



LIVE.
GROW.
BELONG.



Workshop #6

December 4, 2019





Agenda



- 1. Progress Update**
- 2. Land Use and Growth Framework**
 - Vision
 - Principles
- 3. Infill Demonstrations**
- 4. December 19 Topics and Next Steps**

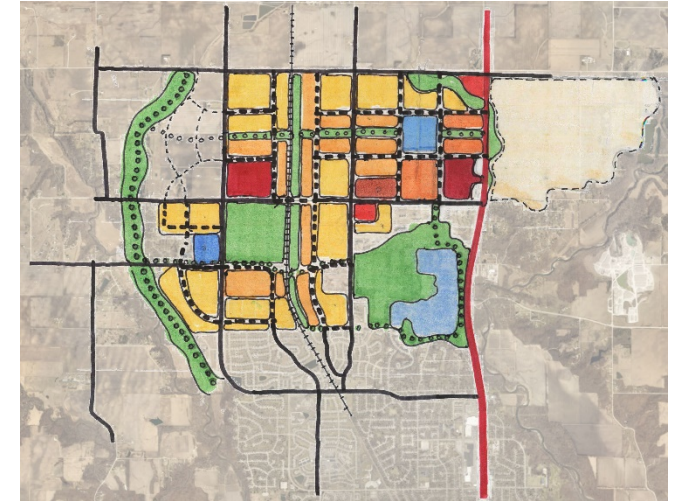


Progress Update



September

- Council directed staff to explore growth tiers within the scenarios to address flexibility
- Plan Format: Use the Champaign IL model
- Flexibility and Plan Use: Allow for growth options in different areas, but include direction on general pattern, layout and uses.
- Priority Topics for City Council Review: Land Use and Transportation as first issue to review Goals and Principles.



October/November

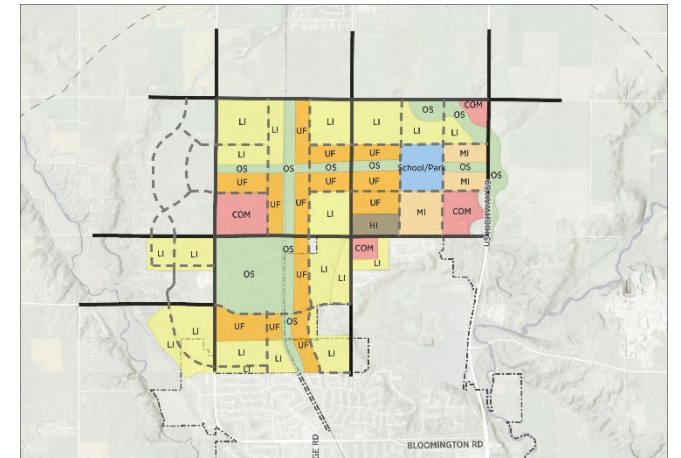
- Concurrent projects by city departments catching up to Comp Plan process.
- Meanwhile, team is preparing sections of the plan.

Mid-November

- Begin **testing** initial Tiered Concept.
- Identified refinements.

December

- Continue **testing** concept and prepare report by December 19th Council Meeting.





LAND USE & GROWTH VISION

Ames is an evolving city that takes a balanced, environmentally sustainable approach to growth and development.



Principles of the **Growth** Vision

SUSTAINABLE GROWTH

Ames new growth will be both economically and environmentally sustainable.

CONCENTRIC DEVELOPMENT

Ames will accommodate its projected population growth on both infill sites and contiguous new greenfield growth areas that coordinates existing infrastructure with incremental extensions of services.

INFILL DEVELOPMENT THAT ENHANCES THE URBAN FABRIC

Ames will take advantage of opportunities within the developed city to increase both the efficiency and quality of its urban environment.

INCREMENTAL, CONTIGUOUS GREENFIELD DEVELOPMENT

New development areas will be incremental to existing urbanized land; create high quality, well-connected neighborhoods; and use existing and future public investments efficiently.

URBAN EXPERIENCE

Land use policy will create a rewarding, healthy, safe, and comfortable environment for all of its residents and visitors.

PROCESS

Land use decisions will be made through a transparent, collaborative process that remains true to long-term community goals.

PLANNING FOR EQUITY

Future development in Ames and the public investments that support it, including housing, parks, and other community assets and features, will redound equitably to the public.



Principles of the **Land Use** Vision

APPROPRIATE LOCATION

Land uses in Ames will be located on sites that provide transportation, infrastructure, and support services necessary to support their intensity and operational requirements.

FLEXIBILITY WITH COMPATIBILITY

The land use plan will provide both reasonable flexibility to developers while protecting the integrity and quality of the neighborhoods around them.

CONVENIENT SERVICES

All parts of Ames will have convenient access to neighborhood commercial services and other vital community facilities.

VITAL MIXED USES

Ames will encourage mixing of uses to create more active, interesting, and efficient city environments, while maintaining compatibility where different uses adjoin.

PLACES FOR EMPLOYMENT

Ames will continue to provide appropriately located space for a wide range of enterprises that provide employment for existing and prospective residents.

DIVERSE HOUSING OPTIONS

Land use policy will encourage integration of different residential densities into the fabric of neighborhoods.





The City of Ames will have a well connected, context-sensitive transportation system that provides for the safety and comfort of all users.



Complete Streets **Ames**



Principles of the **Transportation** Vision

COMPLETE STREETS

Ames will use a Complete Streets approach to serve all users and modes.

MULTI-MODALITY

Create and maintain a connected multimodal network, including planned extensions of transit, bicycle, pedestrian, and micro-mobility facilities.

CONTEXT SENSITIVE PRINCIPLES

Transportation facilities in existing and planned development will be sensitive and appropriate to the character of their urban environments.

LEVEL OF SERVICE

Ames will strive to maintain a minimum Level of Service (LOS) standard of “D” for major existing roadways

BALANCED TRANSPORTATION PLANNING

Ames will balance the size of infrastructure improvements with cost, environmental constraints, impacts to all modes, operational quality and levels of service

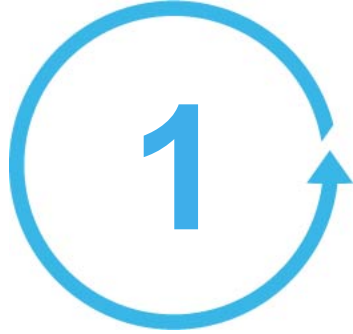
TRANSPORTATION-ECONOMIC DEVELOPMENT LINK

Ames will recognize that its transportation system is a critical component of the city’s economic success.

RIGHT-SIZED PARKING

Parking requirements should be consistent with routine demands. “Right Sized” and reduced parking requirements are priorities in developing and redeveloping areas.





Ames' land use policy will advance the City's efforts toward supporting economic vitality and local and global sustainability interests.

It will accomplish this by:

1. Incorporating minimum development densities into planning decisions
2. Incorporating transportation system planning and service levels into planning decisions
3. Supporting expansion of alternative transportation modes to single occupant automobiles
4. Avoiding environmentally sensitive areas with development when feasible and incorporating appropriate buffers and mitigation when required
5. Supporting economic development that builds upon the City's strengths and regional position
6. Using our natural resources wisely to reduce future burdens on water, energy, and land.





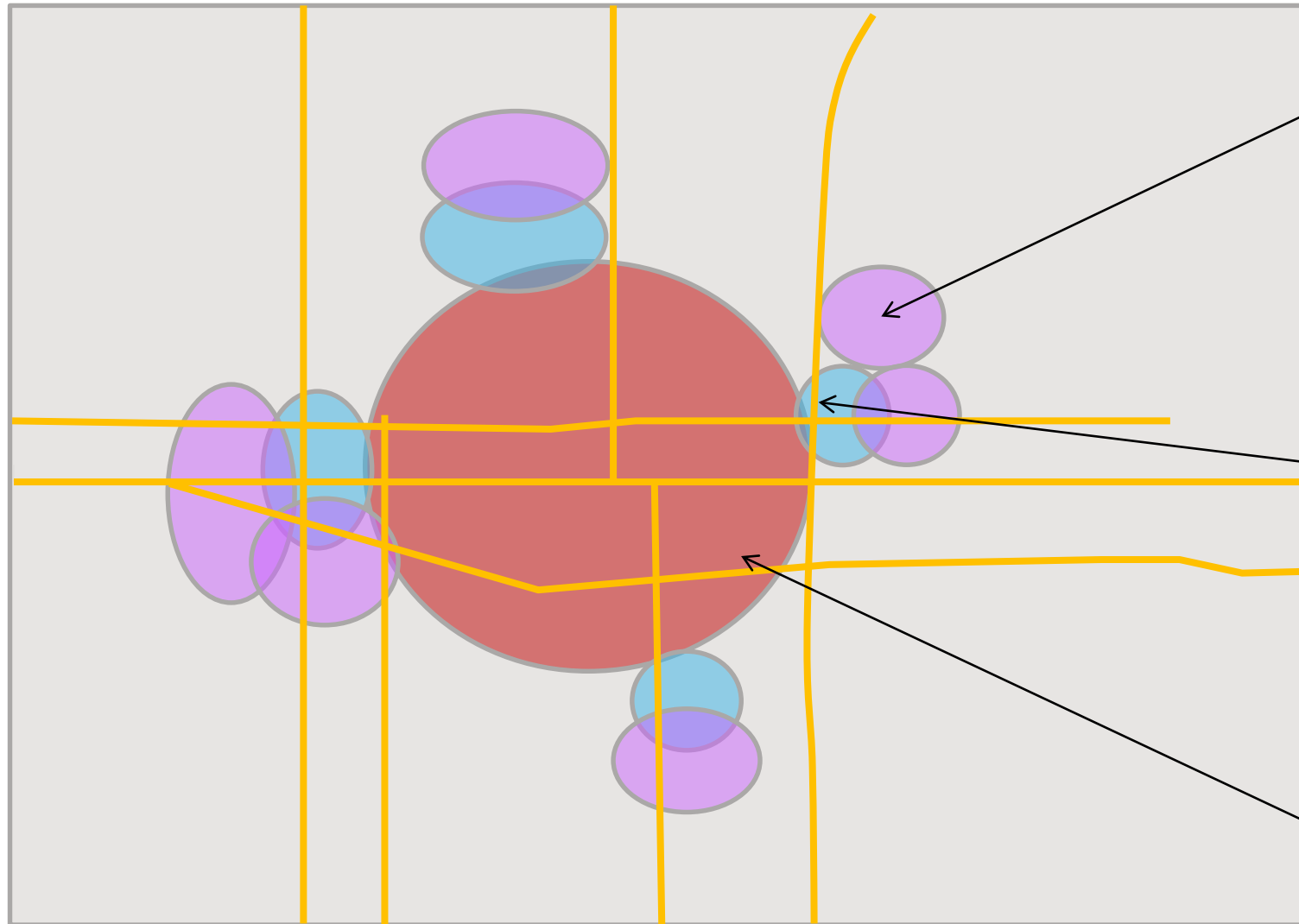
Ames' projected population growth for the planning period will take place in areas that can be feasibly served by vital infrastructure.

These areas include sites both within the currently built-up city and on its edges in multiple directions:

- Infill, increasing yield of underused sites within the existing urban area and served by existing infrastructure.
- Areas in all directions contiguous to existing development that can be served by existing infrastructure or by relatively low-cost extensions.
- Areas within the urban services area that require significant infrastructure extensions or new facilities.
- Use Future Land Use Map to define areas for growth and change and desired development options to meet housing and economic development goals.



Guiding Principles: Development Sequencing



New development areas within urban services area requiring new infrastructure or substantial extensions

New development areas served by existing infrastructure or relatively low-cost incremental extensions

Infill sites surrounded by existing urban development



Guiding Principles: Infill Development that Enhances City Fabric



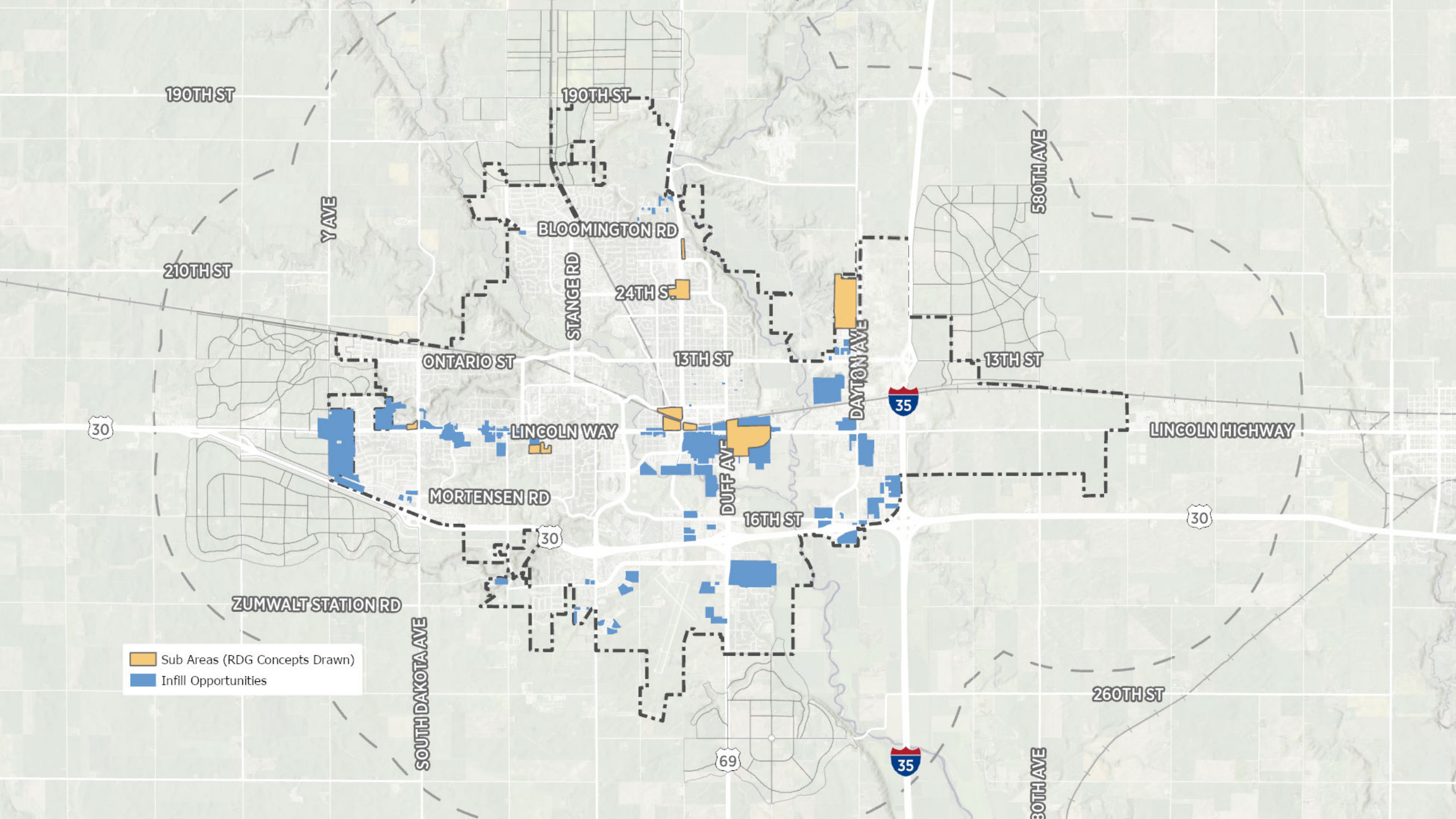
Infill development projects should:

- Be coordinated with capacity of existing infrastructure
- Provide housing choice and variety
- Support high-density redevelopment in planned or targeted areas of change only
- Add missing transportation and trail links
- Provide effective transitions and connections to adjacent neighborhoods
- Protect environmental resources



Ames will develop policies to encourage targeted infill development.





190TH ST

190TH ST

Y AVE

BLOOMINGTON RD

580TH AVE

210TH ST

24TH ST

STANGE RD

DAYTON AVE

ONTARIO ST

13TH ST

13TH ST

30

35

LINCOLN WAY

LINCOLN HIGHWAY

MORTENSEN RD

DUFF AVE

16TH ST

30

ZUMWALT STATION RD

SOUTH DAKOTA AVE

260TH ST

69

35

800TH AVE

- Sub Areas (RDG Concepts Drawn)
- Infill Opportunities

Guiding Principles: Incremental, Concentric New Development



New “greenfield” development that:

- Is contiguous to existing urban development.
- Connects to the city’s street, trail, and transit networks, or create natural, feasible extensions to these facilities.
- Include high-density nodes that are easily accessible from all parts of growth centers and have adequate density to support public transportation service.
- Provides a variety of housing configurations and densities within growth centers, with a mix that achieves a gross target density of at least 5 units per acre.
- Avoid planning for new development within the floodplain, and exceed national standards for floodplain development within the City.



Guiding Principles: Incremental, Concentric New Development

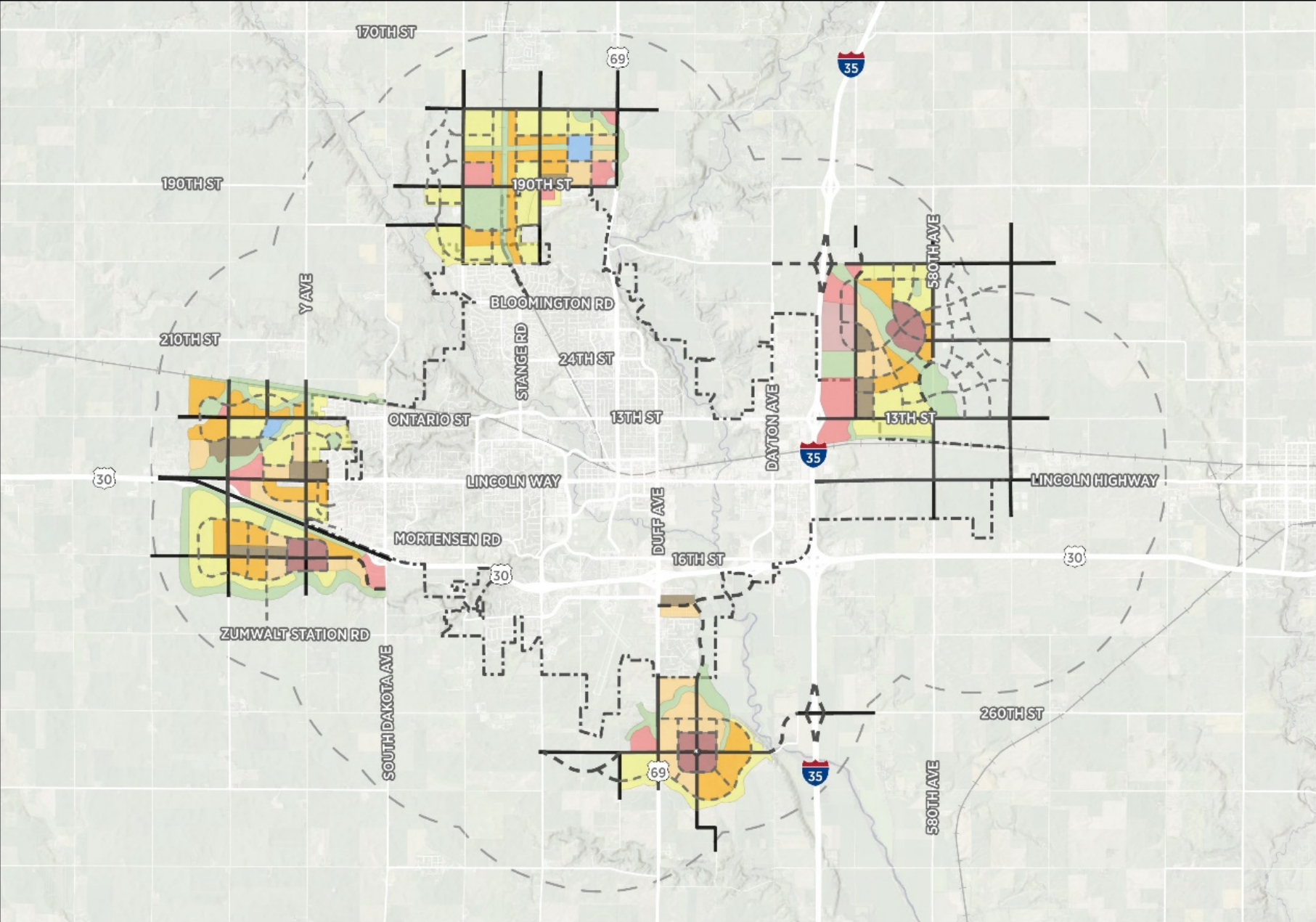


New “greenfield” development that:

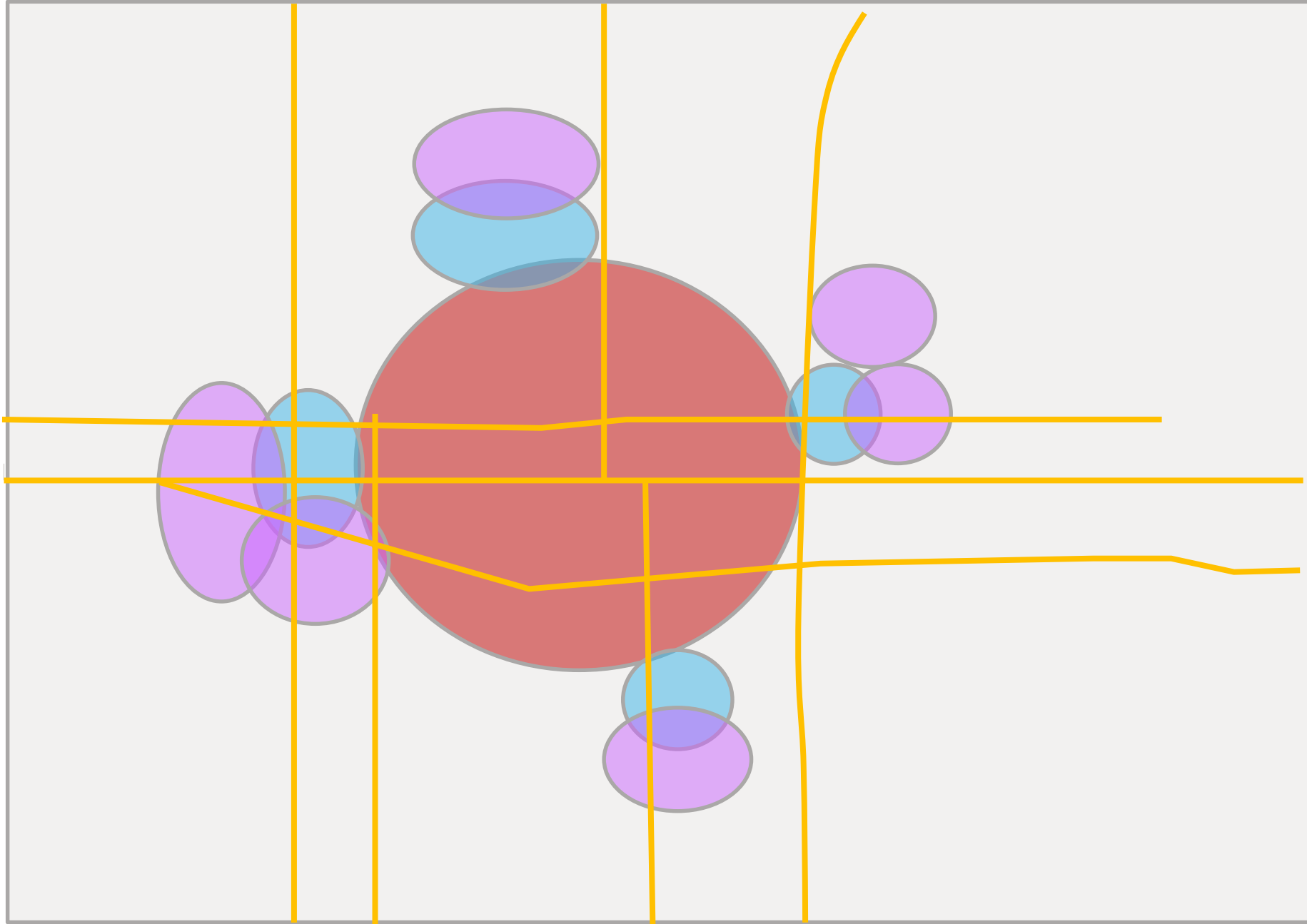
- Includes a connected green network that is accessible to all parts of the growth center. Accessibility is defined as within ¼ mile of a park or green corridor.
- Establishes a Master Street Plan of higher order multi-modal street corridors (collectors, boulevards, arterials)
- Connects or reserves connections to major city destinations and to every other growth center identified in the comp plan.
- Provides walkable blocks and good street and pedestrian connections within growth centers.
- Designs streets with appropriate design, speeds, contexts, and community development roles, consistent with the Ames Complete Streets Policy.



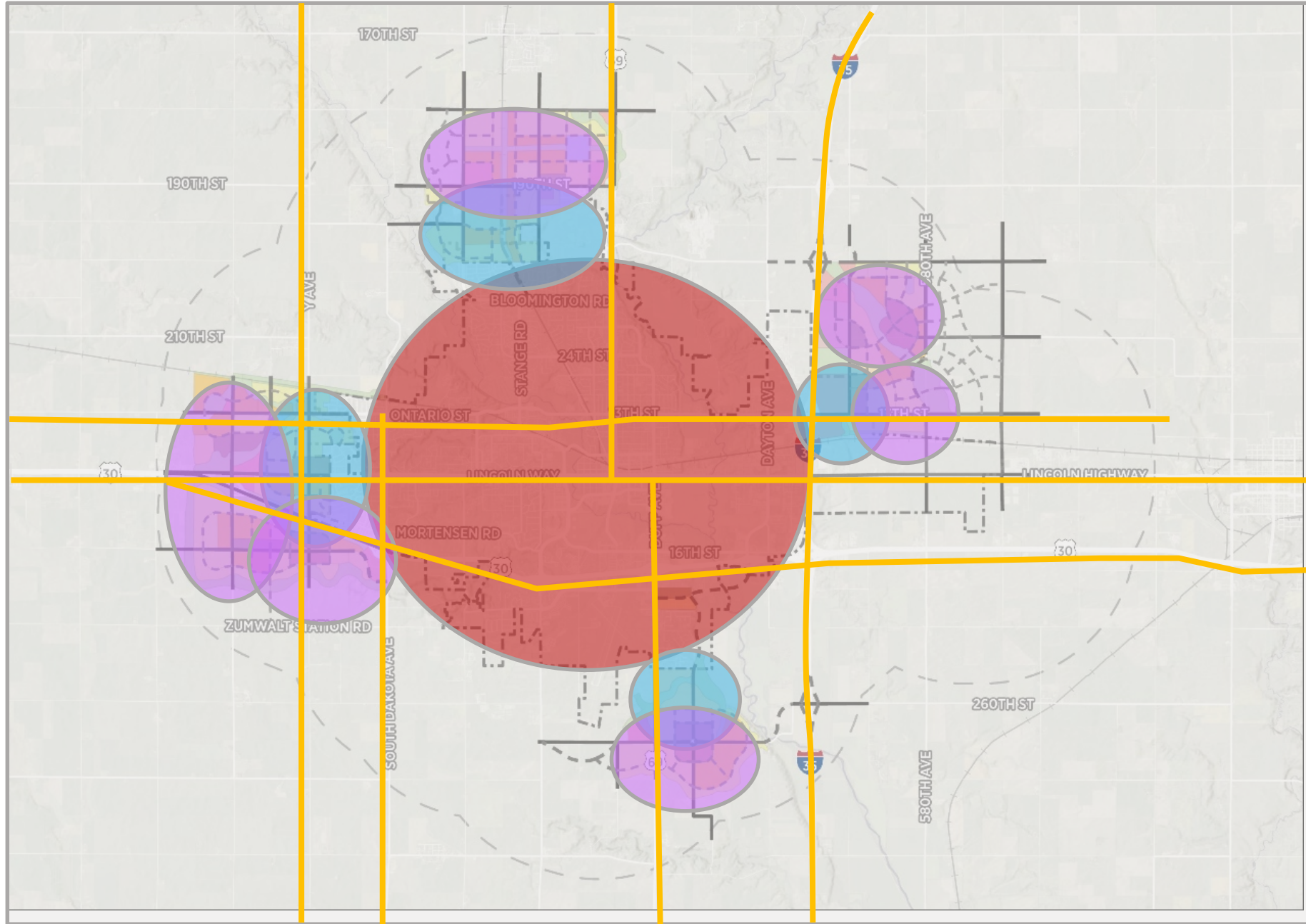
Guiding Principles: Incremental, Concentric New Development



Guiding Principles: Incremental, Concentric New Development



Guiding Principles: Incremental, Concentric New Development



Guiding Principles: Development Tiers

TIER 1

- Infrastructure is immediately available or achievable with short, incremental extensions.
- Street and trail connections are immediately available.
- Market precedents are clearly established and demonstrated.
- Job centers and commercial support are immediately accessible.

TIER 2

- Infrastructure is available with extensions of existing lines under ½ mile.
- Existing street network or spine trails are accessible, but require substantial extensions.
- Job centers and commercial support are reasonably accessible, but not directly adjacent.
- Market support is demonstrable but some “pioneering” element is required.



Guiding Principles: Development Tiers

TIER 3

- Within urban services area, but requires significant pioneer infrastructure.
- New street corridors are necessary to provide adequate service.
- Regional arterial and interstate routes are available, but require a major facility investment (e.g. interchange)
- Currently relatively remote and not contiguous to existing urban development.
- Requires significant reach into a new geographic market
- Consistency with long-term urban development goals
- New community and commercial service centers are required

TIER 4

- Ultimate very long-term development but outside of current urban services area
- Requires major redirection of local land use or ownership patterns.
- New community and commercial service centers are required



Guiding Principles: Density Policy

1. Continue the minimum gross density of **5 du/acre** for new “greenfield” development projects.
2. Minimum density requirement may be achieved by pairing a lower density project with simultaneous development of a non-contiguous, higher-density development (including infill).



Guiding Principles: Urban Experience



Ames will:

- Provide quality public spaces that promote positive interaction
- Increases the level of enjoyment, engagement of all citizens with their city
- Preserve and enhance community character, including historic neighborhoods and other areas of civic prominence
- Provides a safe, secure, and comfortable environment for its citizens.



Guiding Principles: Process



Ames is committed to making major land use and development policy decisions in a transparent and collaborative manner.

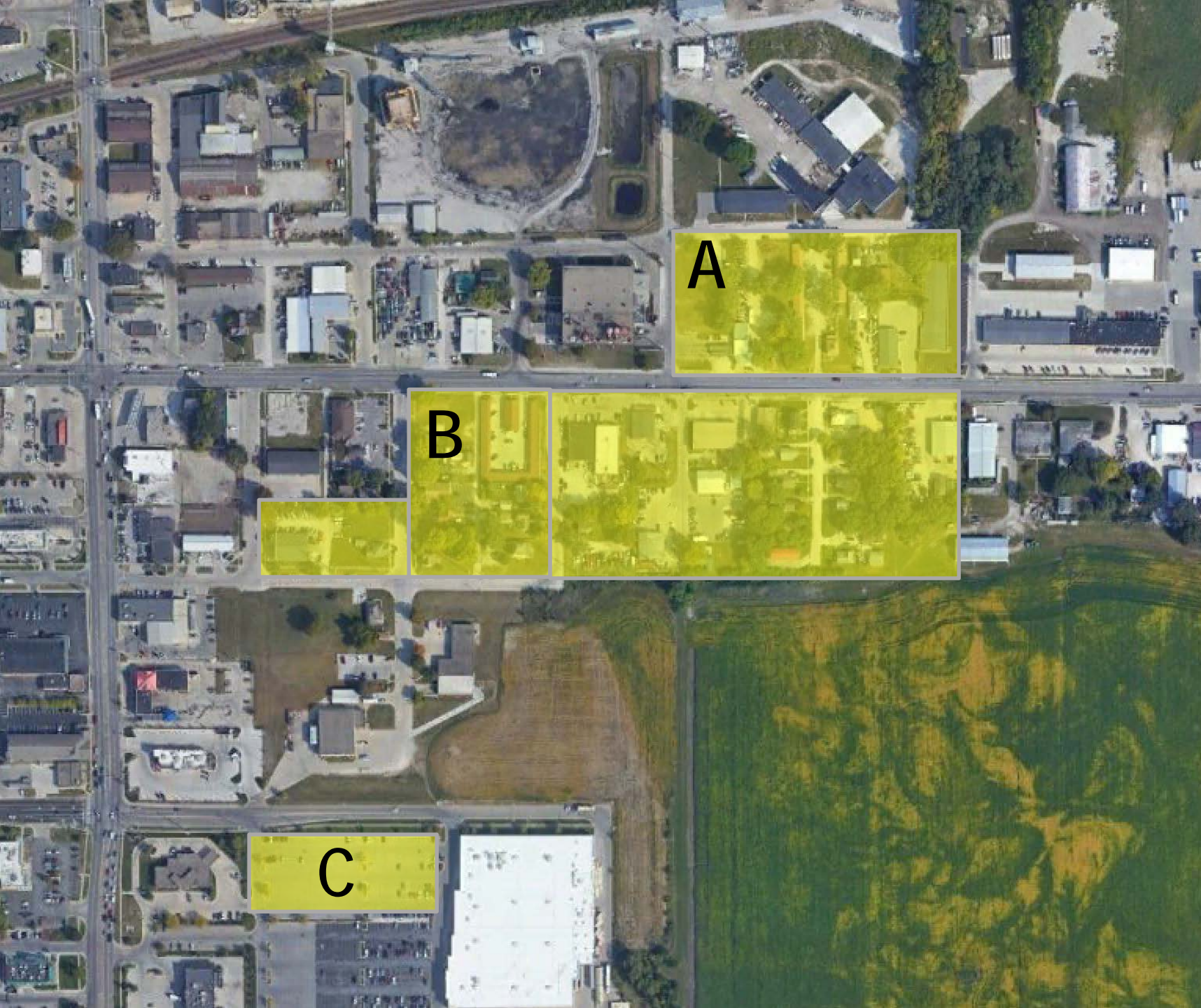
Ames will work with local areas and stakeholders to develop sub-area or specific plans that focus on development details for districts and neighborhoods.



Infill Demonstrations

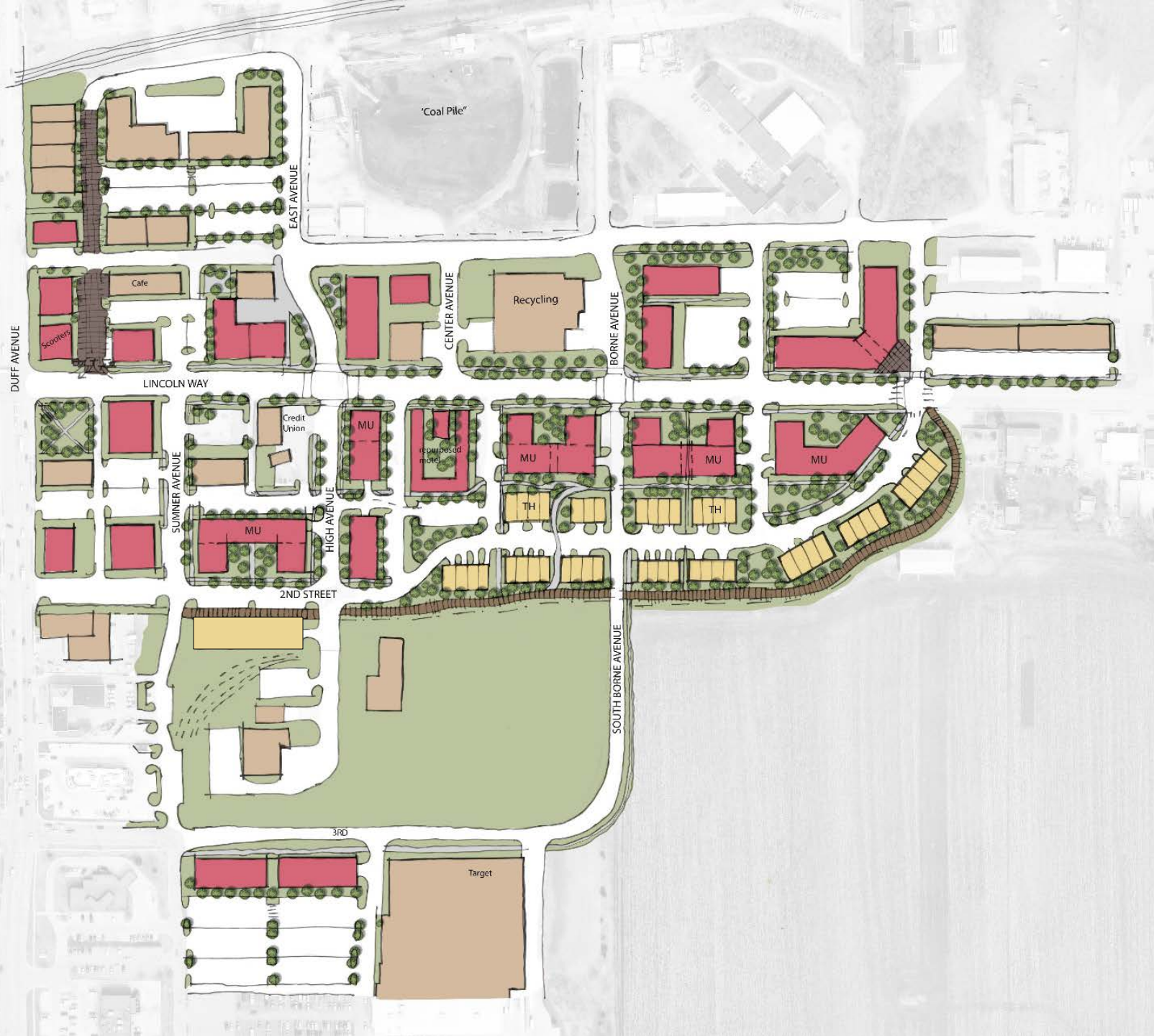
- Initial sites for investigation identified in April 2019
- Intent to explore concepts for future interest in sub-area planning





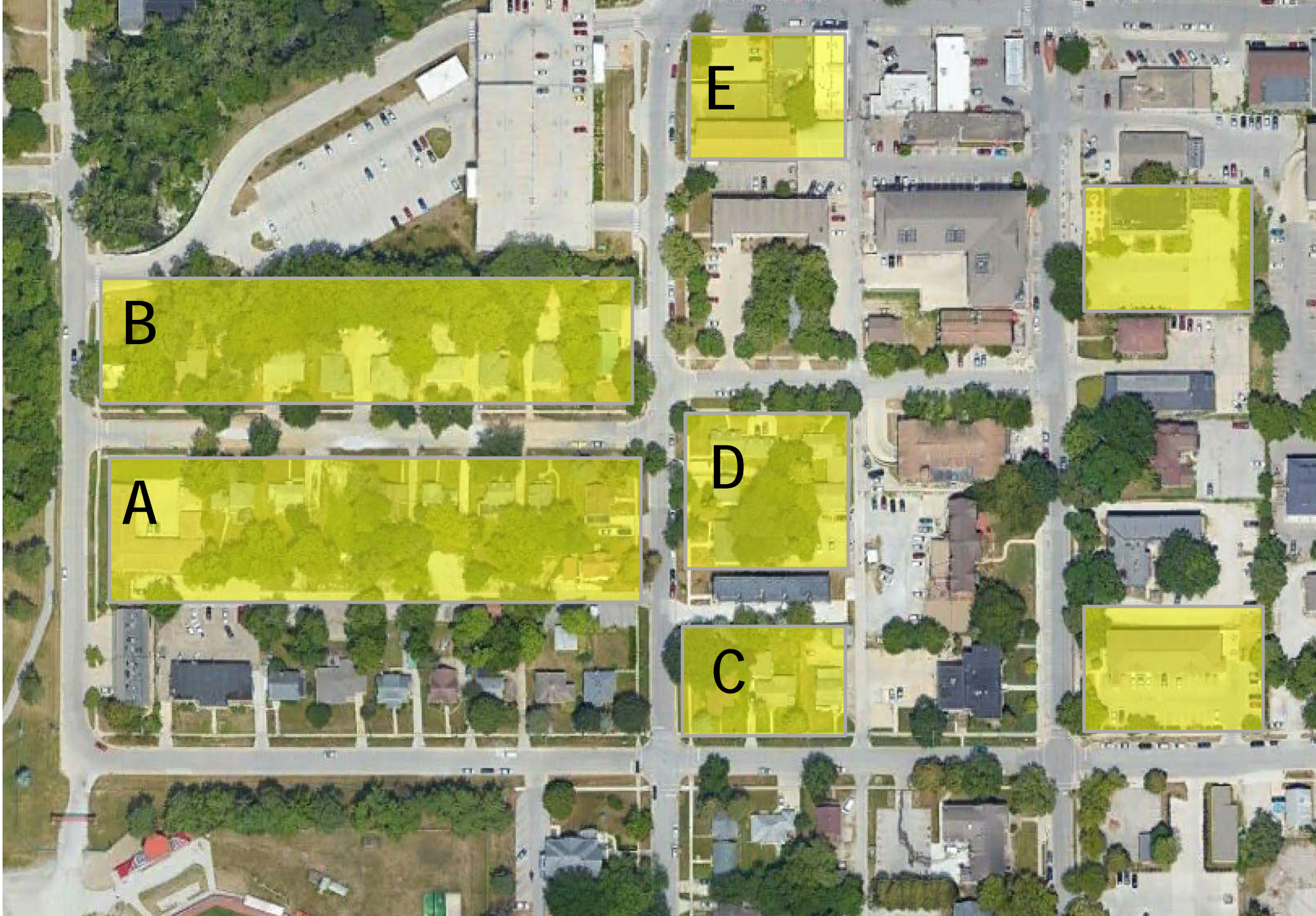
Site	Existing du	Possible du
A	19 (estimate)	
B	21	
C	0	
Total	40	





Site	Existing du	Possible du
A	19 (estimate)	96
B	21	304
C	0	72
Total	40	472





Site	Existing du	Possible du
A	21	60
B	9	72
C	4	10
D	17	40
E	16	36
F	24	30
G	0	30
Total	91*	278





AMES
INTERMODAL
FACILITY

12'-20' GRADE
CHANGE

HAYWARD AVENUE

REDEV CAND.

WELCH AVENUE

REDEV CAND.

REDEV CAND.

HUNT STREET

HUNT STREET

STOMPING
GROUNDS

REDEV CAND.

SAVE

REDEV CAND.

SAVE

NEW INFILL

SAVE
ADELANTE

REDEV CAND.

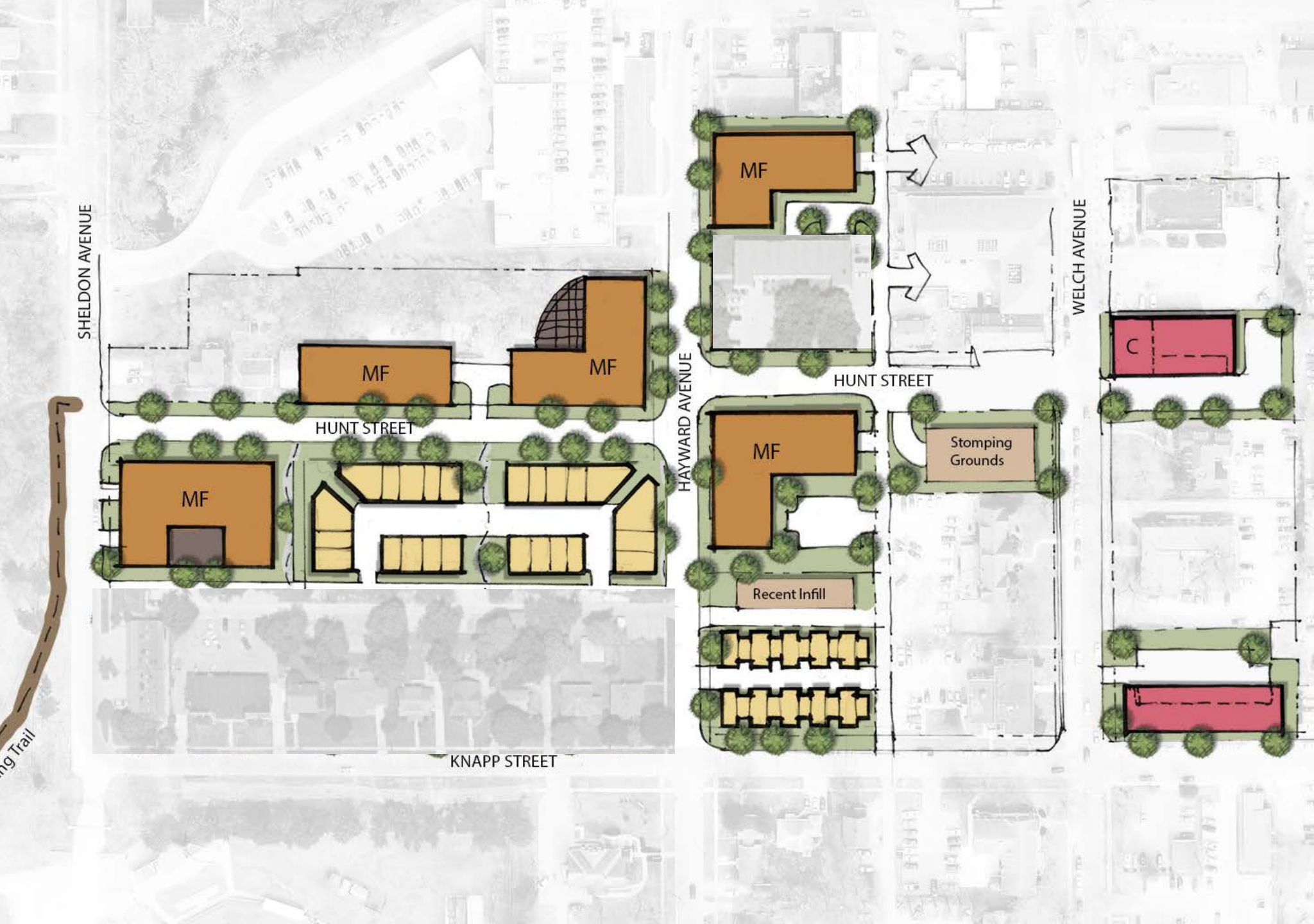
SAVE

REDEV CAND.

8'-12' GRADE
CHANGE

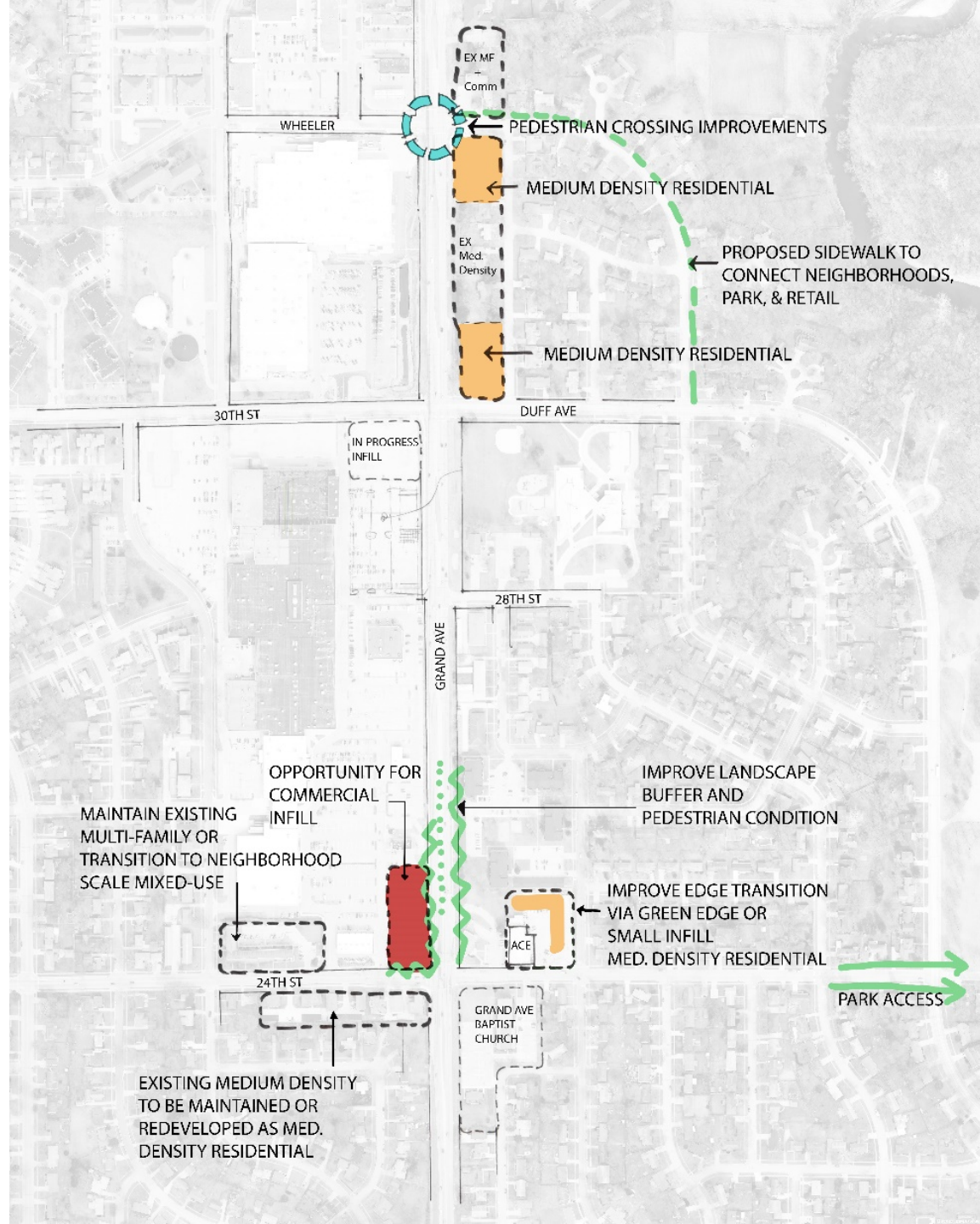
KNAPP STREET

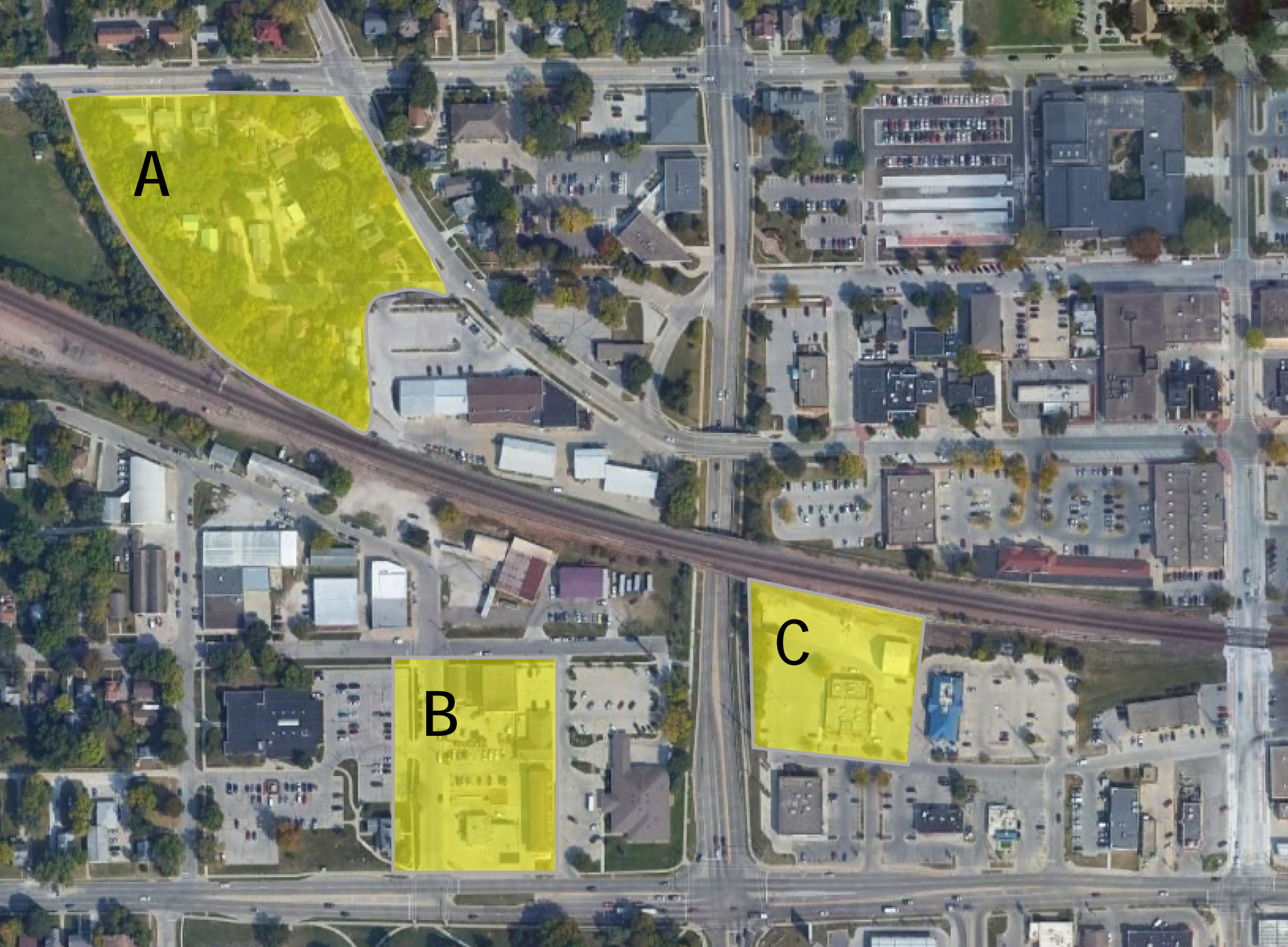




Site	Existing	Possible
A	21	60
B	9	72
C	4	10
D	17	40
E	16	36
F	24	30
G	0	30
Total	91*	278

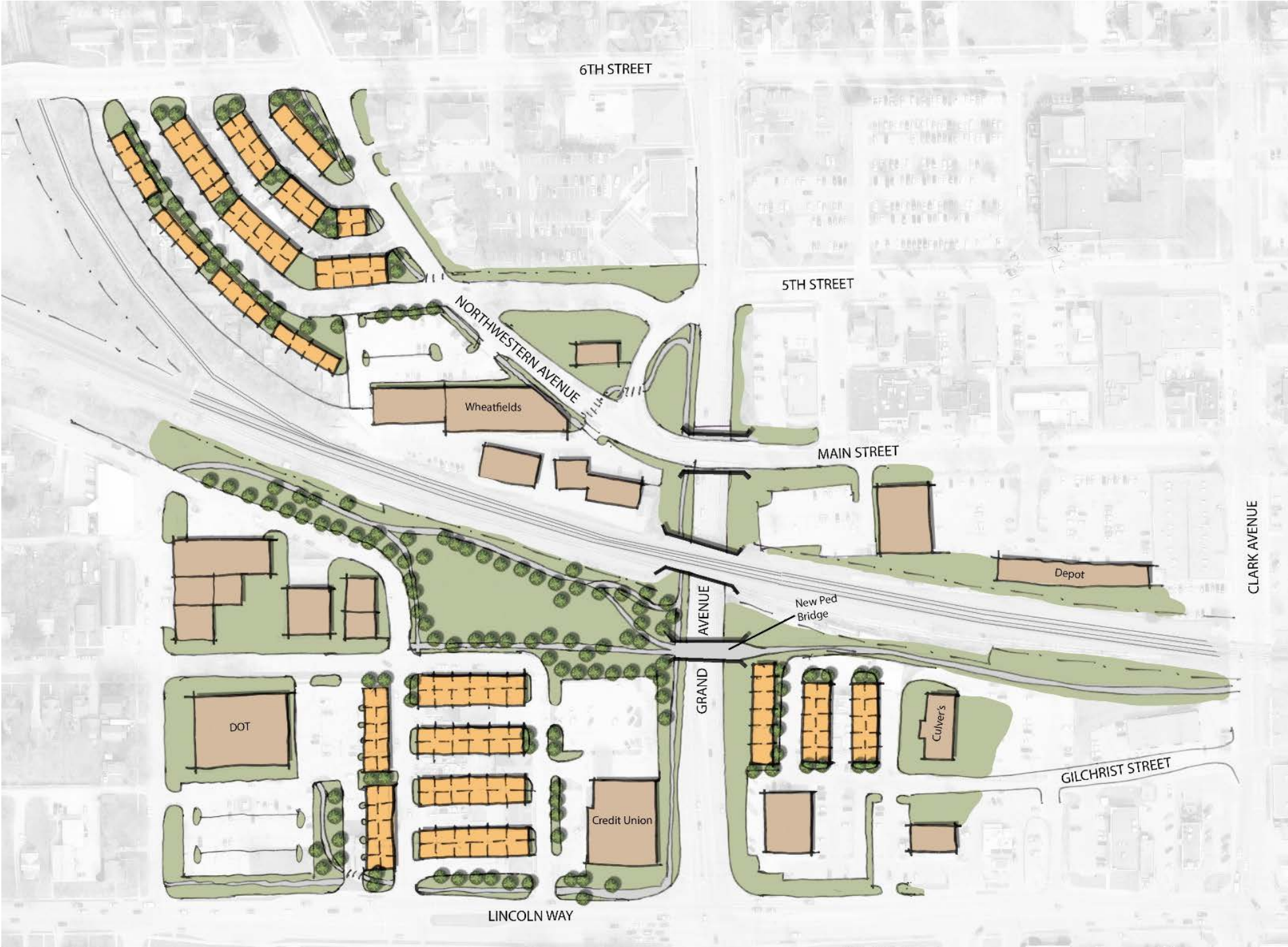






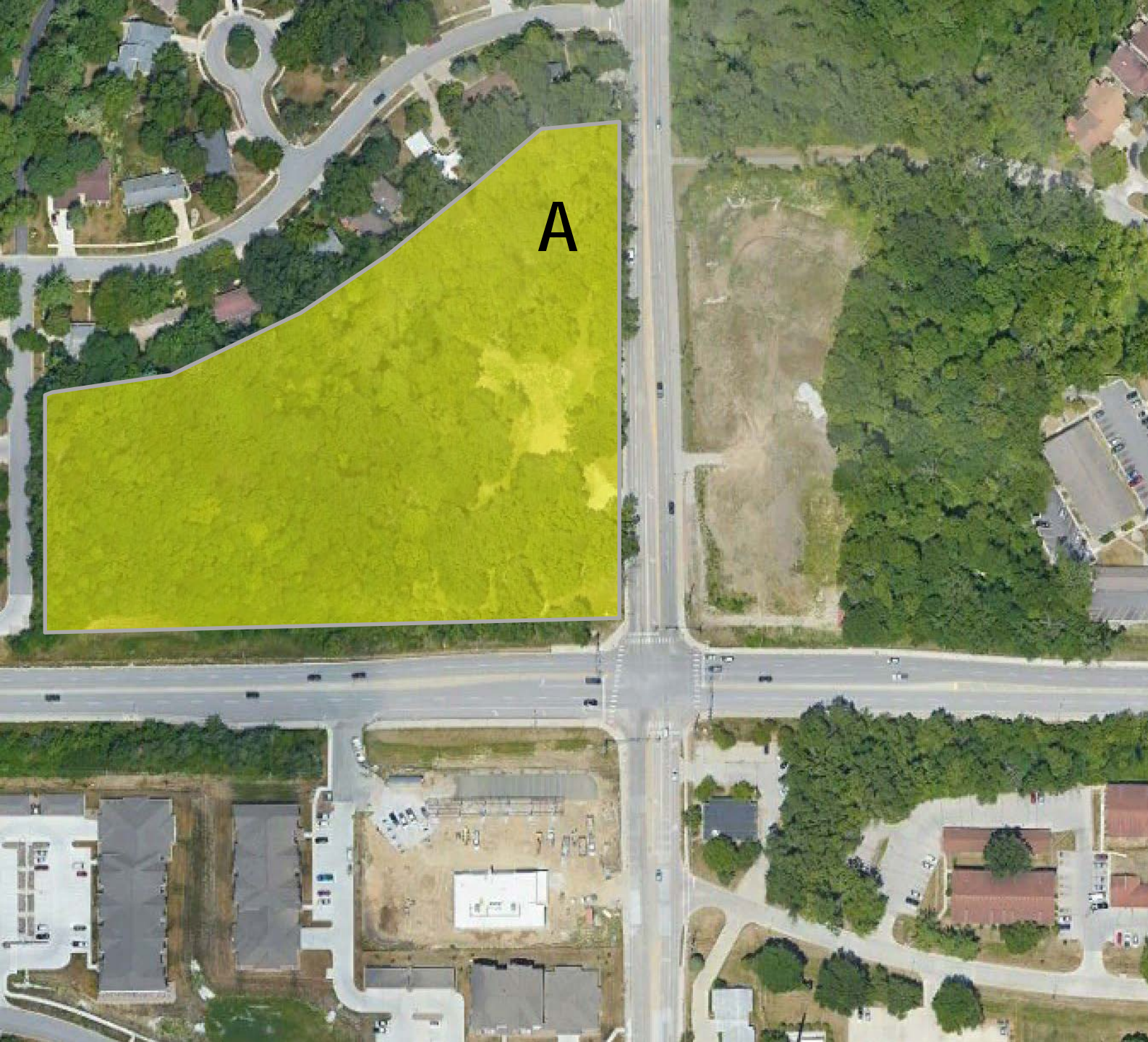
Site	Existing	Possible
A	16	
B	0	
C	0	
Total	16	





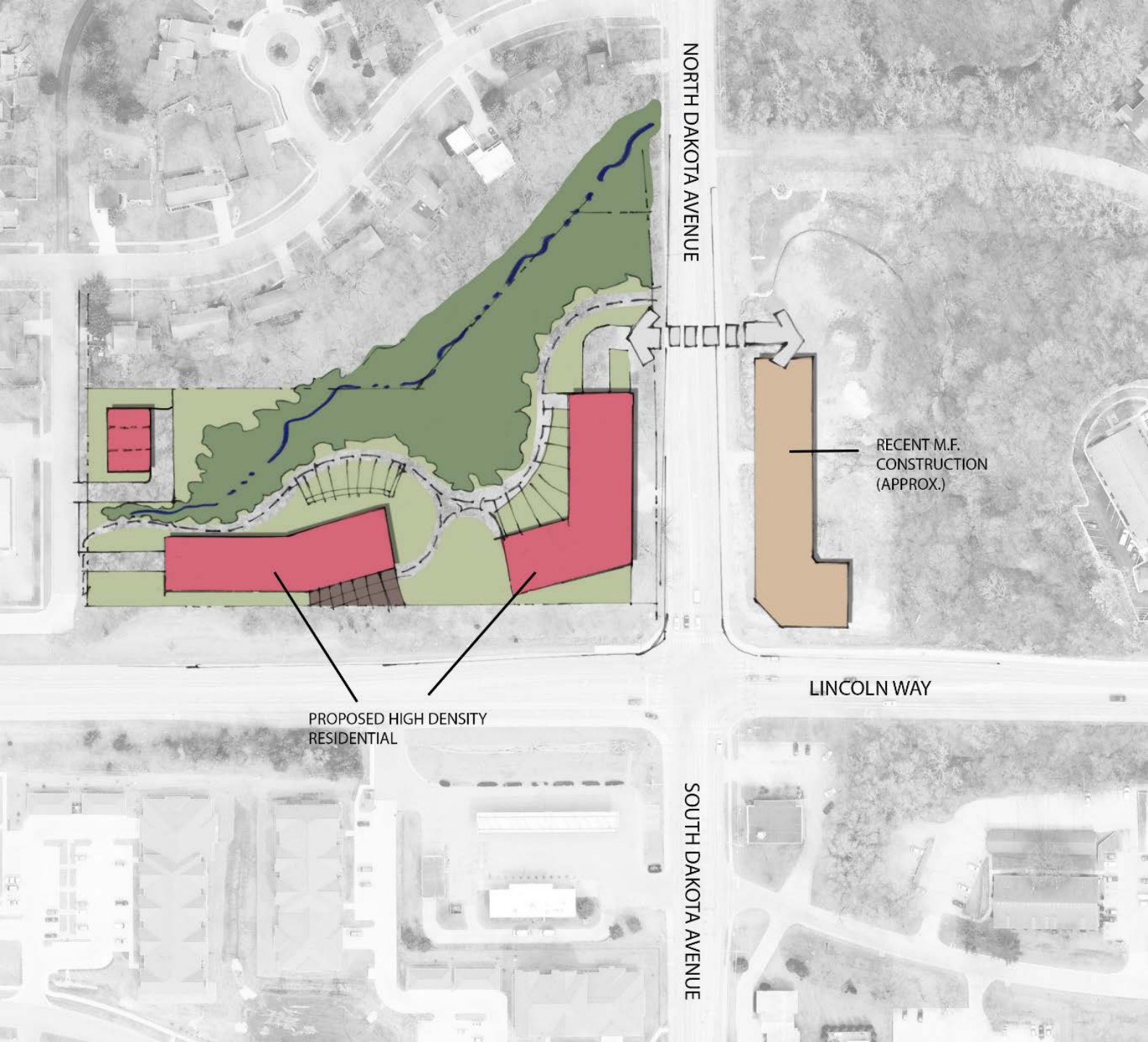
Site	Existing du	Possible du
A	16	66
B	0	68
C	0	26
Total	16	160





Site	Existing du	Possible du
A	0	





Site	Existing du	Possible du
A	0	120



CAMPUSTOWN TRANSITION FOCUS AREA

DEVELOPMENT PLAN

The Campustown Transition Focus Area includes an important shift from Iowa State University to nearby neighborhoods and commercial areas. Approved development on the 2700 block represents the western edge of campus-related mixed-use. West of Hyland Avenue, this Focus Area demonstrates how residential redevelopment can enhance the quality of housing stock and reduce the risk of traffic conflicts along Lincoln Way. This would result in a more attractive and safer corridor with a clear delineation to the western edge of the university campus.



CAMPUSTOWN TRANSITION PRIORITIES

- Establish a clear boundary for Campustown-zoned development
- Transition from higher-intensity mixed-use to single-family residential
- Manage driveway access along Lincoln Way and reduce the number of curb cuts
- Create attractive frontage along Lincoln Way and local streets

REDEVELOPMENT CONCEPT

- Single-family Detached Residential
- Single-family Attached Residential
- Multi-family Residential
- Commercial / Mixed-Use

- South Lincoln Way Residential Redevelopment
- North Lincoln Way Residential Redevelopment
- Commercial Redevelopment
- Multi-family Redevelopment
- 2700 Block of Lincoln Way
- Lincoln Way & Sheldon

WEST SIDE RETAIL FOCUS AREA

DEVELOPMENT PLAN

The West Side Retail Focus Area is experiencing significant commercial and housing development. While the future of the commercial areas is well-established, many sites can be improved through landscaping or streetscaping. In addition, a few small lots or blocks represent opportunities to create a smoother transition to surrounding residential areas. This Focus Area Plan illustrates how strategic improvements, redevelopment, and enhanced non-motorized and transit access can transform a predominantly auto-oriented environment into a multi-modal, pedestrian-friendly area.



WEST SIDE RETAIL PRIORITIES

- Create a safe east-west bicycle corridor
- Sustain an active commercial environment in the West Hy-Vee Center
- Support redevelopment of underutilized commercial properties
- Balance vehicular access with pedestrian and transit mobility
- Enhance the design of large parking areas
- Increase residential density around commercial services
- Improve the character of the streetscape

REDEVELOPMENT CONCEPT

- Single-family Detached Residential
- Multi-family Residential
- Commercial

- Multi-family Redevelopment
- Commercial Infill
- Multi-family Redevelopment
- Parking Lot Landscaping
- Commercial Streetscaping
- Commercial Streetscaping
- Dedicated Bike Trail
- Commercial Revitalization
- Residential Transition

OAK-RIVERSIDE FOCUS AREA

DEVELOPMENT PLAN

The Oak-Riverside Focus Area is defined by residential uses and a surrounding neighborhood that captures the traditional character of Ames. This Focus Area Plan illustrates how residential redevelopment along Lincoln Way can be done in a way that increases residential density, enhances the character of the corridor, improves access and safety supports pedestrians and bicyclists, and minimizes impacts on existing residential blocks.



OAK-RIVERSIDE PRIORITIES

- Support the redevelopment of deteriorating homes along Lincoln Way
- Provide housing choice for young professionals and seniors
- Minimize impacts on surrounding residential blocks
- Reinforce the residential nature of this portion of Lincoln Way
- Eliminate unsafe driveways and maximize access by near alleys

REDEVELOPMENT CONCEPT

- Single-family Detached Residential
- Multi-family Residential (1 & 2 Bedroom Apartments)

- Road Diet & Streetscaping
- Modified Residential Access
- Pedestrian Crossing Improvements
- Carriage House Units
- Single-family Redevelopment
- Multi-family Medium Density Redevelopment

Site	Existing du	Possible du
Campustown		84
Oak-Riverside		183
Westside		128
Total		395

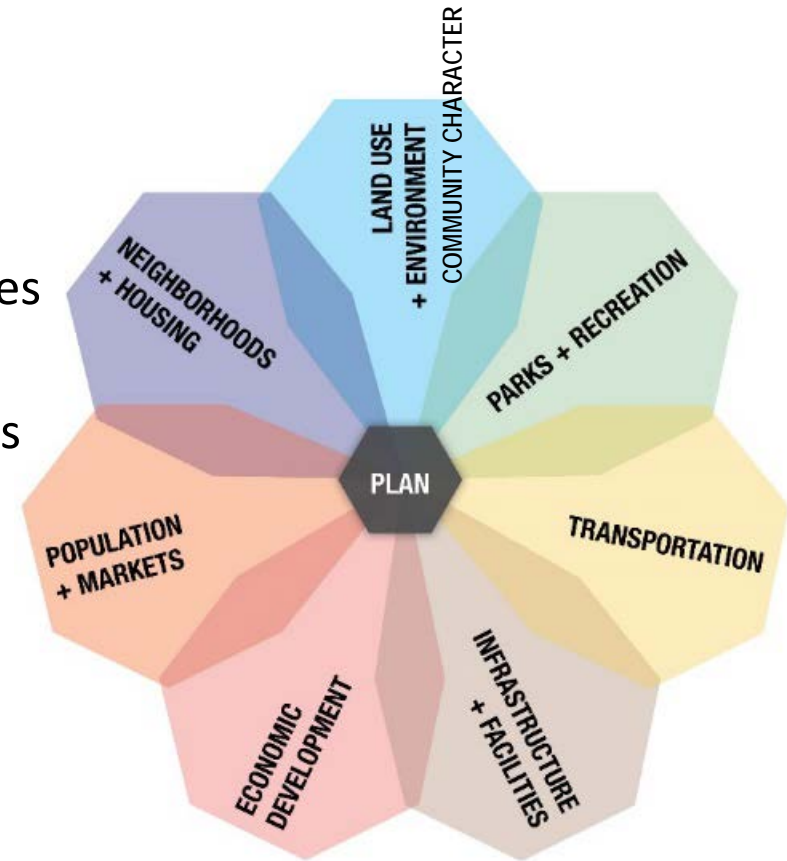




Principal concept manages access, improves connectivity, maximizes yield, protects drainage areas, and incorporates walking paths.

Monthly Topics

- Today:**
- > Vision and Principles for Land Use and Transportation
 - > Tiers Introduction
 - > Infill Demonstrations
- December 19:**
- > Review Complete Growth Land Use Plan
 - > Discuss absorption of growth and implication for services
- January:** **Introduce** Future Land Use Map, Housing, Neighborhoods and Subareas
- February:** **Refine** Culture, Community Character, Health, and Equity
- March:** **Refine** Environment and Parks
- April:** **Contingency**



All sections are important and interrelated.





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