



LIVE.  
GROW.  
BELONG.



## Workshop #4-Future Growth Options

July 16, 2019



# Agenda

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- 1. Recap guidance from City Council – Kelly.**
- 2. Outcomes/Expectations for Today – Kelly**
- 3. Growth Area Possibilities**
  - a. Present concept for land use and transportation – Marty
  - b. Share implications concept on transportation and utilities – Joe
  - c. City staff to share feedback – Kelly
  - d. Discussion - City Council
- 4. Next steps**
  - a. Comprehensive Plan Elements - Marty
  - b. Review schedule - Justin



# Population Projection

**FIGURE 1.3:** Projected Population, 2015-2035

	2017	2020	2025	2030	2035	2040
<b>PROJECTED PERMANENT POPULATION</b>						
1.0% Annual Growth Rate	37,470	38,606	40,575	42,645	44,820	47,106
1.5% Annual Growth Rate	37,470	39,182	42,210	45,472	48,987	52,772
2.0% Annual Growth Rate	37,470	39,764	43,902	48,472	53,517	59,087
<b>PROJECTED POPULATION PLUS STUDENTS</b>						
1.0% Annual Growth Rate	65,005	65,606	67,575	69,645	71,820	74,106
1.5% Annual Growth Rate	65,005	66,182	69,210	72,472	75,987	79,772
2.0% Annual Growth Rate	65,005	66,764	70,902	75,472	80,517	86,087

Source: US Census Bureau; ISU; RDG Planning & Design, 2019



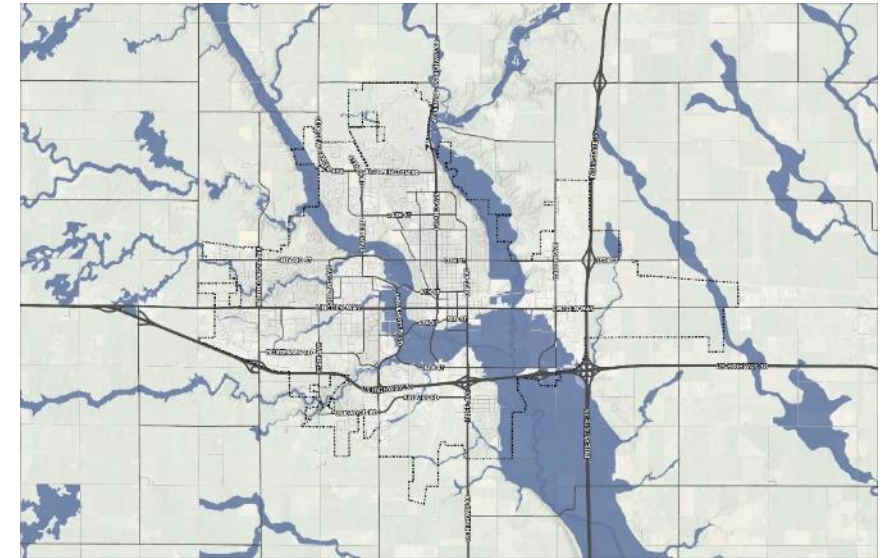
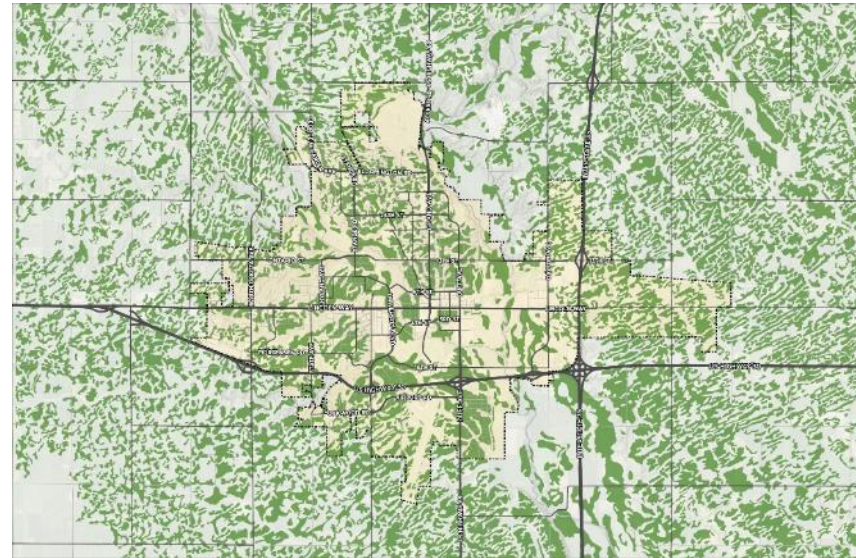
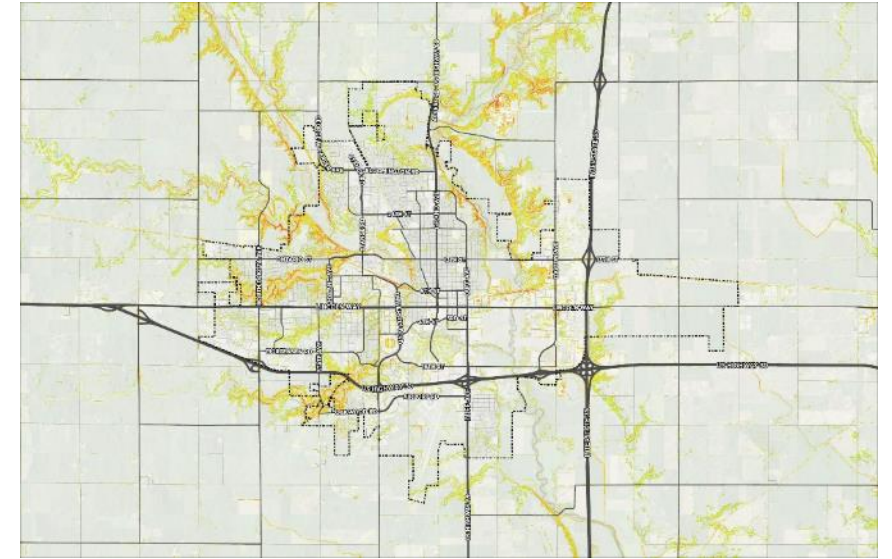
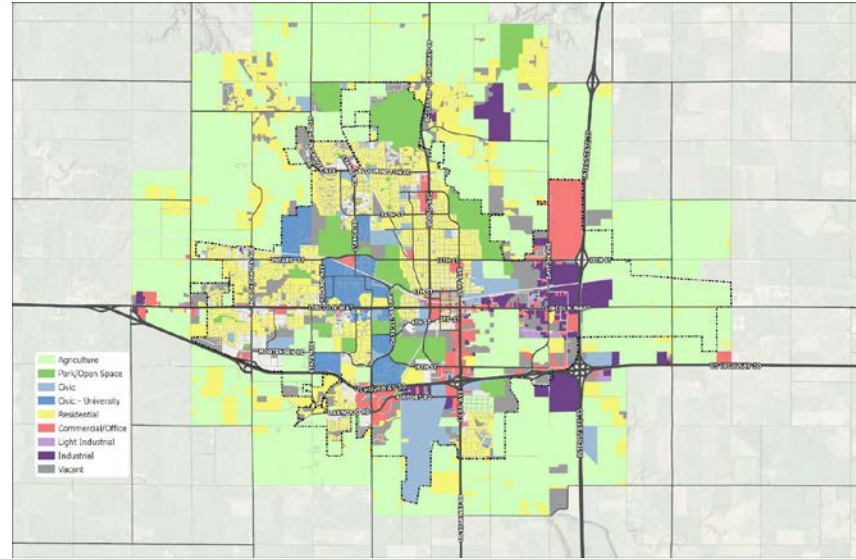
# Preparing Land Use Scenarios

## Key Considerations

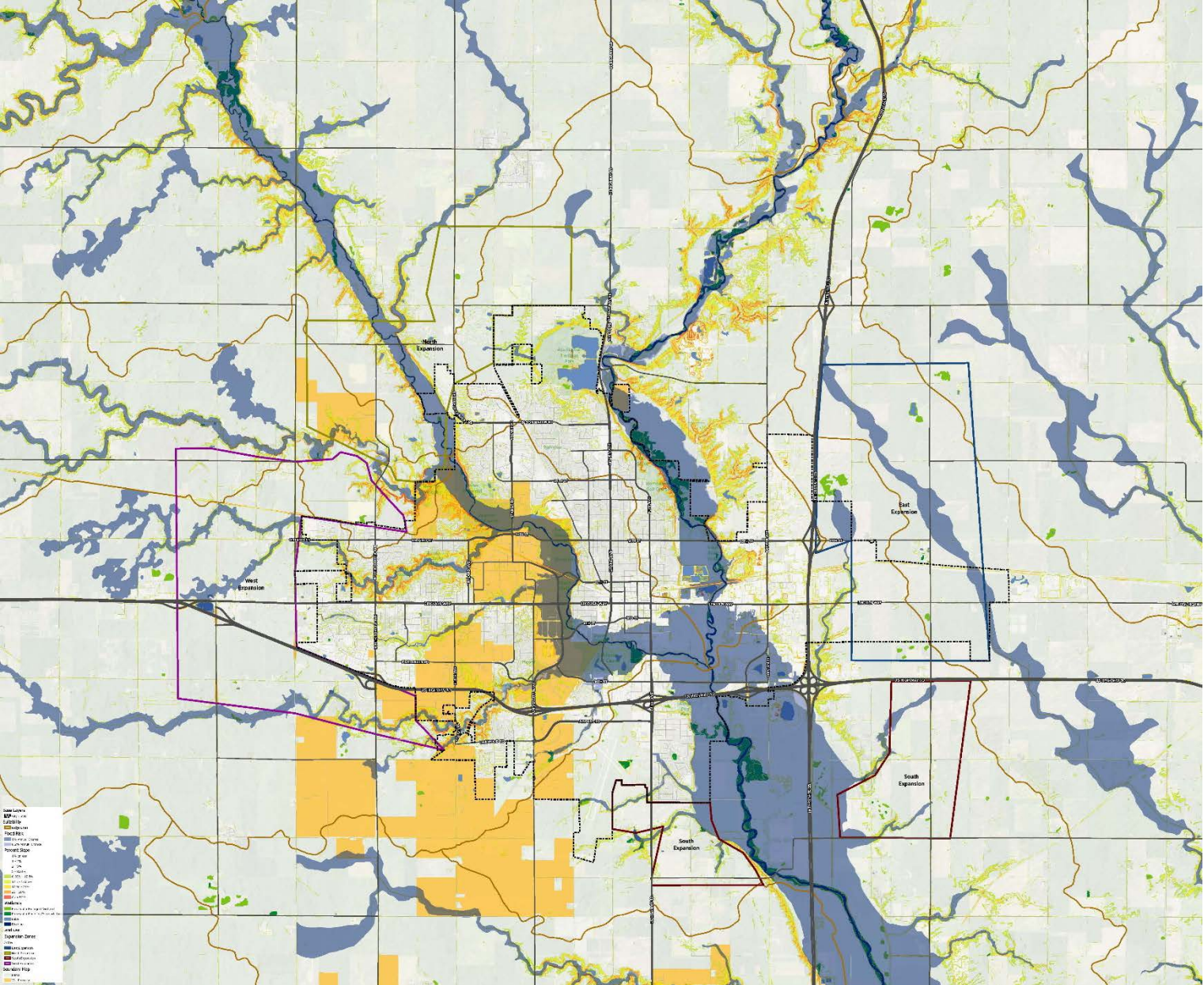
+15,000 population

Growth Management

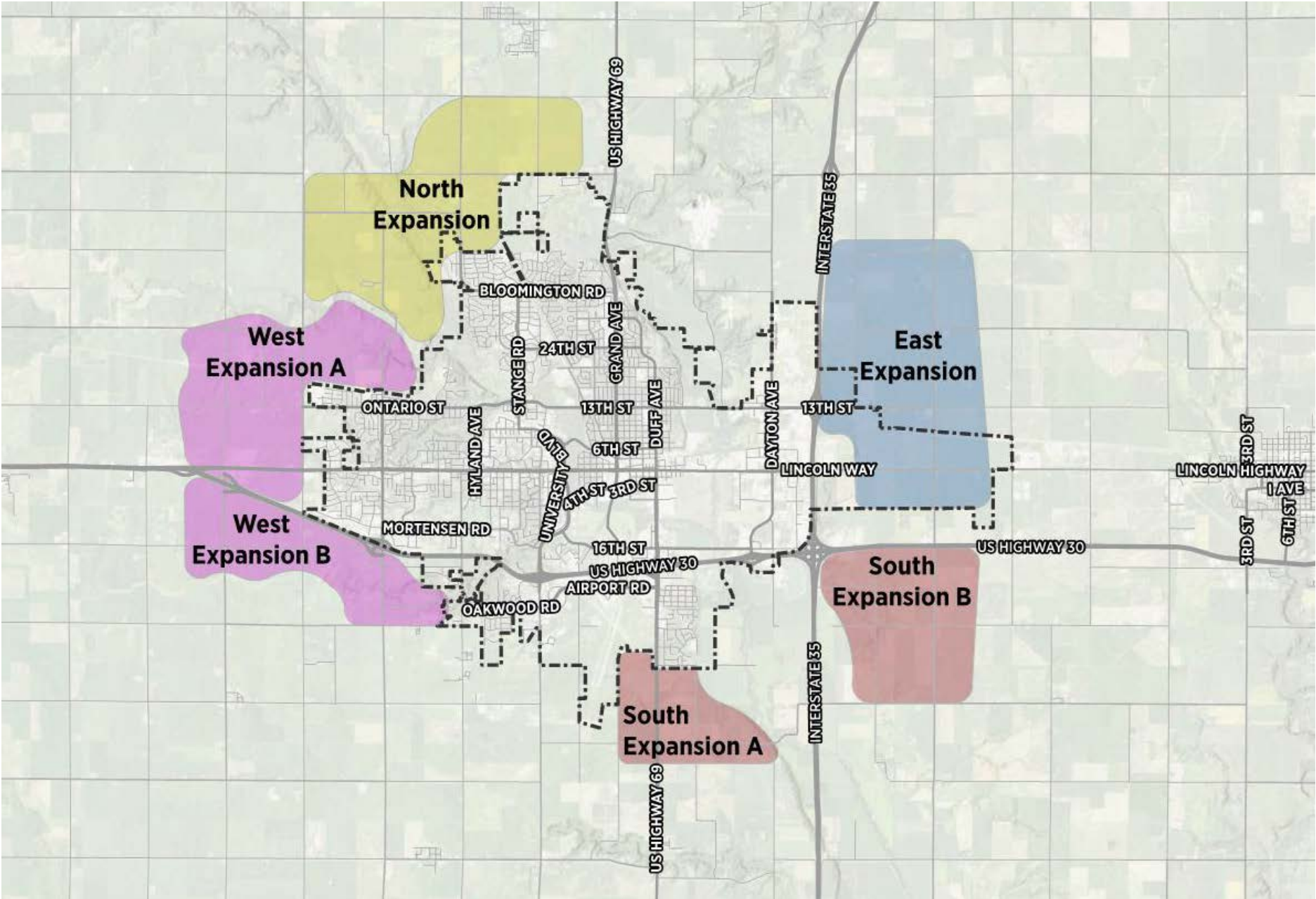
- Environmental Conditions
- Land Use Patterns
- Mobility Patterns
- Utility Serviceability



# Existing Conditions

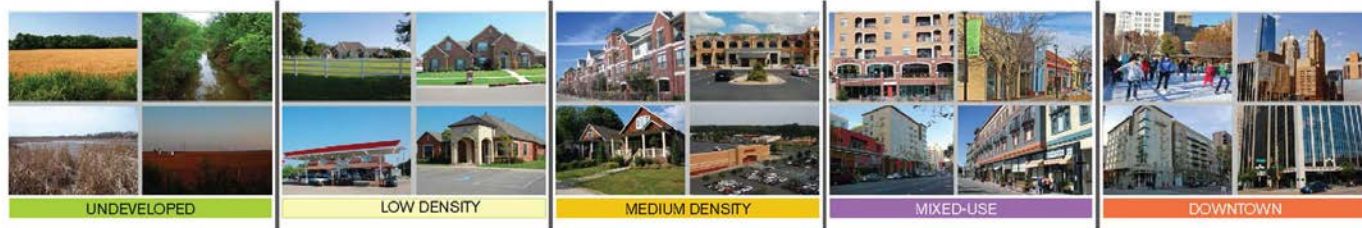


# Growth Area Possibilities

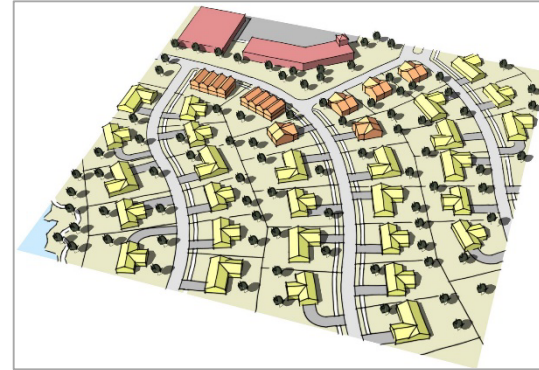


# Intensity Ranges (development based upon Gross Acres)

## DEVELOPMENT CHARACTER



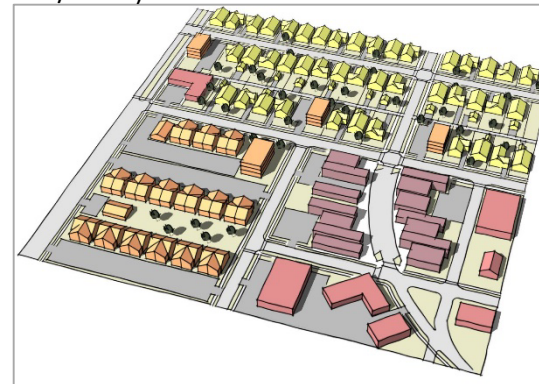
## DEVELOPMENT PATTERNS



Low-intensity urban residential (3-4 du/Acres)



High urban residential (10-20 du/Acres)



Medium-intensity urban residential (6-10 du/Acres)

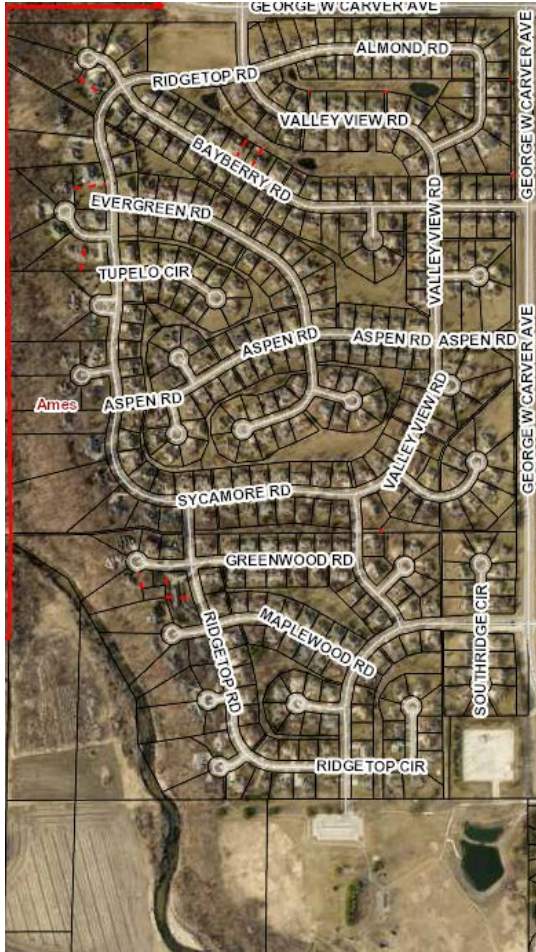


Mixed/HD urban residential (16+ du/Acres)

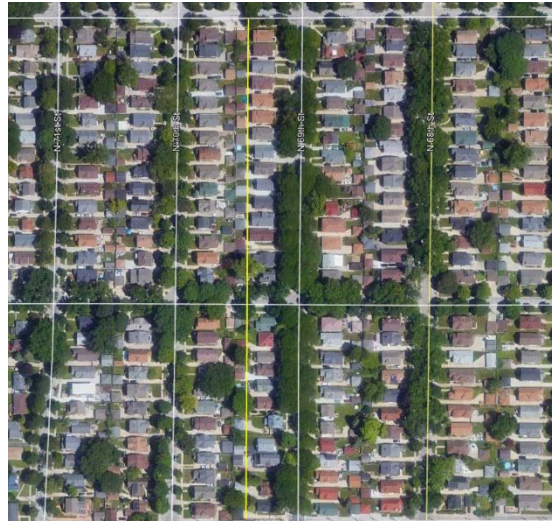
From PlanOKC, the comprehensive plan of Oklahoma City



# Comparison of Intensity Ranges



**Northridge-Ames**  
2.02 du/Acres gross



**MidTown Wauwatosa WI**  
6.75 du/A gross



**Stapleton (Denver)**  
Small lot/Attached  
Neighborhood  
11 du/A gross



**Towns at Little Italy-Omaha**  
12 du/A gross





# Comparison of Intensity Ranges



**Northridge Heights-Ames**  
4.1 du/Acres gross



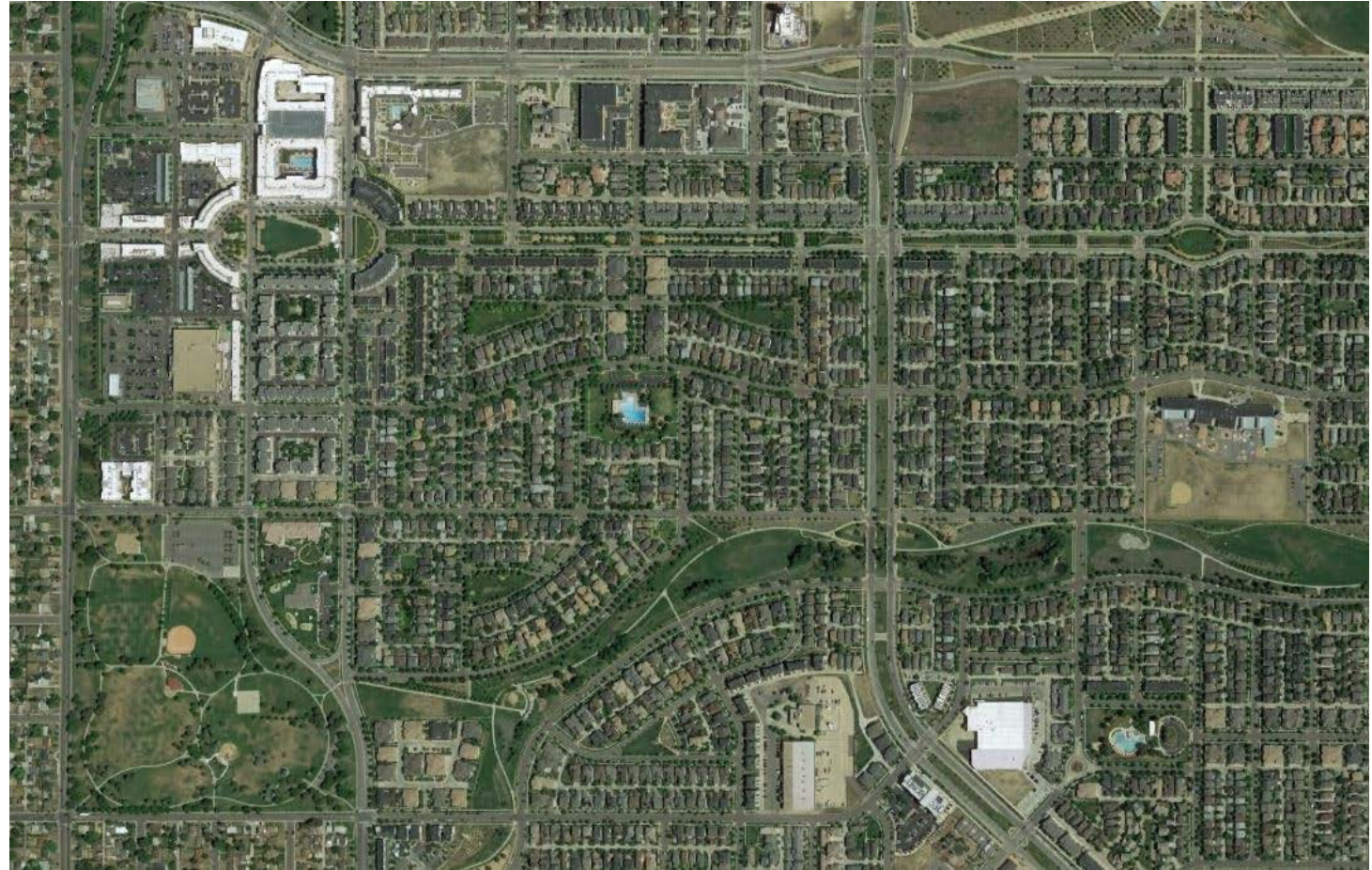
**Edwards Elementary-Ames**  
6.2 du/Acres gross



# Comparison of Intensity Ranges-Village Examples

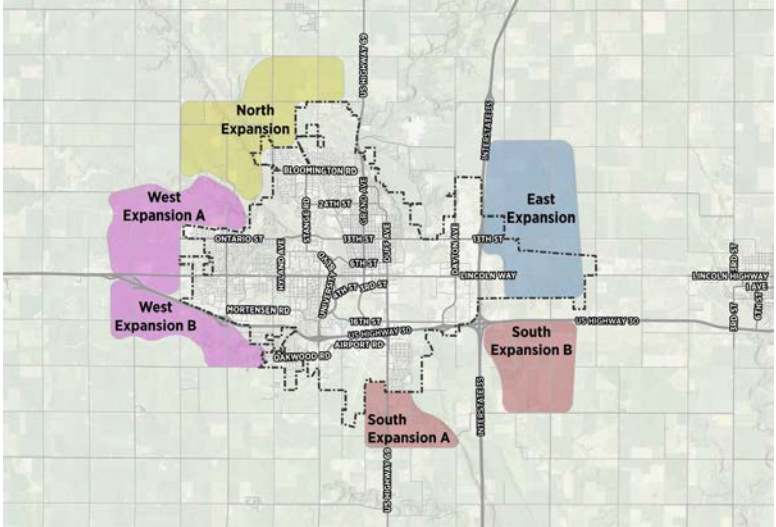
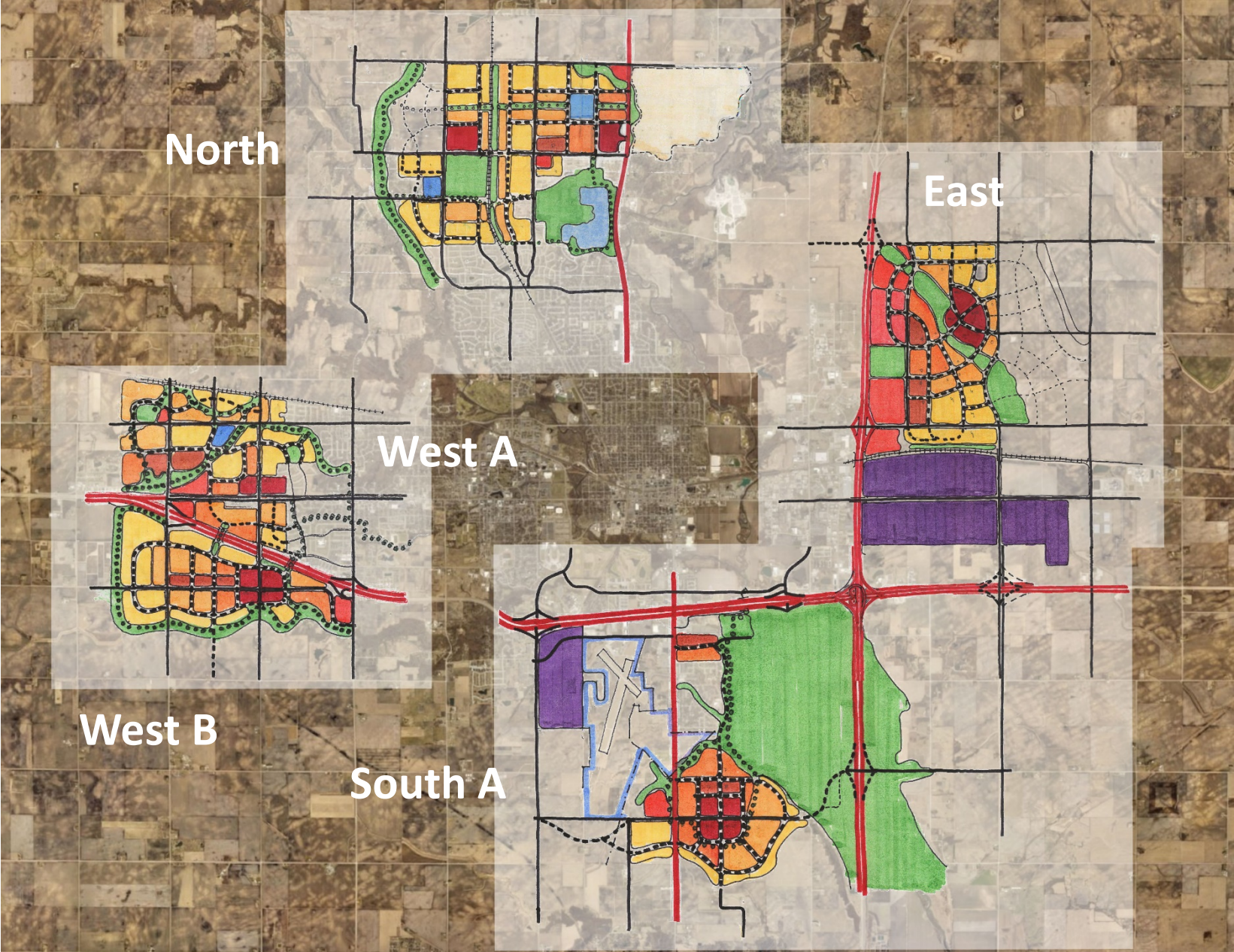


**Somerset "Village Only"**  
About 5.3 du/Acres gross  
- 9 du/Acres net

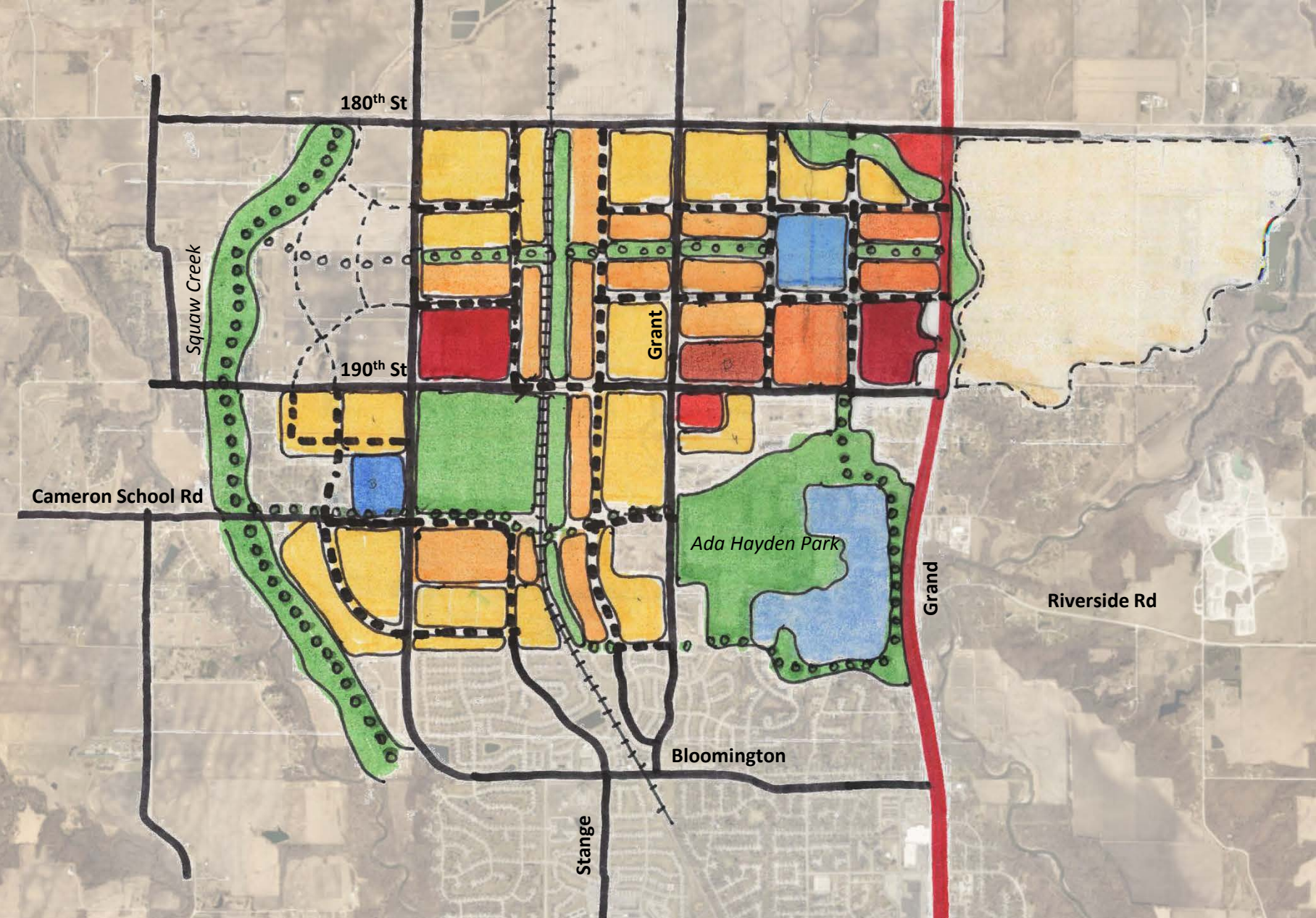


**Stapleton (Denver-Redevelopment Plan Area)**  
About 3.5 du/Acres gross

# Growth Area Possibilities



# North Growth Area

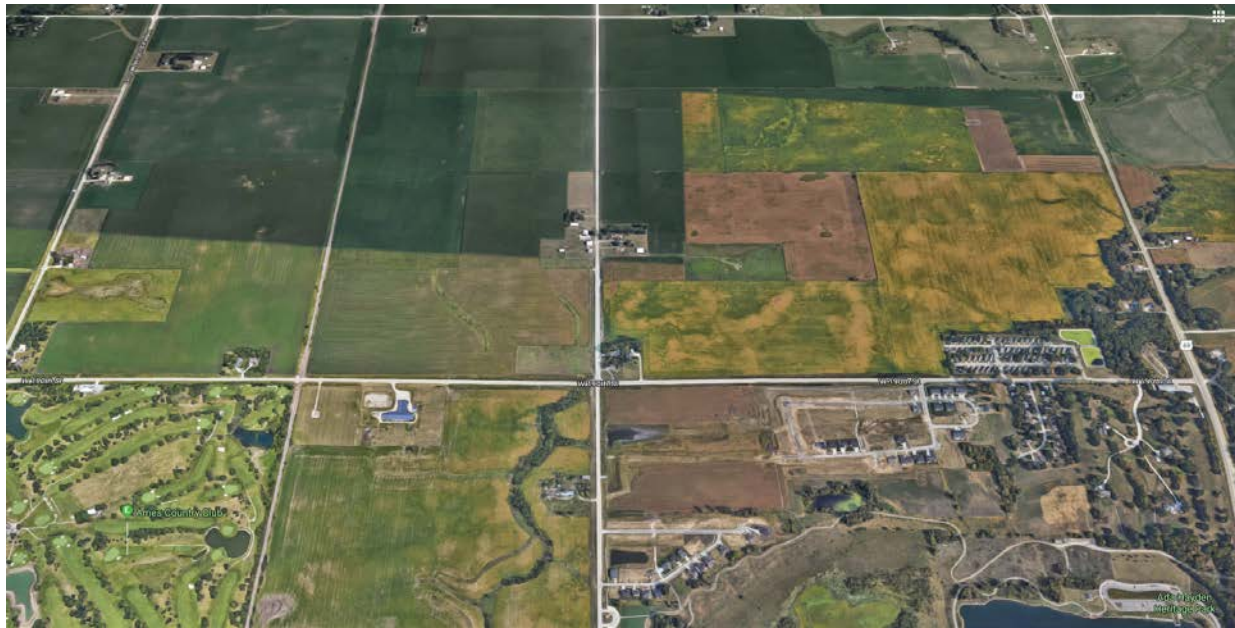


- Potential special development area
- Low-density urban residential
- Urban family residential
- Medium-density residential
- High-density residential
- Mixed use/High-density residential
- Commercial
- Civic
- Open space



# North Growth Area (Total)

Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	675	2,362	7,087
Urban Family	6 du/A	8.5 du/A	2.5	319	1,914	4,785
Med Density	8 du/A	11.4 du/A	2.2	94	752	1,654
High Density	10 du/A	14.3 du/A	2.0	31	310	620
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0	46	552	1,104
<b>Gross Res:</b>	<b>5.06 du/A</b>			<b>1,165</b>	<b>5,890</b>	<b>15,251</b>



People/square mile: 8,378



# North Growth Area

## South of 190<sup>th</sup> (Current LUPP-Development Pipeline)

People/square mile: 7,356

Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	381	1,333	4,000
Urban Family	6 du/A	8.5 du/A	2.5	108	648	1,620
Med Density	8 du/A	11.4 du/A	2.2			
High Density	10 du/A	14.3 du/A	2.0			
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0			
<b>Gross Res:</b>	<b>4.05 du/A</b>			<b>489</b>	<b>1,981</b>	<b>5,620</b>

## North of 190<sup>th</sup> (New Growth Potential)

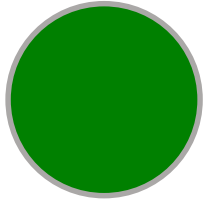
People/square mile: 9,171

Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	294	1,029	3,087
Urban Family	6 du/A	8.5 du/A	2.5	211	1,266	3,165
Med Density	8 du/A	11.4 du/A	2.2	94	752	1,654
High Density	10 du/A	14.3 du/A	2.0	31	310	620
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0	46	552	1,104
<b>Gross Res:</b>	<b>5.79 du/A</b>			<b>675</b>	<b>3,909</b>	<b>9,630</b>

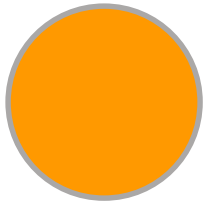


# North Growth Area

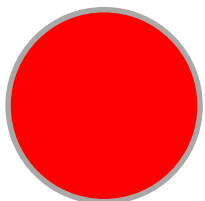
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- Area south of 190<sup>th</sup> Street is within the LUPP currently.
- Excellent access to Ada Hayden and potential trail links.
- Development area most directly responds to recent market forces.
- Reinforces existing north side commercial, including North Grand and Somerset.
- Area north of 190<sup>th</sup> Possible consideration of a special rural development zone east of Grand, pending discussion of Fringe Plan related issues



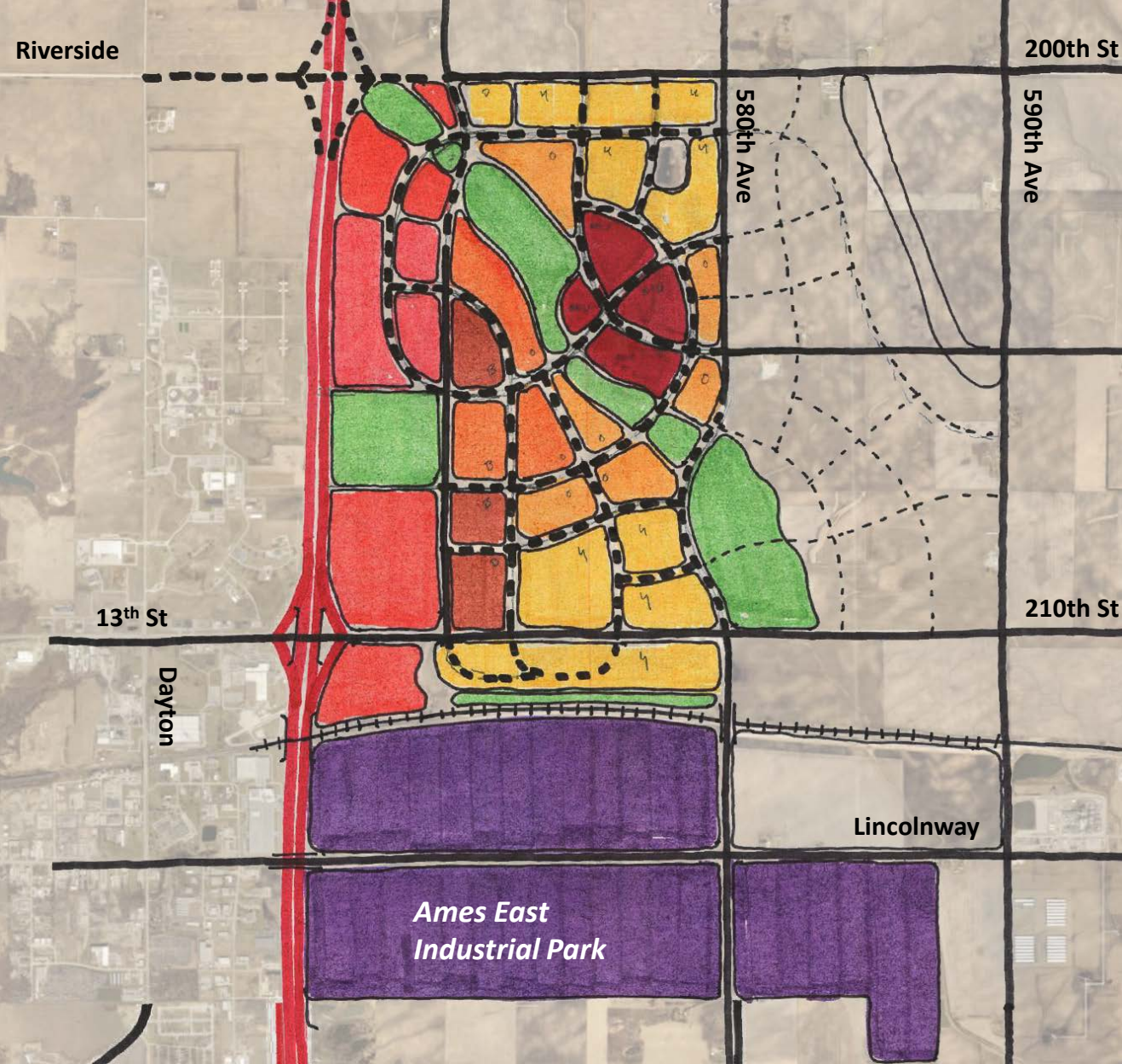
- Existing Union Pacific railroad impedes east-west connectivity. Major growth may require 190<sup>th</sup> grade separation.
- Development adds traffic pressure on Grant Avenue and Hyde Avenue and other streets going through the community.
- Limited connectivity to major arterials and I-35 could create more demand on local street network. Expands need for I-35 interchange at East Riverside Road.
- Need to consider water pressure zones and serviceability
- Review of public safety resources to serve area



- No additional growth north of 190<sup>th</sup> without major sewer infrastructure



# East Growth Area



- Low-density urban residential
- Urban family residential
- Medium-density residential
- High-density residential
- Mixed use/High-density residential
- Commercial
- Civic
- Open space
- Industrial/research

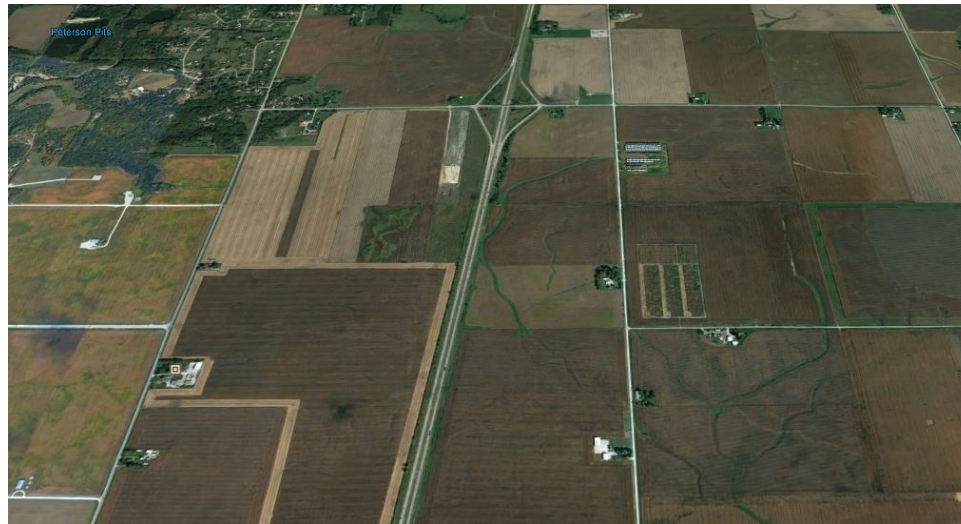




# East Growth Area

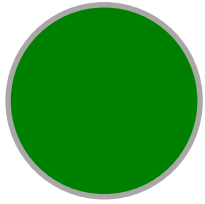
Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	456	1,596	4,788
Urban Family	6 du/A	8.5 du/A	2.5	124	744	1,860
Med Density	8 du/A	11.4 du/A	2.2	149	1,192	2,622
High Density	10 du/A	14.3 du/A	2.0	122	1,220	2,440
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0	129	1,684	3,368
<b>Gross Res:</b>	<b>6.57 du/A</b>			<b>980</b>	<b>6,436</b>	<b>15,078</b>

People/square mile:  
9,847

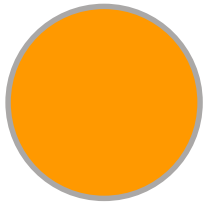


# East Growth Area

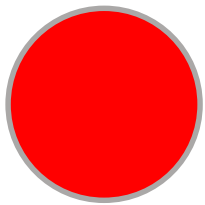
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- New large expansion opportunity, building on future job center and major commercial development.
- Ideal commuter location with great I-35 access/regional access
- Eastside location provides relatively quick access to center of Ames
- Avoids impacts to internal city traffic system
- Provides room for future growth with minor impact on existing neighborhoods



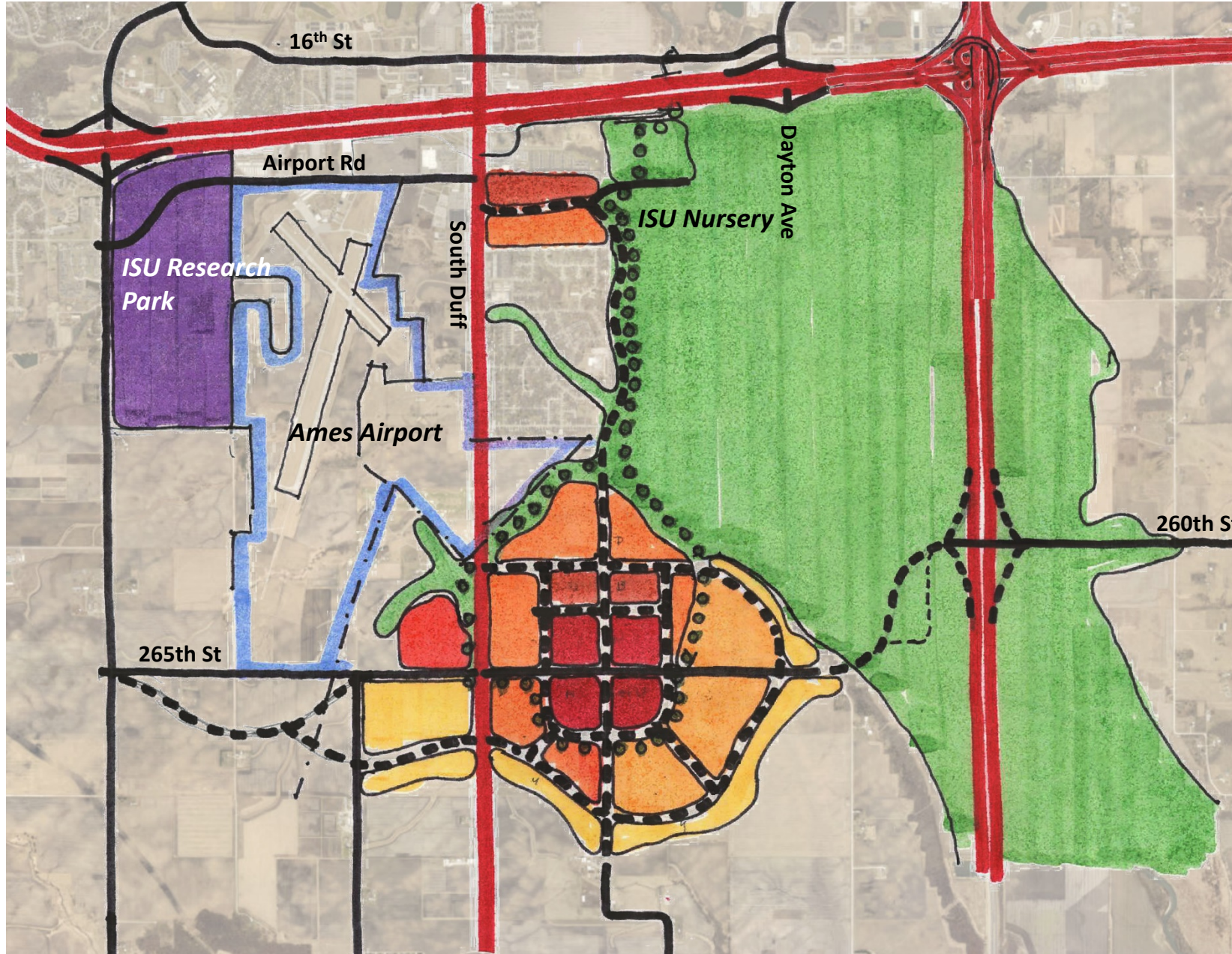
- Requires new interchange at 200<sup>th</sup>/Riverside for I-35 access to work to full advantage
- Commercial land uses in NE and SE quadrants of the I-35 interchange at 13<sup>th</sup> Street will need local streets to provide internal site access.
- Requires new urban infrastructure and review of public safety resources. Will involve major front-end public investment.
- Requires development of a full local street circulation system.
- Seen as relatively separated from the rest of Ames. . . Initial market reception might be challenging



- Major Sewer Infrastructure needed to serve area



# South A Growth Area



- Low-density urban residential
- Urban family residential
- Medium-density residential
- High-density residential
- Mixed use/High-density residential
- Commercial
- Civic
- Open space
- Industrial/research



# South A Growth Area

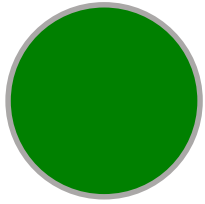
Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	242	847	2,541
Urban Family	6 du/A	8.5 du/A	2.5	393	2,358	5,895
Med Density	8 du/A	11.4 du/A	2.2	135	1,080	2,376
High Density	10 du/A	14.3 du/A	2.0	500	500	1,000
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0	180	2,160	4,320
<b>Gross Res:</b>	<b>6.95 du/A</b>			<b>1,000</b>		<b>16,132</b>

People/square mile: 10,109

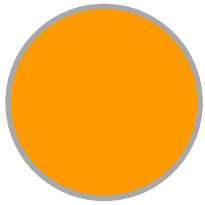


## South “A” Growth Area

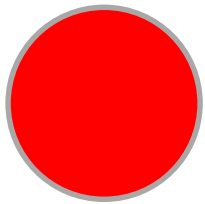
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- Potential for high density, high amenity urban village
- Appears self-contained, but has a solid adjacent neighborhood connection
- Major open space resources
- Location near the ISU Research Park, Airport, and commuter-friendly I-35 location (good regional access)
- Convenient to ISU, Downtown, and Duff Street corridor
- Easily available existing infrastructure for sewer



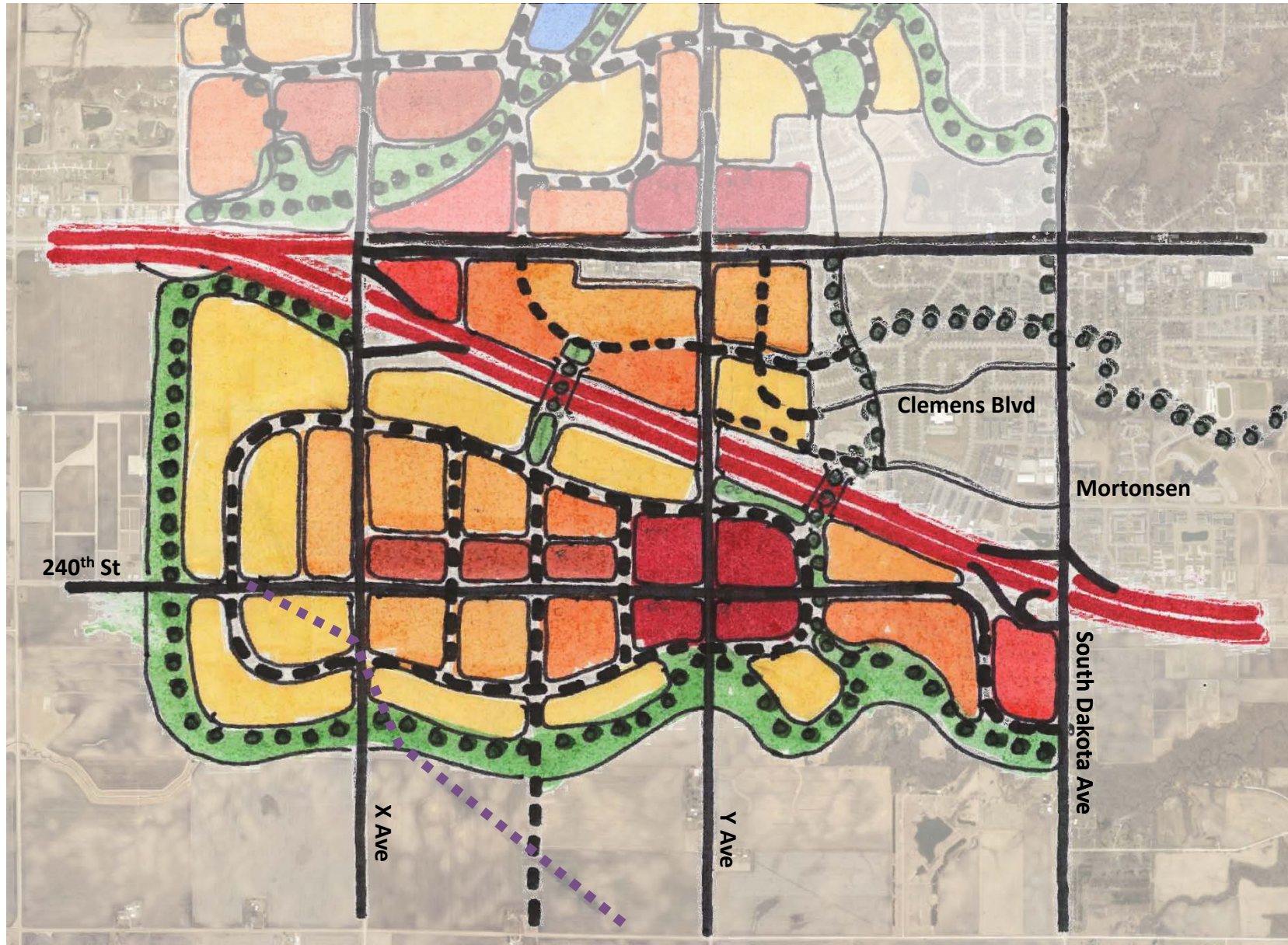
- Riverside Drive, west of this growth area, will probably require realignment as part of a planned extension Ames Municipal Airport runway R1. *This is not specifically related to development here.*
- Proposed parkway parallel to South Duff Avenue would provide alternative route to Duff Avenue.
- Although there has been some development in the area, unproven market location in recent years.
- Concept is based on relatively high density and compact development forms.



- Would require interchange at I-35/260<sup>th</sup> Street to minimize additional impact on stressed Duff Avenue, however would also be benefit to ISURP access



# West "B" Growth Area

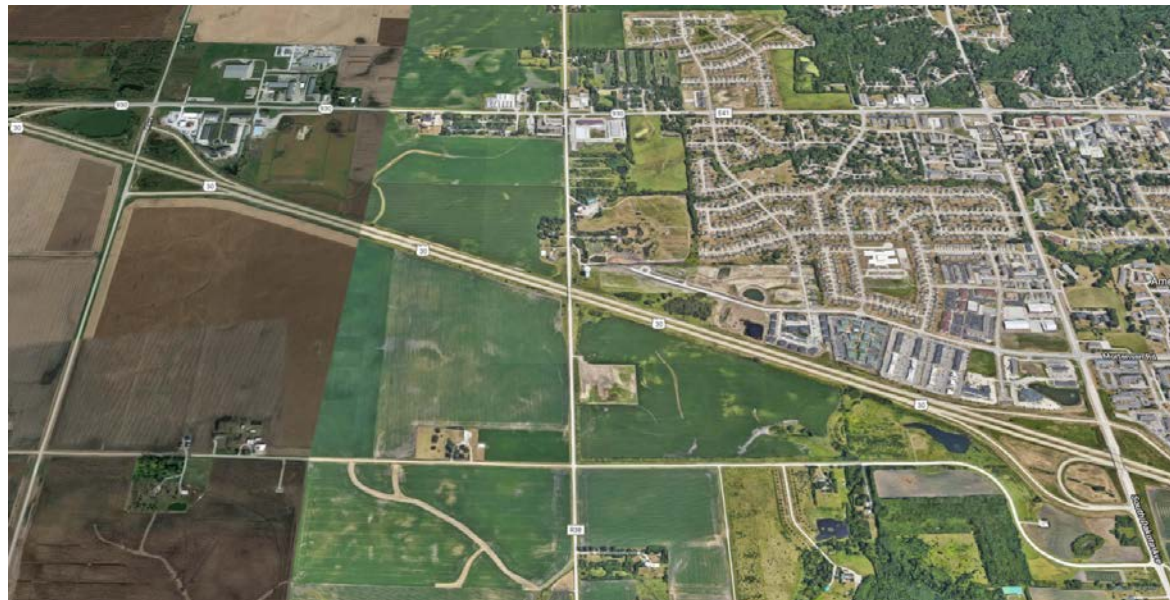


- Low-density urban residential
- Urban family residential
- Medium-density residential
- High-density residential
- Mixed use/High-density residential
- Commercial
- Civic
- Open space
- Industrial/research



# West B Growth Area

Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	521	1,823	5,470
Urban Family	6 du/A	8.5 du/A	2.5	310	1,860	4,650
Med Density	8 du/A	11.4 du/A	2.2	182	1,456	3,203
High Density	10 du/A	14.3 du/A	2.0	62	620	1,240
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0	113	1,356	2,712
<b>Gross Res:</b>	<b>6.16 du/A</b>			<b>1,188</b>	<b>7,115</b>	<b>17,275</b>

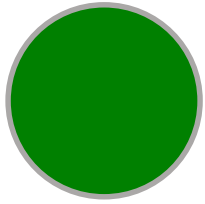


People/square mile: 9,513

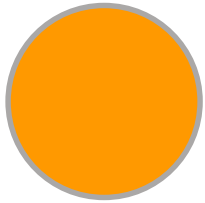


## West B Growth Area (Note area between Hwy 30 and Lincoln Way part of both B and A)

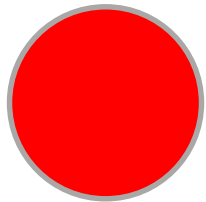
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- Good accessibility to US Highway 30, regional access.
- Good street grid network to provide connectivity in all directions.
- Location convenient to ISURP, Lincoln Way development corridor, and Campus
- Access to Daley Park, trail network, and potential community center project
- Site lends itself to a unified village design, but is less isolated than some other areas.
- Market familiar with westward development
- Does not require conversion of ISU controlled land to move forward



- One or more pedestrian bridges are needed across US 30. Discussions are underway for a location, possibly between Dakotas and 500<sup>th</sup> Avenue.
- Oil pipeline could constrain development on the extreme southwest side of area.
- Incremental utility extensions are required.
- New concept to expand development area into Boone County
- Review of public safety resources to serve area



- Major sewer infrastructure needed to proceed with development





# West A Growth Area



- Low-density urban residential
- Urban family residential
- Medium-density residential
- High-density residential
- Mixed use/High-density residential
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- Open space
- Industrial/research

# West A Growth Area

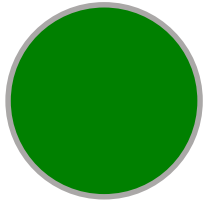
Land Use	Gross Density	Est Net Density	Pop/HH	Total Acres	Est du's	Est Pop
Low Density	3.5 du/A	5 du/A	3	447	1,564	4,693
Urban Family	6 du/A	8.5 du/A	2.5	296	1,776	4,440
Med Density	8 du/A	11.4 du/A	2.2	189	1,512	3,326
High Density	10 du/A	14.3 du/A	2.0	71	710	1,420
HD/Mixed Use	12-16 du/A	17-22 du/A	2.0	71	852	1,704
<b>Gross Res:</b>	<b>5.97 du/A</b>			<b>1,074</b>	<b>6,414</b>	<b>15,583</b>

People/square mile: 9,408

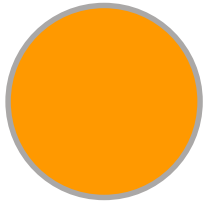


## West A Growth Area (Note area between Hwy 30 and Lincoln Way part of both B and A)

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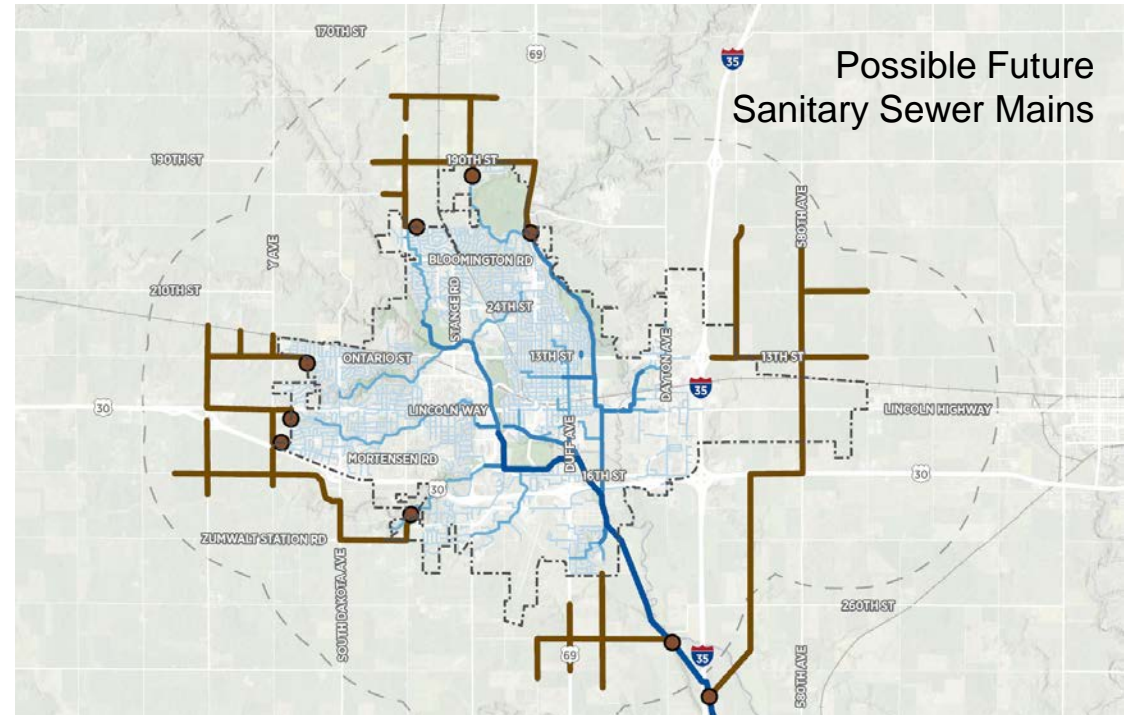
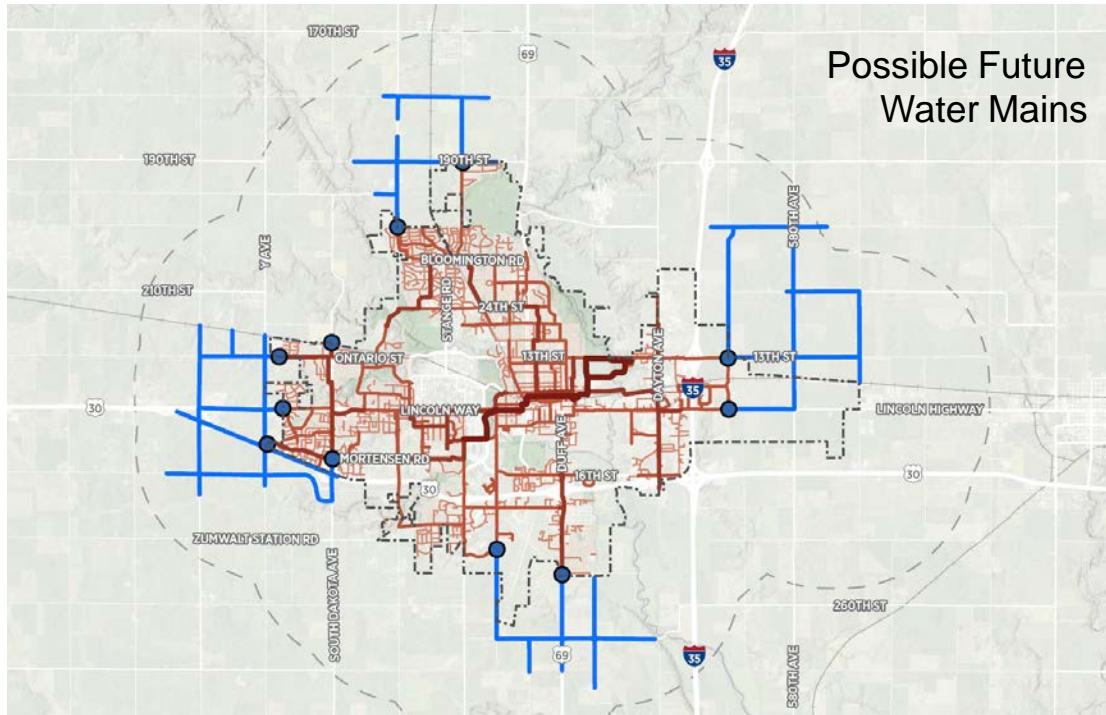
- Fills gaps and extends existing westward development patterns.
- Along with North growth area south of 190<sup>th</sup>, most incremental of various concepts
- Convenient location to ISU and other parts of the campus community
- Would be served well by the potential community center
- Good access to the Daley Park trailhead and rest of the urban trail network
- Presents opportunities to extends existing local street network
- Does not propose urban development north of railroad tracks



- Possibly least unified concept, largely because of its incremental nature
- Railroad and outdated underpasses constrain access to the north
- New concept to expand development area into Boone County
- Review of public safety resources to serve area
- May be able to be served by incremental extensions of utilities, needs verification
- Traffic levels will impact Ontario Street as the primary east west connector into the community



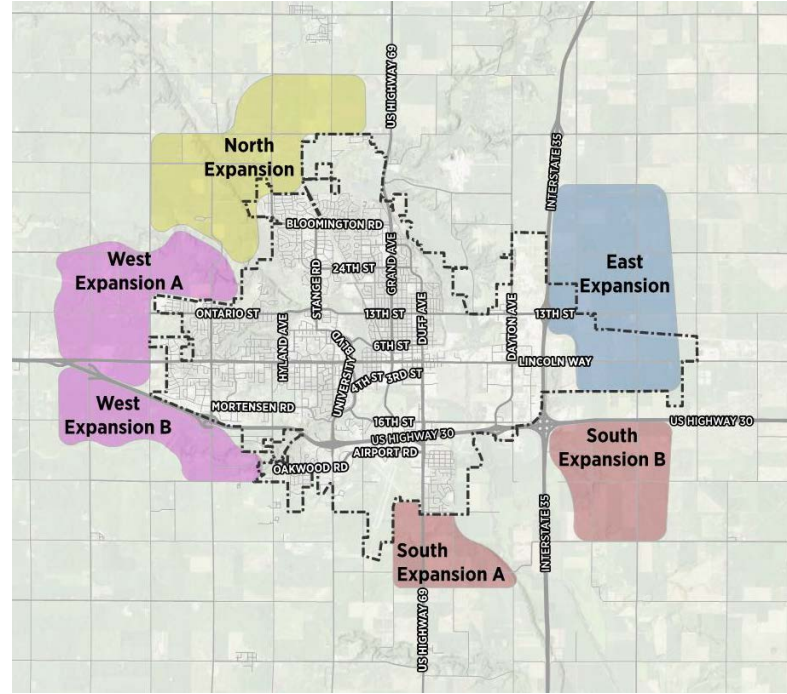
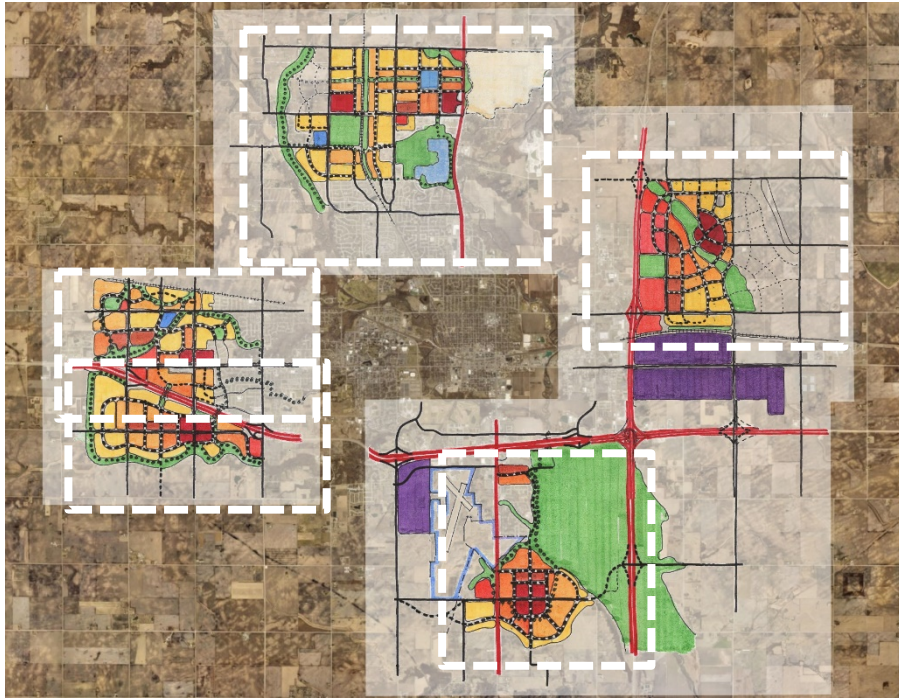
# Infrastructure Comparisons



Growth Area	Transportation Costs	Wastewater Costs	Water Costs	Public Infrastructure Total	Notes/ Concerns
North	\$\$	\$\$	\$\$\$	\$\$	Moderate future arterial road network and new 190 <sup>th</sup> bridge over UPRR. Extension of 36" wastewater trunkline for approximately 1.5 miles. Pressure concerns corrected by construction of 4 MG water tower.
East	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	Extensive future arterial road network and new I-35 interchange. Construction of new 36" wastewater trunkline for approximately 6 miles. Pressure concerns corrected by construction of a 6 MG water tower.
South A	\$\$\$\$\$	\$	\$\$	\$\$\$	Moderate future arterial road network including future N/S parkway. New I-35 Interchange.
West B	\$\$	\$½	\$\$	\$\$	Moderate future arterial road network and new pedestrian bridge(s). Extension of 21" wastewater trunkline for approximately 1.5 miles.
West A	\$	\$	\$	\$	Minor future arterial road network. No improvements to Union Pacific railroad crossings.



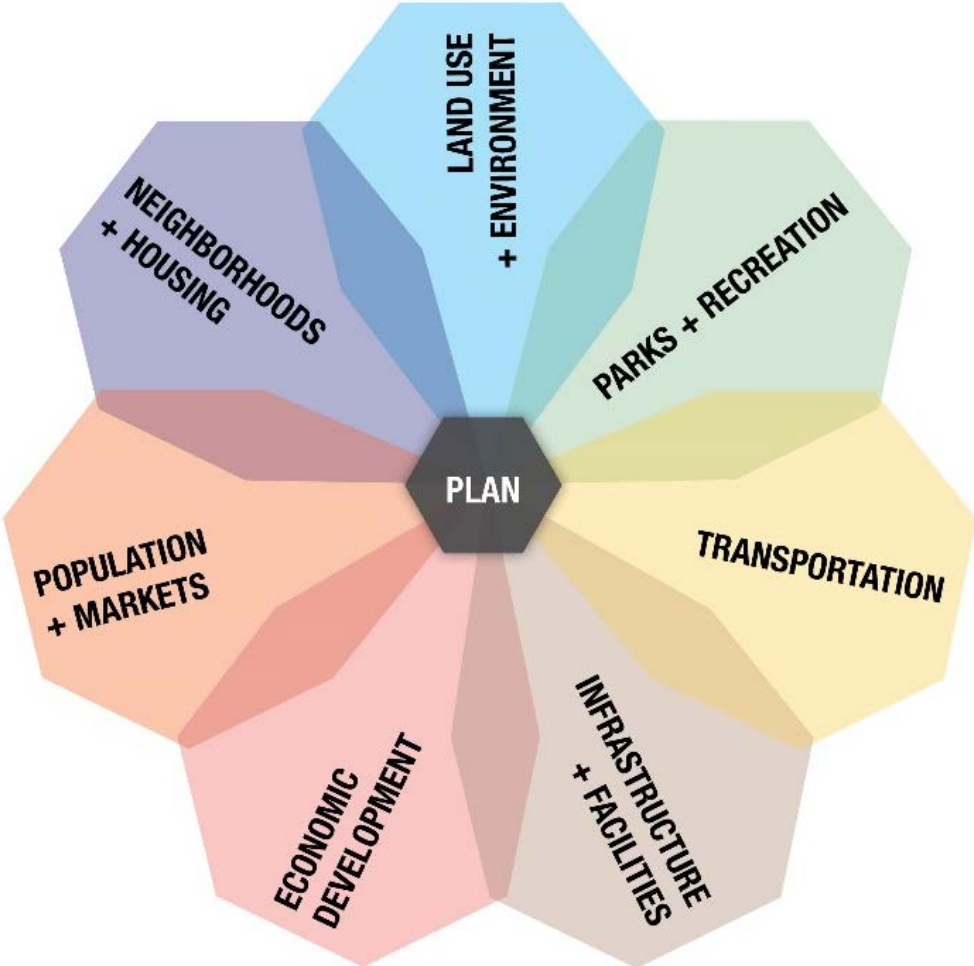
# Growth Area Possibilities



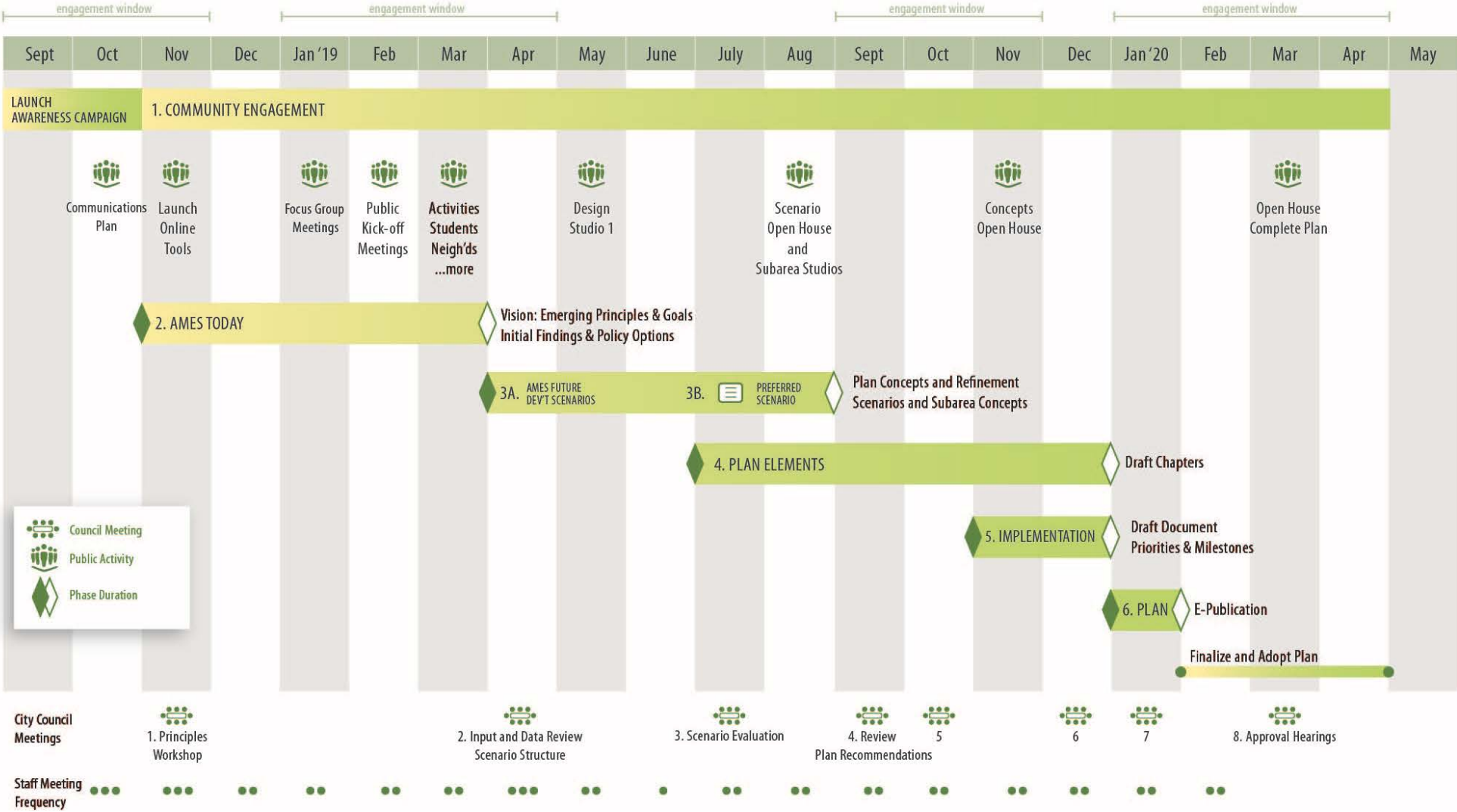
## Discussion, Questions, Answers

Growth Area	Transportation Costs	Wastewater Costs	Water Costs	Public Infrastructure Total	Notes/ Concerns
North	\$\$	\$\$	\$\$\$	\$\$	Moderate future arterial road network and new 190 <sup>th</sup> bridge over UPRR. Extension of 36" wastewater trunkline for approximately 1.5 miles. Pressure concerns corrected by construction of 4 MG water tower.
East	\$\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	Extensive future arterial road network and new I-35 interchange. Construction of new 36" wastewater trunkline for approximately 6 miles. Pressure concerns corrected by construction of a 6 MG water tower.
South A	\$\$\$\$	\$	\$\$	\$\$\$	Moderate future arterial road network including future N/S parkway. New I-35 Interchange.
West B	\$\$	\$½	\$\$	\$\$	Moderate future arterial road network and new pedestrian bridge(s). Extension of 21" wastewater trunkline for approximately 1.5 miles.
West A	\$	\$	\$	\$	Minor future arterial road network. No improvements to Union Pacific railroad crossings.

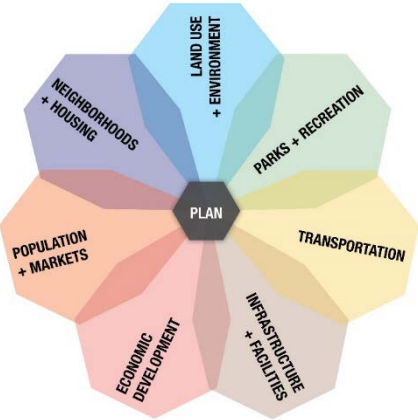
**Next Steps > More than Land Use**



# Next Steps > Meeting Schedule



Consider monthly meetings to dive deeper into topics.



# Next Steps > Meeting Schedule

	Staff Meetings	City Council	Public
<b>December 2018</b>		Project initiation to describe process and receive initial input for investigation.	
<b>January 2019</b>	Setup meetings with public and review event collateral.		
<b>February</b>	Coordinate meetings with public and data collection.		<ol style="list-style-type: none"> <li>1. Public Kick-off #1</li> <li>2. Public Kick-off Encore #2</li> <li>3. Focus group discussions</li> </ol>
<b>March</b>	Conditions analysis.		<ol style="list-style-type: none"> <li>1. Focus group discussions</li> <li>2. Neighborhood event</li> <li>3. Academy Group</li> <li>4. Academy Group 2</li> </ol>
<b>April</b>	Receive feedback on conditions analysis. Review projections.	<ol style="list-style-type: none"> <li>1. Review Conditions and Public Input</li> <li>2. Scenario Methodology and Guidance</li> </ol>	
<b>May</b>	Design studio with RDG Review preliminary concept.		Tour with SW area residents
<b>June</b>	Review refined concept. Receive conditions documentation		





# Next Steps > Meeting Schedule

	Staff Meetings	City Council	Public
<b>July</b>	<ul style="list-style-type: none"> <li>- Revisions to concepts.</li> <li>- Infill target areas.</li> </ul>	Review land use scenarios and provide guidance for refinement.	<b>ONLINE:</b> <ul style="list-style-type: none"> <li>- Post Conditions Chapter for feedback.</li> </ul>
<b>August</b>	<p>Subareas, including infill and target areas in city.</p> <p>Discuss emerging policies. Order of discussion is based on staff direction.</p>	General discussion of comprehensive plan elements. Prioritize discussion topics through Fall.	<b>ONLINE:</b> <ul style="list-style-type: none"> <li>- Launch interactive land use map showing concept and constraints.</li> </ul> <b>ONSITE:</b> Design studio to focus on subareas and share refined growth scenarios. Also, event includes an open house about land use plan scenarios in sketch form.
<b>September</b>	Discuss emerging policies and draft sections.	<ul style="list-style-type: none"> <li>- Discuss policy for infill, growth, and preservation.</li> </ul> <p>Discuss policy for environment /mobility /<u>housing+neighborhoods</u> /parks / infrastructure /culture /equity /more. Order of discussion is based on staff direction.</p>	
<b>October</b>	Continue to discuss policies and emerging draft sections.	Continue to discuss policy for /mobility / <u>housing+neighborhoods</u> /parks / infrastructure /culture /equity /more. Order of discussion is based on staff direction.	<b>ONLINE:</b> Possible polling on policy statements  <b>ONSITE:</b> Possible Student Engagement Activity



## Next Steps > Meeting Schedule

	Staff Meetings	City Council	Public
<b>November</b>	Discuss draft plan.		<b>ONSITE:</b> Open House Event - Displays only, plan not available yet. - 25 displays likely and requesting input about priorities.
<b>December</b>	Discuss complete draft plan.	- Discuss emerging draft sections and feedback from November's Open House Event. - Discuss priority areas for implementation.	
<b>January 2020</b>	Discuss refinements to draft plan.	Discuss refinements to draft plan.	
<b>February</b>			<b>ONLINE:</b> Post draft plan online.
<b>March</b>			<b>ONSITE:</b> Open House Celebration - Displays only, plan not available yet. - 25 displays likely. - Action Steps
<b>April</b>			





**Thank you!**