

COMMISSION ACTION FORM

REQUEST: REZONE FROM A (AGRICULTURAL) TO FS-RL (SUBURBAN RESIDENTIAL LOW DENSITY) AND FS-RM (SUBURBAN RESIDENTIAL MEDIUM DENSITY) WITH A MASTER PLAN AT 896 S. 500TH AVENUE (CRANE FARM)

BACKGROUND INFORMATION:

The property owners, GW Land Holdings LLC, are requesting rezoning of the 52.36 acre property addressed at 896 S. 500th Avenue and located on the north side of US 30, west of South Dakota Avenue at the west terminus of Mortensen Road (See Attachment A Location Map). The property owners seeks rezoning in order to develop the site for a residential subdivision, which will include an extension of Mortensen Road, of single-family detached and single family attached homes north of Mortensen Road and medium-density apartments located south of the Mortensen Road extension. The request is to change the zoning from Agriculture to approximately 22 gross acres of Suburban Residential Low Density (FS-RL) and 30 gross acres to Suburban Residential Medium Density (FS-RM). (See Attachment D, Proposed Zoning; Attachment E, Master Plan; and Attachment F, Rezoning Plat) The developer's Master Plan indicates a net developable acreage of 14.15 acres for FS-RL and 22.44 acres for FS-RM, as well as approximately 3.5 acres of open space. (See Attachment E, Master Plan)

The property was annexed by the City on December 22, 2015. Before annexation, the Ames Urban Fringe Plan designated this property for Urban Residential land use and within the Southwest Allowable Growth Area. Upon annexation, the property was designated as Village/Suburban Residential on the Land Use Policy Plan (LUPP) map consistent with its identification as a "New Lands" area. (See Attachment B, Land Use Policy Plan Map) The FS-RL and FS-RM zoning districts are zoning options that are consistent with the Village Suburban land use designation. **Ultimately, development of the site will require approval of a Major Subdivision for creation of the lots and layout of streets and Major Site Development Plan(s) for the proposed apartments to approval of the rezoning request.** The Developer desires to start construction this summer on the multi-year phased project. The developer projects a 3 to 5 year buildout of the full site.

The Zoning Ordinance requires that a Master Plan be submitted as part of a rezoning petition for property with the FS zoning designations. A Master Plan provides a broad view of the development concept by describing the intended uses, building types, access points, and protected areas. Approval of rezoning with a Master Plan binds subsequent development to the details included within the Master Plan. The proposed Master Plan includes:

1. FS-RL zoning for a 14.15 net acre portion of the site located north of the proposed Mortensen Road extension for development of 55 single-family attached and

detached dwelling units. Total development density calculated within the FS-RL zone is 3.90 units per net acre, which meets the minimum density requirement of 3.75 dwelling units and will not exceed the maximum 10 units per acre. Conformance to the minimum density requirement would yield 53 homes.

2. FS-RM zoning for a 22.55 net acre portion of the site located south of the proposed Mortensen Road extension for development of 352 apartments with units ranging from 1 to 4 bedrooms for a total of 801 beds. Note that bedrooms are not directly controlled by density standards, only the units are counted towards density. Total development density within the FS-RM zone is 15.60 units per net acre, which meets the minimum density requirement of 10 dwelling units and will not exceed the maximum 22.31 units per acre. Conformance to minimum density would require a minimum of 223 apartments.
3. The Master Plan identifies a 3.2 acre area as green space to account for a current pond that exists on the site. Additional open space will be added to the plan during subdivision review to conform to the 10% open space requirement of FS zoning and to meet the City's storm water control requirements.
4. A central transportation corridor with the extension of Mortensen Road on an east-west alignment through the site, which will provide facilities for motor vehicles, pedestrians and bicycles. Mortenson Road would be extended as collector/minor arterial street through this project, the connection to 500th Avenue would occur with later development. Mortenson Road extension will also include a shared use path along the roadway.
5. An additional access point with the extension of Wilder Avenue to Mortensen Road. A future street access point to the north at the west end of the site is also planned.

The attached addendum includes a full description of the Master Plan and analysis of the rezoning proposal, including conformance to the LUPP policies for "New Lands" with the housing mix of single family and multi-family. Additionally, the Apartment Development "RH" Checklist is attached for review of the proposed FS-RM component of the project. Staff has also reviewed infrastructure demands for the development, including a traffic study and sanitary sewer modeling, and finds adequate facilities are in place to serve the development.

Staff believes that the request in general conforms to the LUPP goals and policies, with a belief that the third phase of FS-RM proposed at the west end of the site could be developed with either multi-family or single-family housing options rather than exclusively as apartments shown on the Master Plan. A key component of the apartment proposal is the diversity in apartment unit types with a mix of bedrooms and amenities that will meet a broad market need for rental housing options that are not focused on student housing based floor plans in the first phase of development.

In regards to the details of the Master Plan, staff concludes that it appropriately identifies developable and undeveloped areas, range of uses and residential unit types consistent with the proposed FS-RL and FS-RM zoning district. To conform to the

overall intent of the Master Plan and rezoning, staff recommends the following stipulations to the Master Plan as part of the rezoning:

- a. Evaluate future development within the FS-RM zoned component as meeting overall minimum density with development of a minimum of 223 dwelling units, rather than each phase of development required to meet minimum density requirements; and
- b. Modify the FS-RM description of apartments to be a range or as a maximum number of dwelling units described per phase; and
- c. Accept the proposed mix of apartments in the Phase One and Phase Two development areas of the Master Plan to the unit types and bedrooms mixes as depicted in the table on the Master Plan; and
- d. Modify the description of Phase Three development area of the Master Plan to allow for a full range of housing types allowed with FS-RM to include Single Family Detached, Single-Family Attached, and Multi-Family Apartment housing types with a maximum density of 11 units per acre; and
- e. Modify the description of the FS-RL area north of the proposed Mortenson Road to be a range of units based upon minimum density of 3.75 units per net acre and add a 10% margin to the proposed 55 units to account for variability in final subdivision design. This would be stated as a range of density for single-family homes between 50 and 60 dwelling units.
- f. Phasing of development noted to occur with a contemporaneous extension of Mortenson Road and for development of single-family homes with the multi-family development.

ALTERNATIVES:

1. The Planning and Zoning Commission can recommend that the City Council approve the request for rezoning from Agriculture to Suburban Residential Low Density (FS-RL) and Suburban Residential Medium Density (FS-RM) with the attached Master Plan, and the following stipulations:
 - a. Evaluate future development within the FS-RM zoned component as meeting overall minimum density with development of a minimum of 223 dwelling units, rather than each phase of development required to meet minimum density requirements; and
 - b. Modify the FS-RM description of apartments to be a range or as a maximum number of dwelling units described per phase; and
 - c. Accept the proposed mix of apartments in the Phase One and Phase Two development areas of the Master Plan to the unit types and bedrooms mixes as depicted in the table on the Master Plan; and
 - d. Modify the description of Phase 3 development area of the Master Plan to allow for a full range of housing types allowed with FS-RM to include Single Family Detached, Single-Family Attached, and Multi-Family Apartment housing types with a maximum density of 11 units per acre; and
 - e. Modify the description of the Single Family Detached area north of the proposed Mortenson Road to be a range of units based upon minimum density of 3.75 units per net acre and add a 10% margin to the proposed 55 units to account for

variability in final subdivision design. This would be stated as a range of density for single-family homes between 50 and 60 dwelling units.

- f. Phasing of development noted to occur with a contemporaneous extension of Mortenson Road and for development of single-family homes with the multi-family development.
2. The Planning and Zoning Commission can recommend that the City Council approve the request for rezoning from Agriculture to Suburban Residential Low Density (FS-RL) and Suburban Residential Medium Density (FS-RM) with different conditions.
3. The Planning and Zoning Commission can recommend that the City Council deny the request for rezoning from Agriculture to Suburban Residential Low Density (FS-RL) and Suburban Residential Medium Density (FS-RM) with the attached Master Plan if the Commission finds that the City's regulations and policies are not met.
4. The Planning and Zoning Commission can defer action on this request and refer it back to City staff and/or the applicant for additional information.

RECOMMENDED ACTION:

The proposed development is within a defined growth area of the City and supported for development by the Land Use Policy Plan. The most significant policy issue for the proposed rezoning is the mix of housing types. The developer believes their proposed mix of development with a split of multi-family and single-family housing fits the market demands of the community and the attributes of the site that take into account the Mortenson Road extension and Highway 30 proximity.

Staff's evaluation of housing needs has included the context of this 52 acre site within the broader 120 acres of developable area between Highway 30 and Lincoln Way and apartment development proposals throughout the City. Staff believes that a significant amount of the area can be rezoned to FS-RM when considering all of the factors described in the addendum. In reaching this conclusion, there are two qualifiers. The first being that by providing for up to 30 gross (20 net acres) of land for multi-family housing in this 120 acre Southwest I area, that the remaining area should clearly be planned as single-family development with only minor allowances for some commercial or attached single-family near Lincoln Way. Further development of apartments would not be anticipated for the remaining area based upon the City's desire and need for single family areas to balance out housing options across the City.

Additionally, while many factors favor locating FS-RM along the south half the site (e.g. separation from existing single family, adjacency and transition use to the highway), we believe the merits of this rational begin to diminish as the land extends west for the later development phases. Highway adjacency alone should not dictate apartments as the only housing option. Staff believes there needs to be flexibility for the western most 8 acres of FS-RM that it could be single family or multi-family because of concerns about apartment needs for the community overall, location of the third phase, and general desire for single family options. With this adjustment to the Master Plan for Phase

Three, the ultimate disposition of the housing types would be determined based upon the timing and needs of the city later on the development of the site. By rezoning it FS-RM with a full range of housing types, it indicates the policy of supporting a wider mix of housing options for the last phase that FS-RL would not support.

Therefore, it is the recommendation of the Department of Planning and Housing that the Planning and Zoning Commission act in accordance with Alternative #1, which is to recommend that the City Council approve the request for rezoning from Agriculture to Suburban Residential Low Density (FS-RL) and Suburban Residential Medium Density (FS-RM) with the attached Master Plan, with the conditions described above.

ADDENDUM

Existing Land Use Policy Plan. Prior to annexation of the property, the Land Use Policy Plan (LUPP) identified these parcels within the “Southwest I Allowable Growth Area” and designated as Urban Residential. Upon annexation which was approved by City Council on December 22, 2015 the property was designated as “Village/Suburban Residential”, allowing for a broad range of residential development types. Areas annexed to the City are also categorized as New Lands within the LUPP.

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

Direction from Subject Property	Existing Land Uses
Subject Property	Farmland
North	Farmland and Single Family Homes
East	Single-Family Homes and Apartments
South	Highway 30 and Farmland/Homesteads
West	Farmland/Homesteads

Existing Zoning. The land was automatically zoned as Agricultural upon annexation. The site is bounded to the south by Highway 30 and to the west by County Line Road (S. 500th Avenue). Property to the east of the subject site is zoned Residential Low Density (RL) north of Mortensen Road and Residential High Density (RH) south of Mortensen Road. The property to the north is zoned Residential Low Density (RL). (See Attachment C)

The developers on the project are seeking rezoning to FS-RL and FS-RM which are both supported residential zoning designations under the Village/Suburban Residential Land Use designation. The proposed area for rezoning to FS-RL and FS-RM is reflected in Attachment D. Other zoning options the developer could seek are Village or a Planned Residential Development.

Proposed Floating Suburban Zoning

The applicant has requested FS zoning as an alternative to Village Residential Zoning as describe within the LUPP. FS zoning is an option that may be selected by an applicant to create a more homogenous development type as compared to the heterogeneous development pattern of Village Residential. With FS zoning there is an option for Residential Low or Residential Medium density zoning. FS-RL zoning allows for either single family attached or single family detached housing within the same zoning district.

Development within FS-RL zoning must reach a minimum density of 3.75 units per net acre and not exceed 10 units per net acre. FS-RM zoning allows for multi-family housing types at a medium-density range. Allowed uses are Independent Senior Living, apartments within buildings of 12 units or less, and attached single-family

homes. **Development within the FS-RM zoning district must achieve a minimum density of 10 units per net acre and shall not exceed 22.31 units per net acre. The 12 unit building size limit of FS-RM is a key design component and distinction between High Density Residential zoning districts.** Additionally, blending of net density between the FS zoning districts is not permitted as each FS type must stand on its own.

When considering the needs for multi-family dwelling types there are a number of factors to consider. The City has adopted a policy to evaluate all apartment development requests with the RH matrix (Attachment H), which addresses service levels and compatibility of the higher density uses with their surroundings. Another question to consider is the market need for multi-family and how does a request compare to the housing policies of the City and distribution of opportunities across the City. The LUPP describes apartment housing in New Lands as being accommodated through smaller building types at lower densities than the developments found within the core of the City and in RH developments. FS-RM zoning standards embody this vision through the site design standards and building size limits.

Additionally, the LUPP under Chapter 2, New Lands Policy Options, identifies an expected mix of land area as 80% single-family and 20% medium density for areas designated as New Lands. No one project must meet this mix, but continued evaluation of growth and development trends by the City is needed to track our growth and meet our targeted mix. As a whole, the City has achieved the targeted mix with approximately 13% (approx. 74 of 580 acres) of residential area in “New Lands/Near Term Lands” has been designated for multi-family housing since 2000. While there has been a significant increase in apartments across the City in the past 15 years, this has mostly occurred as RH development outside of the New Lands areas

Upcoming Major Apartment Project Construction Estimates

Unit Estimates & Year Open	2016*	2017	2018	2019
Proposed Crane Property (23 acres)		180	88	84
Village Park (proposed 20 acres)		80	60	60
S. Duff LUPP Amendment Brick Towne (proposed 40 acres with 700 units)		150	250	300
Stadium View (approved 198 units)	118	80		
122 Hayward (Campustown)		45		
Aspen Heights (North Parcel 10 acres)		135		
Sheldon/Hyland Campustown LUPP Amendment (proposed 1.5 acres)			160	
Rose Prairie (proposed 13 acres FS-RM)			?	?
S. 17 th 12 acres (12 vacant RH acres)		?	?	?
Quarry Estates (10 acres FS-RM)			?	?
Estimated Total	-*	670	548	444

**Does not include all projects that will be 100% complete in 2016.*

The above table identifies both sites that are area already zoned for apartment development and those that are in process of requesting apartment development.

This table should be regarded as best estimate available for number of apartments that may be approved and constructed in the near term. Staff notes that the estimated totals for 2017, 2018, and 2019 are likely at the high end of market acceptance in any one year and should not be read as predicting this level of construction.

Recent development trends of the past 6 years have yielded an average of building permits issued for 295 units and 725 bedrooms per year. The highest single year of construction was 2014 with building permits for 416 units and 1190 bedrooms. When considering our apartment construction it is important to note that student housing generally has a much higher ratio of bedrooms to units compared the standard multi-family housing that is built with mostly one and two-bedroom units. Building more typical apartment units would then increase the number of units built to yield the same number of bedrooms as compared to prior years.

Based upon staff's prior assessment of apartment development trends; vacancy rates; economic development; and university enrollment increases, there appears to be a sustainable near term demand for multi-family housing options at levels similar to recent years. Staff specifically believes that multi-family housing targeted to the workforce or the general housing needs of community, beyond student specific housing, has lagged in the past few years and that these types of multi-family are needed within the community. The applicant's Phase 1 apartment description fits staff's belief of apartment development that meets a broader market interest.

Master Plan. A Master Plan is intended to provide a general description of the intended development of a property. A Master Plan must address natural areas, buildable areas, building types, range of uses and basic access points, as described in zoning requirements of Section 29.1507(4) (see Attachment F).

The entire property has been in agricultural use for many years. The submitted Master Plan proposes areas for residential development on 36.7 acres of the property, the extension of the Mortensen Road right of way being accommodated on 5.25 acres of the site and common open space shown at approximately 3.21 acres. Additional areas of landscaping will be required under the FS zoning regulations to meet a minimum of 10% of the gross area and will need to be accommodated at the time of subdivision of the properties.

The Master Plan proposes a development pattern with distinct areas and a mix of housing types that include: single-family detached homes, single-family attached homes and multi-family units. The applicant describes a development of 55 units in the FS-RL area north of the proposed Mortensen Road extension. The development also includes a total of 352 multi-family units in the FS-RM portion of the site south of Mortensen Road ranging in unit size from 1-4 bedrooms for a total of 801 beds.

The minimum density for the area to be rezoned to FS-RL is 3.75 dwelling units per net acre. The Master Plan proposes net density for the area of approximately 3.9 dwelling units per acre, including both single-family detached and attached homes. The minimum density standard for the area to be rezoned to FS-RM is 10 dwelling units per

net acre. The Master Plan proposes net density for the area to be zoned FS-RM of approximately 15.6 dwelling units per acre. Full review of net acreage will occur with the subsequent preliminary plat subdivision review.

The Master Plan identifies one area of open space for the project on the current Master Plan. Suburban Residential (FS) zoning requires that a minimum of 10% gross area of the development shall be devoted to common open space. While this is not a requirement of the Master Plan such open space areas will be required to meet the minimum standard at the time of subdivision of the property.

Both attached and detached single-family homes are required be on individual lots. Layout and specific design of the site will be evaluated at the time of preliminary plat review. The attached single-family homes in the FS-RL zone will require an administrative site development plan review and apartments will require a major site development review after subdivision.

Based on discussions with the applicant, it is anticipated that full build out of the development would take place over multiple phases and over a time frame of approximately 4-5 years.

Staff generally supports the rezoning of the FS-RM area of the project for the apartments shown within phase one and phase two as noted on the plan because of the mix of unit types the applicant has proposed for the development. Being that unit types and bedrooms are not typically a requirement of a Master Plan, Staff would suggest that the complete description of the building types be noted as required for the future development. Staff has included recommendations in Alternative 1 to clarify the requirements of the master plan and building configurations in the different phases.

When evaluating the Master Plan for the phase three portion of the project, Staff believes there is an opportunity to have more flexibility for the western most 8 acres of the project area requested for FS-RM zoning that could allow for single family or multi-family options and allow for the city to better evaluate for housing needs. While apartments may be suitable and desirable for the site, if it is zoned as FS-RM and stated to be only apartments that forecloses future options for the land. Staff believes that the site may be conducive to development with attached single family options, small lot detached single family in addition to or in lieu of all apartments. If the Planning and Zoning Commission agrees, there are potential options under the code to allow flexibility in the later phases of the development to better evaluate the housing needs at the time of development.

The Commission could consider the option recommended by staff as part of Alternative 1, which includes revising the Master Plan to allow for both apartments and single family attached and detached housing options within phase three of the development. This would build into the Master Plan the options for a broader allowance for housing types into the end stage of the development prior to site plan approval. Other options could be also be considered for the rezoning of the property if the Commission believes phase three of the project should address a larger proportion of single family detached or attached housing to be more in line with the intent of the LUPP for support of single

family housing in the new lands areas. Rezoning the third phase of the project to FS-RL would eliminate the allowance for apartments and would permit only single family detached or single family attached housing types, configuration of the site would then be done through subdivision review. Alternatively, the zoning could also remain Agricultural for phase three at this time, allowing for the remaining portions of the project to move forward, however, this would require the applicant to request a rezoning at a later date for that portion of the project and create an outlot for deferred development as part of a subsequent subdivision.

Access. The Master Plan includes two access points with existing streets, Mortensen Road and Wilder Avenue. With the phasing of the project beginning from the east side of the site, both connections will be the first accesses constructed. However, it is expected that the Mortensen Road will eventually connect to County Line Road (500th Avenue), if and when the property to the north develops. The west area of the site will also require constructing a residential collector street to be stubbed to the north to facilitate future development connecting to Mortenson Road.

The Master Plan shows Mortensen Road being the central transportation corridor on an east-west alignment through the site. This corridor will provide facilities for motor vehicles as well as for pedestrians and bicycles with the extension of the shared use path along the south side of Mortensen and the continuation of the sidewalk network along the north side of Mortensen and along the other internal street connections. Internal circulation for vehicles, bicycles and pedestrians will be reviewed at the time of subdivision and site development plan approvals.

Infrastructure. As part of a rezoning request, the City reviews the potential to serve development with City utilities. City of Ames existing sewer mains extend to the north and east property lines at Mortensen Road and Wilder Avenue. Utility connections will be verified at the time of site development based on the use(s) and site layout proposed.

Generally, single-family homes are proposed north of a Mortensen Road connection with apartments proposed south of the Mortensen road extension. Public Works has received general information from the developer regarding sewer loading information for the development which will need to be reviewed prior to approving rezoning of the property. That information has been sent to the City's consultants who are reviewing it based upon current sewer capacity. Once the sewer study capacity results are completed, staff will work with the developer to address any mitigation, if needed, prior to rezoning of the property.

This area lies within the City's water service territory. The property does contain an existing 16" water main which bisects the site from the end of existing Mortensen Road to the water tower property on S. 500th Avenue. Water supply is available and adequate to serve the site. Utility connections will be verified at the time of site development based on the use(s) and site layout proposed.

Electric service is split for the property, with the City of Ames providing electric service for the east half of the site and Alliant Energy providing service for the west half.

A traffic study was prepared by the applicant at the direction of the City's traffic engineer. The study reviewed the current conditions of the area at seven local street intersections for both the proposed development at buildout and the anticipated 2040 future development in line with the Long Range Transportation Plan. The study evaluated the current conditions, and the impact of the proposed anticipated additional trips generated from the proposed development and found there was little impact from the proposed development on the current system. There was some decrease in the level of service of the system when reviewed in combination with the estimated 2040 development condition with future growth anticipated east of County Line Road north to Lincoln Way, however, generally the review was in line with the Long Range Transportation Plan.

CyRide. Currently, CyRide has a route that terminates at the end of Mortensen Road abutting the subject property. CyRide noted that they would not be adding additional service to the area. Residents wishing to use the bus would need to walk to either the Purple or Red routes stops located further east along Mortensen Road. Purple route service is very limited and only operates 5 times a day Monday through Friday. However, Red route runs 7 days a week with very frequent service, but the closest stop to the proposed development would be at Mortensen Road and Dickinson Avenue.

The relocation of the current CyRide turnaround was discussed with the applicant, however, at this time no formal plans have been reviewed. Any changes to the turnaround can be addressed in conjunction with the major subdivision for the property.

RH Site Evaluation Matrix

The RH Site Evaluation Matrix has been completed and attached to the report for this site to review for the apartments proposed for the site (See Attachment H). Staff overall viewed the site to rank high in areas of proximity to daily services and amenities, opportunities for variety of housing types, connectivity of bike and pedestrian access, and integration of the development into the existing neighborhood. The site being located along Mortensen Road and Wilder Avenue allows for an easy integration with the neighborhood to the north and offers connection and access to the existing neighborhood through the street connections and the connection and extension of the existing shared use path along Mortensen Road. Its location also allows for access to the school and park amenities within the existing neighborhood and offers more than one housing type for a variety of housing choice within the neighborhood. The site ranked low due to the majority of the site not being adjacent to a CyRide stop and the distance in excess of ¼ mile to a transit stop for CyRide. The site is also separated from employment centers and the University and necessitates extended emergency response time for the site.

Capital Investment Strategy. The location of the subject property is within the Southwest 1 Allowable Growth Area of the LUPP. The Southwest 1 growth area was further described in the LUPP as an incentivized growth area which states, where Suburban Residential development occurs, the incentive provision of the Capital Investment Strategy will pay the costs associated with over-sizing infrastructure improvements if the improvements are determined necessary to meet future planning

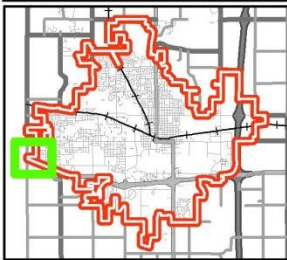
objectives within and outside the time frame of the LUPP and deemed fiscally responsible and appropriate by the City.

The applicant has requested that the city contribute financially to the costs associated with the Mortensen Road improvement. This is a financial consideration for the City Council and not directly related to the rezoning request. An agreement will need to be drafted and approved by the City Council for any financial contribution for the improvements prior to approval of the subdivision.

Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property. As of this writing, no comments have been received.

Attachment A

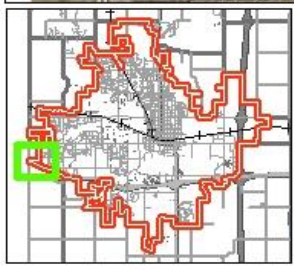
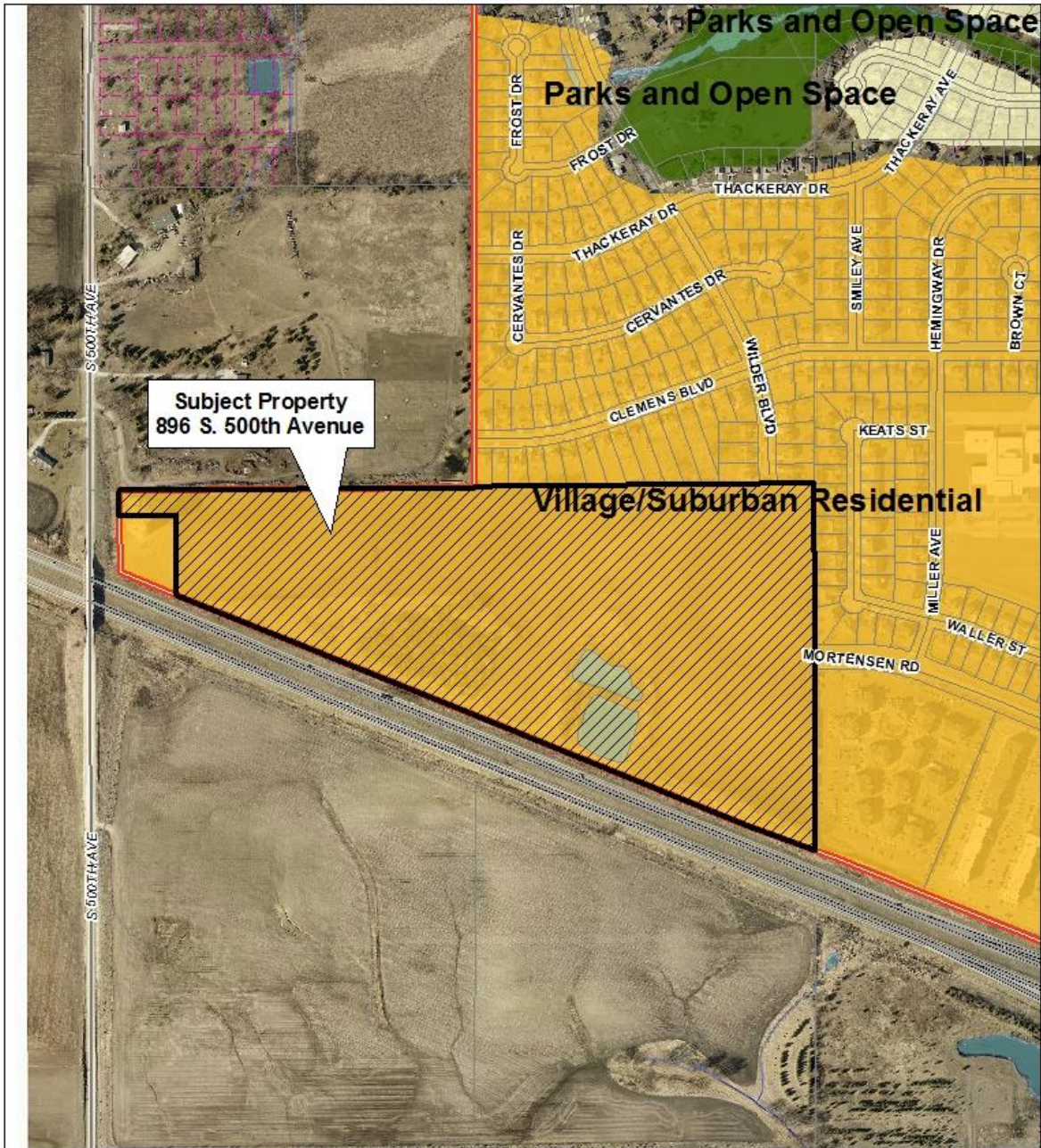
Location Map



Location Map
896 S. 500th Avenue

Attachment B

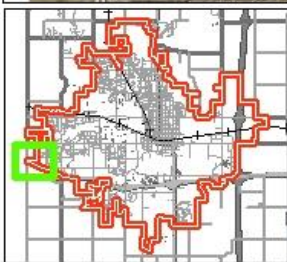
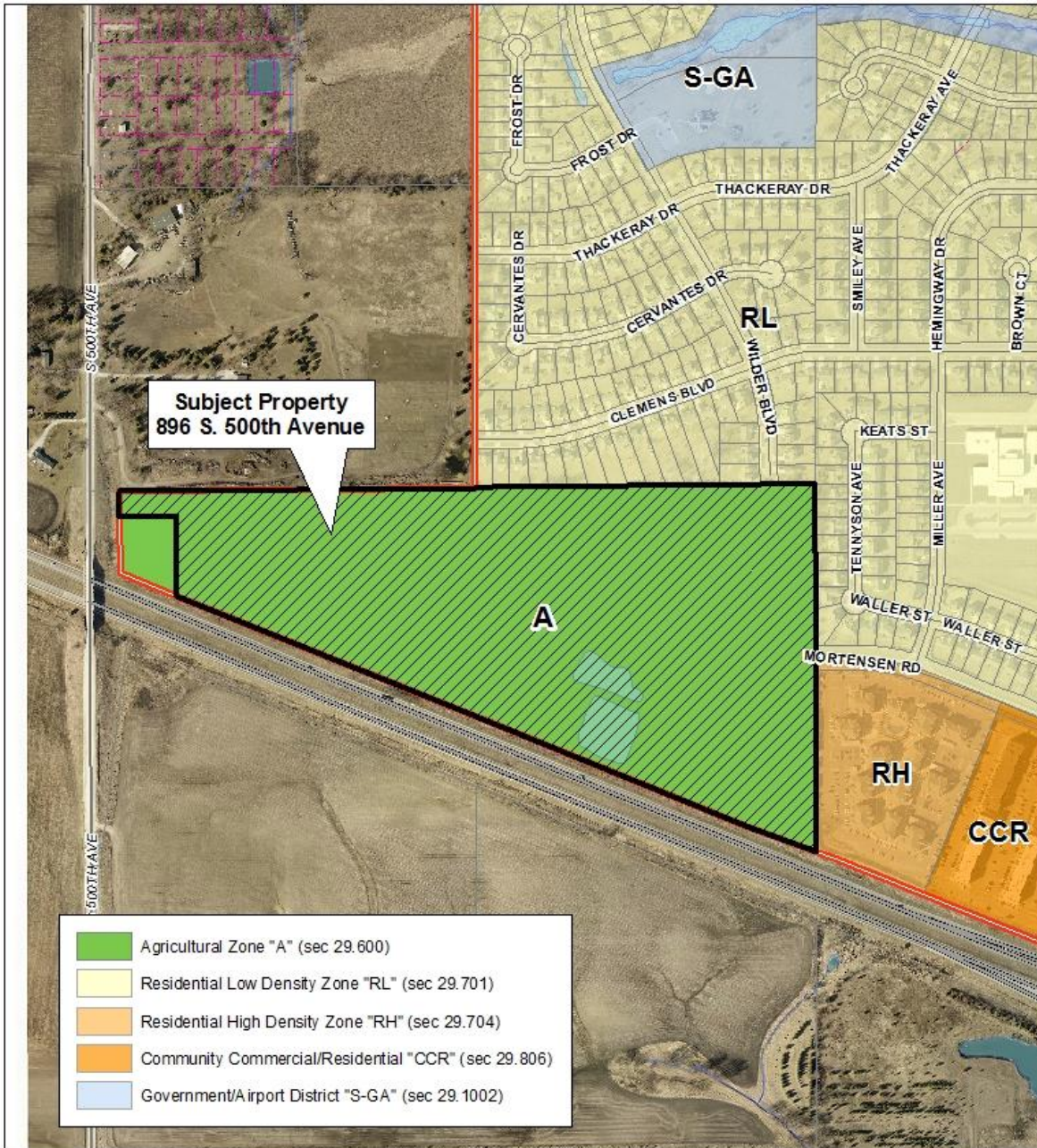
Land Use Policy Plan Map



Land Use Policy Plan Map
896 S. 500th Avenue

Attachment C

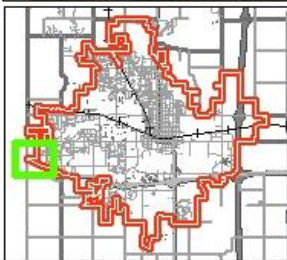
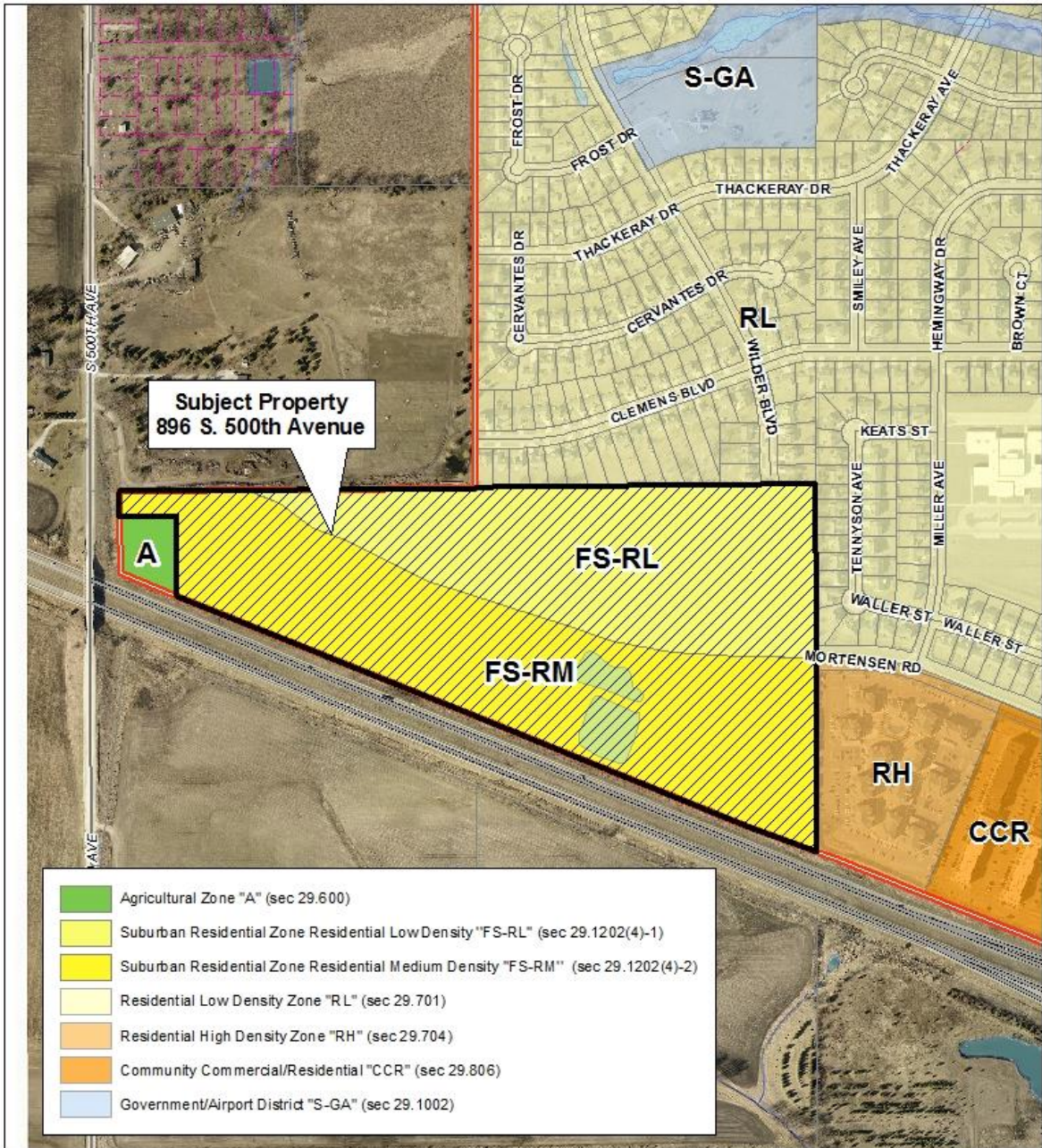
Existing Zoning



Existing Zoning Map
896 S. 500th Avenue

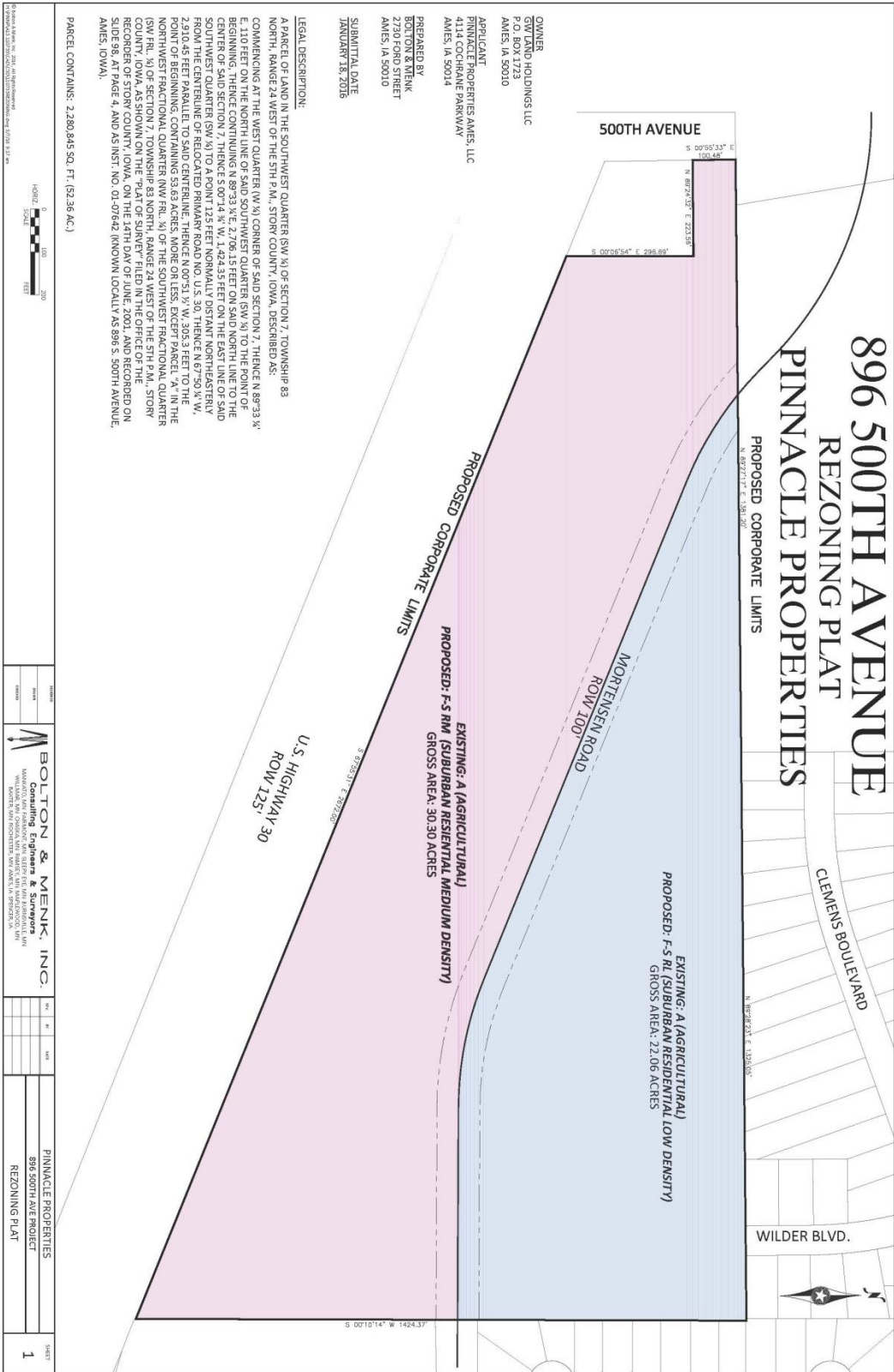
Attachment D

Proposed Zoning



Proposed Zoning Map
896 S. 500th Avenue

Attachment F Rezoning Plat



Attachment G

Applicable Regulations

- 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 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.

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.

Attachment H

RH Matrix Checklist

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	
Continued next page...			

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