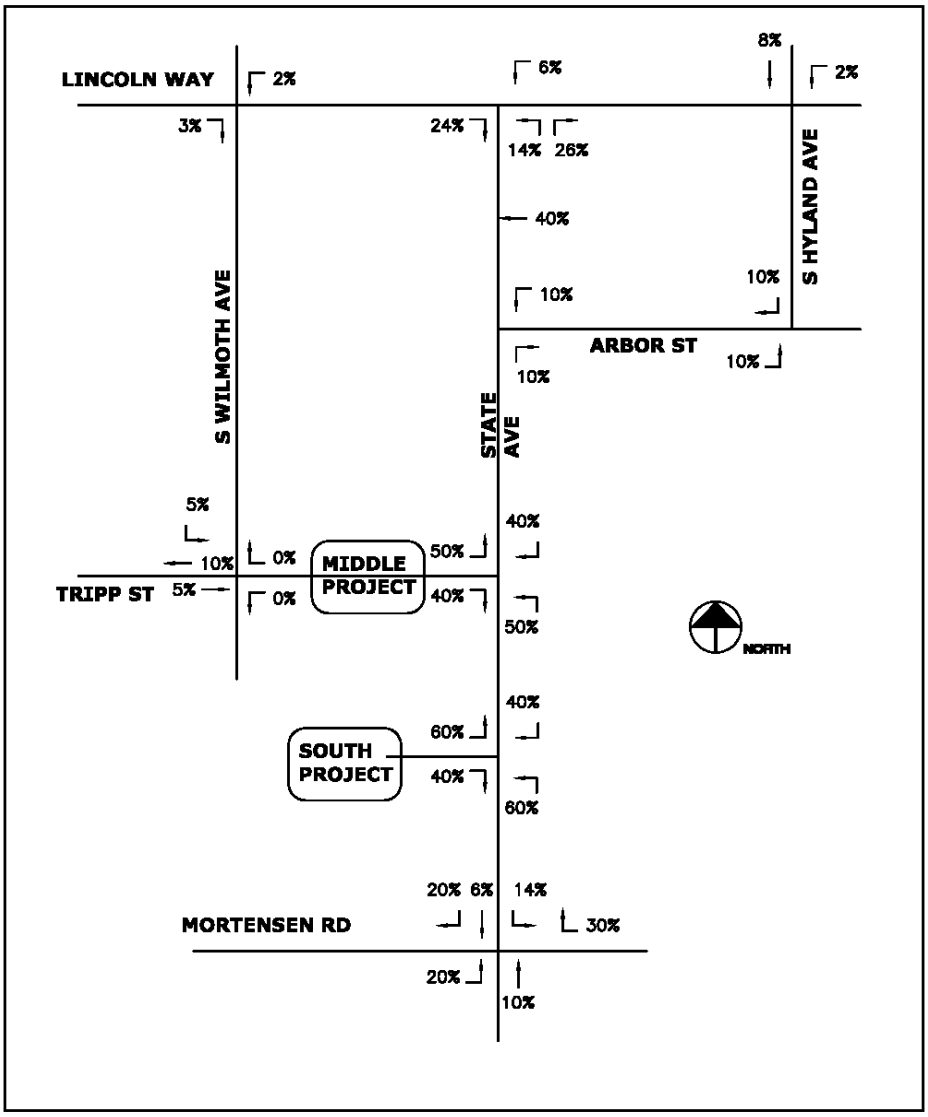


Figure 3. Trip Distribution Middle and South Projects

Intersection Traffic Assignments

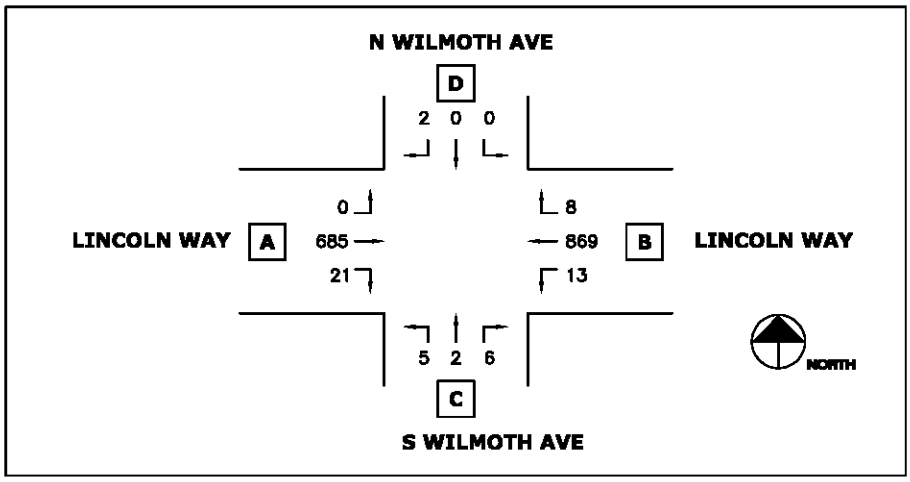


Figure 4 Lincoln Way – Wilmoth Avenue Existing Traffic Volumes

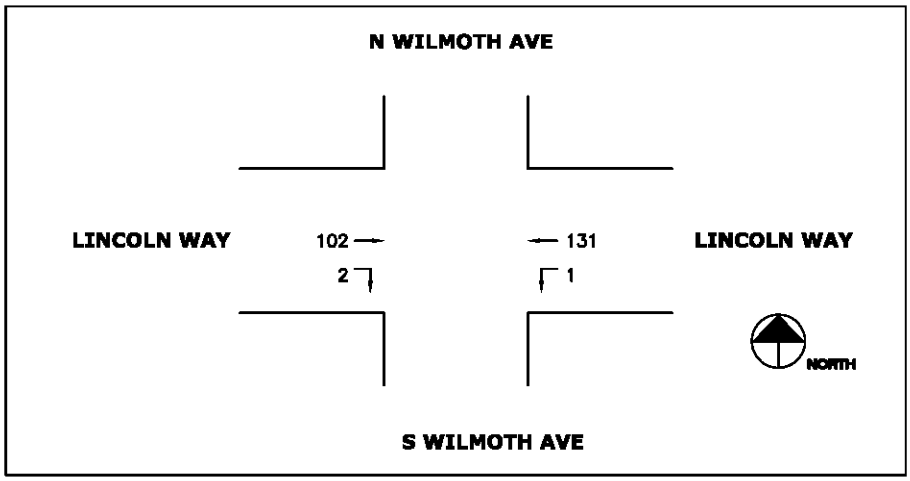


Figure 5 Lincoln Way – Wilmoth Avenue Site Generated Traffic Volumes

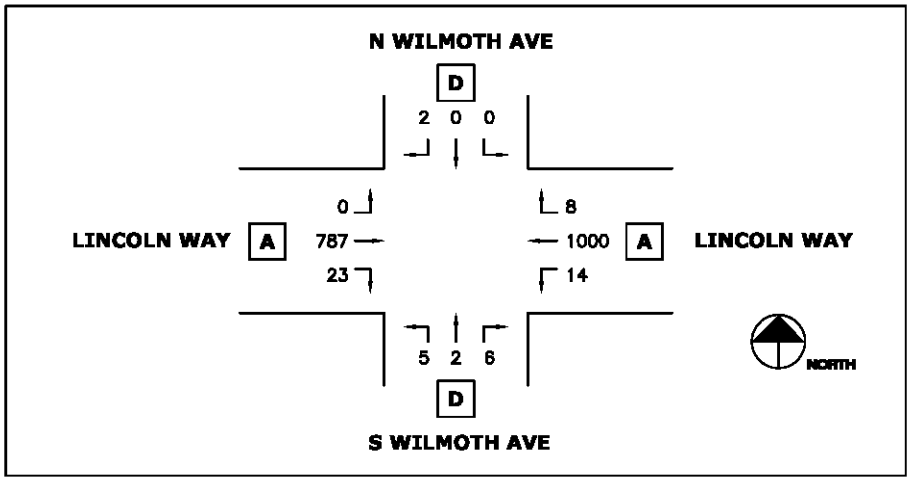


Figure 6 Lincoln Way – Wilmoth Avenue Combined Traffic Volumes

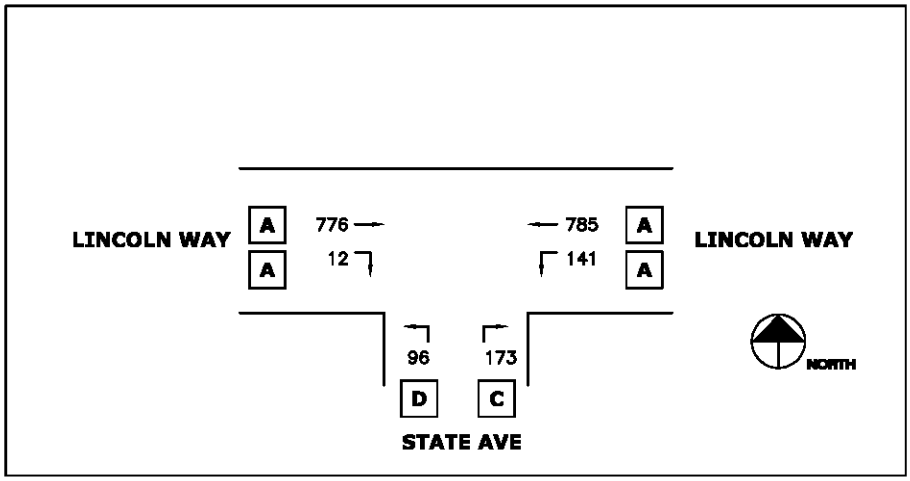


Figure 7 Lincoln Way – State Avenue Existing Traffic Volumes

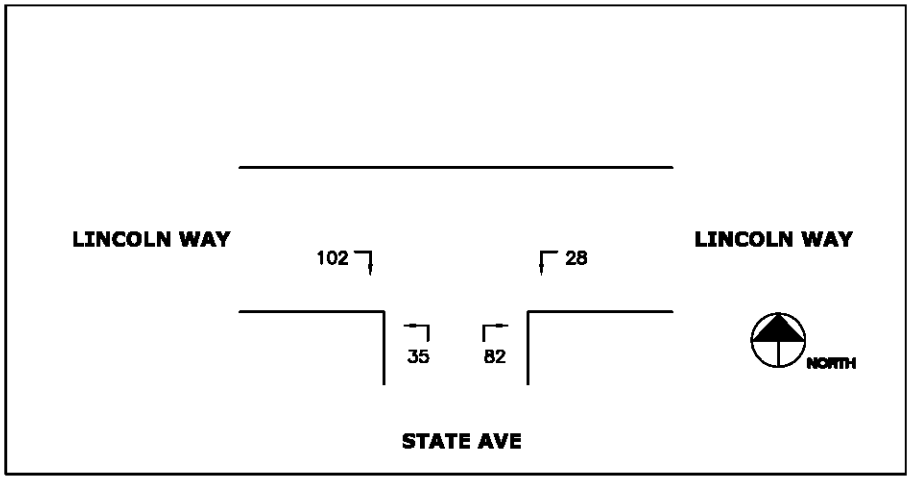


Figure 8 Lincoln Way – State Avenue Site Generated Traffic Volumes

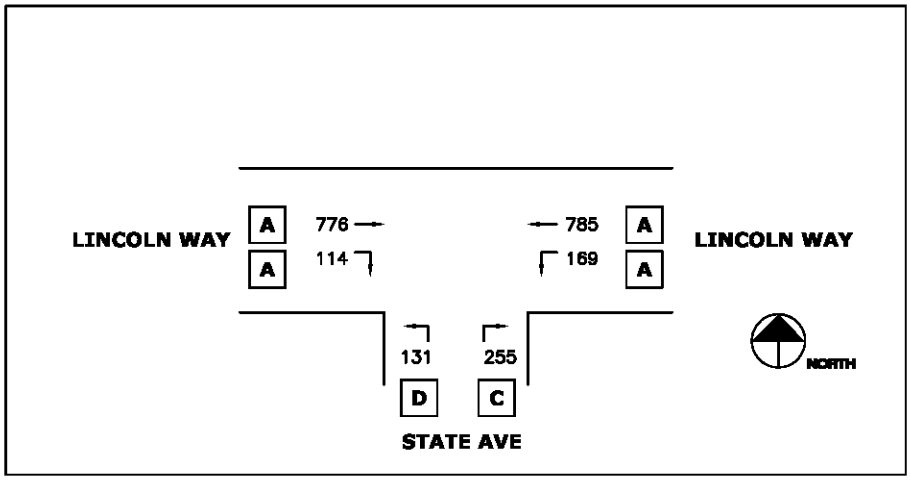


Figure 9 Lincoln Way – State Avenue Combined Traffic Volumes

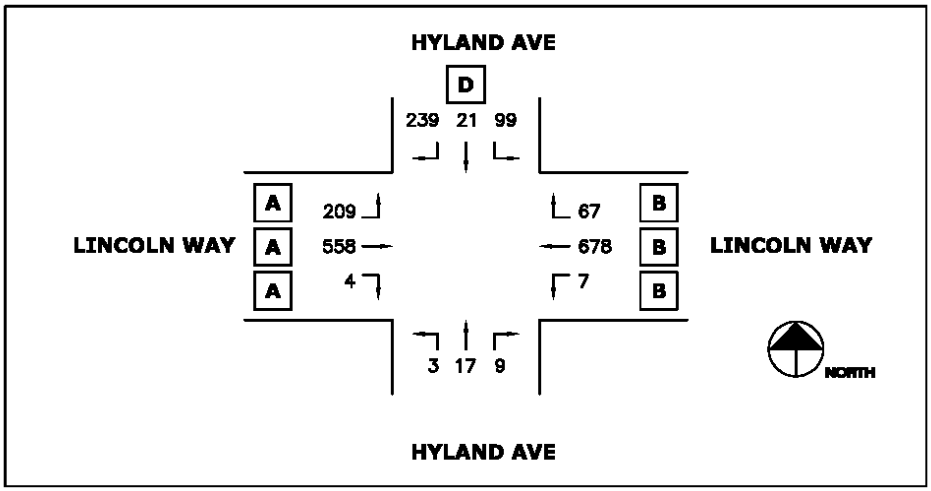


Figure 10 Lincoln Way – Hyland Avenue Existing Traffic Volumes

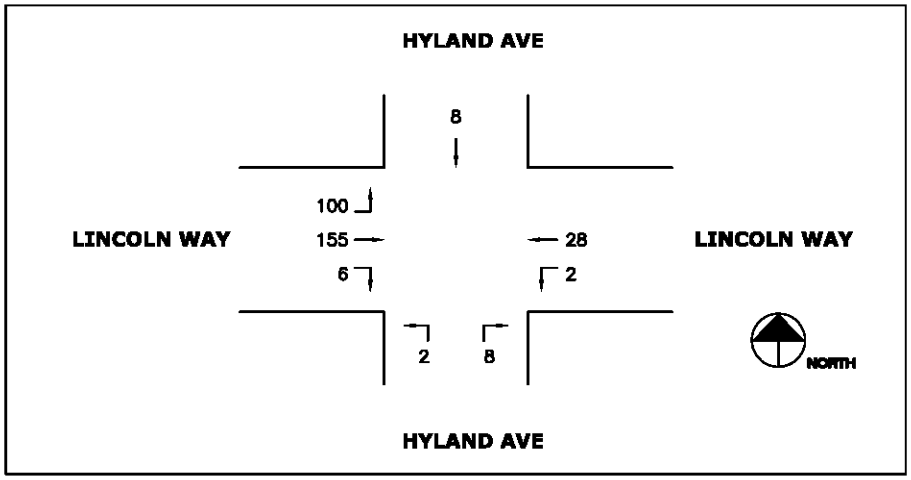


Figure 11 Lincoln Way – Hyland Avenue Site Generated Traffic Volumes

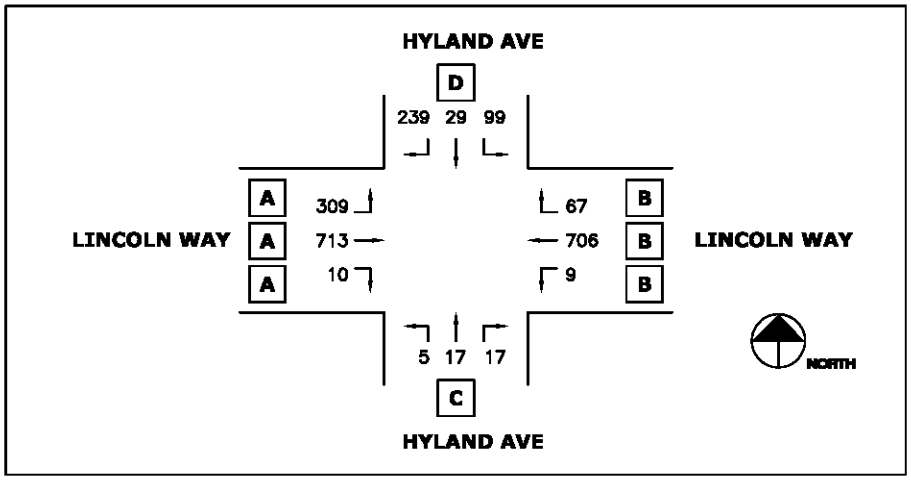


Figure 12 Lincoln Way – Hyland Avenue Combined Traffic Volumes

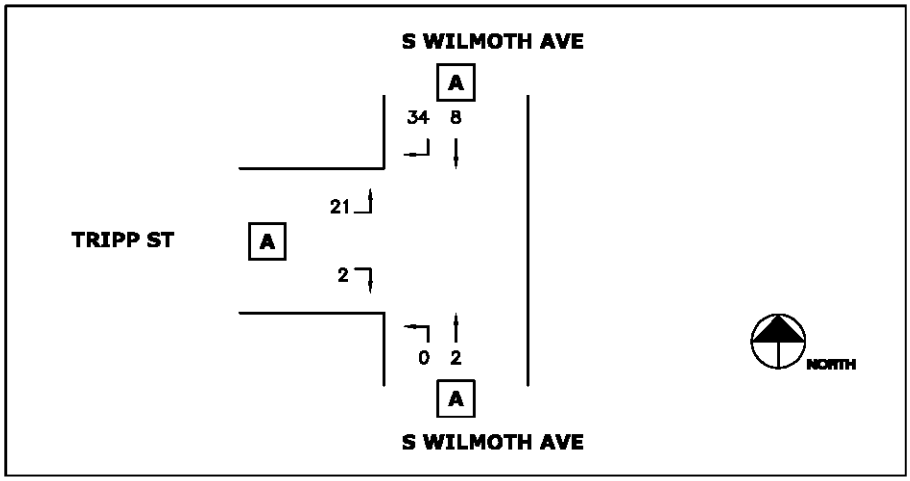


Figure 13 Wilmoth Avenue – Tripp Street Existing Traffic Volumes

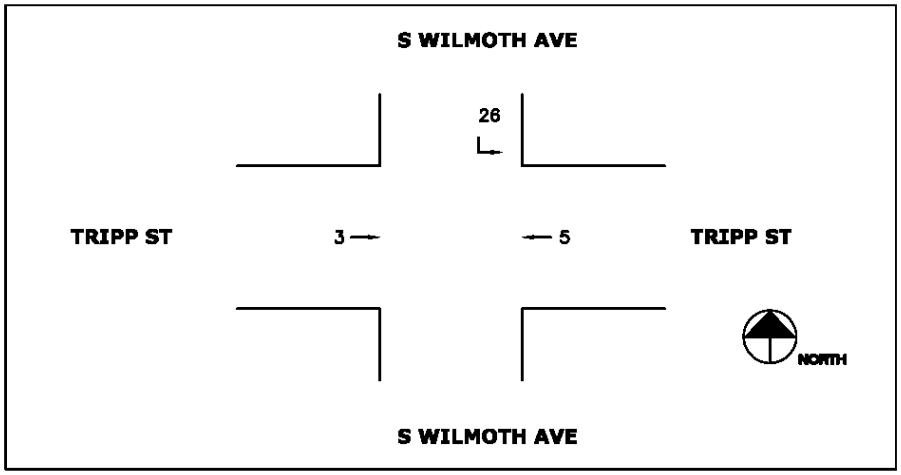


Figure 14 Wilmoth Avenue – Tripp Street Site Generated Traffic Volumes

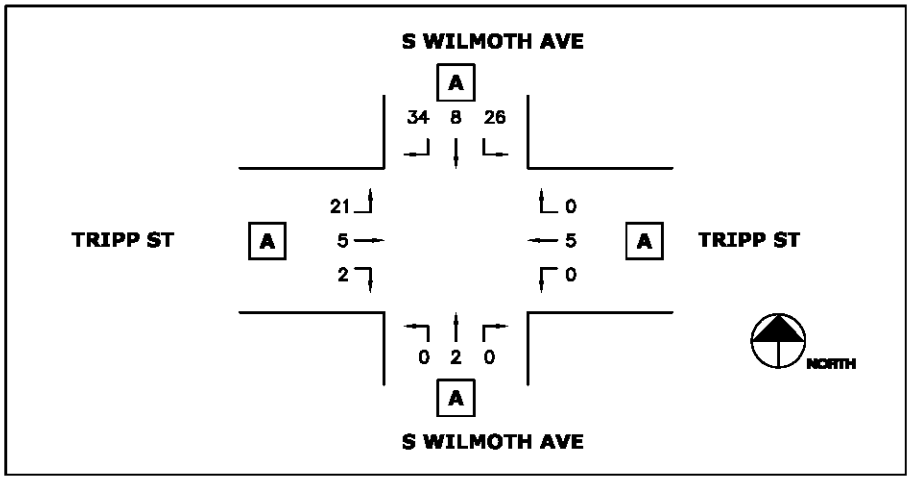


Figure 15 Wilmoth Avenue – Tripp Street Combined Traffic Volumes

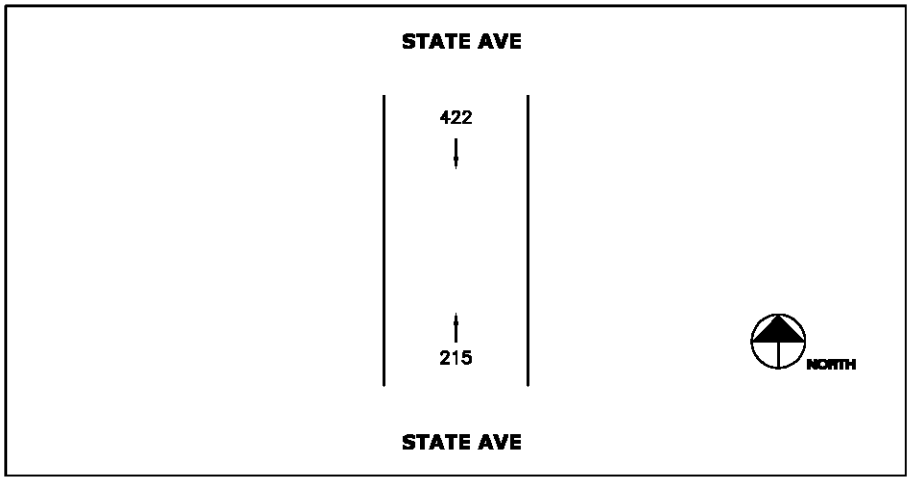


Figure 16 State Avenue – Tripp Street Existing Traffic Volumes

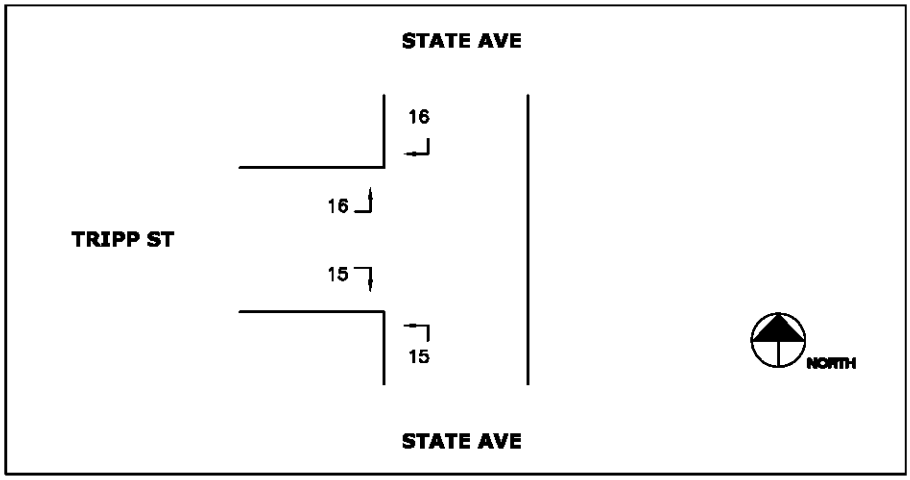


Figure 17 State Avenue – Tripp Street Site Generated Traffic Volumes

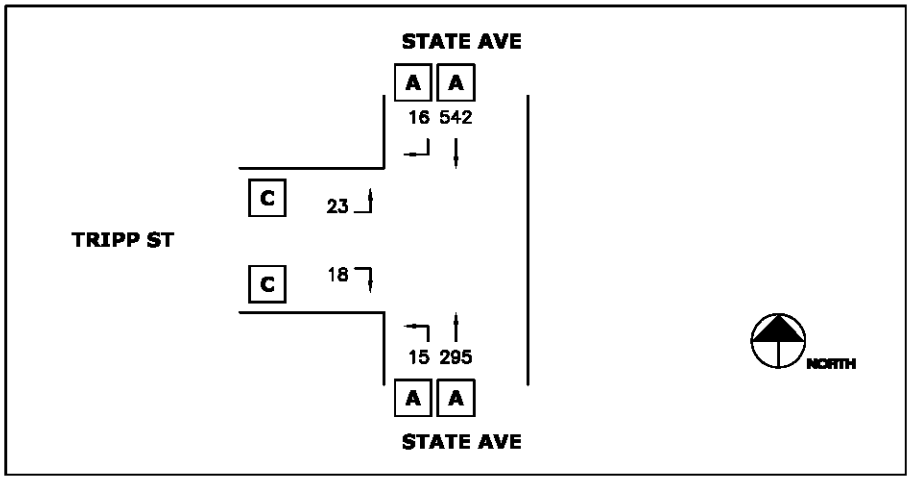


Figure 18 State Avenue – Tripp Street Combined Traffic Volumes

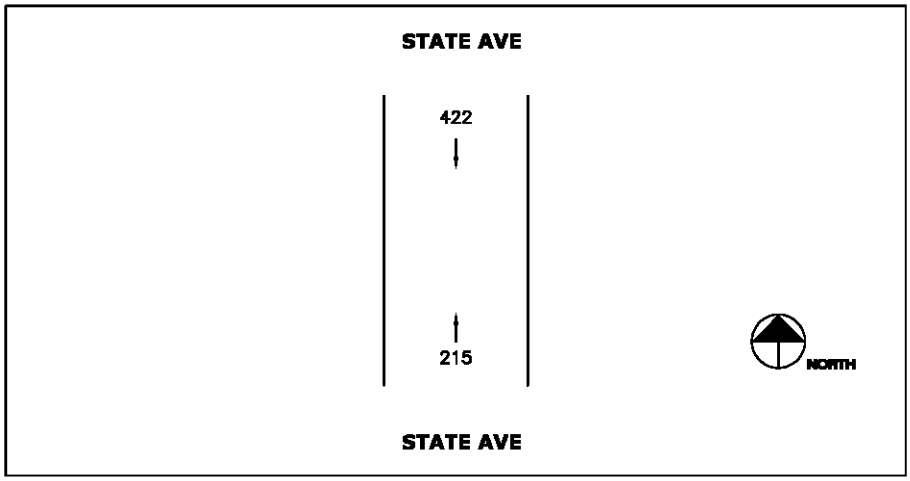


Figure 19 State Avenue – South Project Existing Traffic Volumes

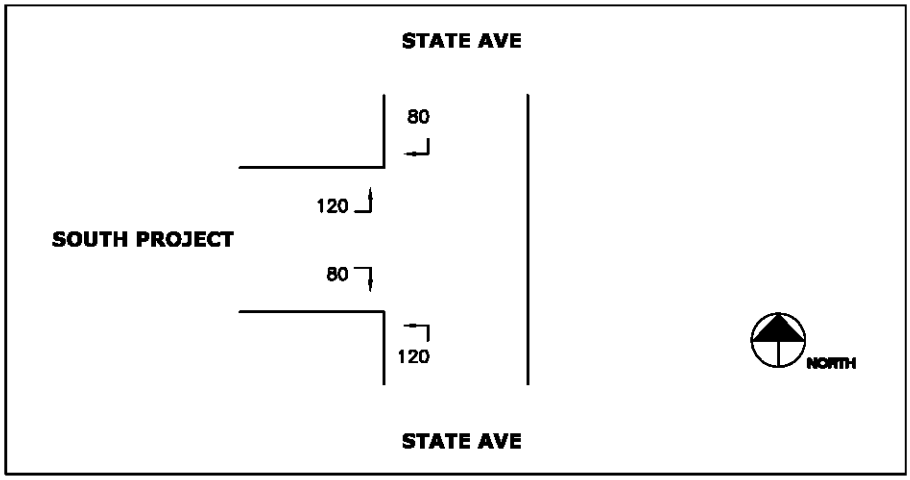


Figure 20 State Avenue – South Project Site Generated Traffic Volumes

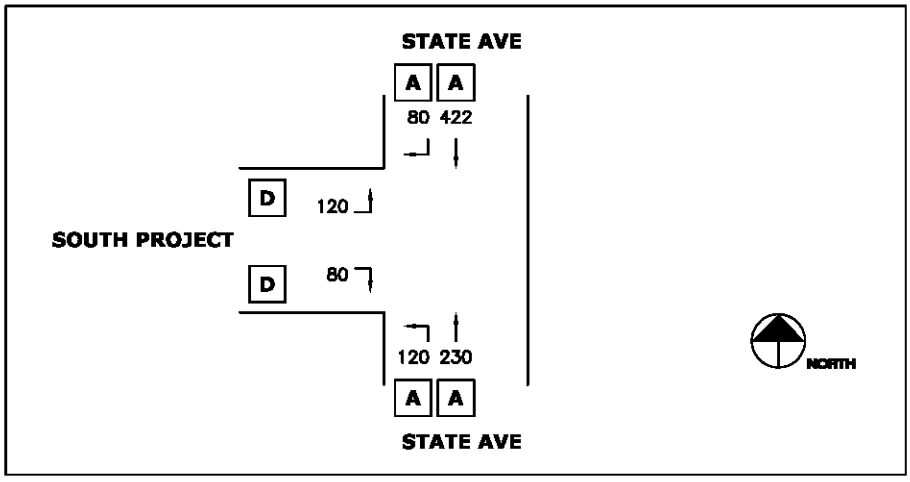


Figure 21 State Avenue – South Project Combined Traffic Volumes

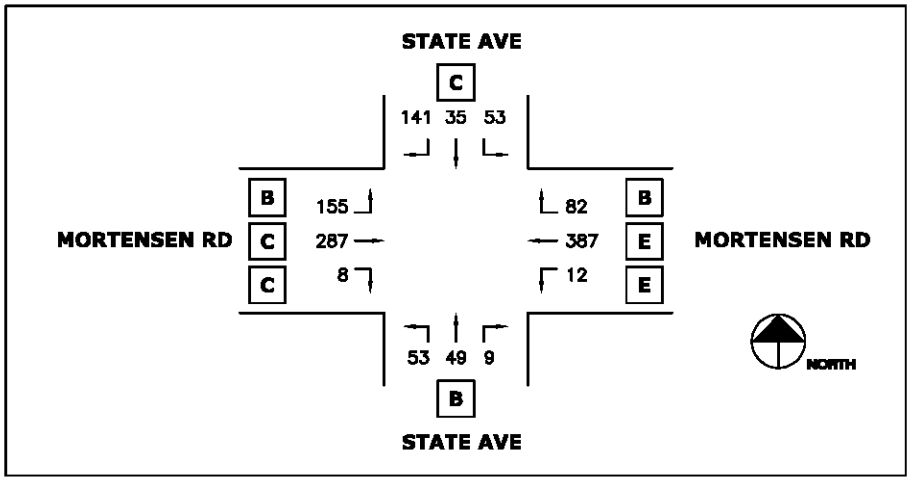


Figure 22 State Avenue – Mortensen Road Existing Traffic Volumes

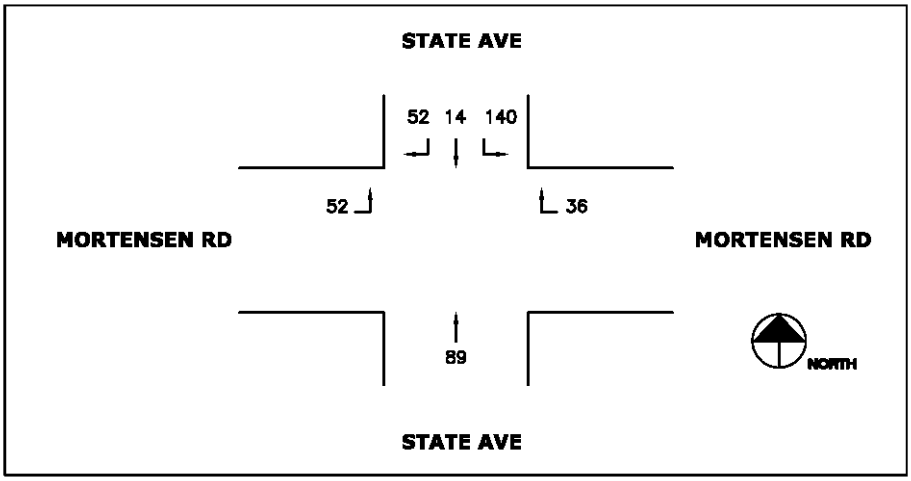


Figure 23 State Avenue – Mortensen Road Site Generated Traffic Volumes

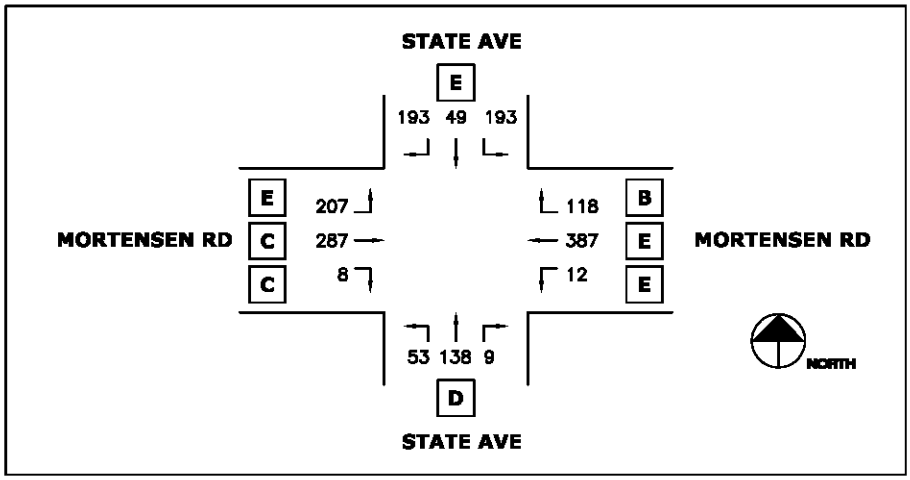


Figure 24 State Avenue – Mortensen Road Combined Traffic Volumes

VII. TIA Conclusions

Most every intersection in the study area will experience some changes in traffic volumes as a result of these two projects. In almost all cases, changes in LOS are small and will not be noticed by the traveling public. The intersection movements that show the most changes are:

1. The signalized intersection of Lincoln Way and State Avenue is expected to have some movements that are at LOS D but those are not changes from the current condition. No improvements are recommended at this location.

2. The intersection of Lincoln Way and Hyland is expected to have some movements that are at LOS D but those are not changes from the current condition. No improvements are recommended at this location.

3. The un-signalized intersection of Lincoln Way and Wilmoth is expected to experience a LOS of D for the northbound movement. No improvements are recommended for this movement. If the traveling public perceives that this is an unacceptable LOS there are other routing options available.

4. The un-signalized intersection of State Avenue and the South Project entrance is expected to function at an excellent LOS level except for the eastbound left and right turn lanes. These two movements may function at a LOS of D. This should be acceptable since it is predicted to occur only during the highest travel time of the day and only the residents of the development will experience this lower LOS. In many urban areas LOS D is acceptable during peak traffic flow periods. No improvements on State Avenue are required for this intersection.

5. In the future, the un-signalized intersection of State Avenue and Mortensen Road is expected to experience low LOS for some traffic movements. Today, the intersection is experiencing low LOS conditions. The movements that are of concern for the future are the eastbound, northbound and southbound traffic movements. Please refer to figure 24. Major improvements to the entire intersection would be required in order to provide a higher LOS. Planning activities for these improvements may include constructing a traffic roundabout or the installation of traffic signals. No improvements are recommended as a result of this study since the lower LOS condition exists today. The intersection LOS is considered to be a regional issue and not an Aspen Heights project development driven issue.

VIII Transportation Model 2035

The city of Ames utilizes a transportation model to estimate transportation demands for future dates. The Iowa Department of Transportation (DOT) manages this transportation model for the city of Ames. The DOT provided the transportation model values in the study area for the year 2035. Please refer to figure 25 which illustrate the 2035

transportation model values. The model includes the “Existing + Committed + Planned” roads. The model is showing adjusted traffic volumes for the Old Middle School location. The transportation modeling engineer at the DOT thought the traffic volumes weren't showing as much growth on Lincoln Way as he would expect. After further analysis he stated “I took a look at the counts from 1999 to 2011 in this area and there doesn't seem to be much growth of traffic in the north half of the study area. More of the growth from the base year counts seems to be towards the south part of the study area, which the model shows as well.” With the DOT transportation model engineer’s statement we can assume that the traffic volumes in the study area will show only modest, if any, growth in the future. Therefore the LOS values would not be significantly different than the values estimated in this TIA.

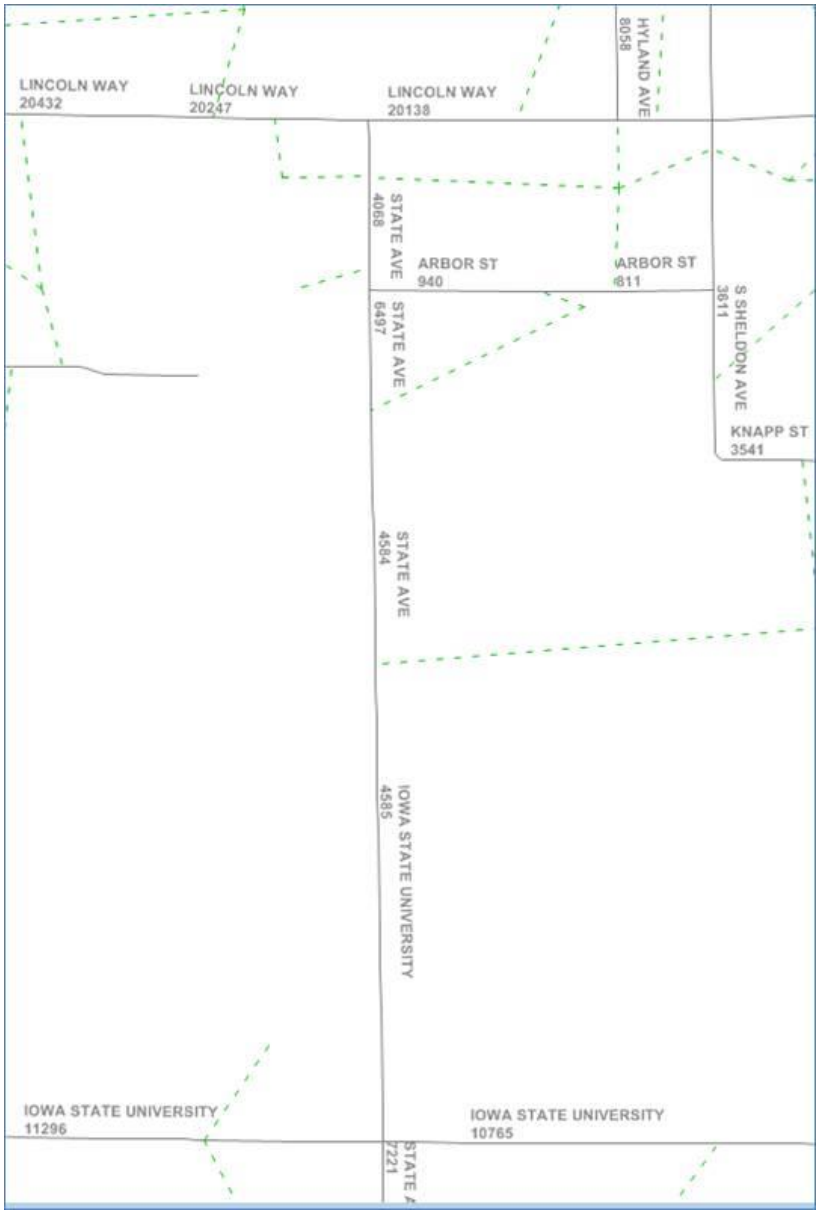


Figure 25 Transportation Model 2035

IX Estimating Impacts in 2035

The following discussion will look at traffic projections for the target year 2035 and will make a conclusion about the impact the Aspen Heights development may have in that future year. The two intersections that will be most impacted by the Aspen Heights development are Lincoln way / State Avenue and State Avenue / Mortensen Road. These two intersections that were analyzed for the 2035 impacts.

The steps included in making the predictions for the target year of 2035 included:

1. Compare the existing traffic counts with the 2035 traffic model predictions and establish a traffic growth relationship between the two. The DOT has existing traffic counts in the study area and they were used to make the comparison. From figure 25 the 2035 projected volumes were established. These values are illustrated in figures 26 – 27. The percent change is shown in each of the figures. The values are shows as : (2011 / 2035) XX%.
2. The next step is to apply the growth scenarios shown in figures 26 and 27 to the estimated turning movements. The estimated turning movements are shown in figures 3 and 22. Please refer to figures 28-29 for the turning movements that have been estimated for the future year of 2035. A LOS has been calculated for each of the intersection legs.
3. The site generated traffic volumes shown in figures 8 and 23 were added to the 2035 estimated turning movements. The resulting values are shown in figures 30-31. A LOS has been calculated for each of the intersection legs.

It would appear from the estimates for the year 2035 indicate the Aspen Heights developments will have approximately the same traffic impact on the study intersections as they will when the projects are first developed. There will be a small increase in traffic as a result of this development but that increase will not reduce the LOS to unacceptable levels.

The intersection of State Avenue and Mortensen Road as illustrated in figure 31 will have several traffic movements predicted to be at LOS F. This condition will exist without the Aspen Heights development. The reason this intersection is at such a low LOS is because of it's role in the entire transportation system in southern Ames. The traffic issues at this intersection are regional issues and not issues driven by the Aspen Heights development projects.

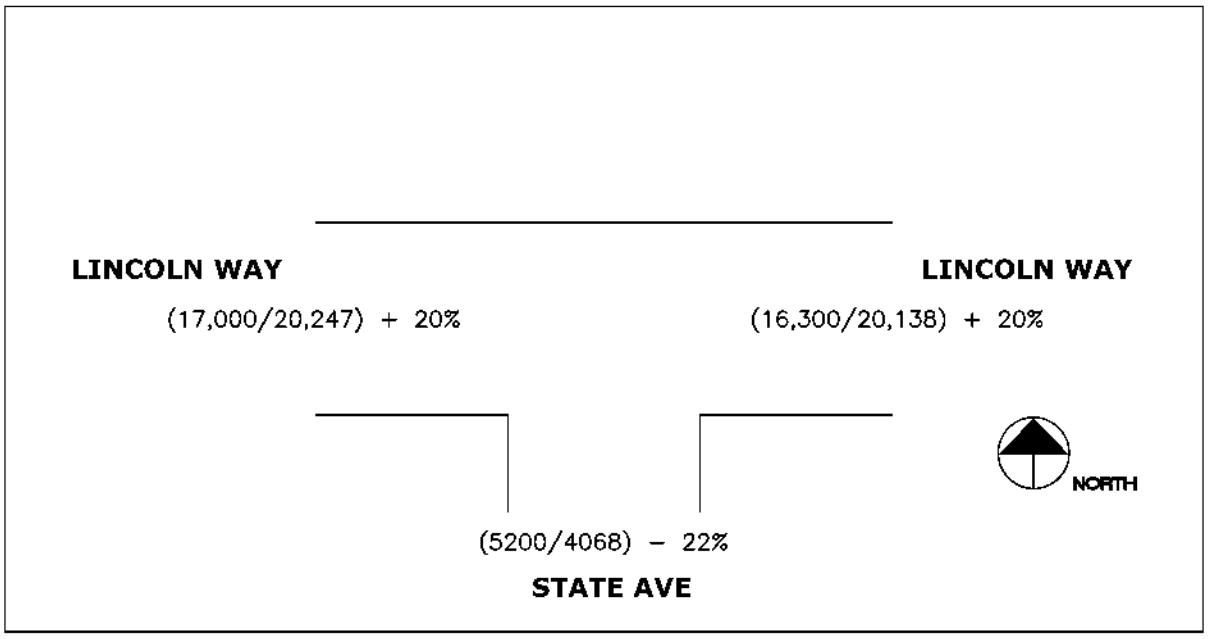


Figure 26 Lincoln Way and State Avenue percent growth

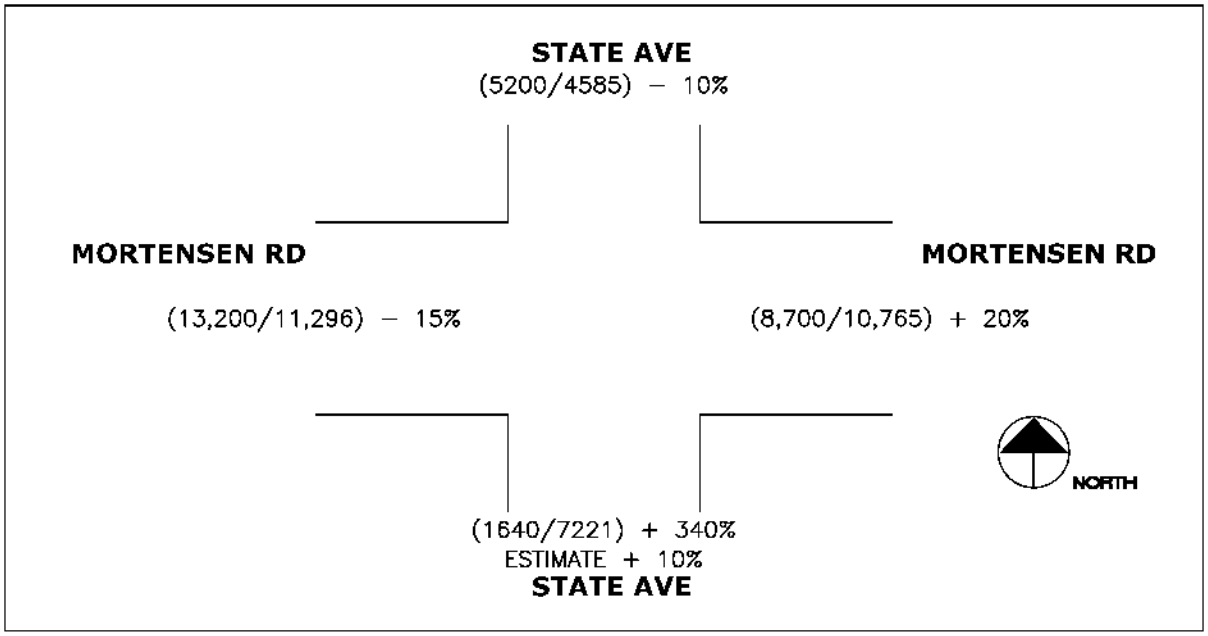


Figure 27 State Avenue and Mortensen Road percent growth

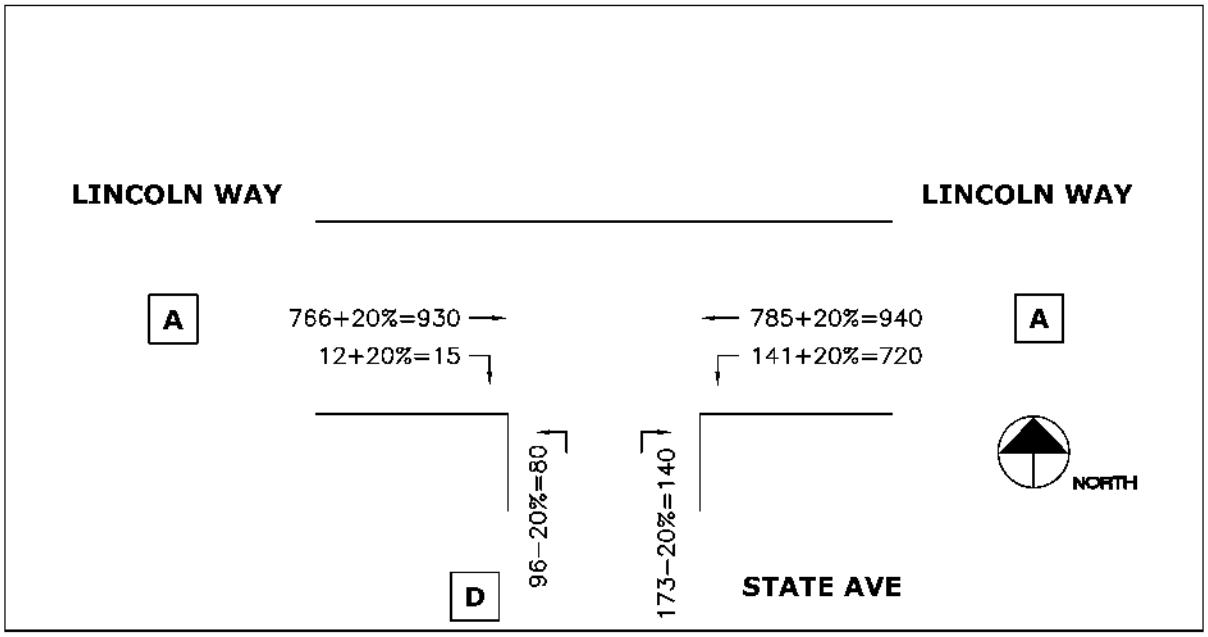


Figure 28 Lincoln Way and State Avenue 2035 Turning Movements

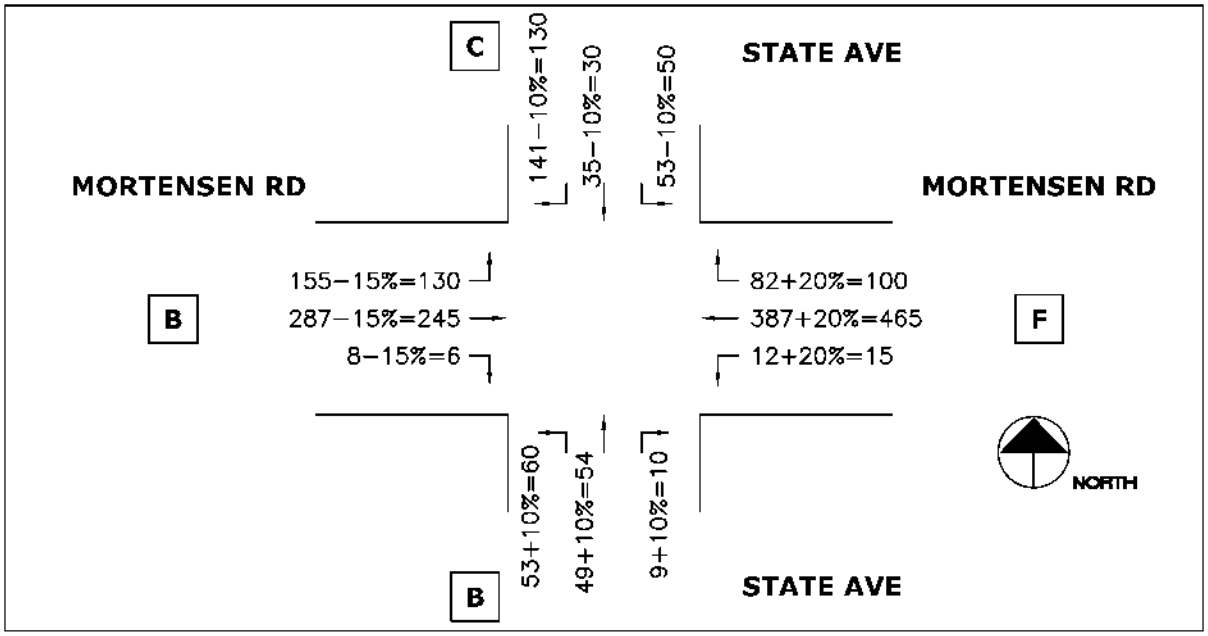


Figure 29 State Avenue and Mortensen Road 2035 Turning Movements

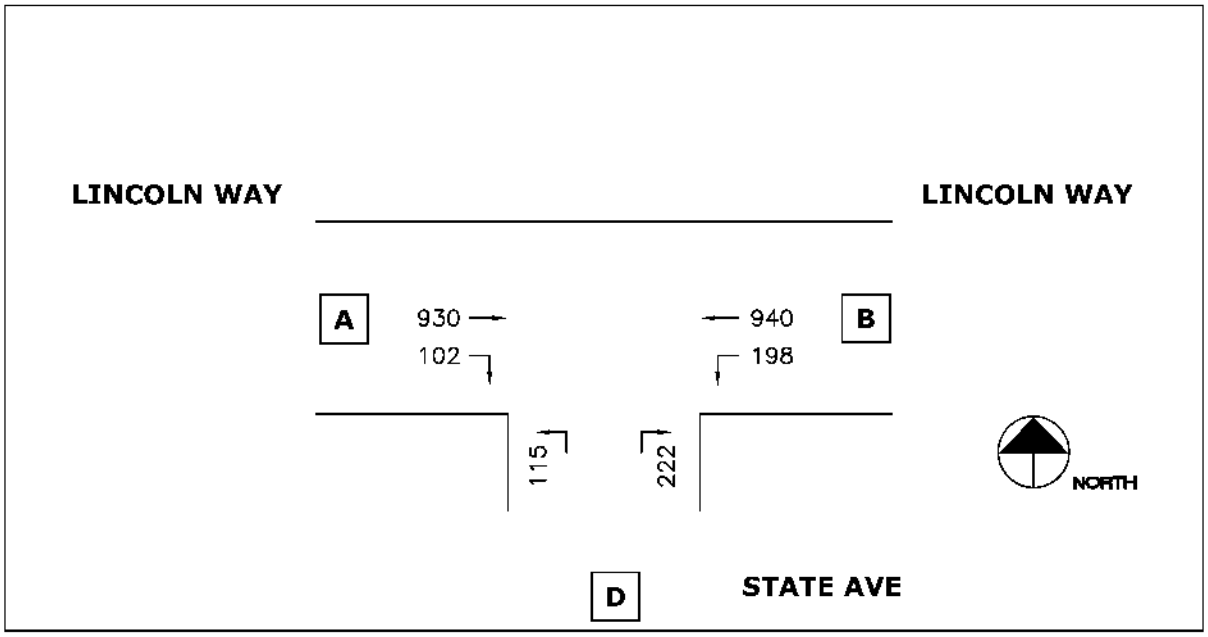


Figure 30 Lincoln Way and State Avenue 2035 Total Traffic

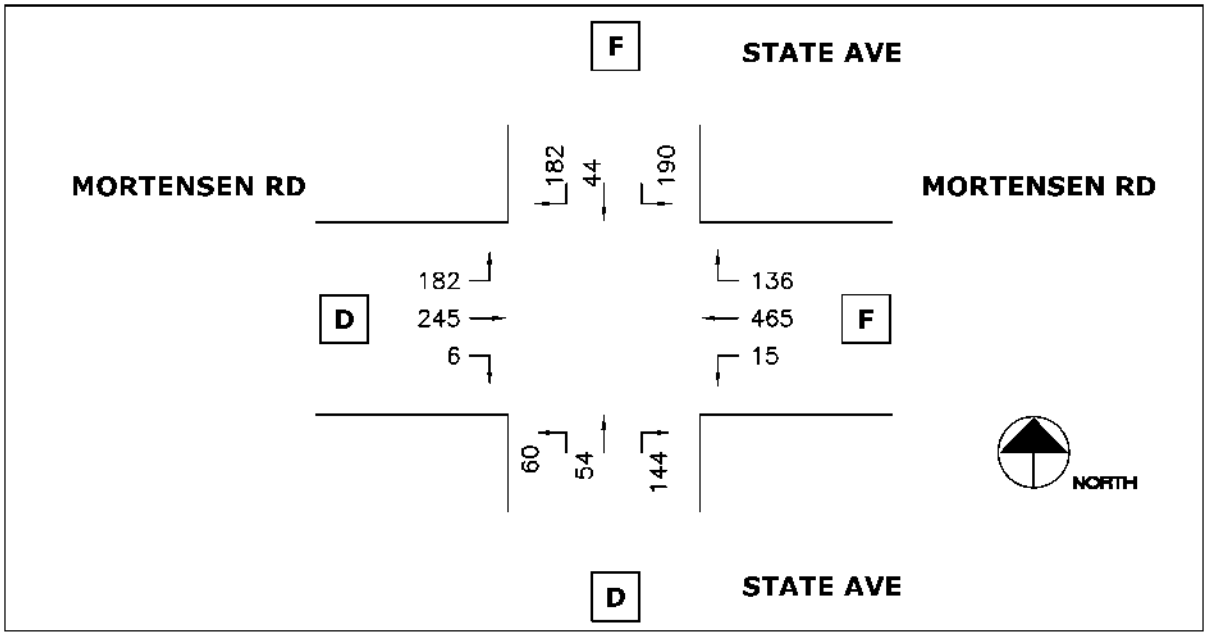


Figure 31 State Avenue and Mortensen Road 2035 Total Traffic

DO NOT WRITE IN THE SPACE ABOVE THIS LINE, RESERVED FOR RECORDER
Prepared by: Judy K. Parks, Ames City Attorney, 515 Clark Avenue, Ames, IA 50010 Phone: 515-239-5146
Return to: Ames City Clerk, P.O. Box 811, Ames, IA 50010 Phone: 515-239-5105

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF AMES, IOWA, AS PROVIDED FOR IN SECTION 29.301 OF THE *MUNICIPAL CODE* OF THE CITY OF AMES, IOWA, BY CHANGING THE BOUNDARIES OF THE DISTRICTS ESTABLISHED AND SHOWN ON SAID MAP AS PROVIDED IN SECTION 29.1507 OF THE *MUNICIPAL CODE* OF THE CITY OF AMES, IOWA; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH AND ESTABLISHING AN EFFECTIVE DATE

BE IT HEREBY ORDAINED by the City Council of the City of Ames, Iowa;

Section 1: The Official Zoning Map of the City of Ames, Iowa, as provided for in Section 29.301 of the *Municipal Code* of the City of Ames, Iowa, is amended by changing the boundaries of the districts established and shown on said Map in the manner authorized by Section 29.1507 of the *Municipal Code* of the City of Ames, Iowa, as follows: That the real estate, generally located at 601 State Avenue, is rezoned from Government/Airport (S-GA) to Suburban Residential Medium-Density (FS-RM).

Real Estate Description: Ames Middle School 2003, Plat 2: A subdivision of Lot 1, Ames Middle School 2003, City of Ames, Story County, Iowa, as recorded on April 7, 2004, as Instrument No. 04-04069.

Section 2: All other ordinances and parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3: This ordinance is in full force and effect from and after its adoption and publication as provided by law.

ADOPTED THIS _____ day of _____, 2014.

_____ _____
Diane R. Voss, City Clerk Ann H. Campbell, Mayor