

**COMMISSION ACTION FORM**

**REQUEST:** Amendment to the Ames Urban Fringe Land Use Class Map and Text Amendment to Highway Oriented Commercial

**LOCATION:** Southeast corner of Lincoln Way and 500<sup>th</sup> Avenue

**ACREAGE:** Approximately 23 acres across 3 properties

**AMES FRINGE PLAN LAND USE CLASS:** Existing: Rural/Urban Transition Area (*Attachment B*)  
Proposed: Urban Service Area (*Attachment B*)

**AMES FRINGE PLAN LAND USE DESIGNATION:** Highway Oriented Commercial

**APPLICANT:** Trinitas Ventures (on behalf of Belitsos/Wolfe, property owners)

**BACKGROUND:**

At its September 13, 2016 meeting, the City Council voted to initiate an amendment to the Ames Urban Fringe Land Use Framework Map, as requested by Travis J. Vencel, representing Trinitas Ventures. The area for the proposed change is on the south side of Lincoln Way adjacent to and immediately west of the Ames corporate limits and extending to the Boone County line of 500<sup>th</sup> Avenue (see Attachment A). The letter from Mr. Vencel asked Council to authorize applying for an amendment to the Ames Urban Fringe Land Use Framework Map Plan that would change the land use designation from Highway Oriented Commercial to Urban Residential for approximately 11 acres owned by Belitsos/Wolfe for the north portion of property that is already Urban Service Area for the south half of the property. As part of the proposed amendment, staff has also included an abutting developed commercial property (Campus Fortress LC) on the south side of Lincoln Way with the amendment request. Story County and the City of Gilbert agreed to initiate the amendment process on October 4, 2016 and October 3, 2016, respectively.

The Ames Urban Fringe Plan is a shared land use plan cooperatively developed by Story County the City of Ames and the City of Gilbert made possible through a 28E intergovernmental agreement. The 28E Agreement lays out processes for annexation, subdivision, plan review and amendments for lands within the Fringe Area. The Ames Urban Fringe Plan has two important layers of policies that are depicted on a Land Use Class map and a Land Use Framework map. The Land Use Class map designates property into one of three designations that then defines how subdivisions are reviewed and what type of land may be annexed into a City. The Land Use Framework Map

identifies the types of acceptable uses in the Fringe area that match corresponding development policies of the Fringe Plan. **The 28E agreement requires that before any land may be annexed into a city, that the Land Use Class map for a property must have an Urban Service Area designation.**

The subject area is on the south side of Lincoln Way between the Ames city boundary and 500<sup>th</sup> Avenue. This area is designated as Highway Oriented Commercial on the Framework map and as Rural Urban Transitional on the Land Use Class map. **The purpose of the proposed amendment is to change the current Fringe Plan Land Use Class from Rural Urban Transition Area to Urban Services Area (See Attachment B) to allow for annexation into the City.** However, staff proposes retaining the Land Use Framework Map designation of Highway-Oriented Commercial to reflect the general use of the area and intent of the nearby Convenience Commercial Node. The text amendment creates a new Policy 10 that specifies HOC land can pursue annexation if it is within the Urban Service Area designation.

*Proposed- HOC Policy 10: When Highway-Oriented Commercial property is within an Urban Service Area designation, a property may be annexed without a Land Use Framework Map Amendment. The intent of this option is to further the policies of the Convenience Commercial Node, specifically CVCN Policy 5.*

If the proposed map and text amendment is approved, there would be three properties that meet the criteria for annexation, which are the three properties that are part of the proposed amendment. The remaining HOC properties would not be able to seek annexation without a separate Fringe Plan Amendment for an Urban Service Area designation.

### **ALTERNATIVES:**

1. The Plan & Zoning Commission may recommend an amendment to the Ames Urban Fringe Plan to change the Land Use Map of Ames Urban Fringe Plan on the south side of Lincoln Way adjacent to and immediately west of the Ames corporate limits west to the Boone County line of 500<sup>th</sup> Avenue from Rural Urban Transition Areas to Urban Service Area and include a new policy for lands designated as Highway Oriented Commercial to read as:

*“HOC Policy 10: When Highway-Oriented Commercial areas abut a City Boundary, a property owner can voluntarily seek annexation by a City without a Fringe Land Use Map Amendment. The intent of this option is to further the policies of the Convenience Commercial Node, specifically CVCN Policy 5.”*

2. The Planning and Zoning Commission can recommend approval of the Land Use Class map amendment to Urban Service Area and a change to the Land Use Framework map to Urban Residential with no text amendment.

3. The Planning and Zoning Commission may defer action and request further information or analysis from the staff.

**RECOMMENDED ACTION:**

The applicant originally requested a Land Use Framework map change to Urban Residential to allow for annexation. The applicant's intent for the Belitsos/Wolfe property is for a residential student housing development. However, staff believes there is a disconnect in the Fringe Plan that the stated policies exclude annexation of all Highway Oriented Commercial land and the Convenience Commercial Node language that encourages commercial development and annexation to the City. Due to the desire to have the commercial use continue in this area overall, staff believes the text amendment and Urban Service Area designation are appropriate at this time. Placing a residential land use designation on the Land Use Framework Map may give a perception of the type of development that may occur at a specified location that could be inconsistent with the priorities of HOC and the Convenience Commercial Node. The alternative to staff's proposed amendment is to make a Framework Map amendment with the Land Use Class amendment and no text change, this alternative would also meet the interests of the applicant.

The 23 acres described for the Land Use Class designation of Urban Services is consistent with the City's Land Use Policy Plan that includes this area within the Southwest Allowable Growth Area. Decisions on use and density and infrastructure capacity would be addressed in subsequent steps of annexation and rezoning.

Therefore, the Planning and Housing Department recommends Alternative 1 for a change to the Land Class Map (See Attachment B) from Rural Urban Transition Areas to Urban Service Area and to add an additional Policy to Highway Oriented Commercial designation that for annexation.

## **APPENDIX:**

**Request and Referral:** Trinitas, the applicant, has requested an amendment to the Ames Urban Fringe Plan. The developer has a clear desire for a specific project type on the subject site. This request is the first of a several step process for the development to occur. Trinitas has requested the amendment to support construction of a “cottage” style residential development at a proposed density level similar to that allowed in an FS-RL district. The proposed residential project would include the larger Belitsos/Wolfe parcel that is part of the Fringe Plan Amendment and the abutting Crane property along 500<sup>th</sup> Avenue that is already designated for Urban Services, this would total approximately 39 gross acres. The Trinitas letter is included as Attachment E.

The proposed amendment area is adjacent to and immediately west of the Ames corporate limits on the south side of Lincoln Way and along the Boone County line of 500<sup>th</sup> Avenue (see Attachment A). Staff expanded the Trinitas request to include the property, Campus Fortress LC, to the west of this site, since it also within one to two miles of the location of Convenience Commercial Node and would complete the designation of the south side of Lincoln Highway and could then be extended city water and sewer service if desired by the property owner and the City.

The total area subject to the amendment is approximately 23 acres spread across the three properties with frontage along the south side of Lincoln Way. Due to the arrangement and mix of uses on the north side of Lincoln Way, it is not in the City’s interest to expand the Urban Service Area designation to the north or further west than what is proposed. The appropriate time to consider further extension of the Urban Services Designation would be in conjunction with a specific redevelopment proposal in the area north or west of the subject amendment area.

### **Ames Urban Fringe Plan (Except of Plan Policies are Attached):**

#### ***Rural Urban Transition Area***

The land use class, Rural Urban Transition Area, is separate from the land use designation, Highway Oriented Commercial. Highway Oriented Commercial is categorized under the land use class, Rural Urban Transition Area. The stated goals of the fringe plan for Rural Urban Transition Areas are “to be rural in character as it develops, but within an urban setting at some time in the future [page 19]. It also states that because of the proximity and/or juxtaposition in relation to city limits, development of these areas must be carefully orchestrated to be compatible with city development patterns.

Rural Urban Transition Area Goal 3.1 states that strategically located development of the Urban Fringe that will not be served by the City of Ames or City of Gilbert in the time horizon of the Ames Urban Fringe Plan. Any lands designated as Rural Urban Transition when abutting a city boundary seems to be in conflict with this goal of the Rural Urban Transition Area. Since the class is separate from the land use designation, the Highway Oriented Designation could remain. This particular HOC designated lands should be identified as Urban Transition on the AUF map given its strategic location

abutting the city boundary.

### ***Urban Services Area***

The Urban Service Area of the Fringe Plan is described as lands into which Ames may expand its municipal boundaries as development occurs adjacent to city limits and are intended to be urban in character. Typically, lands within this area are annexed as they are developed. Lands on the south side of Lincoln Way adjacent to the west side of the City are located within identified Allowable Growth Areas in the Ames Land Use Policy Plan.

It could be argued that the Urban Service Area land class is the more appropriate land use class at this location because of the stated Urban Service Area Policies. All of the policies require or encourage development in the Urban Service Area to provide improvements consistent with the requirements of the City of Ames, which can only be done adequately when adjacent to the city boundary.

### ***Convenience Commercial Node***

The Land Use Frame Work Map shows a Convenience Commercial Node located at the intersection of Lincoln Highway and 500<sup>th</sup> Avenue. Convenience Commercial Node is a designation that falls under the Urban Services Area classification. The intent of a commercial node is to provide nodes of commercial development at a neighborhood scale for conventional suburban residential development. Convenience Commercial Node policies encourage development that serves the immediate neighborhood, but in a manner and scale that would be compatible with the residential character of the surrounding neighborhood. A Convenience Commercial Node is defined to represent areas for “neighborhood scale commercial development for conventional suburban residential developments and support a population base of 2000-3000 persons within a one to two mile radius.” [See page 39 of the Ames Urban Fringe Plan].

There is a commercial node shown on the Ames Urban Fringe Map Policy 5 specifically states that annexations should be required by the City before development or further subdivision occurs.[Page 41] A change in land use class from Rural Urban Transition Areas to Urban Service Area would not change the intent of the Ames Urban Fringe Plan, given the location of the Convenience Commercial Node designation and its proximity to the proposed site. A Convenience Commercial Node does not have a defined boundary but is to serve an area; letting commercial development occur ad hoc as long as it is within the one – two mile radius of a node location.

Once the Commission has made a recommendation, the amendment must be considered by the City Council. If the Ames City Council votes to approve amendments to the Ames Urban Fringe Plan, then the amendment request will be sent on to the City of Gilbert and Story County. Based on the policies of the AUF plan, both Gilbert and Story County, must approve the proposed change. **Ultimately, it takes all three jurisdictions to agree to any change to (or to waive their interest in) the Ames Urban Fringe Plan.**

**Land Use Policy Plan**

Staff believes the interest in annexation and development of the site is consistent with the City's general plans for growth due to the designation of the area as Southwest I Allowable Growth Area (Attachment D). The Land Use Policy Plan designates Allowable Growth Areas, identifying "new areas for growth and to establish incentives for their development." In general, the Allowable Growth Areas of the LUPP reflect the Urban Services Areas of the Ames Urban Fringe Plan, validating the change in the Ames Urban Fringe Land Use Class Map from Rural Urban Transition Area to Urban Service Area. The Fringe Plan Commercial Node designation also supports service by the City when a site is developed.

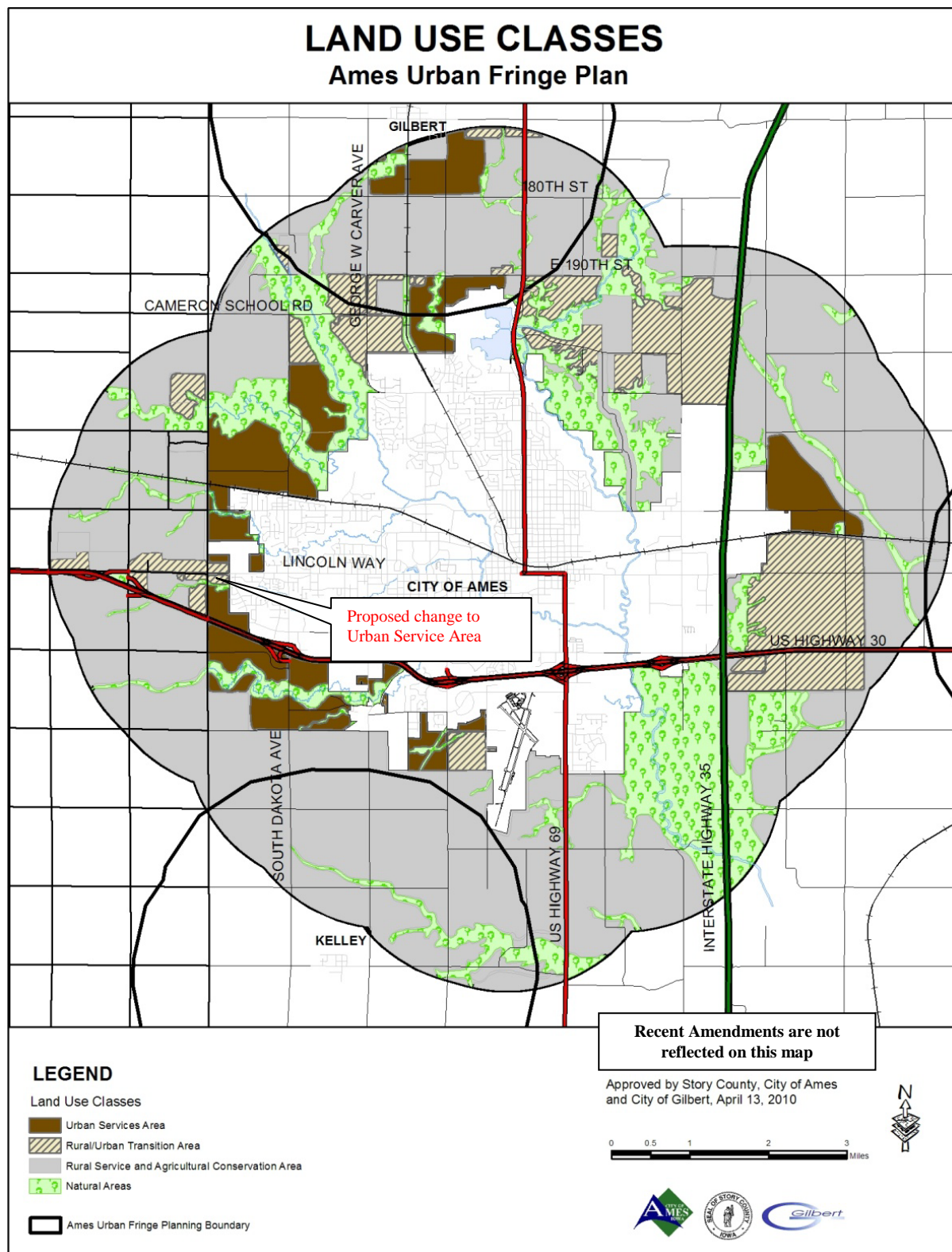


## Attachment A: Location Map



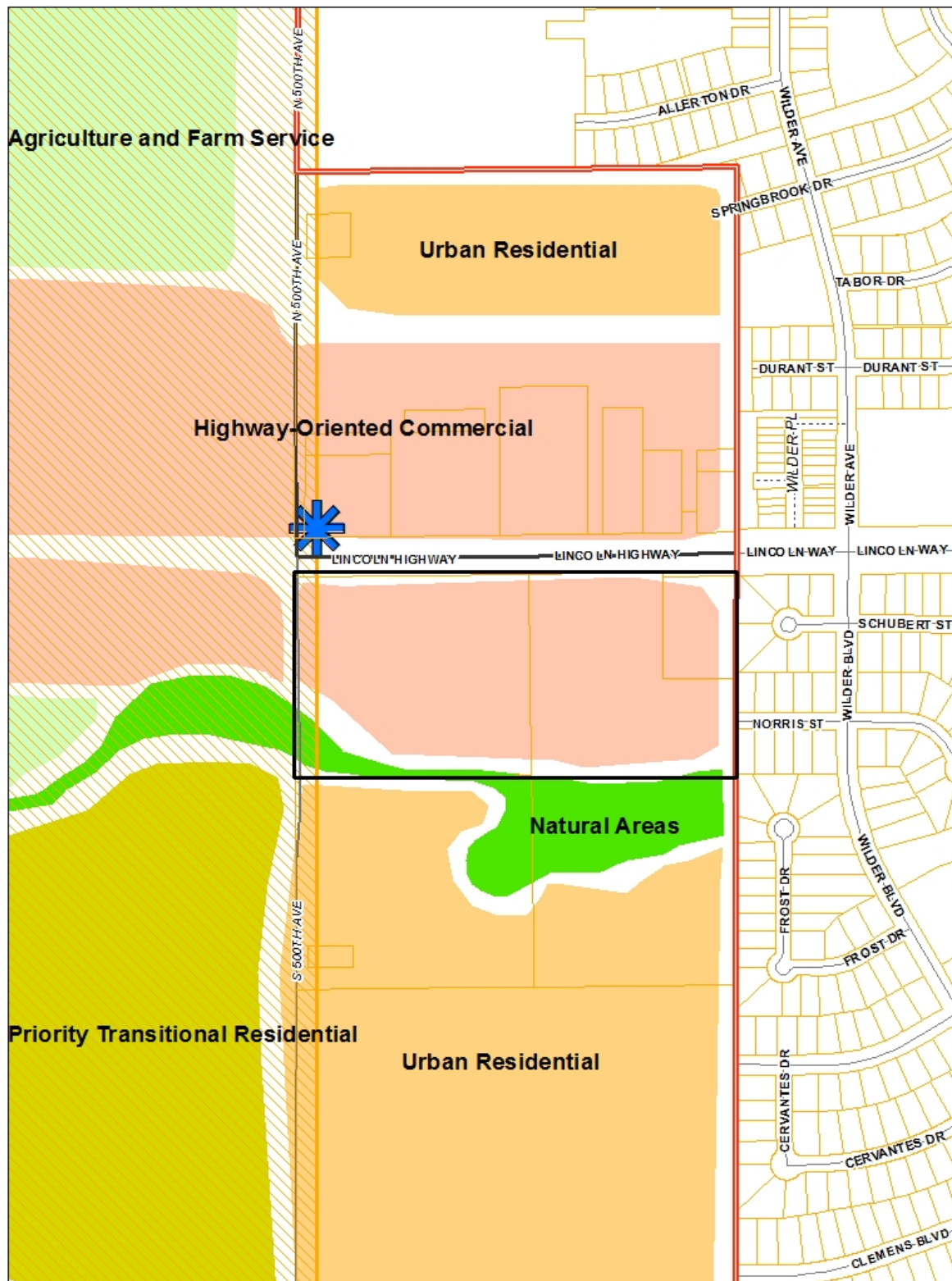


# Attachment B: Ames Urban Fringe Plan Land Use Classes Map

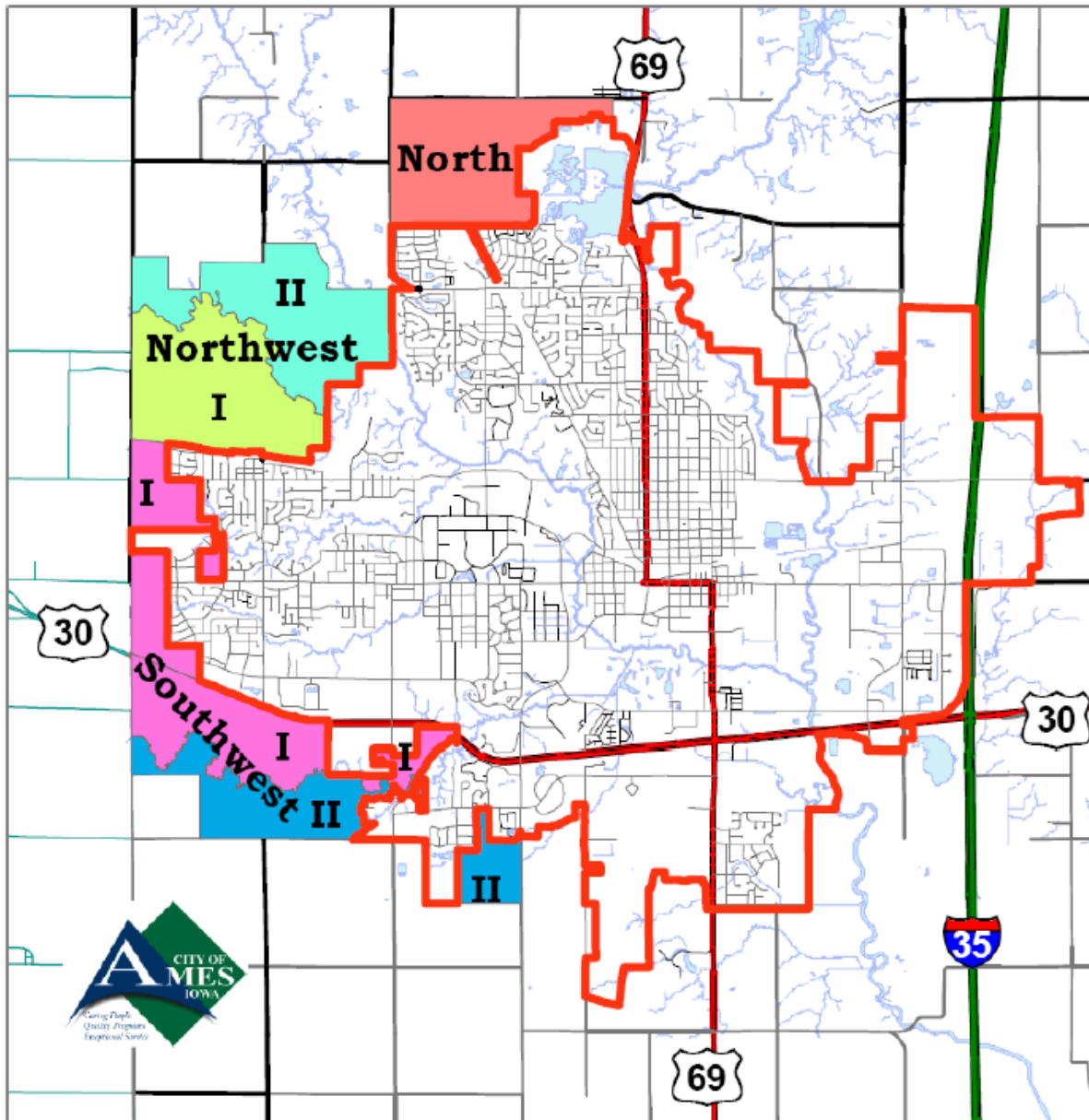




**Attachment C: Ames Urban Fringe Plan  
Land Use Framework Map Excerpt**



**Attachment D: Allowable Growth Areas  
(Excerpt from Land Use Policy Plan)**



## **Attachment E: Land Use Policies (Excerpts from Ames Urban Fringe Plan)**

### **Rural/Urban Transition Area**

The Rural/Urban Transition Area is to accommodate rural development that can also be accommodated within municipal jurisdiction at some time, perhaps beyond the life of the Plan. This area coordinates public preferences for broad choices in rural development with orderly and efficient future transition between land uses within municipal limits and unincorporated areas. These areas are not necessarily expected to be developed under sole municipal jurisdiction during the life of the Plan, but because of their proximity and/or juxtaposition in relation to city limits, development of these areas must be carefully orchestrated to be compatible with city development patterns.

### **Key Issues and Goals for Rural/Urban Transition Area**

The Rural/Urban Transition Area represents a critical intersection of county and city land use policies. It is here that the greatest potential for conflict among cooperating communities exists, and also where the greatest potential for public frustration over a non-unified planning approach exists.

Lands in the Rural/Urban Transition Area, if developed appropriately, can contribute to efficiently meeting the needs of the City of Ames and City of Gilbert to grow, while also helping to meet the market demand for larger residential lots in a rural setting. Lands identified for future industrial or commercial use are also included in the Rural/Urban Transition Area, but not all of this land will be utilized this way in the near future. Until such time that conversion of these land resources is justified, land in the Rural/Urban Transition Area designated for industrial or commercial uses is best maintained for agricultural production.

Because of the dual role of land in the area, the Rural/Urban Transition Area becomes the center stage for cooperative planning among the City of Ames, City of Gilbert, Story County, and Boone County. All have strong interests in the land use of the area, and may therefore seek to apply differing policies at different times, depending on the location of proposed development. Therefore, a clear outline of split jurisdictional responsibilities, shared goals, and clear expectations are needed.

### **Land Use**

The Rural/Urban Transition Area is intended to create as smooth a transition as possible between rural and urban areas. Residential land uses occur, in some cases, at a density more typical of rural areas, while in other areas where city expansion is more likely in the near future, residential density is more typical of an urban area. Likewise, urban infrastructure standards may be applied in certain critical areas, while other areas are subject only to the minimum urban standards necessary to smooth potential transition into city limits in the distant future.

### **Water and Wastewater**

The provision of water and wastewater services in the Rural/Urban Transition Area will need to be carefully orchestrated to ensure that the needs of all cooperating communities are met, while unnecessary expenditures on urban-type services are eliminated where urban expansion is not anticipated in the near future. In certain areas, the installation of dry sewer and water services

may be necessary to ease the future rural-to-urban transition of development. Annexation and development agreements may also be necessary.

### Transportation

The existing county road systems that include dirt, gravel, and hard-surfaced roads, will continue to be utilized within the Rural/Urban Transition Area. Boone and Story County shall have a limited paving program and generally will not pave roads or add new roads in this area unless and until traffic volume increases indicate the need to improve the system in order to provide safe roads. However, developer-funded additions to the road system are probable in keeping with city and county subdivision improvement standards. System expansions must be done within the fiscal means of the county and should provide flexibility to evolve as needs and technology change. The location and design of new facilities should be compatible with the Cities of Ames and Gilbert street networks and transportation plans. Street systems shall protect the character of existing areas. Transportation system planning is an on-going process that should be flexible, but comprehensive, open to public participation, and long-term focused.

### Public Facilities and Services

Development within the Rural/Urban Transition Area should not expect the same level of public facilities and services as the urban growth areas of the City of Ames and City of Gilbert. New public facilities and services are likely to be built and provided in the urban growth areas as the cities develop. Services shall be provided as the density of population increases, making the provision for services efficient and cost-effective. In rural areas, the affected county will maintain its existing levels of law enforcement and emergency services.

In addition to the goals stated above for all areas, the following goals guide planning and management of land use in the Rural/Urban Transition Area.

#### *RUTA Goal 3.1*

Provide for strategically located development in portions of the Urban Fringe that will not be served by the City of Ames or City of Gilbert in the time horizon of the Ames Urban Fringe Plan.

#### *RUTA Goal 3.2*

To prepare non-agricultural development for efficient rural-to-urban transition.

#### *RUTA Goal 3.3*

To ensure that new development has safe and adequate water and wastewater service and other adequate facilities and that there is sufficient space for these facilities to be improved so that they may become public facilities.

#### *RUTA Goal 3.4*

To maintain the rural character of the surrounding countryside.

#### *RUTA Goal 3.5*

To maintain the county road system and effectively incorporate new subdivision roads and other system expansions in the existing and planned road system.

## **Urban Service Area**

The Urban Service Area contains the lands into which Ames and Gilbert may expand its municipal boundaries as development occurs. This area is adjacent to city limits and should be planned for urban development, with urban development standards, such as centralized water and wastewater services. These areas should be protected from any form of development that would constrain the efficient growth of the communities. Inappropriate development includes low-density residential lots served by on-site wastewater treatment systems and other forms of rural development. This will enable Ames and Gilbert to grow in unison with the growth in the Ames Urban Fringe, in an orderly manner where there is coordination of annexation with the timely and efficient extension of public facilities and services.

## **Key Issues and Goals for Urban Service Area**

### ***Balanced, Smart Growth***

Rural and city residents are affected by large lot, scattered development in the Urban Fringe. Development that occurs in a disorderly, unplanned pattern can create barriers to planned expansion of infrastructure and city boundaries. Infrastructure is expensive and barriers add unnecessary costs to the expansion and extension of services. Expansion of infrastructure is critical to the physical and economic health of each county, Gilbert, and Ames. Unplanned, sporadic residential growth also consumes areas ideal for agricultural uses. There are areas within the Urban Fringe where high value agricultural land needs to be preserved. There are also natural areas that are negatively affected by residential development. Sprawling development increases the area of conflict between agricultural uses and residential development. It is critical that the Ames Urban Fringe Plan provide better guidance for the timing and intensity of land use and development decisions.

### ***Utility Capacity and Service Area Definition***

Ames and Gilbert expect to grow beyond their current boundaries. Both communities have identified areas where infrastructure can be efficiently extended in the next 30 years. Property owners in the Urban Fringe have reasonable expectations for the extension of centralized water and sewer service in the future. Developed rural water suppliers provide rural levels of service; however, limited capacity for adequate fire protection exists.

On-site wastewater treatment systems can be used successfully by certain levels of non-urban development. These systems, however, are not ideal for suburban and urban-intensity development and are very costly when they fail. When these areas are annexed, conversion to urban-type wastewater treatment system is also very costly, for property owners as well as taxpayers. Requiring up-front installation of infrastructure or agreements for the development of infrastructure in order to install municipal water and sewer service will be required for development within the identified growth areas. When on-site systems are requested for planned areas outside of the growth area, these areas will be reviewed by their proximity or affect on the municipalities. Additional requirements for water and sewer services, both on-site and off-site, may be required in some locations.

### ***Development in Identified Growth Areas***

Identified growth areas delineate locations where the communities expect to support growth over the next 30 years. Development within these growth corridors will be required to provide the necessary infrastructure to support the expanding urbanized population. If interim development



is allowed, it should not create a barrier to future infrastructure expansion and growth. Such development should entail explicit development and annexation agreements and may require the installation of “dry” sanitary and sewer systems – meaning installing the necessary water and sewer infrastructure that will eventually connect to municipal services. Since the growth areas provide undeveloped areas for planned growth for City of Ames and City of Gilbert development, these unincorporated areas should be reserved for annexation. Involuntary annexation should not occur unless it is determined that the affected community has sufficient capacity to serve the location with municipal infrastructure and services, including but not limited to public safety services, water, sewer, and road maintenance. However, reasonable availability of adequate municipal water and wastewater service does not mean that infrastructure will be extended to each vacant parcel. It means that the affected community, in review of the annexation, will provide for the extension of utilities to existing developed parcels in a reasonable time frame as specified in State of Iowa law.

#### *Peripheral Development*

There has been a proliferation of new parcels created through the plat of survey process. Historically, there has been little political resistance to these incremental, small subdivisions of land. This practice has created more intensive development without the consideration of the cumulative impacts. These developments form an obstacle to rational urban growth. Irregular platting of land becomes a prime motivation for defensive actions by the City of Ames because it provides obstacles to orderly city growth.

#### *Rural Planning and Development Regulations*

Rural residential development may consume valuable farmland, generate public services demands usually exceeding revenues from the development, often interfere with normal farm practices, and increases pressure on the conversion of farmland. Designated areas for rural development avoid creating barriers to the long-term growth of the City of Ames and City of Gilbert and the preservation of valuable farmland and farm economy.

#### *Fiscal Planning*

Development patterns impact the ability of Boone County, Story County, the City of Gilbert, and the City of Ames to provide public facilities and services generated by new development. The establishment of impact fees or “pay-as-you-grow” programs for new growth may be necessary to promote development in designated areas. Service and infrastructure capacity should be in place to serve designated growth areas. Development outside of service areas is costly and should be avoided or should be required to pay the expense of inefficient growth.

#### *Development Review Process*

Development review is the key implementation mechanism for the Ames Urban Fringe Plan. Defining a common and straightforward development review process for land use decisions in the Ames Urban Fringe, building on shared plan that identifies growth goals and objectives with specific growth policies, results in a common understanding of each other’s jurisdictions, goals, and objectives, and provides more streamlined and effective development decisions.

In addition to the goals stated above for all areas, the following goals guide planning and management of land use in the Urban Service Area.

*USA Goal 4.1*

Ensure that development and improvements in the Urban Fringe are consistent with Ames Urban Fringe Plan.

*USA Goal 4.2*

Ensure that new development has adequate public facilities.

*USA Goal 4.3*

Require new development to fund the cost of new improvements and services required by new development.

*USA Goal 4.4*

Coordinate infrastructure development and provision of services with applicable entities.

## **Highway-Oriented Commercial (HOC)**

This designation applies to commercial land uses along arterial corridors that are primarily designed to accommodate the automobile. It is intended to provide for an orderly and efficient transition between existing or future urban areas and the rural, unincorporated areas.

HOC Policy 1: Highway-Oriented Commercial designation includes commercial uses that are more compatible with the characteristics of rural areas than with urban commercial corridors and centers.

HOC Policy 2: Strategically locate Highway-Oriented Commercial in targeted areas along high traffic transportation corridors. (Relates to RUTA Goal 3.2, 3.5)

HOC Policy 3: Give preference to clustering of uses in order to limit the short-term and long-term costs associated with infrastructure improvements and the distribution of public services. (Relates to RUTA Goal 3.2, 3.4)

HOC Policy 4: Require urban transportation infrastructure to meet the demands of high vehicular movement. (Relates to RUTA Goal 3.2, 3.3)

HOC Policy 5: Require full urban infrastructure standards under certain conditions such as location with respect to existing or planned urban infrastructure, intensity or size of development improvements, timing of development, development design, and commercial use, such as a restaurants, water intensive uses, or places designed for the gathering of people. Such urban infrastructure standards may include, but not be limited to, wastewater treatment and potable water distribution of sufficient size to support emergency services. If these improvements are not installed at the time of development, require infrastructure assessment agreements. (Relates to RUTA Goal 3.2, 3.3)

HOC Policy 6: Where the city does not require urban standards, require temporary common wastewater collection systems that meet IDNR and city specifications, and temporary common water distribution systems, such as wells or rural water services, that meet specifications of the City of Ames or City of Gilbert. Require agreements that if and when the property is annexed to a city, the land developer and/or landowner shall be responsible for the full cost of abandoning the rural systems and connecting to urban infrastructure. (Relates to RUTA Goal 3.2, 3.3)

HOC Policy 7: Make provisions to protect environmental resources, environmentally sensitive areas and adjacent Natural Areas. (Relates to RUTA Goal 3.4)

HOC Policy 8: Mitigate and manage stormwater run-off, soil erosion, and wastewater discharge according to IDNR, county and city standards. (Relates to RUTA Goal 3.4)

HOC Policy 9: Require annexation and development agreements to guide future transition of the subdivision/development into the City of Ames or City of Gilbert. (Relates to RUTA Goal 3.2)

### **Convenience Commercial Node (CVCN)**

Convenience Commercial Nodes represent areas for neighborhood scale commercial development for conventional suburban residential developments and support a population base of 2000 – 3000 persons within a one to two mile radius. Total land area of a Convenience Commercial Node is generally between one and ten acres. Land use and standards for building placement and materials, landscaping and screening, signage and lighting ensure compatibility between the commercial activity and adjacent residential land uses will be.

CVCN Policy 1: Require land uses that serve convenience and localized neighborhood needs and are functionally and aesthetically compatible with surrounding residential land uses.

CVCN Policy 2: Each commercial building can be no larger than 35,000 square feet, and is located within a cluster of other commercial land uses, which cannot exceed a total of 100,000 square feet.

CVCN Policy 3: Locate Convenience Commercial Nodes on streets of collector class or greater.

CVCN Policy 4: Require clustering of uses to limit the short-term and long-term costs associated with infrastructure improvements and the distribution of public services.

CVCN Policy 5: Require annexation by the city before land is developed or further subdivided. In some cases, depending on the initial square footage to be developed, type of commercial use, or timing of development, the City may determine that convenience commercial node is to be rural in character and may not be required to be annexed until some time after initial development.

CVCN Policy 6: Require urban infrastructure standards and subdivision standards, including urban right-of-way standards, urban street construction, urban sanitary and water systems and urban storm water management systems.

CVCN Policy 7: Where the city does not require annexation before development, require temporary common wastewater collection systems that meet IDNR and city specifications, and temporary common water distribution systems, such as wells or rural water services, that meet specifications of the City of Ames or City of Gilbert. Require agreements that if and when the property is annexed to a city, the land developer and/or landowner shall be responsible for the full cost of abandoning the rural systems and connecting to urban infrastructure.

CVCN Policy 8: Mitigate and manage stormwater run-off, soil erosion, and wastewater discharge according to IDNR, county and city standards.

CVCN Policy 9: Where the city does not require annexation, require annexation and development agreements to guide future transition of the subdivision/development into the City of Ames or City of Gilbert.

### **Attachment E: Applicant's Request**

August 5, 2016

Honorable Mayor & City Council  
City of Ames  
515 Clark Avenue  
Ames, Iowa 50010

RE: Request for a Council Action on Parcels in West Ames

Honorable Mayor & City Council:

Trinitas has acquired options to purchase two parcels for residential development in west Ames. The Crane and Belitsos/Wolfe properties are shown on the map below. The Crane parcel is 13+ acres (including County right of way) and the Belitsos/Wolfe property is 21 acres, for a total of approximately 39 acres.



Trinitas met with the Planning Director Kelly Diekmann on July 22nd and was advised that City Council action is required before these parcels can be annexed into the City of Ames for residential development. Trinitas is proposing a townhome/cottage style development in the area using the F-PRD zoning process at an FS-RL density level. In order to proceed with the annexation process Trinitas needs City Council to permit the following:

- Authorize City Staff to proceed with an amendment to the Ames Urban Fringe Joint and Cooperative Agreement (the "Plan") and the related Land Use Framework Map of the Plan to designate the parcels as being within the Urban Service Area.
- Authorize City Staff to initiate the annexation into the City of Ames, once the Plan is amended.
- Authorize consideration of an ordinance change to allow the "dwelling house"<sup>1</sup> as an allowable use in an F-PRD zone. This would allow for 4-5 bedroom units with unrelated tenants. The "dwelling house" is currently only allowed in the RM and RH zones.
- Authorize City Staff to proceed with a sanitary sewer analysis of the property to make sure there is sufficient capacity for the development's planned density.

<sup>1</sup> Section 29.201(60) of the Ames Municipal Code defines a "Dwelling House" as any building in an "RM" or "RH" district consisting of no more than one dwelling unit designed for and occupied exclusively by a single family, or by not more than one more person than the number of bedrooms, up to five people, provided there is one parking space per bedroom for units with two bedrooms or more, or in University Impacted areas 1.25 parking spaces per bedroom in units with two or more 4 bedrooms, and one bedroom units shall have 1.5 parking spaces per unit.



- Authorize City Staff to proceed with a traffic study, at the expense of Trinitas, with respect to the proposed development's impact on traffic in the area.

Trinitas is asking City Council to authorize proceeding with an amendment to the Plan to change the designation of the area adjacent to Lincoln Way on the Belitsos/Wolfe property from Highway Oriented Commercial ("HOC") within the Rural/Urban Transition Area to Urban Residential within the Urban Service Area. A strip of land adjacent to Lincoln Way is shown as HOC. Trinitas does not see a need for HOC in this area and, additionally, there is a wetland on that strip of land that severely limits any possible commercial development next to Lincoln Way. Furthermore, a commercial node is planned at the nearby intersection of Lincoln Way and 500th Avenue. There is sufficient HOC to serve the area.

Trinitas is planning for a mix of 1, 2, 3, 4 and 5 bedroom dwelling homes and duplex homes. Trinitas would prefer to rezone to F-PRD once annexation is complete. The residential densities planned for the parcel are appropriate for FS-RL zoning.

Trinitas is asking for change to allow the "dwelling house" in the F-PRD zone. The F-PRD process is at City Council's discretion and involves considerable planning with City Staff, Planning & Zoning review, and City Council approval of the site plan and architecture as part of the rezoning process. As such, the City will be able to exercise considerable control over the location of dwelling houses as part of the rezoning process. The F-PRD zone has the ability to assure adequate parking for the 4 and 5 bedroom dwellings.

Trinitas is also asking City Council to direct City Staff to begin the process to see if there is adequate sanitary sewer capacity to serve the development and to initiate a traffic study to determine the traffic impact of the development. Staff has informed Trinitas of the issue but would not proceed to study the issue unless directed by City Council.

Trinitas is looking to start construction of the project in Summer of 2017 with occupancy in August of 2018. In order to meet that schedule it is the desire of Trinitas that the Plan amendment be completed by the end of 2016, with annexation and the remaining action items to follow shortly thereafter and commence in the beginning of 2017. Annexation will be entirely voluntary and will not require any additional non-consenting parcels to be included in the annexation. Following annexation will be rezoning to F-PRD. The rezoning process is estimated to take 3-4 months which puts the construction start date at Summer 2017.

Trinitas is very interested in developing in Ames. After being turned down for development on S. 16th we asked City Staff for the best location for a Trinitas cottage style development, a product which will be new to Ames, and Trinitas was directed to the west Ames area. Fortunately for Trinitas we found property owners willing to sell in the area that City Staff felt appropriate for our development. We look forward to bringing our product to Ames in the near future.

Sincerely,



Travis J. Vencel

cc: Diane Voss, City Clerk  
Kelly Diekmann, Director, Planning & Housing  
Steve Schainker, City Manager