

**COUNCIL ACTION FORM**

**SUBJECT: LAND USE POLICY PLAN MAP AMENDMENT TO PLACE A CONVENIENCE COMMERCIAL NODE NORTH OF THE INTERSECTION OF STANGE ROAD AND BLOOMINGTON ROAD**

**BACKGROUND:**

The applicant, Uthe Development Company represented by Chuck Winkleblack, is requesting an amendment to the Land Use Policy Plan map to place a Convenience Commercial Node at the intersection of Stange Road and Bloomington Road. The Node will have use limitations consistent with Resolution No. 07-528, which amended the Plan in December 2007. The Land Use Policy Plan map identifies the area lying north of Bloomington Road and between George Washington Carver Road and the railroad tracks as Village/Suburban Residential. It has been platted, rezoned, and developed under Suburban standards. The proposed map amendment would place a Convenience Commercial Node (CVCN) land use designation at the intersection of Stange Road and Bloomington Road. Uses proposed for this CVCN include a convenience store, grocery store, medical office and clinic, and car wash. The developer intends to follow-up the map amendment with a rezone of this area to Convenience Commercial Node. Associated applications will also include a replat of a portion of Northridge Heights to reflect the lots included for the CVCN uses and an amendment to the Northridge Heights Master Plan to reflect the rezoning and preliminary plat changes. Applications for these actions have been submitted and will appear on a future Planning and Zoning Commission agenda.

In July of last year, the Planning and Zoning Commission was presented with a request to rezone this same property to Convenience Commercial Node. Staff recommended denial as the rezoning was not consistent with the text of the Land Use Policy Plan. The Commission voted to recommend denial of the rezoning to the City Council. However, the request was withdrawn prior to being placed on the Council agenda.

In August 2007, the applicant came forward with a request to amend the language of the Land Use Policy Plan to accommodate exceptions to the location requirements of a Convenience Commercial Node. The proposed language was recommended for approval and forwarded to the City Council. The City Council failed to approve the proposed amendments at their meeting on September 11, 2007. Two weeks later, the Council provided further direction to staff as to how a text amendment to the Land Use Policy Plan might be developed and with what exception criteria.

Subsequently, staff developed proposed text changes to the Land Use Policy Plan and submitted them to the Planning and Zoning Commission at their November 28, 2007 meeting. The Commission recommended approval and the proposed changes were forwarded to the City Council for approval at their December 18, 2007 meeting. At that meeting, the City Council amended staff's recommendation and approved Resolution No. 07-528. That resolution amended pages 56, 57 and 62 of the Land Use Policy Plan to potentially allow Convenience Commercial Nodes within one half mile of a village, subject to the following criteria:

1. *A Convenience Commercial Node may be allowed if it is with ½ mile from an existing area zoned for Village Residential; and*
2. *There can be no more than one Convenience Commercial Node allowed under this exception for each Village; and*
3. *The uses allowed in the proposed Convenience Commercial Node under this exception are restricted to a convenience store (which may include gasoline and food sale—no sit down restaurants), grocery store, medical offices and clinics, and car washes, as long as the uses are not already present in the neighboring Village; and*
4. *There is no additional vacant land remaining in the nearby Village suitable for a convenience store, grocery store, medical offices and clinics, and car washes; and*
5. *The proposed Convenience Commercial Node will not create adverse impacts to existing infrastructure; and*
6. *The proposed Convenience Commercial Node is consistent with all other goals and objectives of the LUPP; and*
7. *Implementation of the use restrictions allowing a Convenience Commercial Node under this exception is assured through a “developer’s agreement” which must be finalized prior to the City Council’s final zoning approval.*

Staff now finds that the proposed land use designation complies with the locational criteria for Convenience Commercial Nodes provided that it can meet the exception criteria defined on page 57 of the LUPP. These criteria allow only four proposed uses provided they are not currently found in the village or the village is currently unable to provide a location for them.

**Staff Analysis:**

Staff reviewed existing uses and conditions in Somerset to determine if the proposed uses either exist in Somerset or could yet be located in Somerset based upon the suitability of existing spaces and vacant land.

Staff finds that the uses currently within Somerset do not include a convenience store, grocery store, or car wash. Staff has inventoried the vacant land in Somerset—the largest parcel, exclusive of the school site, appears to be southeast of the intersection of Northridge Parkway and Stange Road. This is the parcel that was intended for a convenience store. It is approximately one acre. There are also a number of smaller parcels on the west side of Stange Road, on the north side of Northridge Parkway, and on the south side of Aspen Road. These allow for only smaller square footages (1,800 square feet to 4,848 square feet) and share parking facilities in the rear. The school site itself is under consideration by an Ames School District committee as a parcel that they may recommend be sold, along with several other sites in the district. However, any final decision concerning this site may take some time.

Convenience Store—Currently, there is no convenience store in Somerset. Staff is aware that the vacant site at Stange Road and Northridge Parkway was intended for development as a convenience store. That property is now owned by the Ames Racquet and Fitness Center. Ownership, however, does not make a parcel “unsuitable” for uses allowed in the district. Staff is aware of the attempts to market the site as a convenience store and the resistance of most convenience store corporations to change their standard building and

site design to fit into a more urban, pedestrian-scale neighborhood such as Somerset. Corporate design preferences do not necessarily render the site unsuitable for a convenience store. However, staff is also aware that the proposed LUPP amendments are to allow a car wash—a use more commonly provided with a convenience store. To pair a convenience store with a car wash would require a larger parcel than available in Somerset. Staff believes that there is no suitable vacant land in Somerset for a convenience store and associated car wash. *Staff concludes that the use criteria for a convenience store (if associated with a car wash) have been met.*

**Grocery Store**—There is no grocery store in Somerset. Staff is aware of the general location and site requirements of a grocery store. The one-acre vacant parcel may accommodate a smaller specialty shop or gourmet foods store, but not a grocery store of a scale as suggested by the developers. Staff believes that there is no suitable vacant land in Somerset for a grocery store. *Staff concludes that the use criteria for a grocery store have been met.*

**Medical Offices and Clinics**—The applicant acknowledges that there currently is a McFarland Clinic for sports medicine and physical therapy in Somerset. The Ames Zoning Ordinance defines a “clinic” as “a building designed and used for medical, osteopathic, dental or surgical diagnosis or treatment of patients under the care of doctors and/or nurses, with no overnight boarding.” Under this definition, it appears that the sports clinic is not a clinic as only physical therapists are on site. However, there is a dentist in Somerset at 2720 Stange Road. This fits the definition of “clinic”, so technically, under the use criteria of the LUPP text, it precludes allowing a medical office and clinic at the nearby CVCN.

Even if the dental clinic were not an issue, staff believes that the large vacant parcel located at Stange and Northridge is “suitable” for a medical clinic based upon a comparison of this site with a comparable clinic facility at 1018 Duff Avenue, McFarland Clinic East. It is 0.58 acres (about two-thirds the size of the vacant parcel in Somerset). It contains a two-story clinic (one story underground) of about 12,000 square feet. It also has available parking on-site. The vacant Somerset parcel is fifty percent larger so it would accommodate even more parking or square footage of building. In addition, there is a common parking area in the rear of the Somerset site.

The applicant provides three arguments as to why this site is unsuitable. The applicant states that this vacant Somerset parcel is owned by Ames Racquet and Fitness Center and their intent is to build and expand their existing use onto that site. The applicant also states that the parking needs of a primary care facility (14-16 spaces per 1,000 square feet) is much greater than the parking provided for Somerset, which was anticipated to be 4 per 1,000 square feet. The applicant, while acknowledging that no site design has been developed, states that the design criteria of build-to lines along a minimum of 75 percent of the lot frontage creates challenges that can't be overcome.

This applicant's first point is problematic in that such an expansion by Ames Racquet and Fitness would not be allowed under zoning regulations. Current regulations limit fitness clubs to 23,000 square feet on a single floor; the current facility is near or at that limit. Also, ownership is not a consideration under the exception criteria of the LUPP—only “suitability.” The second point, that there is not enough parking, addresses “desired” parking as opposed to “required” parking. The third point, site design issues, is not an

issue, in staff's opinion, in that other, similar office sites have been developed under the same guidelines in Somerset.

In addition to the vacant land that staff believes is suitable for construction of a clinic, there are a variety of existing commercial spaces in Somerset that appear vacant. These vacant spaces could be suitable for medical office and clinics, as well as for general office and retail uses. A windshield survey reveals about ten percent of the built space is not yet occupied. The applicant also acknowledges in his submittal that "There is vacant ground as well as a few buildings setting vacant that are suitable for medical offices and clinics." This certainly gives credence to staff's opinion that there is suitable space in Somerset for a medical office and clinic.

*Staff is unable to conclude that the use criteria for medical office and clinic have been met in that, strictly speaking, there exists such a use in Somerset (dentist office) and that there is vacant land in Somerset suitable for another such use.*

**Car Wash**—There is no car wash in Somerset. Again, staff is aware of the difficulties in placing a vehicle-oriented use in the urban, pedestrian-scale neighborhood of Somerset. Staff believes that there is no suitable land in Somerset for a car wash. *Staff concludes that the use criteria for a car wash have been met.*

**LUPP Policies.** Staff has reviewed the policies and goals of the Land Use Policy Plan with the proposed map amendment and found that the amendment is generally consistent. The applicant has provided substantial comments on this item. They are included as an attachment to this report. *Staff finds that the proposal is consistent with the goals and policies.*

**Conclusions.** Based upon the findings of the above analysis, staff concludes that:

- The location criteria requiring a distribution of Convenience Commercial Nodes of about one mile has been met.
- The location criteria that a Convenience Commercial Node be not closer than two miles to an existing neighborhood commercial area, convenience commercial node, and/or village commercial center except that this proposed node is within ½ mile of a Village; that there is only this Node serving that Village; and that this Node will not create adverse impacts on infrastructure has been met.
- That this site is in the Near Term Land area and is thus subject to the above locational criteria has been met.
- That the use criteria for a convenience store have been met.
- That the use criteria for a grocery store have been met.
- That the use criteria for a medical office and clinic have not been shown to be met.
- That the use criteria for a car wash have been met.
- That the goals and policies criteria have been met.

**Planning & Zoning Commission Public Input.** At the Commission meeting, Chuck Winkleblack spoke in favor of the application. His belief is the large vacant parcel in Somerset is not available for a medical clinic as it is owned by others, that the parking

needs of a medical office and clinic are greater than that available in the village, and that the village design standards make development of that parcel impossible.

Dr. Wendy White spoke in opposition to the proposed change in the LUPP map. Her belief is that no commercial development at this site is justified and is inconsistent with the Land Use Policy Plan until the recent change. Furthermore, the scope and scale of the development is inconsistent with the residential character of the neighborhood. Cathy Stahlman provided written comments in opposition to the proposed change. These written comments are attached.

**Recommendation of the Planning & Zoning Commission.** At its meeting of April 16, 2008, with a vote of 7-0, the Planning & Zoning Commission recommended that the City Council modify the proposed amendment to the Land Use Policy Plan map to place a Convenience Commercial Node at the intersection of Stange Road and Bloomington Road and to support, within the Convenience Commercial Node, the allowed uses of convenience stores, grocery stores, and car washes based upon findings of staff.

The Planning and Zoning Commission also encouraged the Council to discuss the inclusion of medical offices in that area and as part of that inclusion, better define what might be acceptable as medical offices within the Convenience Commercial Node. The Commission also encouraged the City Council to incorporate into that discussion language about the size and scale of medical offices.

#### **ALTERNATIVES:**

1. The City Council can approve the proposed amendment to the Land Use Policy Plan map to place a Convenience Commercial Node at the intersection of Bloomington Road and Stange Road and retain convenience stores, grocery stores and car washes as allowable uses but to exclude medical offices and clinics from the allowed uses in the Convenience Commercial Node by accepting staff's conclusions that such a use already exists in the nearby Village and/or that suitable land exists in the Village for such a use.
2. If it finds that all the location and use criteria are met, the City Council can approve the proposed amendment to the Land Use Policy Plan map to place a Convenience Commercial Node at the intersection of Bloomington Road and Stange Road as proposed by the applicant
3. The City Council can recommend denial of the map amendment by finding that none of the location or use criteria are met.
4. Action on this request can be postponed and referred back to City staff and/or the applicant for additional information.

## **MANAGER'S RECOMMENDED ACTION:**

Until recently, the LUPP text prevented Convenience Commercial Nodes (CVCN) from being located any closer than two miles from a Village. Then on December 18, 2007, the Ames City Council approved a change in the LUPP that created an exception whereby grocery stores, convenience stores, car washes, and medical offices and clinics could be allowed in a CVCN that is within ½ mile of a Village. However, the right to these limited uses in a CVCN is not absolute. The City Council formulated specific criteria that are to be used in determining whether each of the above uses is eligible for this CVCN exception.

With the modified text now in place, the City has received its first request to take advantage of this exception. Therefore, this is also the first instance where the staff has needed to interpret the City Council's criteria for granting the limited number of uses in the CVCN near a Village. **As you can see from the analysis in this case, staff is able to conclude that convenience stores, grocery stores, and car washes meet the exception criteria and should be allowed in the proposed CVCN.**

In regards to medical offices, however, staff found it very difficult to interpret the City Council's intent related to the "vacant and suitable land" criterion in order to determine if the proposed use qualifies for the exception. **Given the lack of clarity in this criterion, staff is unable to conclude that medical offices should receive the exception. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, which will authorize a change in the LUPP map to designate a CVCN north of the intersection at Stange Road and Bloomington Road with allowed uses to include a convenience store, car wash, and grocery store.**

Like the Planning and Zoning Commission, the staff is suggesting that the City Council analyze the request to include medical offices at the site and determine whether it meets the criteria established in the LUPP. If the Council concludes that all of the criteria have been met for medical offices, then Alternative #2 should be approved.

1. *Explain the consistency of this proposal with the goals and policies set forth in the LUPP:*

GOAL #1:

“.....manage growth within the context of the community’s capacity and preferences.”  
This site is preferred by numerous neighborhood residents and businesses, and is within the community’s capacity for this type of development.

1. A) This creates a regional employment and market base in this area.
1. B) This is economic development.
1. C) This supports the capacity for growth and in inside current City Limits.

GOAL #2

This site utilized existing developable land. It also does not harm existing character, location, or compatibility with the area’s natural resources and rural areas.

2. A) This land is currently in the City Limits.
2. B) This land is accommodating to commercial development.

GOAL #3

This site conforms to all City standards with regards to “environmental friendliness”.

3. A) This site conforms to City standards for conserving water resources utilizing ponds for the storage and timed release of storm water.
3. B) This site has plans for a bike path and a Cy-Ride route through Stange Road.
3. C) This site meets all city standards regarding all types of pollution.

GOAL #4

This development creates a greater sense of place by creating amenities that aren’t currently available in this neighborhood.

4. A) This development will provide amenities in an accessible and readily identifiable area. This site will contain a mix of path and sidewalk.
4. B) This site will physically connect to other areas via: CVCN→FS-RM→FS-RL through paths, sidewalks, and streets.
4. C) This site will be psychologically connected using the design standards provided by the City and the interwoven paths and sidewalks.

#### GOAL #5

This development will include installation of infrastructure at the same time of the commercial development.

- 5. A) This site has adequate land and infrastructure to meet the development needs.
- 5. B) This is all private capital investment
- 5. C) This is development in both infill and emerging development.
- 5. D) The developer bears all costs for the development.
- 5. E) No planning with other agencies is needed.

#### GOAL #6

This will increase the supply of housing by adding more interest to the area.

#### GOAL #7

This site will utilize more efficient use of personal automobiles by providing amenities closer to their residence.

- 7. A) This site will include bus, auto, bicycle and pedestrian elements.
- 7. B) This development will be linked to other areas along the arterial streets adjoining the site.
- 7. C) This transportation corridor is an extension of existing corridors.
- 7. D) Intersection movements will be enhanced with left turn lanes, a traffic signal, and road widening.

#### GOAL #8

No effect on downtown - - different types of business.

#### GOAL #9

This development creates an expansion of the economy in the City of Ames.

- 9. A) This site will contain small-medium businesses to promote job growth.

#### GOAL #10

This site does not harm Ames' cultural, architectural, or historical heritage.



2. *Demonstrate why the LUPP Map designation for this property should be changed. Explain why the site cannot be reasonably developed under current designation.*

A text amendment to the LUPP was made in December 07 to accommodate convenience commercial nodes in close proximity to village development. The site could be developed as all multi-family however the developers believe that this is a much better use for the city at large.

The property is currently zoned FS-RM which will not allow commercial development.

3. *Determine if there is a lack of developable property in the City, which has the same designation as that proposed. If not, explain the need for expanding the amount of land included in the designation proposed for this property.*

There is currently only one other convenience commercial node in Ames. It is located on West Lincoln Way in the Sunset Ridge development. That node has no impact on this proposed change and changing the LUPP map and adding a convenience commercial node to the proposed location will have no affect on the development in West Ames.

This is a localized issue, developers have tried for years to get the proposed uses developed in the area and have been unsuccessful in their efforts. With over 2,300 dwelling units within walking distance there is a need for these neighborhood scale services. There is only one car wash North of the of the rail road tracks just North of Lincoln Way and it has only one stall.

4. *As a result of this action, will there be an adverse impact upon: A) other undeveloped property in the designation for this site or B) other developed property in the designation proposed for this site, which may be subject to redevelopment/rehabilitation.*

The developers believe that the proposed change will have no adverse impact. In fact the developers believe the impact will be very positive for all of North Ames.

There is no other property in close proximity that has the proposed zoning designation. The owners of the Somerset commercial businesses in close proximity to the proposed site embrace and support the zoning request. There is no longer undeveloped land for these types of uses to develop on. The other commercial designation (a further distance away) don't view what the developers are proposing as competing for the same tenants. This is a new area of town, there are no real possibilities for redevelopment in the area.

5. *Demonstrate that the new designation of the site would be in the public interest. What is the public need or community benefit?*

What is being proposed has been sought for North Ames for almost ten years. The developers have been trying to get a convenience store with a car wash, grocery store for years. Part of the land use policy plan calls for primary care facilities to develop in residential areas due to lack of land around the hospital and McFarland Clinic. For a variety of reasons that have been discussed on numerous occasions, these uses are not able to develop in Somerset Village.

The residents in the area have been asking for a grocery store and a convenience store for years. We have collected a petition with over 250 signatures at the time of the application. 2 years ago when we had college students survey the neighborhood, the response was 75% in favor to 25% opposed or needed more information. The public would be served by keeping these residents in the neighborhood in which they live therefore cutting down on vehicle trips across town. The greater public good would increase by increasing the tax base and increasing the types of shopping opportunities.

## **Impact of Proposed Changes**

### ***Transportation***

The Public Works department has received a revised traffic operations report addressing the impacts of the proposed change. It is anticipated that the proposed commercial area will have no significant impact on the study area network.

### ***Sanitary Sewer***

The current design of the sanitary sewer for the area is an 8-inch line. Following the SUDAS design guidelines for sanitary sewer design (3B-1), the peak flow rate for 10 acres of residential medium density is approximately 0.02 cubic feet per second (cfs).

Following the same SUDAS guidelines for the proposed 10 acre commercial area, the peak flow rate is approximately 0.08 cfs. This is a difference of only 0.06 cfs. The 8-inch sanitary sewer proposed for this development can carry a maximum flow of 0.77 cfs when installed at minimum slope. The 8-inch pipe proposed for this development will have more than enough capacity to accommodate the proposed change in land use.

### ***Water***

An existing 16-inch water main is located north of Bloomington Road, south of the area in question. A 12-inch water main is proposed for both the current design (FS-RM) and the proposed design (CVCN). The 12-inch main will run parallel to Stange Road and loop throughout the site as shown on the Preliminary Plat for Northridge Heights.

All applicable codes with regard to fire protection will be met under both scenarios.

### ***Storm Sewer***

Storm water management for this area has been provided for with detention ponds built in previous additions of Northridge Heights. The Storm Water Management Plan was submitted and approved with the Preliminary Plat of Northridge Heights. The current design (FS-RM), by City Code, is less stringent on greenspace requirements than the proposed design (CVCN). For instance, a parking lot in an FS-RM area could be built to within 5 feet of the property line; whereas a parking lot in an CVCN area may not be built closer than 25 feet from the property line in the front yard. Therefore, the storm water management required for the proposed design (CVCN) will be no more than the existing design (FS-RM).

### ***Housing and Employment***

The current use for this site is FS-RM. The minimum density of an FS-RM site is 10 units per acre. There would be at least 100 dwelling units, most likely apartments, located throughout this 10 acre parcel.

The expected change to CVCN would create many opportunities for employment. The grocery store alone could employ 10-15 full-time staff along with a part time staff of over 65 people. A medical facility could employ 30-40 full time staff, along with numerous part time staff. The opportunity to shift this area from apartments, although losing dwelling units, would create many new employment opportunities for the City of Ames.

## City of Ames request for additional information

1. The exception criteria for a rezone requires that the applicant demonstrate that:
  - a. The uses allowed in the proposed Convenience Commercial node under this exception “are not already present in the neighboring Village”
  - b. There is no additional vacant land remaining in the nearby village suitable for a convenience store, grocery store, medical offices and clinics, and car washes.”

In order to determine that the proposed meets the above criteria, please provide information on any existing medical office and/or clinic space within the Somerset Village, and also information describing any available office space within the Somerset Village. (Medical Clinics fall under the “office use” category as defined in Table 29.501(4)(2) in Ames Municipal Code Section. This information will help both the Planning & Zoning Commission and the City Council determine if the criteria for rezone have been satisfied.

## Uthe Developments Response

1. a. The Developers are requesting approval for a convenience store, car wash, grocery store and primary care medical facility. None of those are currently present in Somerset Village. McFarland Clinic has a sports medicine and physical therapy clinic in Somerset. The developers do NOT profess to be experts in medical office design or terminology; however, our discussions with those professionals in the medical field have indicated to us that they have looked at Somerset Village for primary care facilities and have come to the conclusion that the parking is far below an acceptable level. Somerset Village was required and designed to have shared parking. The parking lots were built to have 4 to 5 parking spaces for every 1,000 square feet of building area at final build out. The sports medicine and physical therapy can function with the other retail and office uses at four to five parking stalls per thousand square feet of building area. Primary care needs fourteen to sixteen stalls per thousand square feet of building area. The reason for the drastic difference in parking requirements is because rehabilitation and therapy services are typically one on one relationships. There is only one patient to see or work with one doctor or therapist. In a primary care setting one doctor could have several patients at a time receiving care and waiting to be seen. For every doctor on staff, primary care facilities may have ancillary staff of 4 to 6 people per doctor including nurses, lab techs, x-ray techs and office personal.

1. b. All of the land in Somerset Village has been platted into smaller building lots with shared parking (see attached plat). There are no parcels left of suitable size for a grocery store. There is a lot at the SE corner of Stange and Northridge Parkway that was originally planned for a convenience store. The developers, city staff, and other members of the general public worked for almost 10 years to develop that corner into a convenience store without success. Subsequently, the developers sold the property to the Ames Racquet and Fitness Center. The Ames Racquet and Fitness Center intends to hold on to the property for potential future expansion of goods and services and is not willing to sell the property at this time. The developers have had multiple car wash vendors attempt to develop a site plan for a car wash in Somerset Village; however, the design guidelines for the village make that a very difficult project due to the conflicts between the mandatory build to lines and the requirement for the staging and stacking of vehicles. There is vacant ground as well as a few buildings setting vacant or under construction that are suitable for medical offices and clinics. Somerset currently has a dentist and McFarland Clinic sports medicine and physical therapy clinic. We continue to have on going discussions with eye care providers, chiropractors, and other specialty medical clinics. It is the hope and desire of the developers to have those types of medical offices in the village. Most of the inquiries that we have had are in the 2,000 to 3,000 square foot range for the specialty providers.

#### City of Ames Request for additional information

2. The stated purpose of the Convenience Commercial Node is to encourage “the small-scale retail and service uses for nearby residents”, and to restrict such uses in “size, scale, materials, and use to promote a local and compatible orientation with and to limit adverse impacts on nearby residential areas.” (See Ames Municipal Code Section 29.907(1)). To determine if the propose clinic meets this stated purpose, and to also determine if the area of the proposed rezone is appropriately sized for the clinic, please provide information on the anticipated size of the proposed clinic.
2. The lot that is being proposed for primary care medical facilities is approximately 3 acres. The developers do not have any signed options, purchase agreements, or letters of intent with a medical provider; however, we have had on going discussions with people in the medical business. Those preliminary discussions indicated that they were considering a building with a foot print of approximately 8,000 to 10,000 square feet. A new building will likely have a canopy on the building to accommodate dropping off and picking up patients so they are out of the weather. The additional square footage for the canopy would likely be in addition to the square footage used internally in the building. It is important to stress that this is very difficult for us guess

what the size of the building may be. The developer's goal is to get the LUPP map amendment and rezoning approved and then enter into a purchase agreement with a provider.

The CVCN node is limited to a maximum of 100,000 square feet of total buildings. The grocery store is limited to 35,000 square feet. Most convenience stores and car washes would be only a few thousand square feet so we are a long ways a way from the total allowable for the zone. Parking and landscaping will play a big part in the site plan and ultimate size of the building along with the current needs of a medical provider and some potential room for growth in the future.

# LAND/USE POLICY PLAN MAP (LUPP) (Inside-Ames City Limits)

PROPOSED CONVIANCE COMMERCIAL NODE

## Residential Land Uses

- Low-Density Residential** - Single-family residential uses with a maximum net density of 7.26 dwelling units per net acre.
- Medium-Density Residential** - Single-family, two-family, multi-family and manufactured residential uses with a minimum net density of 7.26 dwelling units per net acre and a maximum density of 22.31 dwelling units per net acre.
- High-Density Residential** - All multi-family residential uses with a maximum net density of 22.31 dwelling units per net acre.
- Village Residential** - All single-family, two-family, multi-family and manufactured residential uses that involve more than a net density of 8.0 units per acre with supporting commercial uses.

## Commercial Land Uses

- Highway-Oriented Commercial** - commercial uses that are associated with strip developments along major thoroughfares. Floor area ratios are between 0.25 and 0.50 depending on location.
- Convenience Commercial** - clustered convenience commercial land uses in residential areas that are associated with specific uses that are associated with design features that provide for more suburban residential subdivisions designed to accommodate the vehicular mobility associated with conventional residential development while maintaining pedestrian access to commercial uses.
- Regional Commercial** - regional-scale commercial uses that are associated with major retail and service centers near limited-access thoroughfares. Floor area ratios are 0.5 and higher.
- General Industrial** - industrial uses that involve a clustered/industrial park setting in order to achieve greater integration of uses, where overall use and appearance requirements are less restrictive.

## Industrial Land Uses

- General Industrial** - industrial uses that involve individual siting in designated areas where overall use and appearance requirements are less restrictive.
- University/Affiliated** - facilities associated with the Iowa State University campus and affiliated research and agricultural farms.
- Environmental** - sensitive areas, flood-prone areas, wetlands, waterbodies and designated natural resources that should be protected from detrimental use. May or may not be suitable for development.
- Public-Use** - public-use areas that are associated with public-owned facilities for administration and services, plus general aviation.
- Medical** - typical uses include hospital, outpatient diagnostic and surgical centers and specialized treatment facilities that involve extended stay.
- Greenway** - streamways, plus parks and open space linkages to create a continuous "greenway" system through designated areas of the community.
- Elusive Park Zones** - general areas (or zones) where future parks may be located.

## Other Land Uses

- University/Affiliated** - facilities associated with the Iowa State University campus and affiliated research and agricultural farms.
- Environmental** - sensitive areas, flood-prone areas, wetlands, waterbodies and designated natural resources that should be protected from detrimental use. May or may not be suitable for development.
- Public-Use** - public-use areas that are associated with public-owned facilities for administration and/or structured programs for a variety of recreational opportunities. The term "Open Space" refers to the presence of open areas (maintained and natural) for passive recreational opportunities.
- Agricultural/Farmstead** - areas associated with agricultural uses that are located near farmsteads. The term "Farmstead" refers to the presence of a dwelling unit associated with a specific area of agriculture.

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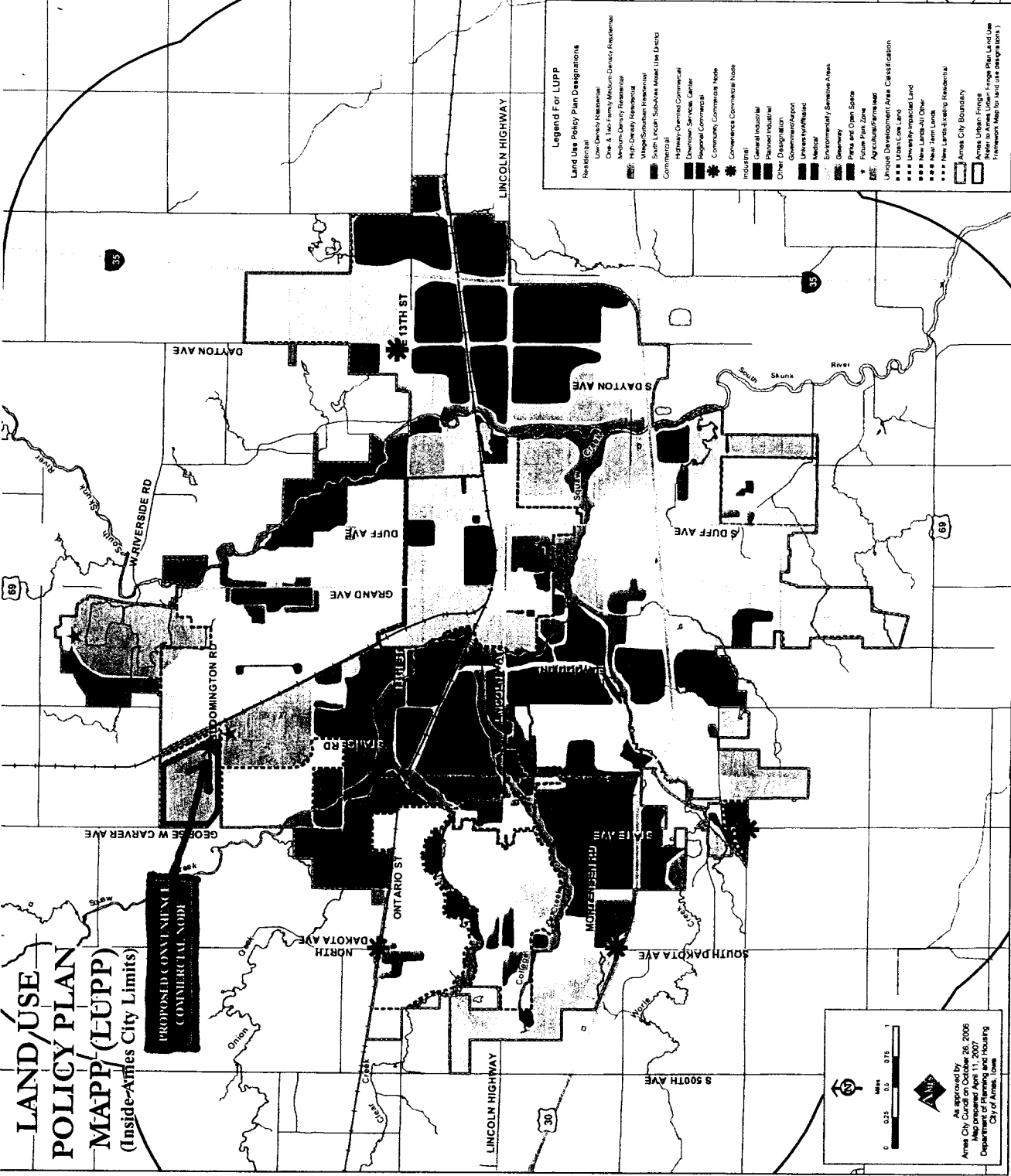
CITY OF AMES, IOWA  
DEPT. OF PLANNING & HOUSING

### Legend For LUPP

**Land Use Policy Plan Designations**

- Low-Density Residential
- One & Two-Family Medium-Density Residential
- Medium-Density Residential
- High-Density Residential
- Multi-Family Residential
- Swan Local Sub-Area Home Use District
- Commercial
- Highway-Oriented Commercial
- Downtown Service Center
- Regional Commercial
- Community Commercial Node
- Convenience Commercial Node
- Industrial
- General Industrial
- Public Industrial
- Other Industrial
- University/Affiliated
- Environmental
- Medical
- Greenway
- Elusive Park Zone
- Park and Open Space
- Future Park Zone
- Agricultural/Farmstead
- Unique Development Area Classification
- Urban Low Land
- University-Special Land
- New Land-All Other
- New Farm Land
- New Land-Existing Residence
- Ames City Boundary
- Ames Urban Fringe
- Ames Suburban Fringe
- Refer to Ames Urban Fringe Plan Land Use Framework Map for land use designations.

As approved by  
Ames City Council Resolution No. 26, 2006  
Adopted April 11, 2007  
Department of Planning & Housing  
City of Ames, Iowa



Hi Charlie,

I am not able to attend the P&Z meeting, so please find my comments below.

Please do not amend the LUPP to include a 'commercial node' at Stange and Bloomington. It is too close to Cubs and nearby gas-stations, to be necessary to anyone. It would be right on my way to town; but I wouldn't stop there as I patronize downtown merchants and banks. It will not make people drive fewer miles.. there are no businesses in this area, so they will have to drive past one of our existing groceries on their way to wherever they work. I realize that Mr. Winkelback has a vested interest in lobbying for this change; as his company owns land to the north.. if the change is passed, it will only become easier for him to push for annexation to the north.

I would like to point out that north Ames is the only area that has not become commercialized, past the mall.. perhaps that is why people want to live there. Folks that bought houses in Northridge/Heights didn't expect to have a commercial zone next door.. and they should not have to suffer one, with the attending traffic/noise/lights.. for no other reason than the desire of a developer.

If Fareway wants to build another store.. let them look at Gilbert! A store might be sited within walking distance of a good population who has no local grocery option except Casey's.

If you want to become a 'cool city'.. please give us a viable downtown, and campustown.. and allow residential districts to remain so. If you intend to make Somerset a walkable community, find a spot for a grocery store there. Our town centers are downtown, campustown, and now Somerset.. a lot for a city this size; even without the addition of a new mall to the (far) east. But we know that people are going to drive.. and knowing that, let's please keep our downtown area vital.. and discourage any more 'nodes' as they only encourage sprawl and waste the valued 'housing space' that our speculators/developers say we need so much of.

Thank you for your time and consideration,

Cathy Stahlman

3309 Cameron School, Ames