

COUNCIL ACTION FORM

SUBJECT: LAND USE POLICY PLAN AMENDMENT OF FUTURE LAND USE MAP FOR 101, 105, 107 AND 205 S. WILMOTH AVENE AND 3316 LINCOLN WAY

BACKGROUND:

The City Council initiated a minor Land Use Policy Plan Amendment on August 11, 2015 for the subject properties and referred the item to the Planning and Zoning Commission for a recommendation (Attachment C Proposed Amendment). **The amendment is intended to create an opportunity for mixed-use commercial buildings along Lincoln Way and to allow for apartment development in the remainder of the area.** The proposed amendment shows general boundaries of land use designation for these two uses and are not meant to be a precise delineation for future development. The proposed LUPP amendment is consistent with the Council approved the Settlement Agreement from July 28, 2015 between the City of Ames and Breckenridge Group that would allow for future development of a residential use of up to 422 beds and the development of between 15,000 and 40,000 square feet of commercial development as mixed use. The property owner has also agreed to a three-story height limit for development of the site.

The 8.3 acre north parcel (205 Wilmoth) is currently designated as Low Density Residential on the LUPP map (See Attachment B), and is zoned Residential Low Density (RL). While addressed from Wilmoth, the site has an almost equal amount (430 feet) of street frontage along Lincoln Way as it does along Wilmoth. The site abuts four parcels to the northeast that are also designated as Low Density; however, they are zoned Residential High Density (RH) with the West University Impact Overlay Zone. Further to the northeast there are additional properties designated and zoned High Density Residential with frontage along Lincoln Way. The site abuts low density zoned development to the east, west and south. The parcel also abuts a newly constructed bank at the northwest corner of the site, which is designated and zoned as Highway Oriented Commercial. To the north of the site across Lincoln Way there is a split of Highway Oriented Commercial and Low Density Residential zoned land.

Staff estimates that between 2 and 4 acres of land would need to be commercial to fit required 15,000 to 40,000 square feet of commercial on the site. Attachment C illustrates the split designation of the North Parcel. The Highway Oriented Commercial Land Use designation along the Lincoln Way frontage of the property would allow the City to rezone the area to Highway Oriented Commercial and apply the newly adopted Lincoln Way Mixed Use Overlay zone.

The boundary for Highway Commercial designation also extends to the four additional

lots east of the north parcel (3316 Lincoln Way, 101, 105, and 107 S. Wilmoth). These properties are currently zoned RH, but changing the underlying land use designation does not necessitate changing the zoning from RH unless it is desirable to do so in the future.

The remainder of the land would be High Density Residential. The High Density Residential Designation is described in the LUPP as a development density exceeding 11.22 units per acre. The LUPP does not include a stated maximum density, but the corresponding zoning of RH has a limit of 38.56 units per acre. A wide variety of multiple family housing types are principally allowed with RH zoned areas under the High Density Land Use Designation.

To provide context to the size of the site and the proposed amendment with the 422 bed limitation agreed upon by the applicant, staff estimates an average of three bedrooms per unit for a total of 141 units split between 3 acres of commercial and 5.5 acres of residential. This would yield approximately 15-30 mixed use apartments above commercial and 110 to 125 stand alone apartment units. The average density for such a configuration would be 17 units per acre with a residential density of approximately 22 units per acre. **However, it must be emphasized that this is only one example of how development could occur under the proposed designations, there are many alternative configurations to this example are not actually known at this time.**

Land Use Analysis and Capacity

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 (Attachment E). The proposed LUPP suitability of the particular site is evaluated through use of the RH Evaluation Tool Checklist as directed by the City Council on January 27, 2015. The RH Evaluation Tool is an evaluation of a specific site's attributes based upon the principles of the Goals and Objectives of the LUPP. The site scores high with the tool due to proximity to a variety services and access to transit. The RH Checklist as completed by Staff is included as Attachment F.

In any proposed change to the Land Use Policy Plan Future Land Use Map, the City examines the suitability of infrastructure, such as sewer and water capacity, storm drainage, and general circulation needs. In this instance, staff evaluated the expected incremental differences brought about by changes to the Highway-Oriented Commercial and High Density Residential Uses from Low and High-Density Residential. This review is based on overall system capacities and staff finds that the capacities of sanitary sewer, water, storm drainage, and traffic access are acceptable to plan for the more intense development. Any specific improvements needed for a particular development type or configuration could be identified and addressed during the rezoning, preliminary plat, or site development plan review stage.

In regards to traffic issues specifically, staff believes that reviewing localized effects of accessing the site is the highest priority for understanding the potential impacts of the mixed use development on the site. A traffic study is usually triggered

when at least 100 peak hour trips are added to the transportation network. The scope of evaluation then depends on the specific types of trips, nearby operations, and potential for project specific impacts. The proposed development of the site within the limits of the development agreement would likely exceed that 100 trip threshold and the Public Works Department would request a specific evaluation based on the potential for significant impacts from a particular project. Although we have existing traffic counts and projections for Lincoln Way operations at key intersections, we do not have specific information at Wilmoth. This means dealing with access from Lincoln Way and use of Wilmoth as a concentrated point of access for the apartments will at a minimum necessitate a traffic evaluation.

Also of importance to consider in determining LUPP map changes is the interface between adjacent uses. As Attachment C indicates the expansion of the Highway Oriented Commercial Land use is adjacent to and an expansion of commercial uses west of the subject sites fronting on Lincoln Way as well as on portions of land across Lincoln Way. The High Density Residential adjacent to the Highway Oriented Commercial is developed to the south, but still adjacent to other High Density Residential areas to the east of the subject sites. Due to the size of the site, appropriate transitions appear to be able to be incorporated into the design of the site in a manner that is consistent with other commercial areas to the west of the subject site that interface with residential properties.

Planning and Zoning Commission Recommendation The Planning and Zoning Commission considered the request at their meeting on September 2, 2015. The Commission heard from many residents from the College Creek Old Ames Middle School Neighborhood Association. The neighborhood comments focused around concerns regarding increased density in the neighborhood, the need for more owner-occupied single-family homes in the community, concern for increased traffic, noise, littering, and quality of life issues for the existing residents. One speaker expressed an interest in making this a successful infill housing project that adds quality and character to the city. The Commission expressed concern over the lack of design guidelines for this type of development for the area, noting that a mixed-use development could be good for this location along Lincoln Way provided it is done carefully with positive integration with existing development in the area. After much discussion the Commission voted 6-0 to recommend the City Council approve the LUPP amendment to HOC and RH for the properties as shown in the staff report.

ALTERNATIVES:

1. The City Council can approve an amendment to the LUPP Future Land Use Map to designate the area along Lincoln Way for the properties located at 101, 105, 107 and 205 S. Wilmoth Avenue and 3316 Lincoln Way as Highway Oriented Commercial and the remaining area of the site designated as High Density Residential as shown in attachment C, proposed LUPP Map.

2. The City Council can approve an alternative configuration of land use designations.

The Council would choose this request if it determines that the Highway Oriented Commercial or Residential High Density land Use designations does not comply with the criteria of the Land Use Policy Plan for the use or location of the proposed designations on the site.

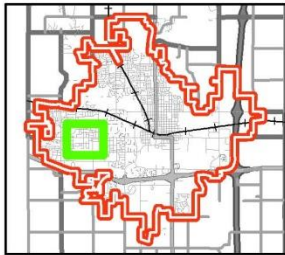
3. The City Council can refer this request back to staff for more information.

CITY MANAGER'S RECOMENDATION:

The RH Checklist attempts to address the issues of suitability with the level of information available at the time of a requested LUPP change or with a specific request with a rezoning. The checklist is not meant to be dispositive on the merits of a requested LUPP amendment. It does highlight the positive and negative aspects of a site for further assessment and consideration of City priorities to allow flexibility for individual situations. In this case the checklist shows as an existing infill opportunity since the site is able to be served with existing infrastructure and access to existing transit and pedestrian trail networks. The site scores high on the tool because of its proximity to a variety of daily services (commercial, parks, etc.) and employment centers including ISU campus. The site also scores high on the ability for economic development with the opportunity for a mixed use development type on the property. Individual site layout and design issues will have to be considered in more depth when site plan are available.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, which is to amend the LUPP Future Land Use Map to designate the area along Lincoln Way for the properties located at 101, 105, 107 and 205 S. Wilmoth Avenue and 3316 Lincoln Way as Highway Oriented Commercial and the remaining area of the site designated as High Density Residential as shown in attachment C, proposed LUPP Map.

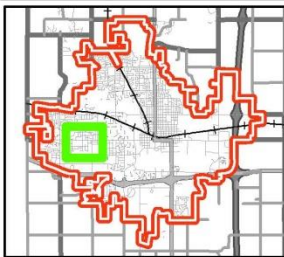
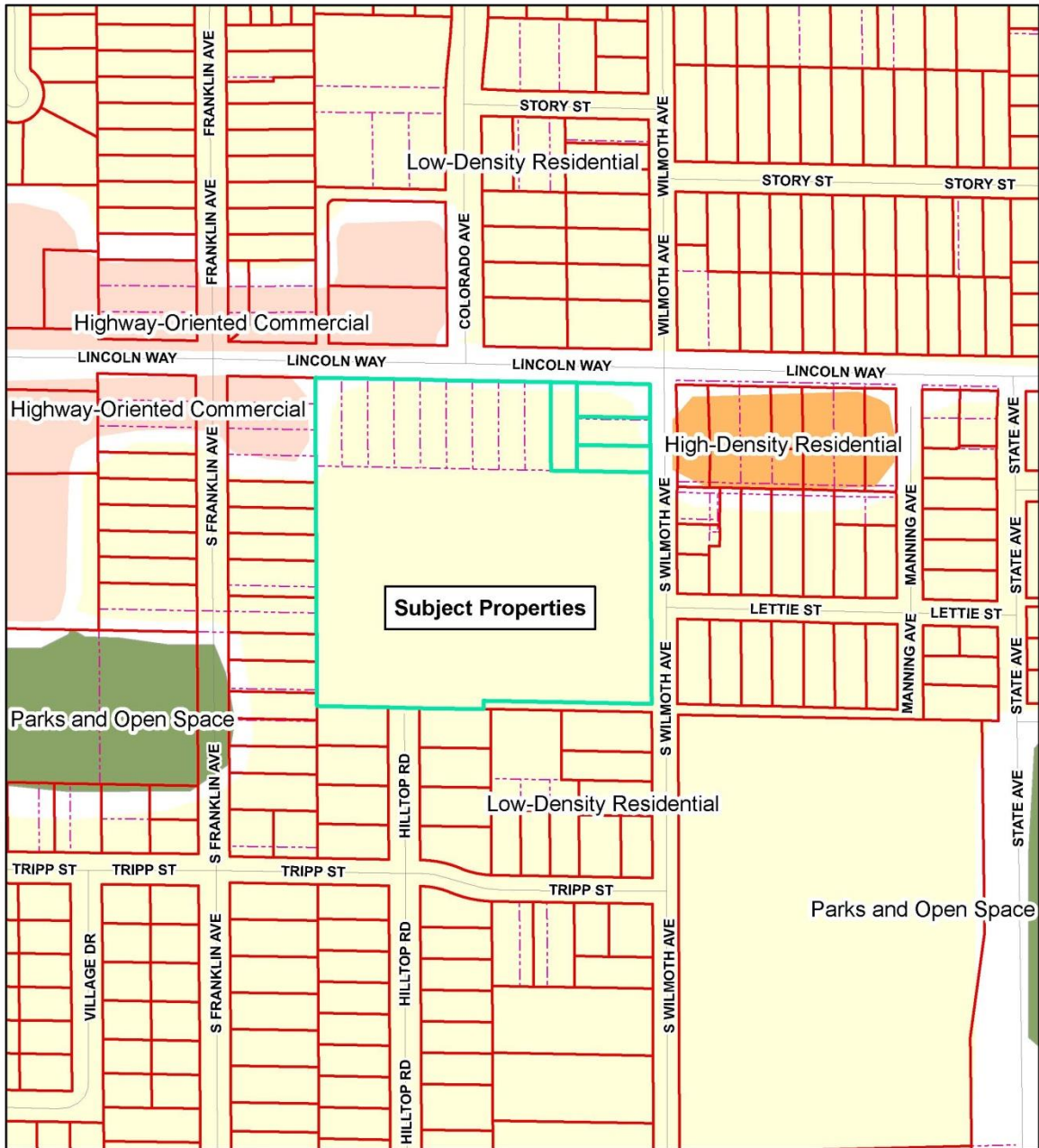
ATTACHMENT A
Location Map



Location Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way

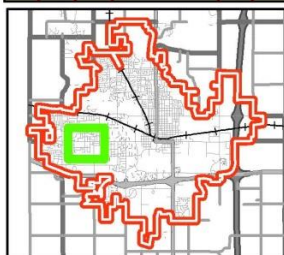
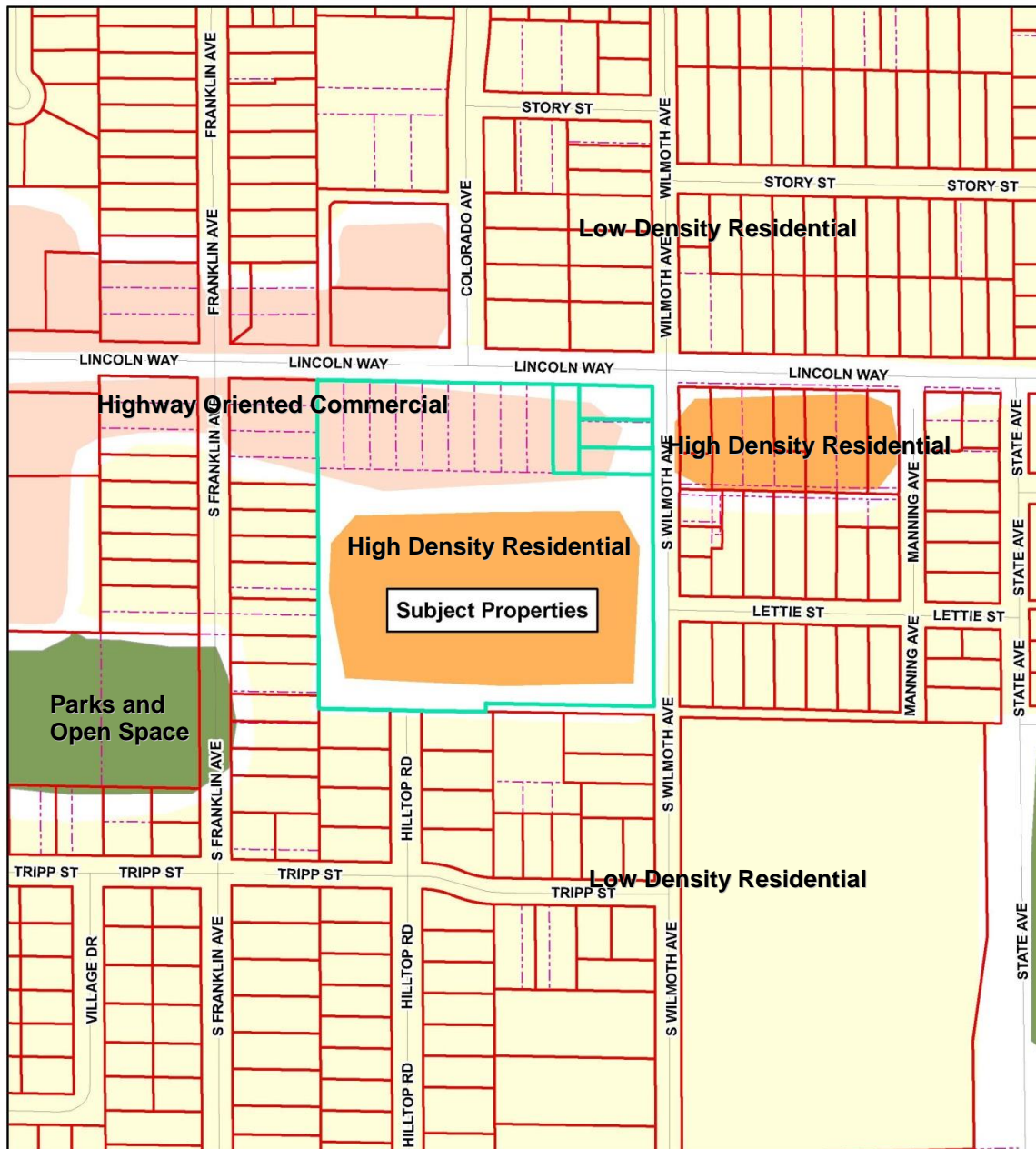


ATTACHMENT B
Existing LUPP Map



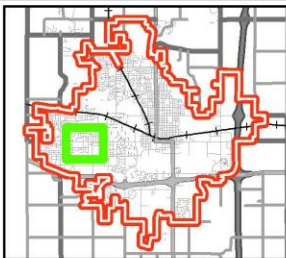
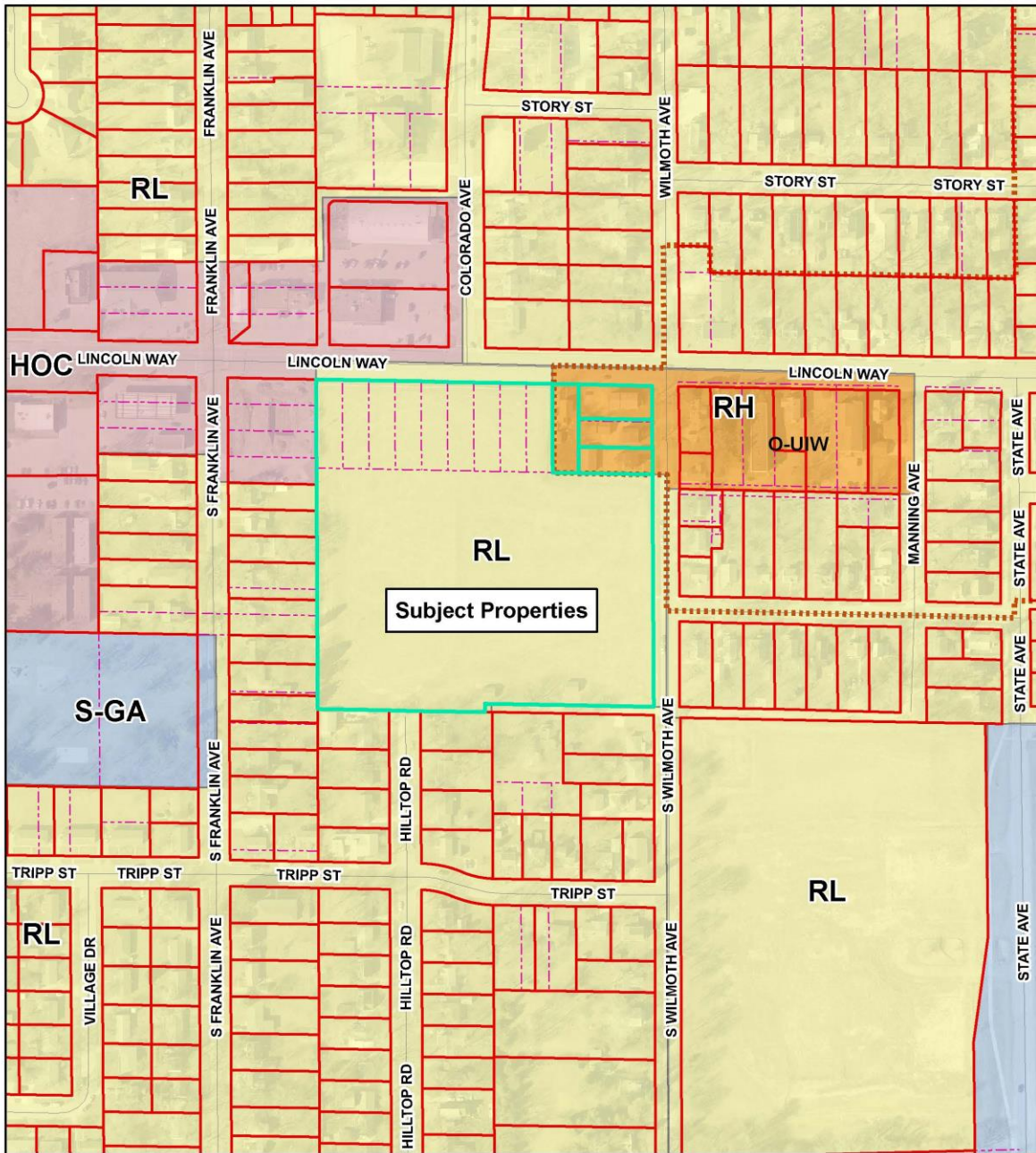
Existing LUPP Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way

ATTACHMENT C
Proposed LUPP Map



Proposed LUPP Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way

ATTACHMENT D
Existing Zoning Map



Existing Zoning Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way

ATTACHMENT E
Pertinent LUPP Goals

Goal No. 1. Recognizing that additional population 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 the further goal of the community to manage its growth so that it is more sustainable, predictable and assures quality of life.

Goal No. 2. In preparing for the target population 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 with the area's natural resources and rural areas.

Goal No. 4. It is the goal of Ames to create a greater sense of place and connectivity, physically and psychologically, in building a neighborhood and overall community identity and spirit. It is the further goal of the community to assure a more healthy, safe, and attractive environment.

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 of the community to link the timing of development with the installation of public infrastructure including utilities, multi-modal transportation system, parks and open space.

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

ATTACHMENT F
RH Site Evaluation Matrix

RH Site Evaluation Matrix	Project Consistency		
	High	Average	Low
Location/Surroundings			
Integrates into an existing neighborhood with appropriate interfaces and transitions High=part of a neighborhood, no significant physical barriers, includes transitions; Average=adjacent to neighborhood, some physical barriers, minor transitions; Low=separated from an residential existing area, physical barriers, no transitions available		X	
Located near daily services and amenities (school, park ,variety of commercial) High=Walk 10 minutes to range of service; Average=10 to 20 minutes to range of service; Low= Walk in excess of 20 minutes to range of service. *Parks and Recreation has specific service objectives for park proximity to residential	X		
Creates new neighborhood, not an isolated project (If not part of neighborhood, Does it create a critical mass or identifiable place, support to provide more services?)		X	
Located near employment centers or ISU Campus (High=10 minute bike/walk or 5 minute drive; Average is 20 minute walk or 15 minute drive; Low= exceeds 15 minute drive or no walkability)	X		
Site			
Contains no substantial natural features on the site (woodlands, wetlands, waterways)	X		
Located outside of the Floodway Fringe	X		
Separated adequately from adjacent noise, business operations, air quality (trains, highways, industrial uses, airport approach)		X	
Ability to preserve or sustain natural features		X	
Housing Types and Design			
Needed housing or building type or variety of housing types		X	
Architectural interest and character		X	
Site design for landscape buffering		X	
Includes affordable housing (Low and Moderate Income))			X
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Transportation			
Adjacent to CyRide line to employment/campus High=majority of site is 1/8 miles walk from bus stop; Average= majority of site 1/4 mile walk from bus stop; Low= majority of site exceeds 1/4 miles walk from bus stop.	X		
CyRide service has adequate schedule and capacity High=seating capacity at peak times with schedule for full service Average=seating capacity at peak times with limited schedule Low=either no capacity for peak trips or schedule does not provide reliable service		X	
Pedestrian and Bike path or lanes with connectivity to neighborhood or commute	X		
Roadway capacity and intersection operations (existing and planned at LOS C)		X	
Site access and safety		X	
Public Utilities/Services			
Adequate storm, water, sewer capacity for intensification High=infrastructure in place with high capacity Average=infrastructure located nearby, developer obligation to extend and serve Low=system capacity is low, major extension needed or requires unplanned city participation in cost.		X	
Consistent with emergency response goals High=Fire average response time less than 3 minutes Average=Fire average response time within 3-5 minutes Low=Fire average response time exceeds 5 minutes, or projected substantial increase in service calls		X	
Investment/Catalyst			
Support prior City sponsored neighborhood/district investments or sub-area planning			X
Creates character/identity/sense of place			X
Encourages economic development or diversification of retail commercial (Mixed Use Development)	X		