

COUNCIL ACTION FORM

SUBJECT: LAND USE POLICY PLAN AMENDMENT OF FUTURE LAND USE MAP FOR 516 S. 17TH STREET

BACKGROUND:

On April 8, 2014, the City Council passed a motion granting the request of the applicant (CPM Properties, Minneapolis, Mn. And Roars Investments, Maple Grove, Mn.) to apply for a Minor Land Use Policy Plan (LUPP) Amendment to change the land use designation of property located at 516 S. 17th Street. **The Developer is interested in changing approximately 12 acres of land from Highway-Oriented Commercial to High-Density Residential to develop approximately 300 apartments.**

The subject area is an undeveloped parcel at the west end of S. 17th Street in the Aspen Business Park. The site is located between U. S. Highway 30 and S. 16th Street. (see Attachment A). Property to the north and to the west of the site has been developed with apartments (Pheasant Run, The Grove, and Copper Beech) and property to the east of the site has been developed with a business park (Aspen Business Park). The west side of the site (including the Copper Beech driveway) may be the location of a future South Grand extension with an underpass crossing of Highway 30.

Analysis of the request contemplates the suitability of the specific site for the proposed residential use as well as the Goals and Policies of the LUPP. Full analysis is included in the Addendum. Site analysis considers access to transit and streets, as well as the projected traffic generation of the site. Consideration of the LUPP Goals and Policies considers needs of the proposed use and ability of the City to serve the site.

The existing land use designation allows for a wide range of commercial uses that include commercial office, hotels, personal service, and retail. The proposed High Density Residential land use designation primarily allows for housing development between 11 and 33 units per net acre, typically designed within multi-story apartment buildings.

The City has seen a broad demand for all housing over the past few years keyed to the increasing enrollment of Iowa State along with the expanding job base of Ames. Potential demand for new housing should not be tied exclusively to ISU enrollment gains of recent years, but should also consider community wide housing stock and other housing demands beyond student housing.

Attachment G includes an inventory of multi-family housing development from 2010 to 2014 that includes built units and known pending projects, including new ISU construction. Attachment H includes recent enrollment figures from ISU. Enrollment

figures show an increase of approximately 5,000 students potentially residing within Ames, on and off campus, since 2010.

Approved and Pending Multi-family Development/Zoning Since 2010

	New Multi-family Construction	Pending Development, no permits issued	Zoning with Master Plan*	Total Approved and Pending
Ames	3,468 beds	730 beds	200 beds	4,398 beds
ISU	720 beds	700 beds		1,420 beds
TOTALS	4,188 beds	1,430 beds	200 beds	5,818 beds

**Does not include any pending projects or sites requiring rezoning for approval*

Planning and Zoning Commission Recommendation. The Planning and Zoning Commission considered the request at their meeting on September 3, 2014. There were several concerns expressed by Commission members in recommending approval of the LUPP change. The Commission discussed issues of potential traffic impacts, transit service, access to the site, saturation of the market for student housing, and timing of this development. Ultimately, the Planning and Zoning Commission voted 4-1-1 to recommend that the City Council approve an amendment to the LUPP Future Land Use Map with the expectation that site development issues will be addressed prior to approval of a rezoning request.

ALTERNATIVES:

1. The City Council can approve an amendment to the LUPP Future Land Use Map to change the land use designation of the property located at 516 S. 17th Street, from Highway-Oriented Commercial to High-Density Residential, as depicted in **Attachment C**.

Under this alternative, a number of issues pertaining to impacts on traffic, transit, access, and housing types would need to be refined and supported by the applicant before approval of rezoning.

The City Council would select this alternative to support additional high density housing, subject to further evaluation at the time of rezoning, if it believes there is a strong sustained multi-family housing demand and the site is a good location for the use.

2. The City Council can deny the proposed amendment to the LUPP Future Land Use Map to change the land use designation of the property located at 516 S. 17th Street, from Highway-Oriented Commercial to High-Density Residential, as depicted in **Attachment C**.

The City Council would select this alternative if it does not believe there is a strong sustained need for multi-family housing or that this site is not appropriate for the proposed use.

3. The City Council can refer this request back to staff or the applicant for more information.

CITY MANAGER RECOMENDATION:

This site has general appeal as either Highway Commercial or High Density Residential due to its proximity near similar uses. The site was planned by the property owner to be part of a business park which provides limited ability to provide appropriate access to the site for current and long term circulation needs of the area. The applicant and the property owner believe there is an unmet housing need in the City, and that there is no current market support for development of the 12 acres with commercial office development due to the availability of other sites along South Bell Avenue, Dayton Avenue, and in the area of the ISU Research Park.

The demand for housing appears strong with projected ISU enrollment increases, but the past five year trend may not be supported in the long term. Enrollment could level off near the current level, making development targeted for students-only less desirable for the community in the future.

When looking at the relationship of enrollment to rental unit demand, depicted in Attachment G and H, the number of built units and pending projects gives an indication of future production that would match student housing demands of the University at an enrollment of 35,000 students. **Potential additional student enrollment increases alone do not appear to support a substantial amount of new high density development. However, broader demand from other population and job growth indicate a need for more housing options within the city.**

This site's access constraints can be deferred to detailed analysis with zoning as requested by the applicant. Zoning becomes a timing control for the appropriate use if the general interest of high density residential exists for the site. **If the LUPP amendment was approved, a number of issues pertaining to impacts on traffic, transit, access, and housing types would need to be refined and supported by the applicant before approval of rezoning.** Additionally, at the time of zoning it may be more apparent what the future housing needs are compared to approved and pending development applications. That may affect the timing of development on this site.

It is the recommendation of the City Manager that the City Council approve Alternative #1, thereby authorizing an amendment to the LUPP Future Land Use Map to change the land use designation of the property located at 516 S. 17th Street, from Highway-Oriented Commercial to High-Density Residential, as depicted in **Attachment C**.

ADDENDUM

On May 12, 2014, the applicant submitted a formal application for a Land Use Policy Plan (LUPP) Map Change. The Developer has provided statements indicating why they believe this request is supported by the Land Use Policy Plan Goals and Policies. Please review this separate document (*see the Developer's Narrative in Attachment I*). Developer is planning for approximately 298 units, with 588 bedrooms (see attached drawing showing a preliminary site layout). In summary, the applicant believes the site is well situated to meet the needs of housing development due to its location adjacent to other high density sites and that there is a no impact to potential commercial development sites. Additionally, the applicant believes that issues pertaining to potential site layout and site development for access can be deferred until later time after there is an indication of general support for the use. **Follow up studies and commitments would then be made prior to zoning of the site.**

Development Issues. Staff originally identified five development issues at the time of LUPP Amendment request in April. These issues pertain to timing and suitability of the request and considered by staff to be appropriate to decisions concerning the appropriate land use for the subject property with the Goals and Policies of the LUPP. The five issues are described as follows:

1. **Lack of direct access to CyRide transit service** at this site, and the fact that the nearest route (CyRide Gray Route) along S. 16th Street already exceeds ridership capacity. No direct connection exists to the site by roadway or pedestrian connection. While always desirable to have transit access for high density residential uses, it has been an essential element in support of student oriented developments to meet student interests and service levels of CyRide.

South 17th Street provides access to the site and eventually connects to S. 16th through Aspen Business Park. As a local street it was not designed to carry the weight of a bus, making it very unlikely that CyRide service will be routed through Aspen Business Park (adjacent to the east), or through the proposed development to an extension of S. Grand Avenue between S. 16th Street and U.S. Highway 30. The site has no frontage on S. 16th to provide direct pedestrian access to the existing route.

CyRide plans to increase service along S. 16th Street in accordance with an agreement with the Copper Beech property owners to 30 minute headways during school hours. However, it is expected that with the expanded capacity the route will remain at full utilization.

In July, 2014, the Ames Transit Agency Board of Trustees considered a proposal by the Developer of the Copper Beach apartment complex, located adjacent to the west boundary of the subject property, to contract with CyRide for expanded service on the Gray Route to the residents of this area. Copper Beach offered \$113,000, on an annual basis, to fully fund the cost of increasing service on the CyRide Gray Route. **The Board agreed to give Director Kyras authority and**

flexibility to negotiate a contract with the developer for a three year commitment, subject to certain conditions.

Following the July Board meeting, expanded CyRide service on the Gray Route to the Copper Beach area, went into effect on August 25th, the first day classes resumed at Iowa State University. The expanded service on the Gray Route consists of one bus every 30 minutes, between 7:00 a.m. and 5:30 p.m., and one bus hourly between 5:30 p.m. and 10:00 p.m., Monday through Friday, while school is in session. Previously, service on the Gray Route consisted of one bus per hour, between 7:00 a.m. and 5:30 p.m., Monday through Friday, while school is in session. There is no weekend service. **Although the expanded service will improve transit access for the residents of this area, more is needed to fully accommodate the need with the apartment units that presently exist along S. 16th Street.**

The July 11, 2014 letter from the Developer of Copper Beach to CyRide Director Sheri Kyras offering \$113,000 annually for expanded CyRide service also included the following statement: *“In addition to CyRide’s services, Copper Beach and Grove are still considering providing one 28-passenger bus. This private shuttle would run evenings, weekends, and times when the university is not in session in order to transport the residents of these apartment complexes to campus, stores, and local venues.”*

2. Accommodation of a potential future Grand Avenue extension from S. 16th Street across Highway 30 to Airport Road.

The property was platted, in 1994, as “Outlot B” of the Aspen Business Park Subdivision, First Addition. The Conceptual Development Plan for Aspen Business Park Subdivision shows the area platted as “Outlot B” to be developed as seven commercial lots, served by an extension of S. 17th Street to the west boundary of the subdivision. The preliminary site layout by the Developer (see *Attachment E*) also shows an extension of S. 17th Street through the site to connect with a future extension of S. Grand Avenue on the property presently developed as Copper Beach. This extension of S. 17th Street through the site would be consistent with the City’s plans to connect S. 17th Street with the extension of S. Grand Avenue from S. 16th Street to Airport Road via an underpass at U.S. Highway 30.

The current Long Range Transportation Plan (LRTP) includes an illustrative planning project for the extension of Grand Avenue under Highway 30. The City has not committed to the Grand extension south of S. 16th Street at this time; although the project will again be evaluated as part of the current LRTP update. This site may be encumbered by slope easements restricting development in the southwest corner, and may include a need for developer contributions towards road and access improvements along the Grand extension corridor. Street right-of-way for the future extension of S. Grand Avenue will be

needed on the southwest corner of the subject property to accommodate the proper alignment for the U.S. Highway 30 underpass. The width of right-of-way needed for the S. Grand Avenue extension would be a minimum of 80 feet, and the template design for the underpass would require approval by the Iowa Department of Transportation (IDOT). This would occur at the time of site plan approval. **A U.S. Highway 30 underpass, adjacent to this property, is not precluded by the Developer's proposal and can be planned to accommodate it with agreement by the applicant.**

3. General traffic circulation and congestion along S. 16th Street.

Currently there are concerns about traffic congestion at the intersections of S. 16th Street and University Boulevard (ISU institutional road) and at the Duff Avenue intersection. An evaluation of potential traffic impacts are required of the project.

Staff requested a traffic study for this LUPP Map Amendment due to the size of the change and its location. Since the timing for submittal of this application was such that Iowa State students were on break for the summer months, a traffic study at this time would not give an accurate assessment of the potential traffic impact brought about by the proposed multi-family residential development. The applicant wishes to defer a traffic study based upon the timing of the request. Therefore, in conversations with the Developer, staff has expressed the need for a more general assessment of the larger scale traffic impacts at this time, with the requirement for a detailed traffic impact study to be completed for submittal with an application for rezoning, should the City Council approve the requested change to the LUPP Map designation.

The Developer has provided a "Traffic Memo," as prepared by Duane Smith, a registered professional engineer (*see Attachment F*). The purpose of the memo, as stated by the preparer, is to document the difference in vehicle trips if the land use changes from an "Office Use" to an "Apartment Use." The construction of 299 apartment units versus 115 units of 1000 square feet for office uses is assumed for comparison purposes. This produces 1268 "Daily Trips" for the office uses versus 1988 "Daily Trips" for the apartment uses, for a difference of 720 "Daily Trips." **Note that the City manages its traffic operations in relation to peak hour traffic levels at intersections, not average number of daily trips throughout the day.** Mr. Smith includes the following conclusions in his Traffic Memo:

"The proposed land use change will alter the peak periods. In the AM peak period the traffic pattern changes from an inbound to an outbound flow. In the PM peak period the traffic pattern changes from an outbound to an inbound flow. The net result on the adjacent roadway is not easy to predict at this stage of an evaluation since the current traffic volumes are unknown at this time.

The proposed land use change will add more trips for the site but they will be more evenly distributed over the entire day and not as concentrated during the peak periods.”

With this information it helps to scope the traffic study knowing that overall traffic patterns would change with development of the site, however actual impacts at intersections cannot be quantified at this time.

A more detailed traffic impact study must, at a minimum, analyze and account for the following prior to allowing for rezoning and development of the site:

- Traffic counts with ISU in session, September 8, 2014, or later;
- At least four intersections;
- Turning movement counts;
- Twelve hour counts (7:00 a.m. to 7:00 p.m.) without the proposed development;
- Twelve hour counts (7:00 a.m. to 7:00 p.m.) with the proposed development;
- Assuming the extension of S. Grand Avenue to the site;
- Assuming no extension of S. Grand Avenue to the site; and,
- The number of units/bedrooms and number of employees on the site.

Site Access

Site access is not always an issue considered with an LUPP Amendment as it more typically relates to site development details. In this case there appears to be limited options to meet this requirement and it relates to the suitability of the site for residential development. **Since there are no definite plans by the City to extend S. Grand Avenue to the south of S. 16th Street at this time, and since there is only the one existing access to the site, a second access is needed for emergency response, and to accommodate the traffic to be generated by the construction of approximately 300 apartment units on the site.**

In an effort to meet this need for a second means of access to the site directly from S. 16th Street, the Developer has contacted the owners of Copper Beach and the Pheasant Run apartments about the possibility of obtaining an access easement on their existing drive (the future location of the S. Grand Avenue extension). At this time the applicant has been unable to secure a commitment for this access.

Access to allow emergency response could conceivably be provided by securing an access easement across an adjacent property to the north or east. Access for residents of the site from S. 16th Street could also be provided by an access easement through the property directly to the north (the Pheasant Run Apartments), but this would also take the willingness and cooperation of the land owner to sign an access agreement to permanently reserve a portion of their

land for access to the proposed development site. Conversations between the Developer and the owner of Pheasant Run Apartments have not produced any interest in working out an agreement for access.

4. **Supply of well oriented commercial land for office and retail vs. demand for high density residential land.**

While there is currently a lack of vacant high density residential land, that need must also be balanced with the community's long term commercial land needs. The City contains two primary office or business parks located in commercial zones – the Aspen Business Park (which includes the subject property), and the Eastgate Subdivision (northeast of the intersection of E. 13th Street and Dayton Avenue). Office development can also occur in industrial zones, such as S. Bell Avenue.

When considering the types of uses appropriate for this site and in comparison to other sites, this area is well suited for commercial development due to visibility from major roadways, its central location in the City, the absence of flood hazards, and its location situated away from sensitive residential uses. **For the subject 12 acre site as a commercial use would most likely be best suited for "Office" uses, rather than either "Retail or Hotel" uses, due to its lack of immediate access to major roadways.**

The Developer requesting the land use change, states in his application materials that: ***"In regards to developing this land into office buildings, the current land owner was the developer behind the Aspen business park abutting this property directly to the east. He has made it clear that he has no intentions of expanding this business park due to the plentiful supply of HOC zoned land to the south of this project and to the east, where office parks are currently under operation or being constructed."*** Staff believes the Developer is referencing the office development that has occurred in the eastern part of the community, along S. Bell Avenue in the "GI" (General Industrial) zone, and to the south in the ISU Research Park, zoned as "PI" (Planned Industrial).

The "Future Land Use Allocation for Commercial," as found in the LUPP, states that: ***"An additional 75-400 acres should be allocated for future commercial uses. Included are approximately 15-70 acres for convenience /neighborhood-scale activities, 30-160 acres for community-scale activities and 40-180 acres for regional-scale activities."***

Staff has assessed the inventory, as of January, 2014, of vacant large parcels (> 0.5 acres) in the City that are zoned for community-based commercial uses and for high-density housing uses. The inventory does not include underutilized properties or vacant land with approved developments.

Zoning District	Vacant Acres
High Density Residential	-0-
Medium Density Residential	-0-
Suburban-Residential Medium	-0-
Highway Oriented Commercial	237.3
Community Commercial Node	32.8
Community Commercial Residential	3.8
Planned Regional Commercial*	235.7

* This is the regional mall site at I-35/E. 13th Street

Given the projected needs in the LUPP for the allocation of commercial land, as compared to the inventory of vacant land zoned as Highway-Oriented Commercial, Community Commercial Node, Community Commercial Residential, and Planned Regional Commercial, totaling 509.6 vacant acres of land, it appears there is an adequate number of acres of commercial land to meet the projected demands in general. This conclusion does not consider the attributes of individual sites for their suitability for different types of commercial uses.

There is a significant interest in developing land as high density residential in the community. As documented by our recent inventory of vacant parcels, there are no vacant parcels of land, zoned as “RH” (Residential High Density) that are available for development. This is not a surprise as the current LUPP did not contemplate using the High Density Residential designation into the future as land needs would be accommodated in Growth Areas and Campustown.

“Attachment G” includes two tables. One table shows the number of pending multi-family developments requests there are for site plans and rezoning through October 1, 2014. The other shows the number of apartment units/bedrooms that have been constructed, or are under construction from January, 2010 through September, 2014. **In total there are either approved or pending approval of almost 5,100 bedrooms of multi-family. In addition, ISU has constructed 720 additional beds and plans for at least 700 beds in 2016 with a new residence hall.** ISU has almost remodeled and rehabilitated existing residence halls to create additional beds that are not counted as new construction.

Since 2010 approximately 4,200 newly constructed bedrooms have been added through private development and ISU construction. There are approximately 1,630 pending bedrooms of multi-family development planned for the next two years. Estimates for pending development do not include other potential projects needing rezoning approvals for approval of multi-family apartments.

Total Iowa State University student enrollment for the Fall semester, for the years 2010 through 2013, is included in the attached table (see *Attachment H*). Individual years have a wide range of increase from 730 students to 2,200 students. The annual percentage of increase in student enrollment ranges from

3% to 7%, which is an average annual increase in enrollment of 4.6%. Enrollment for 2014-15 is approximately 34,700 students. This would be a growth in enrollment of approximately 6,000 students over the five year period. Note that not all enrolled students live in Ames, according to ISU information approximately 17% of enrolled students do not live within Ames. **This equates to approximately 5,000 additional students living in Ames over the past five years.** Going forward, ISU projects 1% enrollment growth annually over the next 10 years.

5. Housing availability for non-student development.

Staff expressed a concern that the site may be viewed exclusively as a student housing opportunity when first presented with the concept for the site. The developer has since indicated an interest building a mix of rental housing for the site that would attract the interest of young professionals that are employed in the Iowa State Research Park, as well as housing for ISU students. City staff would note that the demand for housing in the community is wide ranging, and the potential change of use for residential should not preclude consideration of apartment housing designed for a variety of household types, not just for student housing.

Capacity of Public Utilities. In any proposed change to the Land Use Policy Plan Future Land Use Map, the City examines possible impacts to public utilities, such as storm sewer, sanitary sewer and water capacity, storm drainage. This review is based on overall system capacities and staff finds that the capacities of storm sewer, sanitary sewer, and water are acceptable with the level of information that is now available.

Land Use Policy Plan Goals and Objectives.

The Goals and Objectives of the LUPP guide all of the other elements of the Plan. They can be found in Chapter One: Planning Base on pages 18-27 of the Plan.

The Developer has provided an analysis of how the proposed change in the LUPP Future Land Use Map is consistent with LUPP goals No. 2, 4, 5 and 6 and objectives within each of those goals (see *the attached Developer Narrative*). Based on that analysis, the proposed amendment could reasonably be considered consistent with the applicable goals of the LUPP.

However, staff asserts that the proposed land use change is inconsistent with the following LUPP goals and objectives:

Goal No. 1. Recognizing that additional populations and economic growth is likely, it is the goal of Ames to plan for and manage growth within the context of the community's capacity and preferences. It is further the goal of the community to manage its growth so that it is more sustainable, predictable and assures quality of life.

Staff Comments: Direct access to the subject property from S. 16th Street and the current capacity limitations to serve the residents of apartments along S. 16th Street are concerns that are not addressed by the proposed land use change. **The proposed change to high density residential places additional demand on the CyRide transit (Gray Route) service, as well as access to the transit service from the proposed development on S. 17th Street. Without further detailed traffic impact analysis, it is difficult to determine what intersection improvements on S. 16th Street may be necessary to accommodate the increase in traffic.** The applicant wishes to defer these assessments until there is a known support for the concept of High Density Residential and to consider these as issues of timing of development related to zoning.

Goal No. 2. In preparing the target populations and employment growth, it is the goal of Ames to assure the adequate provision and availability of developable land. It is the further goal of the community to guide the character, location, and compatibility of growth within the area's natural resources and rural areas.

2.A. *Ames seeks to provide at least 600 to 2,500 acres of additional developable land within the present City and Planning Area by the year 2030. Since the potential demand exceeds the supply within the current corporate limits, alternate sources shall be sought by the community through limited intensification of existing areas while concentrating on the annexation and development of new areas. The use of existing and new areas should be selective rather than general.*

Staff Comments: The areas identified for "limited intensification" in the LUPP, do not include the subject property. As amendments are considered, is appropriate to think of the best situated sites in terms of transit access, general compatibility, and overall need. In this case, the request could be found consistent with Goal 2 due to the need and level of compatibility for housing. There is still uncertainty though about its use of transportation resources of bus transit and site access. At the same time, the site is also well situated for a commercial office use in the future for the same reasons that housing may succeed on the site.

Goal No. 5. 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. It is a further goal for the community to link the timing of development with the installation of public infrastructure including utilities, multi-modal transportation system, parks and open space.

Staff Comments: The subject property is not a site that has been identified by the LUPP for residential intensification but is within the developable area of the City assumed for commercial use. **The timing for approval of a change to the LUPP land use designation of this land to high density residential is of concern with the no direct access to the site from S. 16th Street, and with the capacity limitations of the CyRide transit system that serves this area of**

the community.

Goal No. 6. It is the goal of Ames to increase the supply of housing and to provide a wider range of housing choices.

6.C. Ames seeks to establish higher densities in existing areas where residential intensification is designated with the further objective that there shall be use and appearance compatibility among existing and new development.

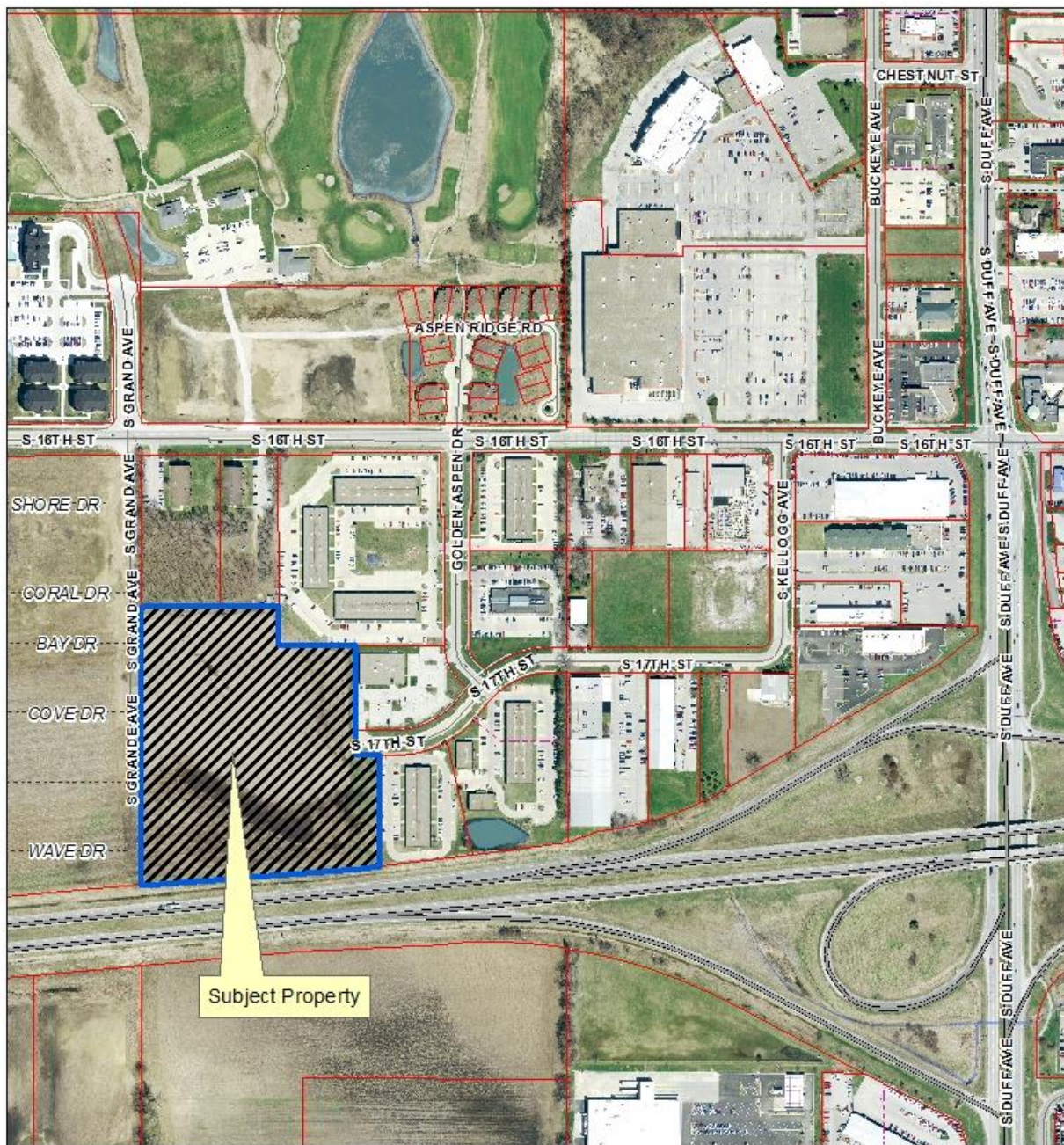
Staff Comments: There is always a balance of looking at immediate needs with long term planning. In this case we have a number of areas intended for future residential growth in terms of Campustown and the established Growth Areas while at the same time recognizing an overall housing demand within the City. It appears that housing production has slightly lagged known needs due to the unpredictable and significant enrollment jumps seen as ISU. However, when accounting for pending development it can be shown that housing demand correlated to student housing needs has plateaued. Of course, increased future enrollment could change that conclusion, or alternatively lower enrollment would mean an over abundance of student housing apartments. Other areas identified in the LUPP would still remain available for development even if this site was to develop with residential uses.

Goal No. 7. It is the goal of Ames to provide greater mobility through more efficient use of personal automobiles and enhanced availability of an integrated system including alternative modes of transportation.

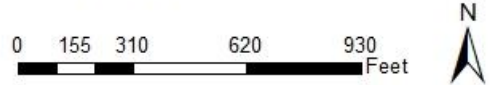
7.B. Ames seeks a transportation system that is linked with the desired development pattern of the overall community and areas therein.

Staff Comments: In general the area is well situated near major transportation infrastructure and access to employment and the University. In this case, the development pattern for Aspen Business Park, as accessed by S. 17th Street would change dramatically from the pattern that has been established with the commercial office buildings in the remainder of the development. The transportation system for this area of the community has been established to provide CyRide bus transit for properties that abut S. 16th Street. The street has been constructed to withstand the weight of the frequent use by the buses, and the Gray Route has been planned to serve that area of the community as efficiently and cost effectively as possible. The street that serves the subject property, S. 17th Street, was not constructed to withstand use by heavy buses, nor has the street been constructed to provide a looped route from S. 16th Street through the proposed development and back to S. 16th Street. A traffic study is also needed to ascertain if there would be impacts on traffic congestion in the area.

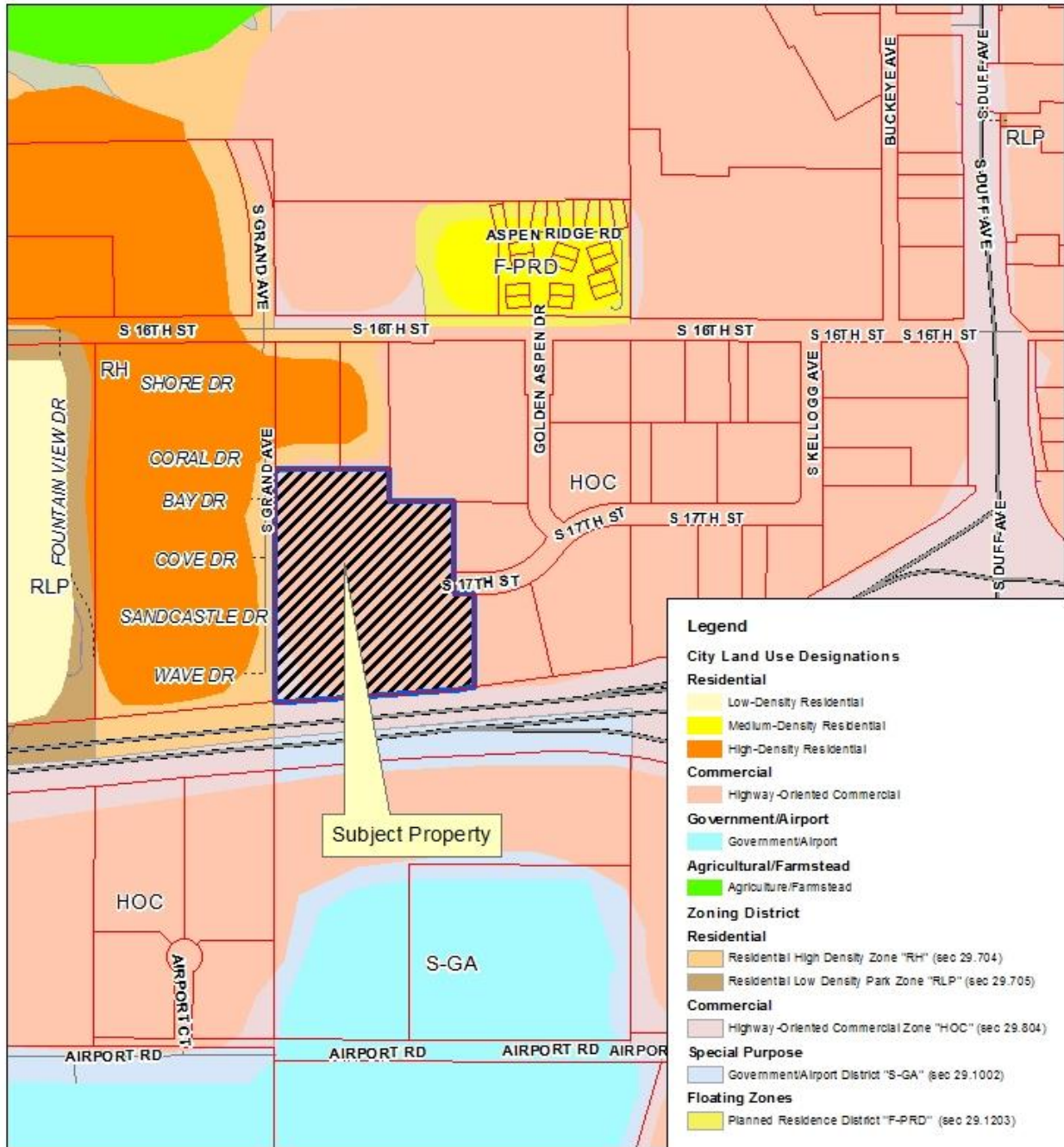
ATTACHMENT A



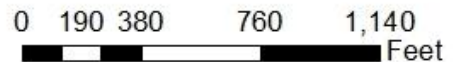
Location Map
Land Use Policy Plan Map Change
516 South 17th Street



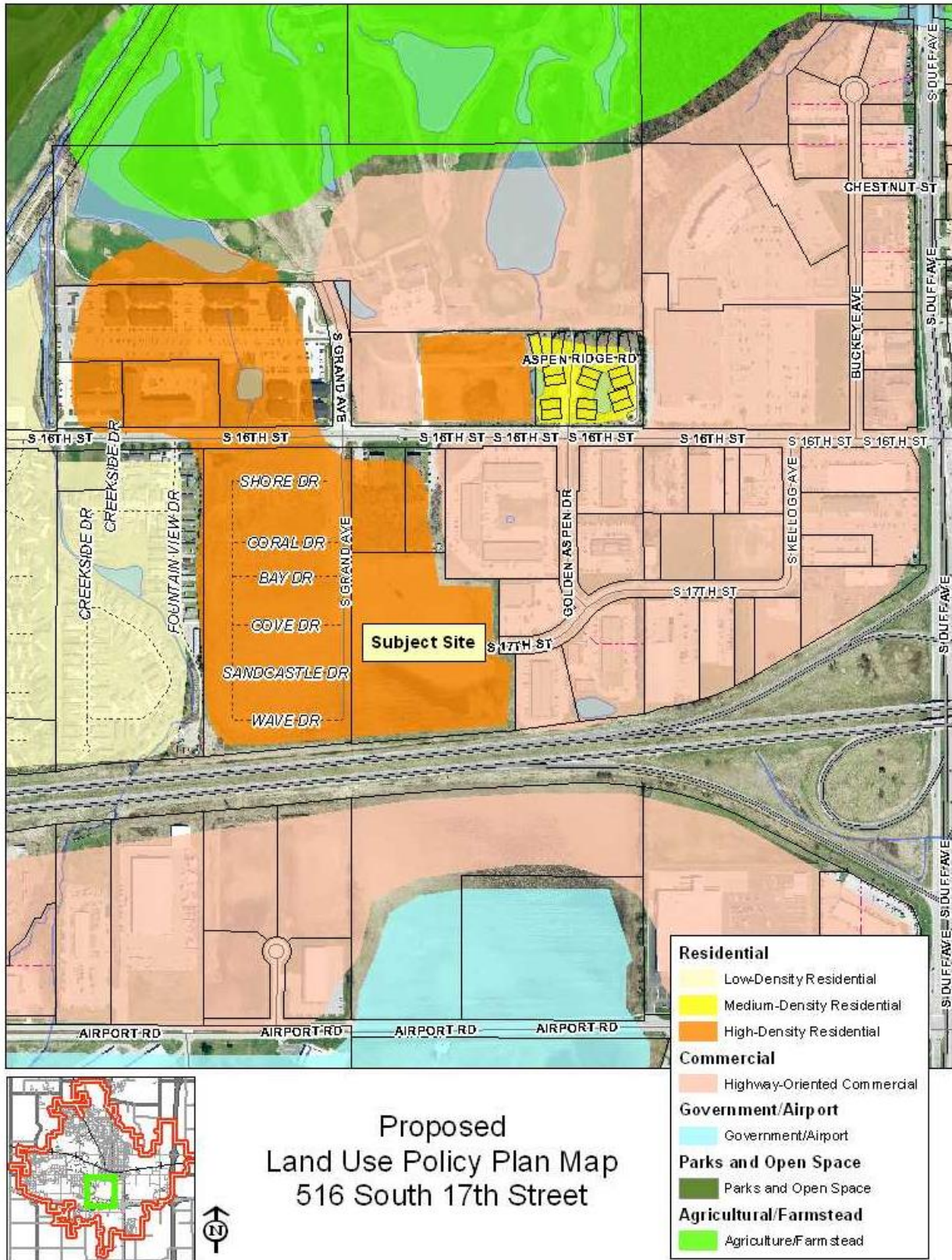
ATTACHMENT B



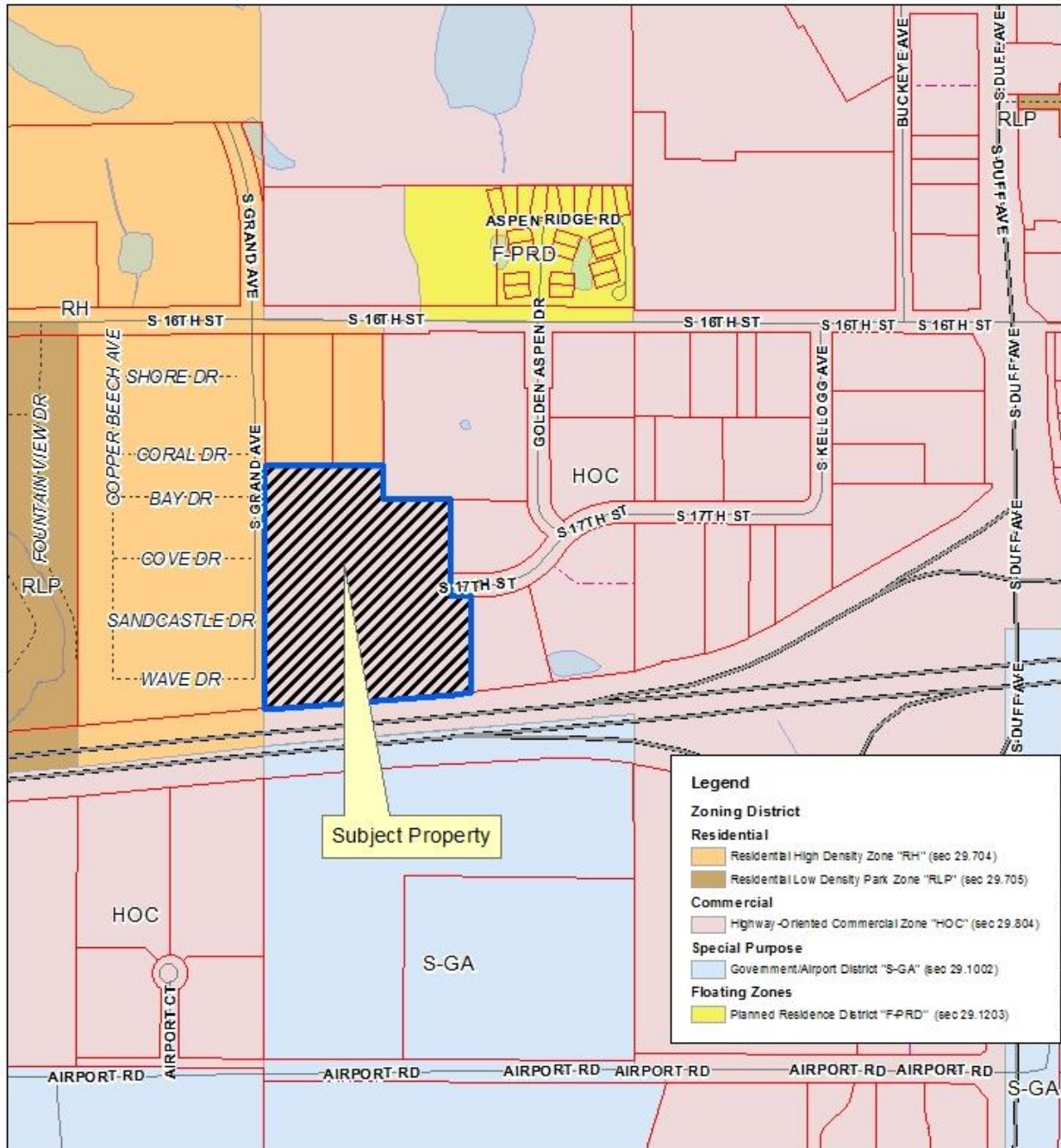
**Current Future Land Use Map
516 South 17th Street**



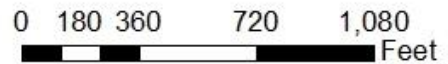
ATTACHMENT C



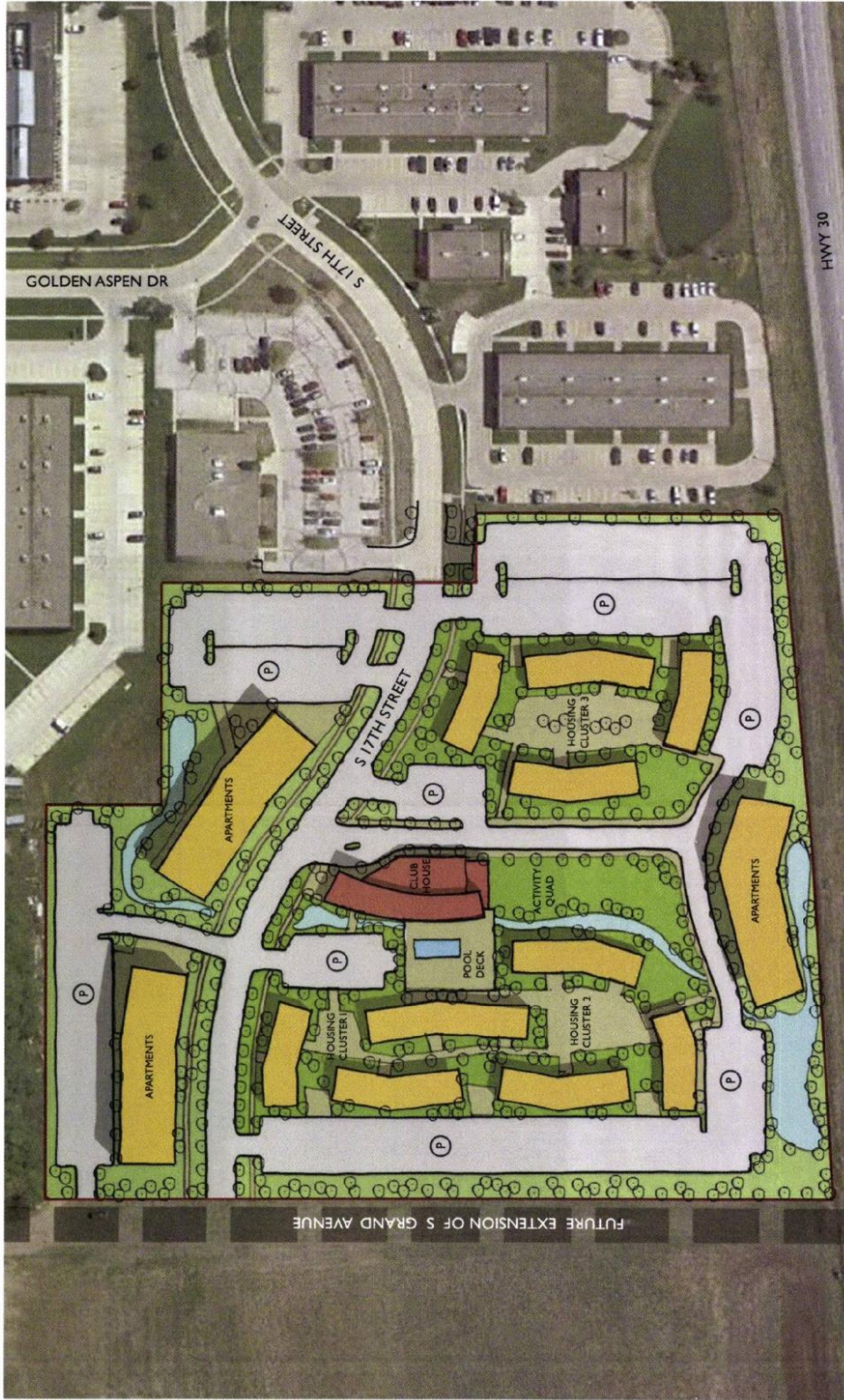
ATTACHMENT D



**Zoning Map
516 South 17th Street**



ATTACHMENT E



1:100



Master Plan

CYCLONE VILLAGE Ames, IA

ATTACHMENT F

Traffic Memo

July 15, 2014

To: Scott Renaud, PE

Fox Engineering

Re: Cyclone Village Land Use Change

The land use for the Cyclone Village project is proposed to change from General Office to Apartments. This memo will document the difference in vehicle trips if the land use changes. Please refer to table 1.

Use	ITE Code	Units	Amount	Daily Rate	AM Peak Hour		PM Peak Hour		Daily Trips	AM Peak Trips		PM Peak Trips	
					Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit
Office	710	1000 Sq Ft	115	11.03	1.37	0.19	0.25	1.24	1268	158	22	29	143
									0	0	0	0	0
Apt	220	Units	299	6.65	0.1	0.41	0.4	0.25	1988	30	123	120	75
Difference Office to Apartments									720	-128	101	91	-68

Table 1 Land Use Change – Office to Apartments

The proposed land use change will alter the peak periods. In the AM peak period the traffic pattern changes from an inbound to an outbound flow. In the PM peak period the traffic pattern changes from an outbound to an inbound flow. The net result on the adjacent roadway is not easy to predict at this stage of an evaluation since the current traffic volumes are unknown at this time.

The proposed land use change will add more trips for the site but they will be more evenly distributed over the entire day and not as concentrated during the peak periods.

If you have any questions please let me know.

Duane Smith, PE

ATTACHMENT G

<i>Pending or Proposed Bedrooms (as of October 1, 2014)</i>			
<i>Site Plan Review</i>	<i>Zoning with Master Plan</i>	<i>Iowa State Buchanan Hall Site</i>	<i>Total</i>
730 BR	200 BR*	700 BR	1630 BR
*Estimated number of bedrooms			

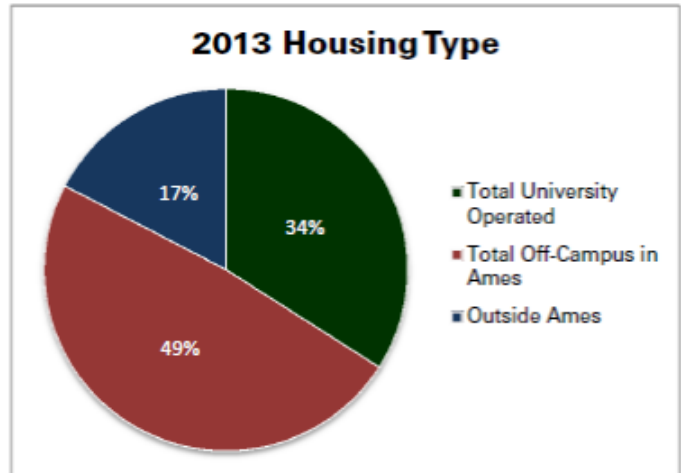
<i>Apartment Units/Bedrooms Constructed or Under Construction (2010 - 2014)</i>			
<i>Year</i>	<i>Building Permits Issued</i>	<i>Iowa State New Construction</i>	<i>Senior & Group Living Facilities Building Permits Issued</i>
2010	95 Units 211 BR		
2011	356 Units 872 BR		
2012	279 Units 563 BR		
2013	286 Units 824 BR	720 BR	
2014	344 Units 998 BR		123 Units 182 BR
Total Units & Bedrooms 2010-2014	1360 Units 3468 BR	720 BR	123 Units 182 BR

ATTACHMENT H

Enrollment by Housing Type ¹

Fall Semester Headcount and Percent

TYPE OF HOUSING	2009	2010	2011	2012	2013
University Operated					
Residence Halls ²	8,072	8,301	8,847	9,273	10,102
Percent	28.9%	28.9%	29.9%	30.2%	30.7%
University Student Apartments	1,001	1,063	1,083	1,097	1,120
Percent	3.6%	3.7%	3.7%	3.6%	3.4%
Total University Operated	9,073	9,364	9,930	10,370	11,222
Percent	32.5%	32.6%	33.5%	33.7%	34.1%
Off-Campus in Ames					
Fraternalities and Sororities	960	949	916	869	963
Percent	3.4%	3.3%	3.1%	2.8%	2.9%
Other	12,804	13,140	13,579	14,190	15,054
Percent	45.8%	45.8%	45.9%	46.1%	45.7%
Total Off-Campus in Ames	13,764	14,089	14,495	15,059	16,017
Percent	49.3%	49.1%	49.0%	49.0%	48.6%
Outside Ames					
	4,857	4,961	5,186	5,319	5,716
Percent	17.4%	17.3%	17.5%	17.3%	17.3%
No Information					
	251	268	0	0	0
Percent	0.9%	0.9%	0.0%	0.0%	0.0%
Total University Operated	27,945	28,682	29,611	30,748	32,955



¹ Beginning in Fall 2011, Graduate and Total exclude Post Docs in this table.

² Fredriksen Court, Maricopa, and Legacy student apartments are included in this count.

Office of Institutional Research (Source: Office of the Registrar)

Last Updated: 11-25-2013

ATTACHMENT I (PAGE 1)



From: DANIEL D. OBERPRILLER, PRESIDENT
2919 Knox Ave So # 200
Minneapolis, MN 55408
Daniel@cpmcos.com

May 5, 2014

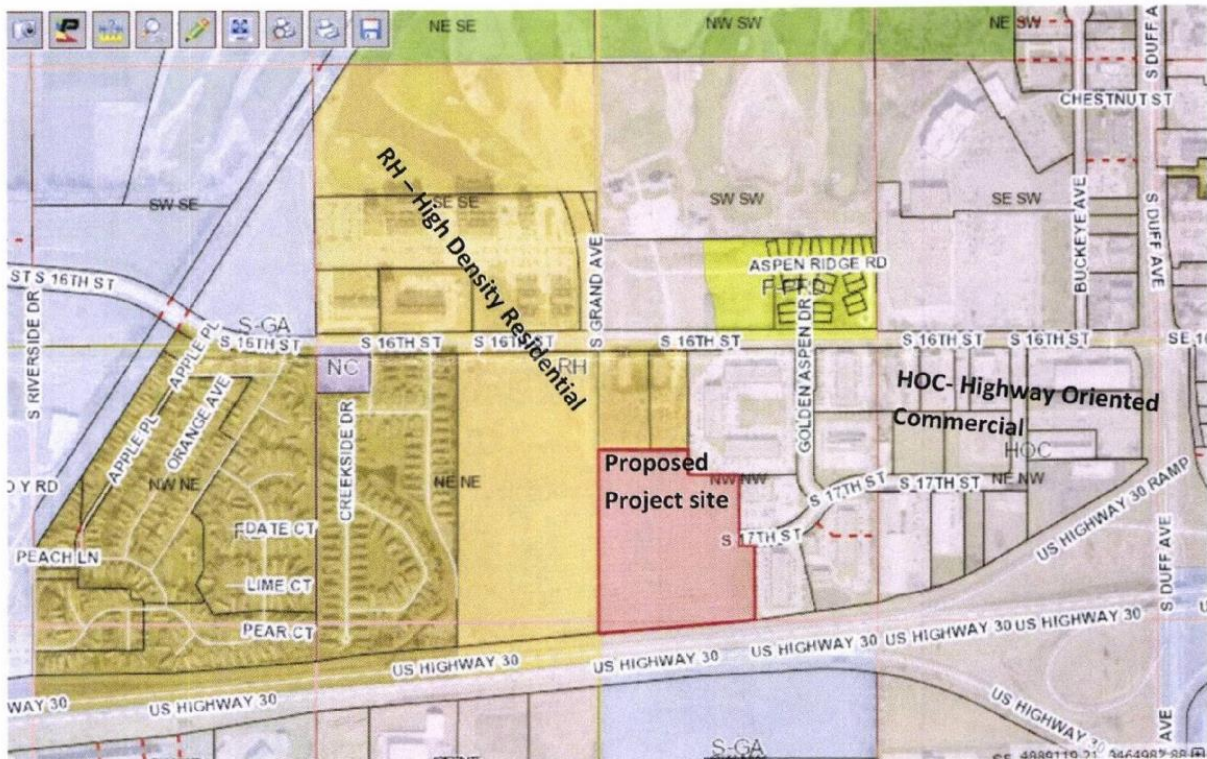
Jeff Koch, Partner Roers Investments
13774 Reimer Drive
Maple Grove MN, 55311
jeff@roersinvestments.com

To: Members, Ames City Council
Ames City Council
P.O. Box 811
Ames, IA 50010

Re: Land Use Policy Plan (LUPP) Map Change Checklist

Land Use Policy Plan (LUPP) Map Change Checklist-
Property at 516 S 17th

Image 1- MAP OF SUBJECT PROPERTY



ATTACHMENT I (PAGE 2)



Image 2- PROPERTY DIMENSIONS:



- Property Boundaries- Image 2, Bold Red Line
- Dimensions of property boundaries- Image 2, Bold black numbers
- Location of adjacent streets – Image 1
- Current LUPP Map designation: HOC
- Proposed LUPP Map designation : RH

BACKGROUND EXPLAINING THE PROPOSED LUPP MAP CHANGE

CPM Development, LLC, a Minnesota based limited liability company (“Buyer”), has entered into a real estate agreement to purchase the 12.59 acre parcel located at 516 S 17TH street (The “Property”) from Scott and Jane Randall (“Seller”). That purchase offer is contingent upon amending the city of Ames Land Use Policy Plan (LUPP) to allow for a high density student housing development to be constructed. The Buyer has partnered with Roers Investments, LLC; a Minnesota based Limited Liability Corporation to co-develop this project.

Currently the Property is designated as HOC (Highway Oriented Commercial) on the LUPP map. Abutting the property to the East is the Aspen Business Park development, owned and developed by the Seller. When discussing the subject Properties future development plans with Mr. Randall, he advised he has no intentions on developing the land into further commercial business offices as the demand is not present.

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Abutting the property to the South is US Highway 30. Abutting the property to the West is the Copper Beech student housing development and to the North is the Pheasant Run apartment complexes, both of which are zoned RH (Residential High Density). The buyers seek to continue this RH zoning designation into the subject Property to create a natural buffer and minimize public impact as there is no low density residential, medium density residential, or manufactured home zoned land abutting the Property.

Demonstrate why the site cannot be reasonably developed under the current Designation

This currently HOC zoned land cannot be reasonably developed under the current designation as it is unsuitable for the wide range of commercial uses HOC land supports (e.g. retail trade, restaurant, office, hotel, recreation, and entertainment). In regards to entertainment/retailer/restaurant uses, this land cannot be reasonably developed to effectively make the location work as it is abutted by RH land directly to the North and West with no direct access to major arterial streets. If this land directly abutted HOC land that was developed with like trades (retail strip malls, restaurant, etc.), a developer could conceivably create a node of like trades in the area, however it is abutted by apartment/townhome rental housing and office buildings. In regards to developing this land into office buildings, the current land owner was the developer behind the Aspen business park abutting this property directly to the East. He has made it clear that he has no intentions of expanding this business park due to the plentiful supply of HOC zoned land to the South of this project and to the East, where office parks are currently under operation or being constructed. In regards to developing this land into hotels, there is a node of hotels under operation or being constructed to the East of Duff Ave and North of HWY 30. This site would have to stand alone as a hotel outside of this developing hotel zone. With all the HOC land uses described above, you would also have the same development issues identified in the February 24, 2014 letter the planning and zoning staff addressed to the city council, which highlighted south 16th congestion concerns and lack of CyRide access. In fact with the above mentioned HOC uses, one could argue you would have more congestion than you would with RH zoned land.

RH land availability (**excerpt taken from Planning and Zoning letter to staff in regards to this project dated February 24, 2014*)

Ames Planning and Zoning Staff has assessed the inventory of vacant large parcels (> 0.5 acres) in the City that are zoned for community-based commercial uses and for high-density housing uses. The inventory does not include underutilized properties or vacant land with approved but unbuilt developments, such as Ringenber and Copper Beech.

Zoning District	Vacant Acres
High Density Residential	-0-
Medium Density Residential	-0-
Suburban-Residential Medium	-0-
Highway Commercial	237.3
Community Commercial Node	32.8
Community Commercial Residential	3.8
Planned Regional Commercial*	235.7

* This is the regional mall site at I-35/E. 13th Street

As noticed by the above graph highlighting available land by zoning district, it is clear there is a plentiful supply of HOC land (237.3 Acres) and no RH land available. This new designation to RH land would bring 12 acres of undeveloped land and meet the communities need for student and market rate housing which is currently undersupplied and will continue to be a need as the university strives to achieve Iowa State Universities President Steven Leath's goal of enrolling 35,000 students annually (an additional 2,000 students).

ATTACHMENT I (PAGE 4)



Impact to LUPP Goals

Pertinent LUPP Goals stated under *Goals for a New Vision* beginning on pg. 18 of the Plan include:

Goal No. 2, which pertains to ensuring the availability of sufficient suitable land resources to accommodate the range of land uses that are planned to meet growth and to eliminate market constraints. This goal also speaks to achieving greater compatibility among new and existing development. Currently there is no RH zoned land available to purchase in order to develop to meet the increasing need for student housing.

Goal No. 4, which speaks to achieving a more integrated and compact living/activity areas where daily living requirements are provided in readily identifiable and accessible areas. This proposed development seeks to align with this goal by providing many on site amenities including: study lounges, community rooms, outdoor swimming, volleyball courts, basketball courts, fitness center, along with many other amenities.

Goal No. 5, which speaks to the continuance of development in emerging and infill areas where there is existing public infrastructure and where capacity permits. This site would continue the already established high density residential zoned developments with the capability to leverage the pre-existing public infrastructure.

Goal No. 6, which speaks to increasing housing opportunities through various means, including: increasing overall supply of low and moderate-income housing; increased densities; higher densities in existing areas where residential intensification is designated with the further objective that there shall be use and appearance compatibility among existing and new development; and relieving the current constraints to land supply/availability by such means as releasing lands for development that are currently controlled by institutions.

Addressing the Identified LUPP Workshop Themes –

The following 7 themes (A-G) were identified during the June 28, 2012 City of Ames LUPP Workshop. CPM Companies realizes these themes can help the city determine whether the subject properties LUPP amendment should be approved and therefore has taken the liberty of addressing these seven major themes.

- A. **Traffic:** The Property is currently only accessible via S 17th street which is a minor arterial street. Under the City's long term transportation plan, Grand Avenue will be extended to SE 16th Street as an arterial or minor arterial street. Currently the Copper Beech development has paved a private street which is an extension of Grand Avenue that extends South of S 16th Street. If the LUPP review is approved, CPM intends to partner with Campus Crest (developer of the "Copper Beech" and "The Grove" developments) to extend S 17th running East to West through the middle of the property to connect up with this Grand Avenue extension South of S 16th Street. CPM also understands the lack of available CyRide service via the #4 Gray Route. CPM intends to partner with Campus Crest to come up with a reasonable plan that assists CyRide in meeting the increasing demands for service this additional housing project would create.
- B. **Sanitary Sewer:** No additional sanitary sewer capacity is required. The change from HOC to RH does not impact the current sanitary sewer system. The sanitary sewer system adjacent to the development is a 54-inch diameter trunk sewer for the West side of Ames. Eric Cowles with the City of Ames Public Works believes the Copper Beech development has an 8" connection off of this main line that this proposed development would connect to.
- C. **Stormwater:** The Property is 6-8 feet above the 100 year flood elevation of Squaw Creek and the property would not directly discharge to Squaw Creek. The property would be designed to convey and treat all the storm water from the surrounding area via water retention. The property drains generally Northwest to Southeast.

ATTACHMENT I (PAGE 5)



- D. **Natural Resources:** The property will contain natural resources that will serve dual purposes. Tree lined streets and property lines will provide a natural buffer to transition into the surrounding properties as well as absorb and filter out storm water. The trees will also filter out sound from the surrounding highway traffic. Retention ponds will be positioned to provide water quality improvement, groundwater recharge, flood protection, as well as an esthetic improvement to the property. As such, the water retention pond will be designed to blend into neighborhood and viewed as an amenity
- E. **Economic Impacts:** Immediate economic benefits of this proposal include long term job creation as well as a drastic increase in tax generation for the city. Currently the property is classed as Agricultural land assessed in 2013 with a land value of \$16,900. This land classification and assessed value generated \$182 in property taxes for the city for the 2012 tax year. Initial calculations based on the size and scale of the project would generate over \$450,000 in annual taxes for the city. Short term benefits include an influx of need for 150 construction workers in the area for over a year, which would benefit construction, hotel, apartment, and retail business owners in the area. Long term job creation includes a projected staff of 12 to maintain operations of the apartment development.
- F. **Alternative Sites:** Currently there is no RH (High Density Residential) land available in the existing city limits for sale.
- G. **Contract Rezone:** This theme specifically benefits the City staff to decide if there will be conditions to address some of the issues raised during the review of the LUPP request via a contract rezoning agreement with the developer.

Through this LUPP Map Change Checklist proposal, CPM believes it is working within the confines of the goals the LUPP city staff set out to achieve for the city of Ames. CPM views this journey as a partnership between CPM staff and the City of Ames staff to successfully accomplish our goals together. We are truly excited about the potential this project has for the city of Ames and we look forward to working with the city staff every step of the process to help achieve that potential. We greatly appreciate your consideration of this LUPP Map change checklist proposal for the cities review and look forward to hear the proposed next steps the city advises.

Respectfully,

A handwritten signature in blue ink that reads 'Daniel Oberpriller'.

Daniel D. Oberpriller, President CPM Companies.

A handwritten signature in blue ink that reads 'Jeff Koch'.

Jeff Koch, Partner Roers Investments