

ITEM #: 7
DATE: 08-19-15

COMMISSION ACTION FORM

REQUEST: Rezone from Planned Industrial (PI) to Highway-Oriented Commercial (HOC) for property at 2400 North Loop Drive

BACKGROUND INFORMATION:

The Iowa State University Research Park, represented by Nathan Easter, is requesting a rezoning of 2400 North Loop Drive from Planned Industrial (PI) to Highway-Oriented Commercial (HOC). The lot proposed for rezoning is about 4 acres. It lies on the northwest corner of Airport Road and North Loop Drive. Uses immediately adjacent to the site include offices and research facilities. The lot is currently vacant, but is proposed for a destination restaurant. A location and zoning map is found in Attachment A.

The rezoning request is based on the desire for more commercial services to support the employment center of the ISU Research Park. The site is within the Land Use Policy Plan (LUPP) Future Land Use Map designation of the Planned Industrial as is the Highway-Oriented Commercial zoning that abuts the site to the east. Uses around the site include offices and research facilities. LUPP map is included as Attachment B. Additional HOC zoning exists to the west of the area at the intersection of Airport Road and University Boulevard.

ALTERNATIVES:

1. The Planning and Zoning Commission can recommend that the City Council approve the request for rezoning from Planned Industrial to Highway-Oriented Commercial, based upon staff's analysis as found in the addendum.
2. The Planning and Zoning Commission can recommend that the City Council deny the request for rezoning from Planned Industrial to Highway-Oriented Commercial for the subject parcel, if the Commission finds that the City's regulations and policies are not met.
3. 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 Iowa State University Research Park is moving forward on Phase III of their expansion. Development of the Research Park may provide employment for as many as 6,000 people at build out. The Research Park seeks to ensure that ancillary services for that many people can be reasonably accommodated nearby. To accomplish that, Phase III will make provisions for some of these ancillary services (e.g., restaurants, day care, banking, etc.). But the desire is also to have a restaurant capable of being a

regional draw to also locate in the Research Park. Creating HOC on Airport Road would also meet immediate needs for existing businesses in the north end of the Research Park. The Research Park intends to sell the land with covenants controlling uses and requiring development of a sit down restaurant.

Staff supports the rezoning of the site based on the surrounding uses and zoning for commercial uses despite the land use designation of Planned Industrial and its general application to this area. Based on the analysis in the attached addendum, **staff can recommend 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 the subject parcel from Planned Industrial to Highway-Oriented Commercial.**

ADDENDUM

REZONING BACKGROUND:

Existing Land Use Policy Plan. The LUPP designation of the ISU Research Park is, for the most part, Planned Industrial. Yet Highway-Oriented Commercial lies to the east on the north side of Airport Road and also to the east of Riverside Drive on the north side of Airport Road. Because of that proximity and the generalized location and extent of the boundaries associated with the Land Use Policy Plan future land use map, staff does not believe an LUPP map amendment is necessary for this rezoning.

The LUPP also has a number of policy statements regarding the amount of commercial land and development impacts on the environment. These are found in Attachment C and are summarized below.

- Additional land for commercial development is needed to accommodate the projected population in 2030.
- Ames seeks further private investment.
- Ames supports infill development where there is existing capacity.
- Development should not impact airport operations with incompatible uses.
- The economic base should be diverse and sustainable.

Airport Road is designated as a “minor arterial” in the LUPP, a seemingly appropriate classification for a Highway-Oriented Commercial zoning designation.

Previous and Existing Zoning. The site was annexed into the City of Ames in 1976. At that time, it was zoned I-3 (Planned Industrial), later becoming PI-Planned Industrial, which it has maintained since.

Existing Uses of Land. The site is currently vacant.

Flood Plain. This site is not within a designated Floodway or Floodway Fringe.

Infrastructure. All needed utilities are available on this site or nearby. The owner will have to acquire any easements needed for extensions of service lines prior to approval of any site development plan.

Access. The site has frontage along both Airport Road and North Loop Drive. Airport Road has a raised median with median breaks at intersecting streets. There are no restrictions for access from Airport Road although, currently, there are no driveways along Airport Road. All properties have been given access from side streets. In this case, the proposed restaurant and the Research Park may seek a right-in/right-out on the west bound lane of Airport Road in addition to a primary access from North Loop Drive. Staff will evaluate that request at the time of site plan review.

Traffic Impacts. To evaluate the anticipated impacts on this change of zoning (and anticipated use), the City requested an analysis of peak traffic generation for a

restaurant use on the site. The traffic memorandum is found in Attachment E and notes that:

“With the proposed use change there will be an increase of approximately 49% in the amount of daily trips generated by the site. However the majority of these increased trips occur during off-peak hours as there is no significant change of trips generated in either of the peak hours. Therefore, allowing a sit down restaurant on this site will increase the amount of daily traffic in the area more than a commercial business park, but would have no additional effect on peak travel times.”

Applicant’s Statements. The applicant has provided an explanation of the reasons for the rezoning in Attachment D. The applicant requests the change in order to develop this site as a restaurant.

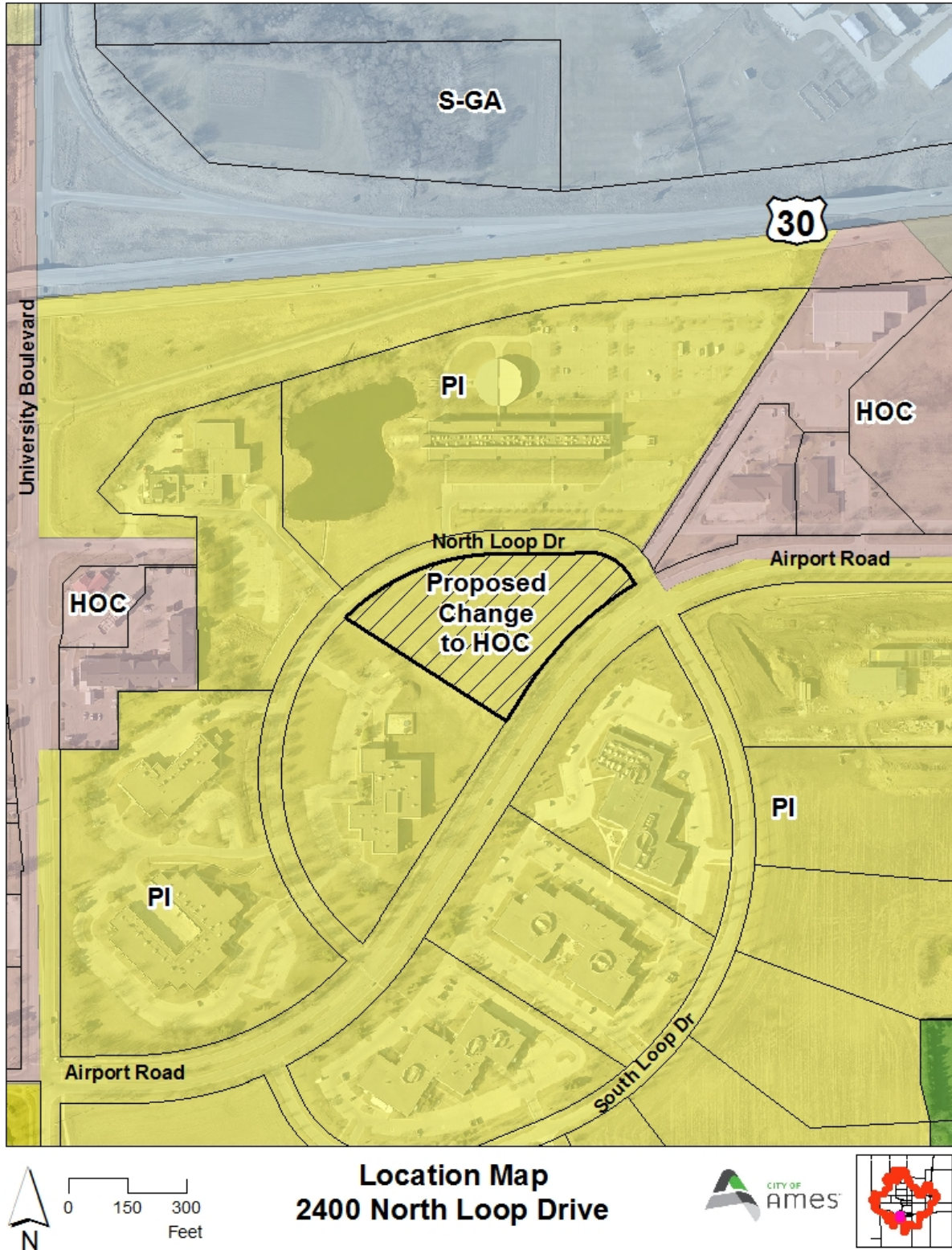
Findings of Fact. Based upon an analysis of the proposed rezoning and laws pertinent to the applicant’s request, staff makes the following findings of fact:

1. *Ames Municipal Code Section 29.1507(2)* allows owners of 50 percent or more of the area of the lots in any district desired for rezoning to file an application requesting that the City Council rezone the property. The owner of this single parcel has requested the rezoning.
2. The subject property can reasonably be interpreted to be within the Highway-Oriented Commercial designation on the Land Use Policy Plan (LUPP) Future Land Use Map and not in conflict with the general designation of Planned Industrial.
3. The LUPP Goals 1 and 2 supports economic development by responding to needs for diversified employment centers with necessary commercial support uses.
4. The minor arterial designation of Airport Road can support anticipated traffic from HOC development.
5. The HOC zoning designation allows the proposed development of a restaurant, as well as other commercial uses, on this site.
6. Infrastructure is available to this site. The owner will need to obtain any necessary easements for service line connections to the site.

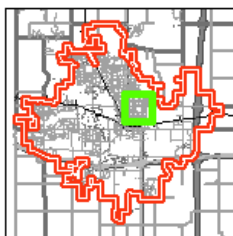
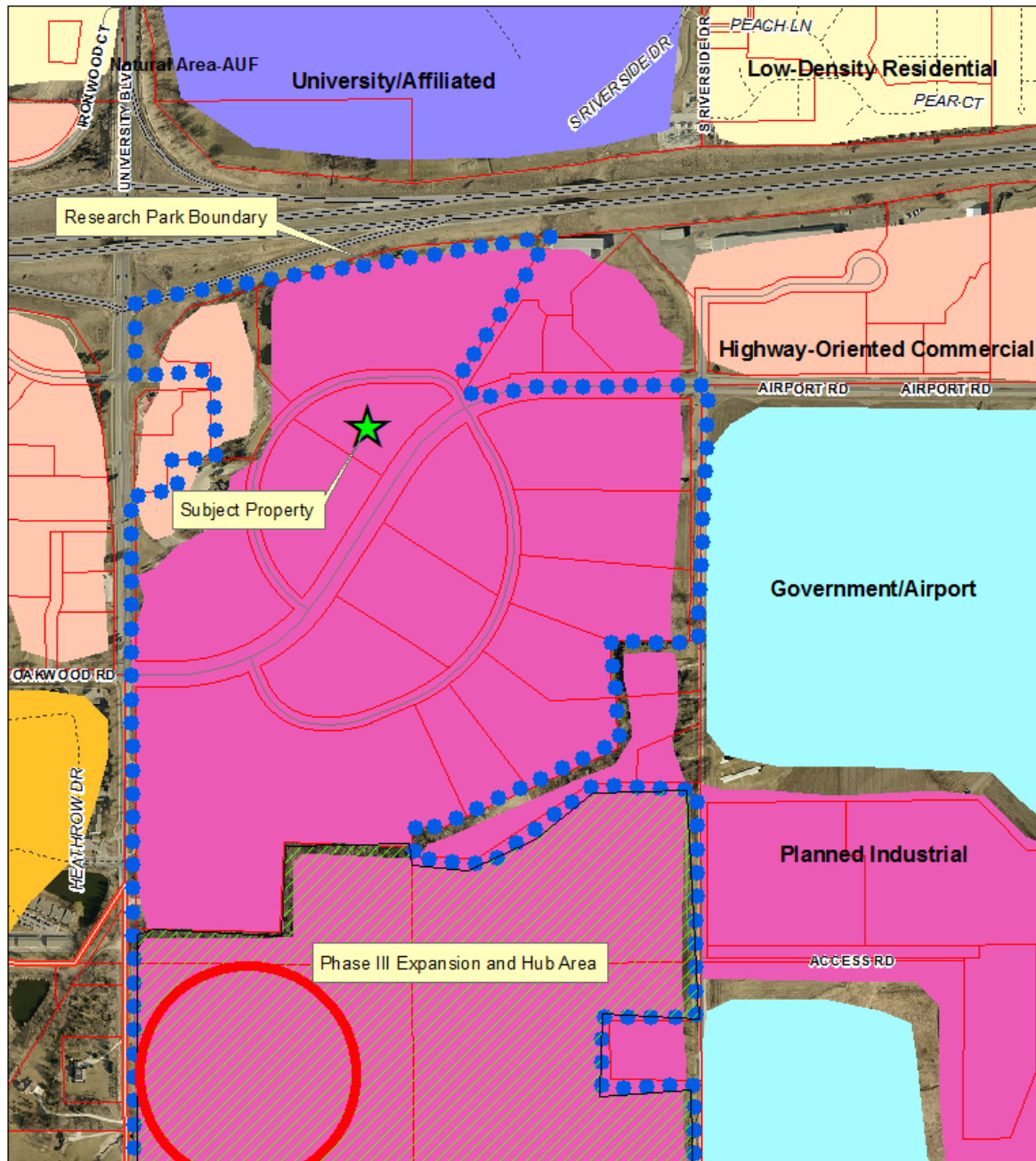
Public Notice. Notice was mailed to property owners within 200 feet of the subject site. As of this writing, no comments have been received.

Conclusions. Based upon the analysis in this report, staff concludes that the proposed rezoning of the subject property is consistent with the Goals and Objectives of the City of Ames Land Use Policy Plan and imposes no additional costs or need for services.

ATTACHMENT A: LOCATION AND CURRENT ZONING



ATTACHMENT B: LAND USE POLICY PLAN MAP [EXCERPT]



600 0 600 1200 1800 Feet

LUPP Designations

ATTACHMENT C: LAND USE POLICY PLAN (2011) [EXCERPTS]

Chapter One, Growth Determinants:

Land Use Projections. There are currently 15,677 acres of land within the City limits, an increase from 1999 when there were 13,727 acres. A previous study estimated there are approximately 240 net developable acres remaining in the City for residential development. This can accommodate housing for about 3,000 persons. This is insufficient to meet any but the lowest population projections for Ames within the current City limits.

Commercial. It is estimated that an additional 64 to 385 acres of land will be needed to accommodate the commercial needs to serve the projected population in 2030. This assumes that the current ratio of commercial acreage per capita is to be maintained in the future.

Chapter One, Goals for a New Vision:

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

- 1.A. Ames seeks to diversify the economy and create a more regional employment and market base. While continuing to support its existing economic activities, the community seeks to broaden the range of private and public investment.

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.

- 2.B. Ames seeks to assure the availability of sufficient suitable land resources to accommodate the range of land uses that are planned to meet growth. Sufficient land resources shall be sought to eliminate market constraints.

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.

- 5.C. Ames seeks the continuance of development in emerging and infill areas where there is existing public infrastructure and where capacity permits.

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

- 7.E. Ames seeks a development pattern that protects and supports the airport and its flight approach zones.

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.

- 9.A. Ames seeks more diversified regional employment opportunities involving technology-related services and production, office centers and retail centers.
- 9.C. Ames seeks to expand its research and technology development through greater private, public and university coordination and cooperation.

Chapter Two, Land Use:

Highway-Oriented Commercial – scale commercial uses that are associated with strip developments along major thoroughfares. Floor area ratios are between 0.25 and 0.50 depending on location;

ATTACHMENT D: APPLICANT'S STATEMENT



Building 4, Suite 4050
2711 South Loop Drive
Ames, IA 50010
515-296-PARK
www.isupark.org

REZONING APPLICATION

The following text is intended to supplement the Rezoning Application packet as required.

1. **Current Zoning.** Planned Industrial (PI)
2. **Proposed Zoning.** Highway Oriented Commercial (HOC)
3. **Proposed Use.** Allowed uses as described in the HOC zone requirements. The use is intended to become a restaurant.
4. **Reasons for Requesting Rezoning.** A restaurant doesn't fit into the current PI zoning. We are requesting rezoning to HOC, as directed by staff, in order to construct a restaurant. The rezoning request generally matches what is set forth in the Land Use Policy Plan (LUPP).
5. **Consistency of this rezoning with the Land Use Policy Plan.** This rezoning request is able to meet and exceed several goals of the LUPP, and is consistent with HOC designations on the Future Land Use Map.

This rezoning specifically encompasses Goals No. 1, No. 2 (there is even a picture of the Research park on p. 19 of the LUPP), No. 4, No. 5, No. 7, and No. 9.

6. **Legal Description.**
Parcel "F"; in Lot Two (2), Iowa State University Research Park First Addition, in the City of Ames, Story County, Iowa; as shown on the "Plat of Survey" filed in the office of the Recorder of Story County, Iowa, on July 15, 2003 and recorded as Instrument No. 03-14223 on Slide 174 at Page 1.
7. **Land Area.** Parcel contains: 170,939 square feet or 3.9242 acres.

RECEIVED

JUL 14 2015

CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING

ATTACHMENT E: TRAFFIC MEMORANDUM



MEMO

TO: Damion Pregitzer, P.E.
City of Ames

FROM: Andrew Inhelder, P.E.
Clapsaddle-Garber Associates

DATE: August 3rd, 2015

SUBJECT: ISU Research Park Lot 2, Parcel F
2400 N. Loop Drive
Trip Generation Analysis

The purpose of this memorandum is to document the review of the trip generation rates that would result in the proposed zoning and use change of a roughly four acre lot adjacent to the eastern intersection of Airport Road and North Loop Drive (2400 N. Loop Drive).



Clapsaddle-Garber Associates, Inc.
1523 S. Bell, Suite 101 • Ames, Iowa 50010 • Telephone 515-232-1784 • Fax 515-233-5976
Toll Free 800-542-7981 • www.cgaconsultants.com

Analysis

This study was completed using the 9th edition of the Institute of Transportation Engineers Trip Generation Manual. Using this guide trip, generation rates and totals were calculated for the average daily trips, peak AM hour trips, and peak PM hour trips. Trips were calculated based on two different scenarios for this comparison. Scenario #1 is assumed to be a 48,000 sq.ft. business park (ITE Code: 770) developed on this lot which meets the current Planned Industrial (PI) zone use. Scenario #2 is a proposed zone change to Highway Oriented Commercial (HOC) with a 7,000 sq.ft. sit down restaurant (ITE Code: 932) and a potential future 1 acre park (ITE Code: 411) developed on the lot.

Scenario #1

Currently this site is zoned as Planned Industrial (PI) which could have several uses. Most likely this zone would be developed as a business park in the future if it remained zoned as PI. The previously developed lots within the ISU Research Park have an average square footage of roughly 48,000 sq.ft. which was used as the assumed size of the new building for this scenario.

Scenario #2

It has been proposed to rezone this lot to Highway Oriented Commercial (HOC) and build a 7,000 sq.ft. sit down restaurant with a potential 1 acre park in the future. ITE Trip Generation manual was used to calculate average generated trips for these two uses on the site in scenario #2.

Results

Below is a comparison of the trips generated in both scenarios.

Trip Generation Comparison						
Scenario	Zone	Description (ITE Code)	Expected Area	Total Generated Trips		
				Daily	AM Peak Hour	PM Peak Hour
Scenario #1 (Current)	Planned Industrial (PI)	Business Park (#770)	48,000 sq.ft.	598	83	72
		Total		598	83	72
Scenario #2 (Proposed)	Highway Oriented Commercial (HOC)	Sit Down Restaurant (#932)	7,000 sq.ft.	891	76	69
		City Park (#411)	1.0 acre	2	N/A	N/A
		Total		893	76	69

With the proposed use change there will be an increase of approximately 49% in the amount of daily trips generated by the site. However the majority of these increased trips occur during off-peak hours as there is no significant change of trips generated in either of the peak hours. Therefore, allowing a sit down restaurant on this site will increase the amount of daily traffic in the area more than a commercial business park, but would have no additional effect on peak travel times.