

ITEM #: 7
DATE: 04-15-15

COMMISSION ACTION FORM

DATE PREPARED: April 10, 2015

REQUEST: Amendment to Land Use Policy Plan (LUPP)
Future Land Use Map

LOCATION: 1405, 1415, 1425, 1509, 1511 and 1519 Baltimore Drive
(Attachment A)

ACREAGE: 12.51 Acres

LAND USE DESIGNATION: Existing: Highway-Oriented Commercial (Attachment B)
Proposed: High Density Residential (Attachment C)

CURRENT ZONING: “CCN” (Community Commercial Node)
(Attachment D)

PROPERTY OWNER: First National Bank
405 5th Street
Ames, Iowa 50010

APPLICANT: Kurt Friedrich
Friedrich Companies
100 6th Street
Ames, Iowa 50010

BACKGROUND:

On January 27, 2015, the City Council granted the request of the applicant (Kurt Friedrich) to apply for a Minor Land Use Policy Plan (LUPP) Amendment to change the land use designation of property generally located north of the intersection of E. 13th Street and Dayton Road, in the Eastgate Subdivision (see Attachment A, Location Map). The specific request is to change the land use designation of six (6) properties on the LUPP Future Land Use Map from “Highway-Oriented Commercial/Community Commercial Node” to “High-Density Residential” (See Attachments B & C, Existing & Proposed LUPP Maps). The subject properties, which are existing platted lots, include approximately 12.51 acres of land that abuts the north and west sides of Baltimore Drive. Addresses for the six (6) properties are: 1405, 1415, 1425, 1509, 1511, and 1519 Baltimore Drive. All six (6) properties are presently vacant and are zoned as “CCN” (Community Commercial Node) (see Attachment D, Existing Zoning).

The applicant seeks the change of allowed use for these properties for two primary reasons. (Applicant Narrative Attachment E) The first is the applicant's belief that the multi-family housing market continues to have a strong demand that has not been met. Secondly, the applicant believes since the subject properties have been vacant commercial lots for a long period of time that they should be put to an economic use that meets current market demands.

The existing "CCN" (Community Commercial Node) zoning principally allows for office, retail, lodging and restaurant uses, but it does not allow for as many uses as Highway Oriented Commercial (HOC). Apartment development sought by the developer is principally the "RH" (Residential High Density) zone. **If the LUPP Amendment is approved by the City Council, the applicant will subsequently request that the six (6) properties be rezoned to "RH" (Residential High Density) for the purpose of constructing apartments, estimated at approximately 450 units.**

The LUPP amendment analysis considers the need for both the proposed residential land use as well current commercial land use designation. While there has been a large amount of multi-family housing constructed over the past few years, it has mostly been oriented to the rising ISU student enrollment. After reviewing past approvals and pending projects, staff reached the conclusion that new multi-family development should not be designed and marketed exclusively for student housing if we are to meet broader housing interests of the City for housing variety. This conclusion could change with further substantial enrollment increases at ISU. Commercial zoned development has lagged other development in the City, with the exception of retail space along South Duff. Office space has principally been added in industrial areas rather than commercial zones.

There are a number of active requests, including this request, in various stages of seeking to rezone and develop property for multi-family development. Currently, there are requests pending for approximately 105 acres of land that could allow for multi-family development of 1,000 to 1,700 dwelling units. Some request are for annexation and change of residential land to higher densities, while others are LUPP amendments and rezoning requests to change from commercial to residential. If all of the request were to be approved and move forward for development it would provide at least a five year supply of land for high density multi-family housing.

Staff notes that in addition to the proposed change of 12.5 acres of CCN land of this site, 12 acres of HOC area at the end of S. 17th Street has been changed to High Density Residential with a pending RH rezoning and there is also a pending LUPP Major Amendment request to change approximately 50 acres of HOC land to High Density Residential (Brick Towne Development) along HWY 69 south of Highway 30.

Estimated Vacant Commercial Zoned Land- January 1, 2015

Zoning District	Vacant Acres	With Pending Commercial Land Changes to RH
High Density Residential	-0-	75 <i>(additional 30 acres other changes)</i>
Medium Density Residential	-0-	-0-
Suburban-Residential Medium	8	8
Highway Oriented Commercial(HOC)	232	156
Community Commercial Node(CCN)	32	20
Community Commercial Residential(CCR)	2.0	2
Planned Regional Commercial*(PRC)	235.7	235.7

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

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. Staff finds the results of the checklist to be mixed on suitability of the site for high density housing as it rates well for transportation and access to employment but has limitation in regards to its location and surroundings as a residential area. A site specific limitation is the adjacency of the site to an industrial use to the north and a lack of other residential uses and services nearby. A complete synopsis is included in the addendum to the report and the RH Checklist as completed by Staff is included as Attachment G.

ALTERNATIVES:

1. The Planning and Zoning Commission can recommend that the City Council approve an amendment to the LUPP Future Land Use Map to change the land use designation of the property located at 1405, 1415, 1425, 1509, 1511 and 1519 as depicted in **Attachment C**.
2. The Planning and Zoning Commission can recommend that the City Council deny the proposed amendment to the LUPP Future Land Use Map to change the land use designation of the property located at 1405, 1415, 1425, 1509, 1511 and 1519 as depicted in **Attachment C**.
3. The Planning and Zoning Commission can refer this request back to staff or the applicant for more information prior to forwarding a recommendation to City Council.

RECOMMENDED ACTION:

The applicant and property owner believe that there is an unmet housing need in the City and that there is no current market support for development of the 12 acres with

commercial development due to the availability of other sites along South Bell, Dayton Avenue, and in area of the ISU Research Park. Prior staff assessment of housing needs demonstrates that the City does need additional land for non-student oriented multi-family development. The choice to designate this site as residential should then consider its individual merits for suitability as a residential development site and whether the site is also appropriate for development with its current commercial designation.

In general the site is well suited to commercial employment uses due to access and its surroundings. However, the site is not well oriented to retail trade uses due to the lack of visibility from major thoroughfares. Unfortunately, CCN limits the range of uses in this area and that has hampered its marketability for development for other types of commercial uses like wholesale trade that are less sensitive to location. If the property is retained as commercial, the City should consider reviewing CCN zoning as it applies to this area and consider a broader range of uses for this area to support development of the vacant sites.

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 and does not score projects. 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 does show availability to serve the site with public facilities and that it has good access to employment. The major question is the compatibility of the use to the surroundings and does development of 12 acres of residential land provide the ability to create a desirable living environment and housing options as embodied in the goals of the City's LUPP.

With a belief that additional housing is needed in the City, this site does provide opportunities for access to employment that are important. Individual site design issues and timing of rezoning will have to consider these details of site compatibility in more depth prior to its development. Therefore, it is the recommendation of the Department of Planning and Housing that with the Planning and Zoning Commission act in accordance with Alternative #1, which is to recommend that the City Council approve an amendment to the LUPP Future Land Use Map to change the land use designation of the property located at 1405, 1415, 1425, 1509, 1511 and 1519 as depicted in *Attachment C*.

Addendum

On March 11, 2015, the Developer submitted a formal application for a Land Use Policy Plan (LUPP) Future Land Use Map Change. The Developer has provided statements indicating why he believes this request is supported by the Land Use Policy Plan Goals and Policies. Please review this separate document (see *the Developer's Narrative in Attachment E*). Developer is seeking a housing density that may range from a low of 125 units (10 units per gross acre) to a high of 500 units (40 units per gross acre), depending upon the type and size of residential units. ***In summary, the applicant states that: "development of this area for high-density residential does not present any conflicts with neighbors, or surrounding properties. To the contrary, the adjacent property owners and employers have signaled their support for the proposed change. An additional area is created for a different market segment – professionals, singles, and retirees, strategically located near the hospital and major employment centers of the city. Close to major arterials for access to all of Ames, and great also for those who desire to live in Ames, but commute elsewhere for work."***

Development Issues. Staff has identified the following three (3) issues related to development of the area that may influence future decisions about appropriate land use.

1. Housing. The City has seen a broad demand for housing over the past few years keyed to the increasing enrollment of Iowa State University along with the expanding job base of Ames. **The developer has stated his intention to provide housing for the expanding job base.** Council has previously received information about the development trends of the past five years, and staff's conclusion is that student housing production has largely matched demand while the demand for workforce oriented housing persists. There currently are also many active requests for new multi-family high density residential development projects. City staff would note that the demand for housing in the community is wide ranging, and the potential change of use for residential should not preclude consideration of apartment housing designed for a variety of household types.
 - The Developer requesting the land use change, states in his application materials that: ***"This map change increases the supply of housing by up to 450 units. The LUPP does not have a clear method of creating a supply of RH appropriate areas. This area is suitable for housing and close to transportation, employment, emergency services, parks and commercial services. Due to the location and the bus service this area is NOT intended for students and will largely cater to the largely underserved single, professional, and retirement residential clientele."***

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

and 40-180 acres for regional-scale activities.” The last commercial assessment of needs was in 2002.

Given the projected needs in the LUPP for the allocation of commercial land, as compared to the inventory of vacant land zoned as Highway-Oriented Commercial, Community Commercial Node, Community Commercial Residential, and Planned Regional Commercial described earlier in the report, appears there is more than an adequate number of acres of commercial land to meet the projected demands in general without considering the attributes of individual sites and locations.

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

2. Commercial. Commercial development at this location has been incremental over a long period of time. Several parcels still remain undeveloped along the adjacent arterial streets, and no development has occurred on lots along Baltimore Road. The City has a limited amount of commercial office business parks, but a large variety of commercial office use locations within industrial areas.
 - **While there is currently a lack of vacant high density residential land, that need must also be balanced with the community’s long term commercial land needs.** The City contains two primary office or business parks located in commercial zones – the Eastgate Subdivision (which includes the subject property), and the Aspen Business Park, located between S. 16th Street and U.S. Highway 30, west of Duff Avenue. Office development can also occur in industrial zones, such as the South Bell Avenue area.

When considering the types of uses appropriate for this site and in comparison to other sites, this area is well suited for commercial development office development due to location but has limited visibility which hurts its marketability for retail and restaurant uses. The site is available for development now and the absence of flood hazards, and its location situated away from sensitive residential uses makes it suitable for commercial. Development of the subject property for commercial land use would most likely result in “Office” uses, rather than either “Retail or Hotel” uses, due to its lack of immediate proximity to major roadways.

The Developer requesting the land use change, states in his application materials that: ***“The site was finished and opened for development in 1999. No development has occurred in this area or the surrounding lots for 15 years. The area is “remote” from the major arterials (Dayton Avenue and***

East 13th Street) such that commercial uses have a limited interest in this property. There would still be 8.72 acres of remaining CCN open and available for development on 4 lots on Dayton Avenue and 3 interior lots. Commercial development patterns parallel the street to a depth of 300 feet in this subdivision. This parcel is 300 feet from either arterial street; Dayton or E. 13th Street.”

3. Industrial. The adjacent land uses in the area are industrial. Abutting the area to the north is an industrial facility, one which processes organic and other bulk materials with outdoor storage.
 - Locating housing next to industrial uses can be a detriment to some business operations that may be concerned about nuisances, and may require on-site buffering and separation of residential development to provide residents some sense of compatibility.

The Developer requesting the land use change, states in his application materials that: ***“Development of this area for residential high density does not present any conflicts with neighbors or surrounding properties. To the contrary, the adjacent property owners and employers have signaled their support for the proposed change.”***

APPLYING THE RH SITE EVALUATION TOOL

Staff completed the checklist from the January 27th Council meeting and has included it as Attachment G. Staff approached the site evaluation as considering suitability of the site for RH development based upon the current conditions of the site and surroundings within the context of the LUPP Goals and Objectives. Staff assessed the site as a “majority of the site” condition. Staff also needed to make reasonable assumptions base on representations by the developer of the intended project and staff’s experience with development of the proposed use. The evaluation tool does not evaluate the merits of keeping the current commercial land use designation.

Location/Surroundings

Staff rated the site as low to average for these attributes overall. It does rate high for its immediate access to employment options. Staff views the site as isolated from other residential neighborhoods and has limited access to a variety commercial services, parks and schools within an average 15 minute walk. Staff notes that the site is in the Gilbert School District, which has no schools in Ames's neighborhoods. With regards to creating a broader residential area, there is little opportunity to expand or create a broader residential district due to the adjacent industrial uses. The applicant believes long term there is a potential to create residential development to the west of the site with annexation of property along Stage Coach Road. Developing land along Stage Coach Road east of the site would require significant feasibility planning with a Fringe Plan amendment and annexation.

Site Features

The site rates as highly consistent with LUPP policies regarding natural resources. This is principally due to the fact the area is made up of developed subdivision lots. The exception for the site is its low rating in regards to abutting a general industrial use to the north. Locating housing next to industrial uses can be a detriment to some business operations that may be concerned about nuisances, and may require on-site buffering and separation of residential development to provide residents some sense of compatibility.

Housing Type and Design

As an LUPP amendment there is little detail available regarding design. This is often the case at this stage. The applicant's schematic plan is based upon a market rate 3-story apartment design of RH zoning. Based upon the applicant's representations of intended development, the project but would rate as an average development approach within Ames. Staff notes that this category would lend itself to further discussion about expectations and rating of these sub-categories as they are at this time the most open-ended elements of the RH Evaluation tool.

Transportation

This site generally rates high in this location. For transit access staff rated the site as average due to the majority of the site being within ¼ mile distance of the bus stop. For capacity and schedule there are dueling components. The Pink Line has capacity for riders, but the schedule is for weekdays only and set up for commuting to work from the City Hall transit center rather than the reverse from the Eastgate site. This means that the quality of service and "trip reliability" is low due to minimal chance a person could arrive at work at 8:00AM or leave work at 5:00PM to catch a bus to get home. In terms of bike and pedestrian connectivity, a shared use path exists along 13th Street and Dayton Avenue for bike access to the City center and employment areas. Sidewalks are either existing or required with development within the Eastgate Subdivision, external connections rely upon the aforementioned shared use path.

Public Utilities & Services

The site rates high for availability of utilities and services. The site is an infill property in

a recently developed subdivision, and all utilities are projected to be adequate for development. Even though the site is near the perimeter of the City, it rates as average for response time by the Fire Department with an estimated 3-5 minute average. If a site was projected to be in excess of five minutes or to have an expected heavy demand for services, it may receive a low rating for emergency response.

Investment/Catalyst

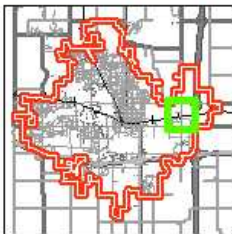
Staff's rating of this category is based on unique situations of projects related to LUPP objectives and implementation interests. It is not likely that most development requests will have a substantial influence on their surroundings within this meaning. Staff rated this category as low for this site due to no LUPP direction concerning this area or type of project.

Land Use Policy Plan Goals and Objectives.

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

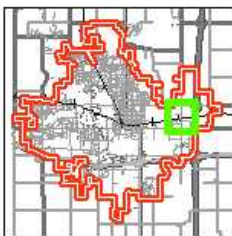
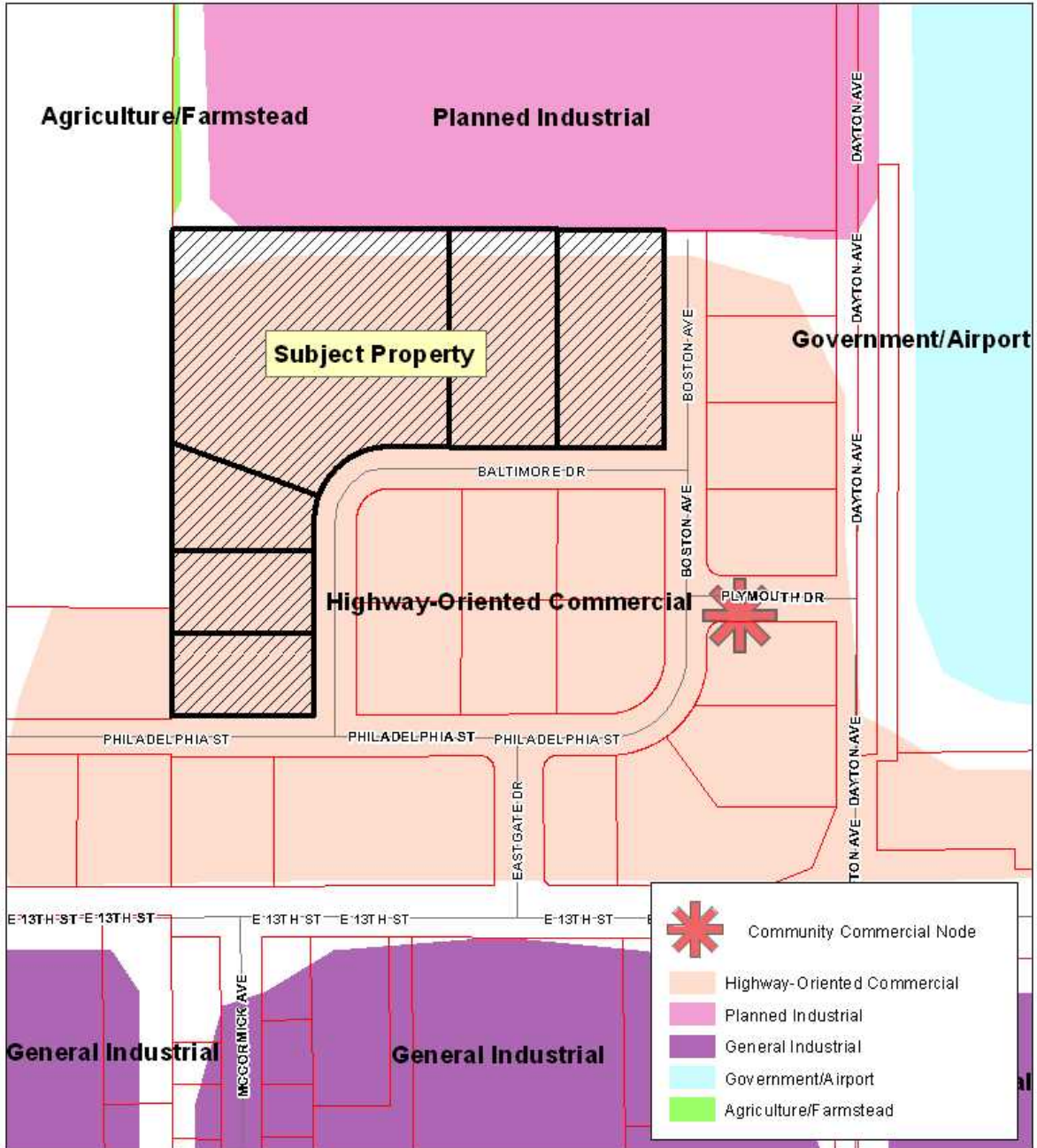
The Applicant has provided an analysis of how the proposed change in the LUPP Future Land Use Map is consistent with the LUPP Goals and Objectives within each of those goals (see *Attachment E: Applicant Narrative*). Based on that analysis, the proposed amendment could reasonably be considered consistent with the applicable goals of the LUPP.

Attachment A (Location Map)



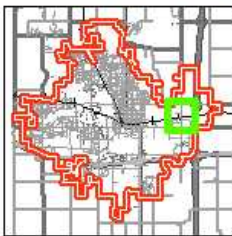
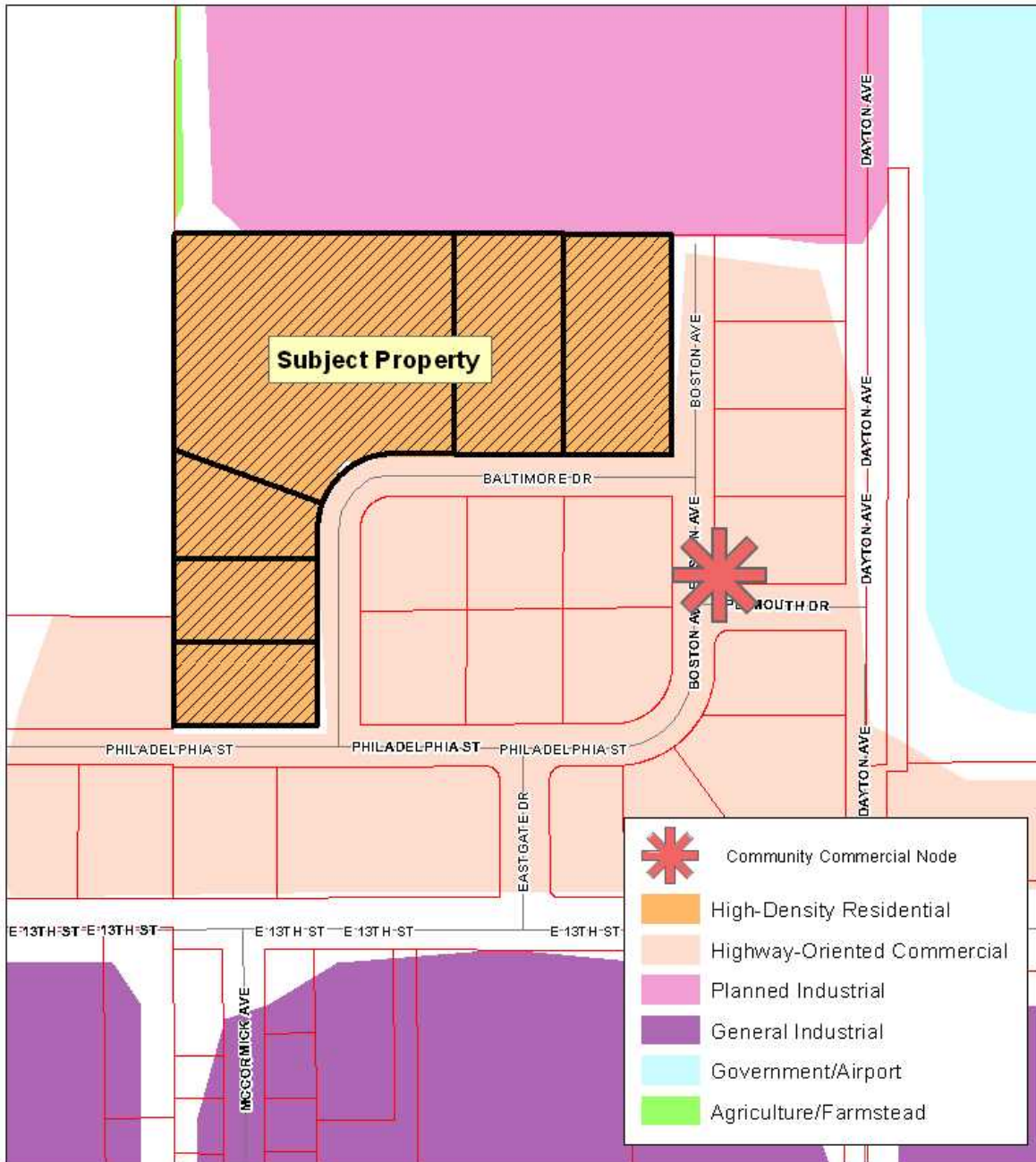
**Location Map
Eastgate Subdivision
Baltimore Drive**

Attachment B (Existing LUPP Future Land Use Map)



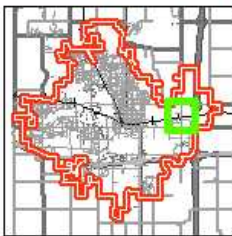
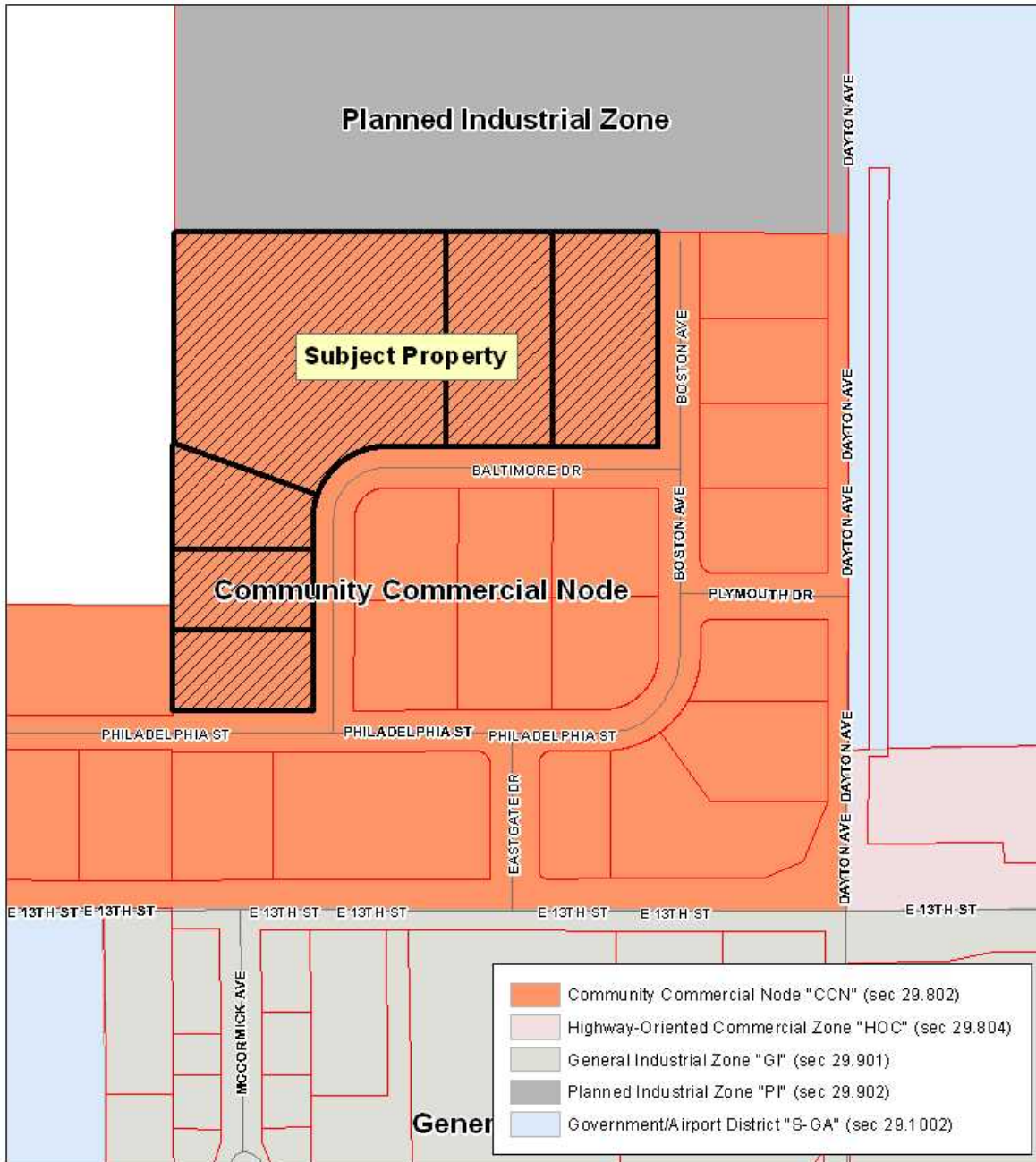
**Existing LUPP Map
Eastgate Subdivision
Baltimore Drive**

Attachment C (Proposed LUPP Future Land Use Map)



**Proposed LUPP Map
Eastgate Subdivision
Baltimore Drive**

Attachment D (Existing Zoning Map)



**Existing Zoning Map
Eastgate Subdivision
Baltimore Drive**

Attachment E (Applicant's Narrative, Page 1 of 5)

Land Use Policy Plan Map Change
Eastgate Subdivision
CCN to RH
City of Ames
March 10, 2015

Explanation of Map Area to be changed:

The area requested for change consists of approximately 12.5 acres of commercial land designated as CCN within the Eastgate Subdivision. The requested change is for the Future Land Use Map (Inside the Ames City Limits) to be amended to reflect High Density Residential land use, rather than the existing Community Commercial Node land use. Attached is a map showing the portion of the Future Land Use Map that needs to be changed.

NARRATIVE EXPLAINING THE PROPOSED CHANGE

Explain the consistency of this proposal with the goals and policies set forth in the Land Use Policy Plan

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 the quality of life.

This area has been previously designated for development. While the infrastructure—streets, utilities, lights—have been complete since 1999, only a portion of the area has seen buildings built. The effect of this change is to change a portion of the remaining CCN land to High-Density Residential. The proposed LUPP Map change will introduce RH land use to east Ames, where there is an underserved housing need for professionals employed in the immediate area. This would be an excellent location for RH housing that provides a smart solution to stated Goal No. 1.

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.

Nothing in this request is contrary to the goal. The City is currently experiencing a severe shortage of high-density residential appropriate property. The repurposing of this segment of the subdivision to RH will help the City meet the deficiency of this type of available land in an efficient manner. Since some commercially zoned, improved land will still remain under the proposal, the transitions in land use will be well managed for the benefit of the entire neighborhood.

Goal No. 3 – It is the goal of Ames to assure that it is an "environmentally-friendly" community and that all goals and objectives are integrated with this common goal. In continuing to serve as a concentrated area for human habitat and economic activity, Ames seeks to be compatible with its ecological systems in creating an environmentally sustainable community.

This area was previously slated for development. The proposed land use change presents no adverse ecological impacts to this site. Nor would any agricultural or environmentally sensitive lands be affected by this change. All City regulations pertaining to storm water pollution prevention policy, construction site erosion, and sediment control will be followed.

Eastgate Subdivision - Change from CCN to RH
LUPP Narrative
Page 1 of 5

Attachment E (Applicant's Narrative, Page 2 of 5)

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 community to assure a more healthy, safe and attractive environment.

The area proposed is large enough to create an identity. The site is 12.5 acres and under the use proposed could have up to 450 residential units. The RH will likely serve as a catalyst for the build out of the land, and help ensure the long term health of the neighborhood through an interdependent diversity. The map change will undeveloped area to the west is currently unmapped (in the Fringe plan) but is likely to be future residential development of approximately 97 acres which is expected to include sizeable amounts of open space/parks/greenspace.

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

This project is within the City limits and has access to the existing and adequate paved street system and municipal utilities. No infrastructure modifications will be required.

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

This map change increases the supply of housing by up to 450 residential units. The LUPP does not have a clear method of creating a supply of RH appropriate areas. This area is suitable for housing and close to transportation, employment, emergency services, parks, and commercial services. Due to the location and the bus service this area is NOT intended for students and will cater to the largely underserved single, professional, and retirement residential clientele.

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

The project is on an arterial street and has close access to Interstate 35. There is a bike trail along the north side of E. 13th Street that will take bike (and walking) commuters into central Ames, ISU and the northern commercial areas. With close proximity to major employers, local commute times/congestion could be minimized.

Goal No. 8 - It is the goal of Ames to enhance the role of downtown as a community focal point.

This change would pave the way toward keeping residents in Ames and eliminating leakage of residents to other communities....thereby providing additional potential shoppers to downtown.

Goal No. 9 – It is the goal of Ames to promote expansion and diversification of the economy in creating a base that is more self-sufficient and that is more sustainable with regard to the environment.

This change is not contrary to that goal. It utilizes property that has been "shovel ready" for many years and has remained idle. It quickly converts and makes available much need RH land

Attachment E (Applicant's Narrative, Page 3 of 5)

without creating pressure for annexation of other areas, and reconstruction of other less dense areas (and deployment of new infrastructure).

Goal No. 10 - It is the goal of Ames to maintain and enhance its cultural heritage.

Nothing in the change is contrary to that goal. The change would give opportunity for more individuals and families to stay in Ames and experience Ames' cultural heritage.

Attachment E (Applicant's Narrative, Page 4 of 5)

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

This site was finished and opened for development in 1999. No development has occurred in this area or the surrounding lots for 15 years. The area is "remote" from the major arterials (Dayton Avenue and East 13th Street) such that commercial uses have a limited interest in this property. There would still be 8.72 acres of remaining CCN open and available for development on 4 lots on Dayton Avenue and 3 interior lots. Commercial development patterns parallel the street to a depth of 300 feet in this subdivision. This parcel is 300 feet from either arterial street; Dayton or E. 13th Street.

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 the expanding the amount of land included in the designation proposed for this property.

There is no high-density residential property available in town. The supply has been exhausted and areas that are currently zoned RH are being renovated, expanded and revitalized.

As a result of this action, will there be an adverse impact upon other undeveloped property in the designation proposed for this site.

There will be no adverse impact. There is no undeveloped property available in residential high density.

As a result of this action, will there be an adverse impact upon other developed property in the designation proposed for this site, which may be subject to redevelopment/rehabilitation.

There is no adverse impact. The primary area of redevelopment and rehabilitation is Campustown and that market is targeted at students. This area would not be desirable for students because of the level of bus service and the distance to the campus. There is still, however, an unmet demand for high density housing among young professional, singles, and retirees.

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

Development of this area for residential high density does not present any conflicts with neighbors or surrounding properties. To the contrary, the adjacent property owners and employers have signaled their support for the proposed change. An additional area is created for a different market segment - professionals, singles, and retirees. Strategically located near the hospital and major employment centers of the City. Close to major arterials for access to all of Ames, and great also for those who desire to live in Ames but commute elsewhere for work.

What impact will the proposed change have upon the following?

Transportation

The change from CCN to RH is neutral for this site. No expected increase in total traffic volume.

Sanitary Sewer

Sanitary sewer is adjacent to the site and available for extension into the development area. The site is served by an 8 inch sewer in Baltimore and 12 inch sewer in Philadelphia. Sufficiency of the sewer is based on the total number of units for this area

Eastgate Subdivision - Change from CCN to RH
LUPP Narrative
Page 4 of 5

Attachment E (Applicant's Narrative, Page 5 of 5)

and the future residential (97 acre parcel) to the west. Between the 8 inch sewer and the 12 inch line, there ample capacity to serve both the proposed LUPP change area and the 97 acres to the west.

Water

The site is served by the City of Ames (*and not by any rural water system contrary to most areas of annexation/expansion*). The site is currently served by looped 8 inch water mains and has no issues with supply or pressure for residential applications. Water use is approximately the same as intensive commercial (i.e. includes restaurants as well as office/commercial).

Storm Sewer

The site is served by storm sewer installed as part of the development. City of Ames ordinance 5B will apply to the development of this area and all storm sewer issues will be contained within the development.

Housing and Employment

The number of units can range from a low of 125 units (10 units per gross acre) to 500 units (40 per gross acre) depending on the type and size of residential unit.

As per Council recommendation, we may also seek mixed use zoning on the remaining CCN lots (when we get to the point of requesting zoning). This according to Staff, will not require a land use amendment. The addition of the new RH land, and the possibility of some mixed use development, has the potential for revitalizing the area into an exciting and fun place to be.

Employment will include services to the buildings and residents. Level of employment will vary from low (residential apartments) to high (nursing homes, etc.).

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Attachment F (Applicant's Traffic Analysis)

Traffic Memo

March 11, 2015

To: City of Ames

Fr: Scott Renaud, P.E., FOX Engineering Associates

Re: Traffic Change from CCN to RH - Eastgate Subdivision Lots 12-17 - 12.5 Acres

The land use for the Community Commercial Node "CCN" is proposed to change from Mixed Use to Residential High Density Apartments. This memo will document the difference in estimated vehicle trips as the land use changes.

Use	ITE Code	Units	Amount	Daily Rate	AM Peak Hour		PM Peak Hour		Daily Trips	AM Peak Trips		PM Peak Trips	
					Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit
Mixed Use													
Office	710	1000 Sq Ft	91.5	11.03	1.37	0.19	0.25	1.24	1009	125	17	23	113
Restaurant	932	1000 Sq Ft	10	127.5	5.94	4.87	5.91	3.94	1275	59	49	59	39
Hotel	311	Rooms	100	6.24	0.32	0.16	0.25	1.24	624	32	16	25	124
Total Mixed Use Trips									2908	217	82	107	277
												0	0
Apartments	220	Units	450	6.65	0.1	0.41	0.4	0.25	2993	45	185	180	113
Trip Increase/Reduction(-) from Mixed Use to Apartments									84	-172	102	73	-164

Table 1 Land Use Change – Mixed Use to RH

Overall the proposed land use change will increase the estimated traffic volumes from 2,908 to 2,993 an increase of 84 daily trips (a 3% increase). The entering trips in the AM peak period and the exiting trips in the PM peak show the largest reduction in estimated trips. The AM peak exiting trips and the PM entering trips are larger as residents leave (in the AM) and return home (in the PM) from work. The peak traffic flow periods for the RH are opposite the peak flow periods of traffic for CCN such that the overall traffic flow in and out of the site is more balanced. No improvements to the existing traffic and street system are necessary with this change in land use.

**Attachment G (RH Site Evaluation Matrix)
Staff Evaluation of Eastgate LUPP Map Amendment**

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
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			X

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			
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	X		
Low=system capacity is low, major extension needed or requires unplanned city participation in cost.			
Consistent with emergency response goals			
High=Fire average response time less than 3 minutes			
Average=Fire average response time within 3-5 minutes		X	
Low=Fire average response time exceeds 5 minutes, or projected substantial increase in service calls			
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