

AGENDA
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
AUGUST 23, 2011

NOTICE TO THE PUBLIC: The Mayor and City Council welcome comments from the public during discussion. **If you wish to speak, please complete an orange card and hand it to the City Clerk. When your name is called, please step to the microphone, state your name for the record, and limit the time used to present your remarks in order that others may be given the opportunity to speak.** The normal process on any particular agenda item is that the motion is placed on the floor, input is received from the audience, the Council is given an opportunity to comment on the issue or respond to the audience concerns, and the vote is taken. On ordinances, there is time provided for public input at the time of the first reading. In consideration of all, if you have a cell phone, please turn it off or put it on silent ring.

CALL TO ORDER: 7:00 p.m.

PROCLAMATION:

1. Proclamation for National Day of Remembrance of the 10th Anniversary of September 11
2. Proclamation celebrating 11 Days of Global Unity

PRESENTATION:

3. Presentation of Annual Ames Economic Development Commission Report

LIBRARY:

4. Presentation by Library Board of Trustees pertaining to library building renovation/expansion:
 - a. Motion directing staff to prepare bond referendum wording

CONSENT AGENDA: All items listed under the consent agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the Council members vote on the motion.

5. Motion approving payment of claims
6. Motion approving Minutes of Regular Meeting of August 9, 2011
7. Motion approving Report of Contract Change Orders for August 1-15, 2011
8. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class C Liquor & Outdoor Service Privilege – SMG Food & Beverage, CY Stephens Auditorium
 - b. Class C Liquor & Outdoor Service Privilege – SMG Food & Beverage, Scheman Building
 - c. Special Class C Liquor – SMG Food & Beverage, Fisher Theater
 - d. Class C Beer & B Native Wine – Char’s, 3100 South Duff Avenue
 - e. Class E Liquor, C Beer, & B Wine – HyVee Drugstore, 500 Main Street
 - f. Class C Liquor & Outdoor Service – Indian Delights, 127 Dotson Drive
 - g. Class C Liquor – Mandarin Restaurant of Ames, 415 Lincoln Way
 - h. Class E Liquor, C Beer, & B Wine – Cyclone Liquors, 626 Lincoln Way
 - i. Class C Liquor – Corner Pocket/Zone, 125 Main Street
9. Motion directing City Attorney to draft ordinance revisions pertaining to snow emergency routes
10. Resolution waiving enforcement of Ordinance 19.9 from 1:00 - 3:00 p.m. on September 18, 2011, to allow golf cart rides for mobility impaired individuals at Ada Hayden Heritage Park
11. Resolution accepting report of proposals and approving seven Professional Services Contracts to Clapsaddle Garber Associates, Inc., in an amount of \$69,050 and two contracts to Snyder

and Associates in the amount of \$23,000, for the Federal Emergency Management Agency Hazard Mitigation Grant Program

12. Resolution approving renewal of contract for Power Plant Ash Hauling Services with Biosolids Management Group of Boone, Iowa, in an amount not to exceed \$1,000,000
13. Resolution approving Iowa Department of Transportation Agreement for maintenance and repair of primary roads
14. Resolution approving contract and bond for WPC Plant Switchgear Rehabilitation Project
15. Resolution approving contract and bond for WPC Facility Methane Engine Generator Rehabilitation Project
16. Resolution approving Change Order No. 1 for 2011/12 CDBG Public Facilities Neighborhood Infrastructure Improvements Program (North Hazel Avenue and North 3rd Street)
17. Resolution accepting completion of 2007/08 Sanitary Sewer Rehabilitation, Contract No. 2
18. Resolution accepting completion of 2009/10 Water System Improvements (Water Main Replacement)
19. Resolution approving Plat of Survey for 220 South Duff Avenue

PUBLIC FORUM: This is a time set aside for comments from the public on topics of City business other than those listed on this agenda. Please understand that the Council will not take any action on your comments at this meeting due to requirements of the Open Meetings Law, but may do so at a future meeting. The Mayor and City Council welcome comments from the public; however, at no time is it appropriate to use profane, obscene, or slanderous language. **The Mayor may limit the time given to each speaker.**

PERMITS, PETITIONS, AND COMMUNICATIONS:

20. Staff report regarding mosquito abatement at Hunziker Youth Sports Complex
21. Staff report on request for paving of graveled portion of Adams Street
22. Ames High Homecoming Committee Requests for Homecoming Parade on Monday, September 19, 2011:
 - a. Resolution approving closure of Parking Lot MM and south half of Parking Lot M at 5:30 p.m.
 - b. Resolution approving waiver of parking meter fees and enforcement for Parking Lot N from 5:00 to 6:00 p.m.
 - c. Resolution approving closures of portions of Main Street, Douglas Avenue, Fifth Street, Burnett Avenue, Kellogg Avenue, Clark Avenue, and Pearle Avenue from 5:30 p.m. to approximately 7:30 p.m. for parade scheduled at 6:30 p.m.
 - d. Resolution approving suspension of parking meter fees in Main Street Cultural District from 5:30 p.m. to 6:00 p.m.
 - e. Motion approving fireworks permit for display after football game (approximately 9:15 p.m.) on September 23, 2011
 - f. Resolution approving waiver of fee for Fireworks Permit
23. Requests from the Main Street Cultural District (MSCD) for MusicWalk on September 15, 2011:
 - a. Resolution approving waiver of fees for electricity usage in the entire MSCD from 3:00 to 8:00 p.m.
 - b. Resolution approving waiver of parking meter fees and enforcement for MSCD from 3:00 p.m. to 8:00 p.m.
 - c. Motion approving Blanket Temporary Obstruction Permit for MSCD from 3:00 p.m. to 8:00 p.m.
 - d. Motion approving Blanket Vending License for MSCD from 3:00 p.m. to 8:00 p.m.
 - e. Resolution approving waiver of fee for Blanket Vending License

- f. Resolution approving use of six parking spaces at the intersection of Main Street and Kellogg Avenue for food vendors
- 24. "Welcome to Ames" Event on August 26, 2011:
 - a. Resolution approving closure of street and metered parking spaces on Chamberlain Street between Welch and Stanton Avenues from Noon to 8:00 p.m.
 - b. Resolution approving closure of lot and parking spaces in Chamberlain Lot Y
 - c. Resolution approving waiver of fees for electricity usage
- 25. Motion approving two 5-Day licenses for Olde Main Brewing Company at ISU Alumni Center, 420 Beach Avenue:
 - a. Class C Liquor - August 31 - September 4
 - b. Special Class C Liquor - September 10 - 14
- 26. Motion approving new Class B Beer Permit for Little Taipei, 2514 Chamberlain Street
- 27. Motion approving extension of Outdoor Service Area for Buffalo Wild Wings, 400 South Duff, for ISU home football games between September 3 and November 18, 2011
- 28. Motion approving extension of Outdoor Service Area for West Towne Pub, 4518 Mortensen Suite 101, for ISU vs. Iowa football game on September 10, 2011
- 29. Motion approving a new Class C Liquor License for Whiskey River, 134 Main Street, pending Certificate of Occupancy
- 30. Motion approving new Special Class C Liquor License & Outdoor Service for Noodles & Company, 414 South Duff Avenue, pending Certificate of Occupancy

PLANNING & HOUSING:

- 31. Motion directing staff to obtain public input on proposed amended 2011/12 Annual Action Plan projects for Community Development Block Grant programs
- 32. Resolution approving Facade Grant applications
- 33. Staff report on Airport Protection planning

TRANSIT:

- 34. Resolution approving contract with Gillig Corporation of Hayward, California, in an amount not-to-exceed \$1,900,000 for purchase of five 40' buses, contingent upon Transit Board of Trustees approval

ADMINISTRATION:

- 35. Review and discussion of proposed City logo (tabled from August 9, 2011, meeting)
- 36. Staff report on northern growth development

HEARINGS:

- 37. Hearing on easements for First United Methodist Church:
 - a. Resolution approving Access Easement
 - b. Resolution approving Storm Sewer Easement
- 38. Hearing on zoning text amendment to allow concrete batch plants through Special Use Permit from Zoning Board of Adjustment:
 - a. First passage of ordinance
- 39. Hearing on text amendment to flood plain zoning regulations to allow public infrastructure as permitted use in Floodway Overlay District and to amend references to professional engineers:
 - a. First passage of ordinance allowing public infrastructure as permitted use in Floodway Overlay District
 - b. First passage of ordinance amending references to professional engineers
- 40. Hearing on 2009/10 Concrete Pavement Improvements:
 - a. Resolution approving final plans and specifications and awarding contract to Concrete

Technologies, Inc., of Urbandale, Iowa, in the amount of \$1,022,869.18

ORDINANCES:

41. Third passage and adoption of ORDINANCE NO. 4078 correcting scrivener's error regarding Mechanical Unit screening definition
42. Third passage and adoption of ORDINANCE NO. 4079 changing name of Cardiff Drive to Grayhawk Avenue
43. Third passage and adoption of ORDINANCE NO. 4080 rezoning property located at 1820 South Dayton Place to add Southeast Gateway Overlay District (O-GSE)
44. Third passage and adoption of ORDINANCE NO. 4081 approving implementation of all components of EPA Pretreatment Program Streamlining Rule and perform, modifying *Ames Municipal Code* to adopt all EPA Pretreatment Program Streamlining Rule regulations
45. Third passage and adoption of ORDINANCE NO. 4082 relating to precinct and ward boundaries as a result of 2010 Census

COUNCIL COMMENTS:

ADJOURNMENT:

***Please note that this agenda may be changed up to 24 hours before the meeting time as provided by Section 21.4(2), *Code of Iowa*.**

Staff Report

PROPOSED LIBRARY EXPANSION

August 23, 2011

BACKGROUND:

The expansion and renovation of the Ames Public Library (APL) has been a matter given top priority by the Board of Trustees over the past five years. During this time, APL has hired library space planning experts, an architect with nationally-recognized credentials in library design and development, and a consultant in fund-raising for capital projects. Following the recommendations of the consultants, a series of public forums began in February 2009. From these forums, input was received on preference for site location, preservation of previous edifices, and the scale of the project. The development consultant advised that a project of no more than \$20 million was feasible if the City expects to gain the support of the citizens of Ames. The consultant further recommended that a philanthropic effort would be necessary to encourage a positive outcome to a bond referendum in a City-wide election.

All objectives for review of the Library expansion project have now been met. The proposed plan includes expanding the existing 48,000 square foot building to 77,000 sq. ft. All previous additions and the 1904 core building will remain essentially intact.

Under the proposed plan, the Library Board has committed to hold staffing and operating costs at the current level with efficiency improvements in energy use, materials processing, and facility layout. Open floor plans will reduce the need for staff stations for supervision, and automated book-sorting systems for returns will allow staff to be redeployed to functions necessary to manage the increased square footage. The Board also expects to continue the current level of the materials budget. New space would be filled by less culling of the collection as new materials are added.

The expansion of the Ames Public Library will better serve the public today and in the years to come. It has been 26 years since construction of the last addition, which was planned to serve a 15-20 year period of growth.

Recent dynamics have caused the development consultant to reassess the philanthropic capacity for this project. Because of competing capital drives and an uncertain economic future, potential philanthropists have become more cautious before pledging their resources for lead gifts. The development consultant now recommends that in order to ensure a successful project, a referendum for a bond in an amount not to exceed \$18 million is prudent.

Anticipated impact on property taxes, based on the current budget, and a 20-year bond maturity is as follows:

| Increase in Tax Rate | % Increase in Taxes | \$ Per \$100,000 Residential | \$ Per \$100,000 Commercial |
|----------------------|------------------------|---------------------------------|--------------------------------|
| \$0.61/\$1,000 | 5.65% | \$29.70 | \$61.20 |

Please note that the above tax impact calculations are related only to the proposed bond referendum. The impact of changes to the rollback rate, other revenue, and other City service expenditures is not included in the above estimate tax impact.

The Council might want to know how this proposed bond issue will impact our existing Aaa credit rating. Given current credit conditions, it is impossible to predict. However, the proposed new debt will increase the total amount of outstanding General Obligation debt from approximately \$44 million to \$62 million and will lengthen the average life of our outstanding debt. This action will still leave the City with approximately \$65 million of unreserved debt capacity.

OPTIONS:

1. Direct staff to prepare a bond referendum ballot question for Library expansion in an amount not to exceed \$18,000,000 for the city-wide election to be held on November 8, 2011.
2. Direct staff to prepare a bond referendum ballot question for Library expansion in a different amount for the city-wide election to be held on November 8, 2011.

For example, the Library Board had previously suggested a \$20,000,000 expansion project supported by \$5,000,000 in non-City funds and a \$15,000,000 bond issue. The City Council could ask that the expansion project be reduced to allow for this original level of suggested bond revenue.

3. Reject the request by the Library Board of Trustees.

STAFF COMMENTS:

The Library expansion project was presented to the City Council at a work session on May 17, 2011. The concerns previously expressed by citizens of Ames were addressed and the Library Board has received comments favorable to the current plan. To ensure that the project can be completed, a bond referendum in an amount not to exceed \$18,000,000 is being recommended by the Library Board. The deadline for placing this question on the ballot for the upcoming election is September 23, 2011.

It is the intent of the Library Board to complete a \$20,000,000 expansion/renovation of the existing facility. They have indicated it is not feasible to reduce the scope of the

project below this estimated total cost. Therefore, the Library Board has committed to a fund raising effort to provide the additional \$2,000,000 of non-City funds to complete the proposed project.

The City Council will have to decide 1) if it wants to place this matter before the voters for their consideration and 2) what level of tax support through bond indebtedness should be considered.



REPORT OF CONTRACT CHANGE ORDERS

| | | |
|------------------------|-------------------------------------|------------------------------------|
| Period: | <input checked="" type="checkbox"/> | 1 st – 15 th |
| | <input type="checkbox"/> | 16 th – end of month |
| Month and year: | August 2011 | |
| For City Council date: | August 23, 2011 | |

| Department | General Description of Contract | Contract Change No. | Original Contract Amount | Contractor/ Vendor | Total of Prior Change Orders | Amount this Change Order | Change Approved By | Purchasing Contact Person/Buyer |
|--------------|--|---------------------|--------------------------|-----------------------------------|------------------------------|--------------------------|--------------------|---------------------------------|
| Public Works | 2010/11 Arterial Street Pavement Improvements (6 th St/ Northwestern - Grand) | 3 | \$396,314.60 | Con-Struct, Inc. | \$8,185.26 | \$4,461.79 | T. Warner | MA |
| Transit | Ames Intermodal Facility | 5 | \$7,115,000.00 | The Weitz Company, LLC | \$5,670.00 | \$1,502.00 | S. Kyras | MA |
| Transit | Ames Intermodal Facility | 6 | \$7,115,000.00 | The Weitz Company, LLC | \$7,172.00 | \$595.00 | S. Kyras | MA |
| Transit | Ames Intermodal Facility | 7 | \$7,115,000.00 | The Weitz Company, LLC | \$7,767.00 | \$224.00 | S. Kyras | MA |
| Public Works | 207/08 Sanitary Sewer Rehabilitation Contract #2 | 1 | \$373,910.70 | Municipal Pipe Tool Co. LLC | \$0.00 | \$-(2,000.00) | T. Warner | MA |
| Public Works | 2008/09 Water System Improvements (Water Service Transfers) | 2 | \$155,891.00 | Ames Trenching & Excavating, Inc. | \$3,800.00 | \$10,174.20 | T. Warner | MA |

| | | | | | | | | |
|---------------------------|---|---|-------------|---------------------------|--------|------------|---------|----|
| Water & Pollution Control | NCAH Pump Station and Wastewater Metering | 1 | \$98,127.00 | Stanley Consultants, Inc. | \$0.00 | \$6,985.00 | J. Dunn | MA |
|---------------------------|---|---|-------------|---------------------------|--------|------------|---------|----|



Memo

Police Department

8a-i

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Commander Geoff Huff – Ames Police Department

DATE: July 20, 2011

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
August 23, 2011

The Council agenda for August 23, 2011, includes beer permits and liquor license renewals for:

- Class C Liquor & Outdoor Service Privilege – SMG Food & Beverage, CY Stephens Auditorium
- Class C Liquor & Outdoor Service Privilege – SMG Food & Beverage, Scheman Building
- Special Class C Liquor – SMG Food & Beverage, Fisher Theater
- Class C Beer & B Native Wine – Char's, 3100 South Duff Avenue
- Class E Liquor, C Beer, & B Wine – Hy-Vee Drugstore, 500 Main Street
- Class C Liquor & Outdoor Service – Indian Delights, 127 Dotson Drive
- Class C Liquor – Mandarin Restaurant of Ames, 415 Lincoln Way
- Class E Liquor, C Beer, & B Wine – Cyclone Liquors, 626 Lincoln Way
- Class C Liquor – Corner Pocket/Zone, 125 Main Street

A review of the Ames Police Department's records found no violations at any of the establishments..

The Police Department would recommend renewal of all nine establishments.

COUNCIL ACTION FORM

SUBJECT: UPDATE TO SNOW ROUTE ORDINANCE

BACKGROUND:

During efforts to update the snow route maintenance maps, it was discovered there are locations where snow route designations need to be updated. These locations are shown on the map as being a snow route, but are not reflected in the *Municipal Code*.

Additions to *Municipal Code*:

- Hayes Avenue: From 20th Street to 24th Street.
- George W. Carver Avenue: From its intersection with Stange Avenue to the north corporate limits.

ALTERNATIVES:

1. Direct the City Attorney to draft an ordinance modifying Section 22.9, "Snow Routes Designated," in the *Municipal Code*.
2. Direct staff to make further revisions to this list of designated snow routes.
3. Do not approve these changes.

MANAGER'S RECOMMENDED ACTION:

This approval will be the final 2011 update to the Snow Route Ordinance. The intent of these revisions is to maximize the efficiency of snow removal in Ames, thereby providing the highest level of customer service possible to our residents. These modifications will ensure that routes identified on the Snow Route Map are also in *Municipal Code*.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby directing the City Attorney to draft an ordinance modifying Section 22.9, "Snow Routes Designated," of the *Municipal Code*.

COUNCIL ACTION FORM

SUBJECT: WAIVER OF MOTORIZED VEHICLE PROHIBITION IN
ADA HAYDEN HERITAGE PARK

BACKGROUND:

Each September, members of the local Moose Lodge provide golf cart rides around Ada Hayden Heritage Park for older adults with mobility impairments. Member of the Lodge determined in 2004 that if they didn't provide this service, these individuals might never get to experience the overall beauty of this 437 acre site.

Each year approximately 100 people, ranging in age from 75 to 90+, receive individual rides with a Lodge member via the trail system. Members of the Lodge would again like to offer this opportunity in 2011. However, Ordinance 19.9 restricts motorized vehicles to streets and parking lots. Therefore, the Lodge is requesting that Council waive this Ordinance on Sunday, September 18 between the hours of 1 and 4 PM.

The City's Risk Manager has supported this activity since its inception in 2004.

ALTERNATIVES:

1. Waive enforcement of Ordinance 19.9 between the hours of 1 and 3 PM on Sunday, September 18, 2011 at Ada Hayden Heritage Park to allow Moose Lodge members to provide golf cart rides to mobility impaired individuals.
2. Deny the request from the Moose Lodge to provide golf cart rides at Ada Hayden Heritage Park for mobility impaired individuals.

CITY MANAGER'S RECOMMENDED ACTION:

Member of the Moose Lodge are providing a tremendous service for members of our community that otherwise would not have the opportunity to tour this site in its entirety.

Therefore, it is the recommendation of the City Manager that the Council approve Alternative 1; waiving the enforcement of Ordinance 19.9 between the hours of 1 and 4 PM on Sunday, September 18, 2011 at Ada Hayden Heritage Park.

ITEM # 11
DATE 08-23-11

COUNCIL ACTION FORM

SUBJECT: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) HAZARD MITIGATION GRANT PROGRAM (HMGP)

BACKGROUND:

As reported at the March 1, 2011 City Council meeting as a follow-up to the 2010 flooding, Public Works has submitted 10 projects for consideration under FEMA's **Hazard Mitigation Grant Program (HMGP)**. Iowa Homeland Security and Emergency Management Division (HSEMD) has now completed their preliminary eligibility review of the Notices of Interest (NOI) and the proposed projects described on the NOIs have been determined to meet the preliminary eligibility requirements established through the State HMGP Administrative Plan and the State Hazard Mitigation Plan. The City was then invited to complete and submit an HMGP project application for each proposed project. **Successfully completing and submitting an application does not guarantee that the proposed projects will be eligible or funded. Rather, it is the next step in the HMGP funding process.**

Requests For Professional Service Proposals (RFP) were received for eight independent projects, with three or four proposals being submitted per project. These eight contracts will get the projects through the application stage, including working with HSEMD to establish project benefit-cost analysis (BCA) for each location. If a project ends up with a BCA under 1.0, the project will not qualify for FEMA funding and City Council will have an opportunity to decide whether to move forward with each project through local funding. The initial deadline set by HSEMD for these projects is September 15, 2011. Staff and the consultant are still working with HSEMD on the previously submitted Waterbury Court application. Staff has been notified by HSEMD that the BCA for the Lincoln Way Fraternities project is 0.25 which is well below 1.0 that is needed to receive FEMA funding.

City staff has been notified by HSEMD staff that having an additional disaster within the state has enabled our community to submit additional NOIs. As a result of the Urban Stream Assessment, large stream bank erosion was identified along Clear Creek behind Utah Drive. The erosion is currently 30-40 feet from the back of the house. A contract with Clapsaddle Garber Associates, Inc., is included to follow HSEMD /FEMA process through BCA and application since funding is available on a first-come first serve basis. This individual contract is in the amount of \$13,375.

ALTERNATIVES:

1a. Accept the report of the results of the RFP for the seven professional service contracts to Clapsaddle Garber Associates, Inc., in the amount of \$69,050, and two to Snyder and Associates in the amount of \$23,000.

b. Due to the BCA of the Lincoln Way Fraternities project being 0.25, direct staff to notify HSEMD that the application is withdrawn.

2. Direct staff to no longer pursue FEMA funds for flood mitigation projects.

MANAGER'S RECOMMENDED ACTION:

In order to move forward with the possibility of receiving FEMA funds for some flood mitigation projects, these contracts need to be entered into so that the deadline can be met in working with Iowa Homeland Security.

Although the City's Purchasing Policy allows the staff to award these individual professional services contracts, it also requires the reporting of the results of the RFP process to the City Council because, in aggregate, the contracts exceed \$50,000. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the report of the RFP for the seven professional service contracts to Clapsaddle Garber Associates, Inc., in the amount of \$69,050 and two to Snyder and Associates in the amount of \$23,000, as well as directing staff to withdraw the application for the Lincoln Way Fraternities project. This action will also designate Tracy Warner, Municipal Engineer, as the Applicant's authorized representative for all HMGP projects.

HMGF Proposal Ratings/Rankings

| | Jake | | Corey | | Eric | | Tracy | | Avg Ranking | Recommended | Estimated Fee |
|--|--------|---------|--------|---------|--------|---------|--------|---------|-------------|----------------|---------------|
| | Rating | Ranking | Rating | Ranking | Rating | Ranking | Rating | Ranking | | | |
| Stuart Smith Park Bank Armoring | | | | | | | | | | | |
| CGA | 62 | 2 | 81 | 1 | 88 | 1 | 95 | 1 | 1.25 | | \$15,900.00 |
| Benesch | 50 | 4 | 67 | 4 | 66 | 3 | 69 | 4 | 3.75 | | ## |
| Bolton & Menk | 59 | 3 | 75 | 3 | 59 | 4 | 84 | 3 | 3.25 | | \$8,500.00 |
| Snyder | 66 | 1 | 78 | 2 | 81 | 2 | 86 | 2 | 1.75 | Snyder & Assoc | \$12,000.00 |
| Northridge Parkway | | | | | | | | | | | |
| CGA | 70 | 1 | 80 | 1 | 87 | 1 | 96 | 1 | 1 | CGA | \$12,000.00 |
| Benesch | 51 | 4 | 67 | 4 | 66 | 4 | 69 | 4 | 4 | | ## |
| Bolton & Menk | 61 | 3 | 76 | 3 | 81 | 3 | 82 | 3 | 3 | | \$24,000.00 |
| Snyder | 65 | 2 | 79 | 2 | 82 | 2 | 87 | 2 | 2 | | \$15,000.00 |
| S. Duff Siphon | | | | | | | | | | | |
| CGA | 61 | 1 | 79 | 1 | 88 | 1 | 96 | 1 | 1 | CGA | \$7,800.00 |
| Benesch | 49 | 4 | 67 | 4 | 65 | 4 | 69 | 4 | 4 | | ## |
| Bolton & Menk | 59 | 3 | 76 | 2 | 80 | 3 | 84 | 3 | 2.75 | | \$8,000.00 |
| Snyder | 60 | 2 | 76 | 2 | 82 | 2 | 89 | 2 | 2 | | \$8,000.00 |
| Schubert/Todd | | | | | | | | | | | |
| CGA | 64 | 1 | 81 | 1 | 90 | 1 | 98 | 1 | 1 | CGA | \$5,800.00 |
| Benesch | 49 | 4 | 67 | 4 | 66 | 4 | 69 | 4 | 4 | | ## |
| Bolton & Menk | 59 | 3 | 76 | 3 | 79 | 3 | 82 | 3 | 3 | | \$9,500.00 |
| Snyder | 64 | 1 | 79 | 2 | 82 | 2 | 88 | 2 | 1.75 | | \$11,000.00 |
| Trail Ridge Landslide | | | | | | | | | | | |
| CGA | 72 | 1 | 82 | 1 | 90 | 1 | 98 | 1 | 1 | CGA | \$21300* |
| Benesch | 48 | 4 | 67 | 4 | 66 | 4 | 69 | 4 | 4 | | ## |
| Bolton & Menk | 57 | 3 | 74 | 2 | 78 | 3 | 82 | 3 | 2.75 | | \$10,500.00 |
| Snyder | 59 | 2 | 74 | 2 | 81 | 2 | 85 | 2 | 2 | | \$16,000.00 |
| Oakwood Drive | | | | | | | | | | | |
| CGA | 60 | 1 | 79 | 1 | 89 | 1 | 93 | 1 | 1 | | \$12,000.00 |
| Benesch | 51 | 3 | 67 | 3 | 66 | 3 | 69 | 3 | 3 | | ## |
| Bolton & Menk | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Snyder | 59 | 2 | 79 | 1 | 84 | 2 | 89 | 2 | 1.75 | Snyder & Assoc | \$11,000.00 |
| Castlewood Place | | | | | | | | | | | |
| CGA | 60 | 1 | 80 | 1 | 90 | 1 | 96 | 1 | 1 | CGA | \$7,000.00 |
| Benesch | 48 | 3 | 67 | 3 | 66 | 3 | 69 | 3 | 3 | | ## |
| Bolton & Menk | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Snyder | 60 | 1 | 77 | 2 | 82 | 2 | 87 | 2 | 1.75 | | \$11,000.00 |
| N Park Villa | | | | | | | | | | | |
| CGA | 64 | 1 | 79 | 1 | 88 | 1 | 96 | 1 | 1 | CGA | \$7,500.00 |
| Benesch | 49 | 4 | 67 | 4 | 65 | 4 | 69 | 4 | 4 | | ## |
| Bolton & Menk | 58 | 3 | 74 | 3 | 78 | 3 | 82 | 3 | 3 | | \$9,500.00 |
| Snyder | 59 | 2 | 77 | 2 | 84 | 2 | 89 | 2 | 2 | | \$11,000.00 |

* Also includes Utah Drive landslide

Indicates that Benesch only submitted a preliminary estimated fee range for all projects (not site specific as requested) of \$40000 to \$70000

COUNCIL ACTION FORM

SUBJECT: RENEWAL OF CONTRACT FOR POWER PLANT ASH HAULING SERVICES

BACKGROUND:

This contract is for the coal combustion by-product beneficial re-use or disposal from the City of Ames ash pond to an Iowa DNR approved and permitted beneficial re-use site or landfill disposal site. Bottom ash comes from the Power Plant coal fired boilers and it is hydraulically transported to the ash pond east of the Power Plant. The ash pond serves as a settling pond where the ash falls to the bottom and relatively clean water can be recycled to the Power Plant to transport additional ash from the bottom of the boilers. The ash itself is composed of inorganic materials in the coal and in the refuse derived fuel (RDF) that do not burn and must be removed from the boilers to allow continual operation.

Over time the ash builds up on the bottom of the pond and reduces the available capacity of the pond. This ash must be periodically removed via excavating or dredging, allowed to dewater, and then transported off-site for disposal. Moving the ash off-site allows additional ash to be dredged from the pond and maintain the working capacity of the ash pond.

On September 14, 2010, City Council awarded a contract to Biosolids Management Group, Inc., Boone, Iowa, (BMG, Inc.) in the amount not to exceed \$1,160,000 for beneficial use and disposal. **The initial contract term was for the period of one year or until such time as the budgeted funds of \$1,160,000 were exhausted. In this case, the funds will soon be exhausted. Included in the original proposal were terms for four optional twelve-month renewal periods.** Council should note that when this contract was awarded at the September 14, 2010 meeting, it was for Alternative #1, which was for beneficial re-use and disposal. There was a second alternative for disposal of material at a landfill, which staff determined in the original award would not be utilized for this contract. **However, when the Iowa DNR approved the beneficial re-use of the bottom ash, they required the landfill disposal of all the rejected screened material. This required a change order to the original contract to include a provision for the landfill disposal of that material.**

BMG, Inc. has provided the City with excellent service this past year, and Electric Services staff recommends renewing the agreement for FY 2011/2012. It should be noted that this renewal period will run from August 24, 2011 through June 30, 2012. This will enable this and future renewals to coincide with the City's fiscal year. The FY 2011/2012 operating budget includes \$1,000,000 (plus some potential roll-over funding from the previous fiscal year) for ash hauling. Payments would be calculated on unit prices proposed for these services. If the budgeted amount is exhausted again before the next deadline, staff will evaluate at that time to either call the contract complete until the next fiscal year or present a change order to Council for approval for increased funding. **This contract includes the hauling of ash for beneficial re-use, as well as the landfilling of rejected screen material. Costs per ton for the hauling and**

disposal have stayed at \$45.60 for re-use and \$50.84 for landfilling of screen rejects. The fuel escalators for rack prices above \$3.00 per gallon for diesel have also stayed the same.

ALTERNATIVES:

1. Approve the contract renewal with Biosolids Management Group, Inc., Boone, IA, for the coal combustion by-product hauling for beneficial use, from August 24, 2011, through June 30, 2012. Actual payments will be calculated on unit prices proposed for these services in an amount not to exceed \$1,000,000.
2. Do not renew the agreement and instruct staff to seek new competitive proposals.

MANAGER'S RECOMMENDED ACTION:

It is essential for the Power Plant to receive ash hauling services at the lowest possible cost consistent with the quality required to maintain Plant operations. It is also vital to lock in prices and accountability with key contractors. By choosing alternative No. 1, the Plant will be able to continue achieving these goals.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, approving the contract renewal with Biosolids Management Group, Inc., Boone, IA, for the coal combustion by-product hauling for beneficial use, from August 24, 2011, through June 30, 2012. Actual payments will be calculated on unit prices proposed for these services in an amount not to exceed \$1,000,000.

ITEM # 13
DATE: 08-23-11

COUNCIL ACTION FORM

**SUBJECT: AGREEMENT FOR MAINTENANCE AND REPAIR OF PRIMARY ROADS
IN MUNICIPALITIES**

BACKGROUND:

Every five years the City of Ames receives an Agreement for Maintenance and Repair of Primary Roads in Municipalities from the Iowa Department of Transportation (Iowa DOT). The current agreement would cover July 1, 2011 through June 30, 2016. This agreement states what is legally required by the municipality and the Iowa DOT in regards to maintenance and repair of primary roads as defined by *Iowa Code*. For primary highways with an urban cross-section such as U.S. Highway 69, *Iowa Code* requires the municipality to maintain items such as: curbs used for drainage, traffic signals, street lights, crosswalks, and drainage systems. This agreement also allows for a supplemental agreement that reallocates responsibility for maintenance, such as the annual agreement that covers reimbursement for maintenance and repair of U.S. Highway 69.

ALTERNATIVES:

1. Approve the Agreement for Maintenance and Repair of Primary Roads in Municipalities.
2. Do not approve the agreement.

MANAGER'S RECOMMENDED ACTION:

This agreement details the responsibilities of the City of Ames and the Iowa DOT as defined in *Iowa Code*. Therefore, it is the recommendation of the City Manager that the City Council approve the Agreement for Maintenance and Repair of Primary Roads in Municipalities.



Memo

City Clerk's Office

TO: Mayor and Members of the City Council

FROM: City Clerk's Office

DATE: August 19, 2011

SUBJECT: Contract and Bond Approval

There are no Council Action Forms for Item Nos. 14 and 15. Council approval of the contract and bond for these projects is simply fulfilling a *State Code* requirement.

/jlr

COUNCIL ACTION FORM

SUBJECT: 2011/12 COMMUNITY DEVELOPMENT BLOCK GRANT PUBLIC FACILITIES NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS (NORTH HAZEL AVENUE / NORTH 3RD STREET)

BACKGROUND:

This program is part of the City's 2011/12 Community Development Block Grant (CDBG) Annual Action Plan. The implementation of the Neighborhood Infrastructure Improvements Program is targeted in low- and moderate-income census tracts as designated by the federal Department of Housing and Urban Development (HUD). The objective is to replace and/or repair curbs, driveway approaches, sidewalks, and/or street surface areas that have deteriorated and are causing accelerated pavement failure. The overall goal of the program is to preserve and enhance the viability and aesthetics of our core existing neighborhoods.

This specific project was let to replace the deteriorated pavement on North Hazel Avenue. North Hazel is in a targeted census tract where at least 51 percent of the residents have income at or below 80 percent of the Story County median income limits.

On June 14, 2011, Council awarded the contract to Manatts, Inc. of Ames, Iowa in the amount of \$287,993.17. The proposed Change Order No. 1, in the amount of \$113,601.30, will add additional curb and gutter, driveway replacement, and pedestrian curb ramps on North 3rd Street between North Hazel Avenue and North Russell Avenue. The project was financed with \$306,297 in CDBG funds.

An additional \$500,000 in CDBG funding must now be reprogrammed due to FEMA's rejection of the City's Flood Buy-Out proposal. Under our Consolidated Plan—Citizen Participation Component, the City Council has the discretion move up to \$100,000 between programs before needing to revise our Action Plan. Since the City already has a contract for Manatts, transferring \$100,000 more to this Neighborhood Infrastructure Improvements program will help us meet HUD's strict requirement for timely expenditure of CDBG funding.

Approving this change order provides an opportunity to make further improvements in this low- and moderate- income census tract will enhance and sustain the viability of this older core neighborhood. Engineering and construction administration, estimated at \$42,000, will be covered by remaining General Obligation Bond funds from the South Duff Area Storm Sewer Reconstruction Project. This brings the total estimated costs of the project to \$443,594.47.

ALTERNATIVES:

1. Approve Change Order No. 1, in the amount of \$113,601.30, for the 2011/12 CDBG Public Facilities Neighborhood Infrastructure Improvements Program (North Hazel Avenue).
2. Do not authorize this change order, and cap the CDBG funding of this program at the current level.

MANAGER'S RECOMMENDED ACTION:

Further expanding this project will allow the City to utilize CDBG funding to strengthen and improve one core neighborhood. Approving this change order allows for additional work to be done to continue to towards Council's goal of strengthening and improving neighborhoods.

Were the Council to delay reallocation of this \$100,000 until later this fall, this project will have been completed and the opportunity to transfer funding to this program would be past. That would increase the likelihood that the City would fail HUD's requirement for timely expenditure of our CDBG allocation by May 1, 2011.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving Change Order No. 1, in the amount of \$113,601.30, for the 2011/12 CDBG Public Facilities Neighborhood Infrastructure Improvements Program (North Hazel Avenue).

COUNCIL ACTION FORM

SUBJECT: SANITARY SEWER REHABILITATION PROGRAM

BACKGROUND:

The annual Sanitary Sewer Rehabilitation Program provides for the rehabilitation and/or reconstruction of deficient sanitary sewers and deteriorated manholes. The 2008 Sanitary Sewer System Capacity Study suggested that rehabilitating manholes, repairing pipe, and similar work could reduce peak flows at the City's Water Pollution Control facility.

This project included lining of sanitary sewers in the following locations: Meadowlane Avenue from E. 13th Street to Carr Drive, Northwestern Avenue from 6th Street to 20th Street, Beach Avenue from Lincoln Way to Mortensen Parkway, Jewel Drive from Duff Avenue to ending, Stanton Avenue from Lincoln Way to Storm Street, and Lynn Avenue from Lincoln Way to Storm Street. This work consisted of installing a new liner inside of the existing sanitary sewers. This liner increases the integrity of the pipe and the life while also lowering future maintenance costs.

On April 13, 2010, City Council awarded this contract to Municipal Pipe Tool Co., LLC of Hudson, Iowa, in the amount of \$373,910.70. Construction was completed in the amount of \$370,979.64. Engineering and construction administration expenses were \$37,100 bringing total project costs to \$408,080. Total funding of \$505,117 is available through the Sanitary Sewer Rehabilitation Program from the Sanitary Utility Fund. Funds not utilized for construction, engineering, and administration expenses will be used for future sanitary projects.

ALTERNATIVES:

1. Accept the 2007/08 Sanitary Sewer Rehabilitation – Contract #2 as constructed by Municipal Pipe Tool Co., LLC of Hudson, Iowa, in the amount of \$370,979.64.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

By accepting this project, sanitary sewer lining was completed and has increased the lifespan of the designated sanitary sewers and to lower maintenance costs.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the 2007/08 Sanitary Sewer Rehabilitation – Contract #2 as constructed by Municipal Pipe Tool Co., LLC of Hudson, Iowa, in the amount of \$370,979.64.

COUNCIL ACTION FORM

**SUBJECT: 2009/10 WATER SYSTEM IMPROVEMENTS
(DUFF AVENUE WATER MAIN REPLACEMENT)**

BACKGROUND:

The annual Water System Improvements program provides for replacing water mains in areas that are experiencing rusting water problems. It also provides for installing larger distribution mains in areas that have a high concentration of 4-inch supply lines, transferring water services from 4-inch water mains in streets where larger water mains exist, and abandoning 4-inch water mains. Eliminating duplicate water mains, where possible, improves water flow and helps reduce rusty water. Installing larger distribution lines in areas that have a high concentration of 4-inch supply lines and less than desirable fire-fighting capacity (predominately in the older areas of the community) provides larger supply quantities in relation to the current and proposed land uses, in accordance with the Land Use Policy Plan.

This project entailed placing an 8-inch water main along Duff Avenue from 5th Street to 6th Street to replace the 4-inch water main and to transfer services. This project also included transferring services on Duff Avenue from Main Street to 5th Street, which allowed for abandonment of the 4-inch water main.

On February 9, 2010, City Council awarded this contract to Halbrook Excavating, Inc., of Ankeny, Iowa, in the amount of \$83,469.40. Construction was completed in the amount of \$80,527.01. Engineering and Administration costs for the four projects in the 2009/10 Water Improvements program are shown below.

The 2009/10 Water System Improvements Program includes expenses as follows:

| | |
|---|---------------------|
| Oakland Street Water Main Replacement | \$293,950.45 |
| Duff Avenue Water Main Replacement | \$ 80,527.01 |
| Water Service Transfers | \$ 91,764.80 |
| South Duff Area Storm Sewer Project | \$240,000.00 |
| Engineering and Contract Administration | <u>\$110,000.00</u> |
| | \$819,184.65 |

This project is shown in the 2009/10 budget with financing in the amount of \$900,000 from the Water Utility Fund. Remaining funds will be used for contingencies on the active contracts.

ALTERNATIVES:

1. Accept the 2009/10 Water System Improvements (Duff Avenue Water Main Replacement) as completed by Halbrook Excavating, Inc., of Ankeny, Iowa, in the amount of \$80,527.01.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

By accepting the project the reliability of water system and water quality for our citizens was improved.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the 2009/10 Water System Improvements (Duff Avenue Water Main Replacement) as completed by Halbrook Excavating, Inc., of Ankeny, Iowa, in the amount of \$80,527.01.

COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY – 220 SOUTH DUFF AVENUE

BACKGROUND:

Application for a proposed plat of survey has been submitted for:

- Conveyance parcel (per Section 23.307)
- Boundary line adjustment (per Section 23.308)
- Re-plat to correct error (per Section 23.310)
- Auditor's plat (per Code of Iowa Section 354.15)

The subject site is located at:

Street Address: 220 South Duff Avenue
Assessor's Parcel #: 09-11-204-030
Legal Description: Parcel D in block 4 Kingsbury's Addition and a part of Sumner Avenue Right of Way vacated, as more particularly described on attached Plat of Survey
Owner: BBNC, LLC

A copy of the proposed plat of survey is attached for Council consideration. **This Plat combines into one parcel the recently vacated Sumner Avenue right-of-way with the adjacent parcel.**

Pursuant to Section 23.307(4)(c), a preliminary decision of approval for the proposed plat or survey has been rendered by the Planning & Housing Department, subject to the following conditions: Not applicable

The preliminary decision of approval requires all public improvements associated with and required for the proposed plat of survey be:

- Installed prior to creation and recordation of the official plat of survey and prior to issuance of zoning or building permits.
- Delayed, subject to an improvement guarantee as described in Section 23.409.

Not Applicable.

Under Section 23.307(5), the Council shall render by resolution a final decision of approval if the Council agrees with the Planning & Housing Director's preliminary decision.

ALTERNATIVES:

1. The City Council can adopt the resolution approving the proposed plat of survey if the Council agrees with the Planning & Housing Director's preliminary decision.
2. The City Council can deny the proposed plat of survey if the City Council finds that the requirements for plats of survey as described in Section 23.307 have not been satisfied.
3. The City Council can refer this back to staff and/or the owner for additional information.

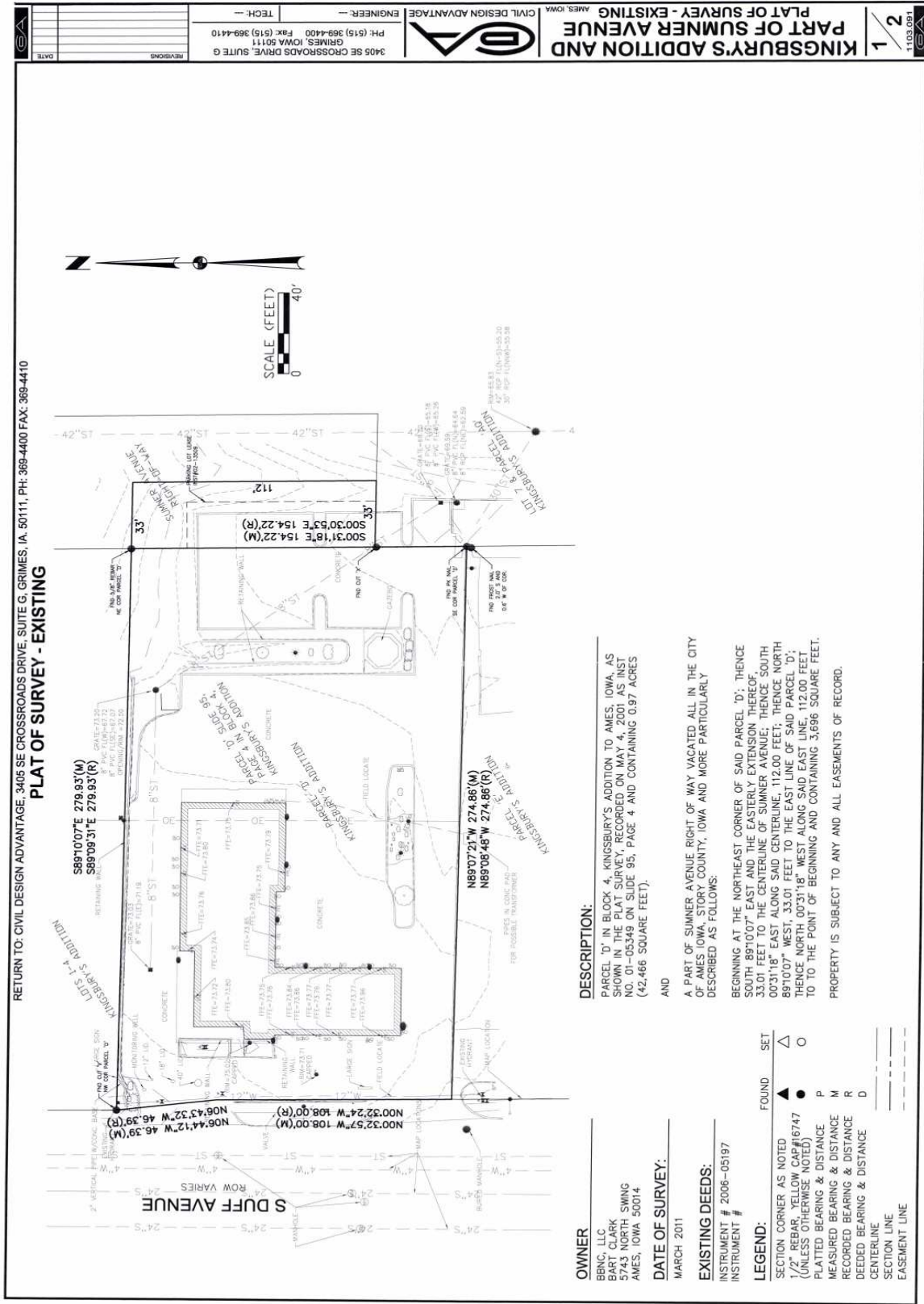
MANAGER'S RECOMMENDED ACTION:

The Planning & Housing Director has determined that the proposed plat of survey satisfies all code requirements, and has accordingly rendered a preliminary decision to approve the proposed plat of survey.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is to adopt the resolution approving the proposed plat of survey. Approval of the resolution will allow the applicant to prepare the official plat of survey and the Planning & Housing Director to review and sign the Plat of Survey. Once signed by the Planning & Housing Director, the prepared plat of survey may then be signed by the surveyor, making it the official plat of survey, which may then be recorded in the office of the County Recorder.

It should be noted that according to Section 23.307(10), the official plat of survey shall not be recognized as a binding plat of survey for permitting purposes until a copy of the signed and recorded plat of survey is filed with the Ames City Clerk's office, and a digital image in Adobe PDF format has been submitted to the Planning & Housing Department.

EXISTING PLAT OF SURVEY



RETURN TO: CIVIL DESIGN ADVANTAGE, 3405 SE CROSSROADS DRIVE, SUITE G, GRIMES, IA, 50111, PH: 369-4400 FAX: 369-4410

PLAT OF SURVEY - EXISTING

| | | |
|-------------------|---|--|
| | CIVIL DESIGN ADVANTAGE AMES, IOWA ENGINEER: _____ TECH: _____ | PART OF SUMMER AVENUE PLAT OF SURVEY - EXISTING 1/2 11.033.081 |
| REVISIONS DATE | 3405 SE CROSSROADS DRIVE, SUITE G GRIMES, IOWA 50111 PH: (515) 369-4400 FAX: (515) 369-4410 | |

OWNER
 BBNC, LLC
 BART CLARK
 5743 NORTH SWING
 AMES, IOWA 50014

DATE OF SURVEY:
 MARCH 2011

EXISTING DEEDS:
 INSTRUMENT # 2006-05197
 INSTRUMENT # _____

LEGEND:

| | | | |
|------------------------------|---------|-------|---|
| SECTION CORNER AS NOTED | ▲ | FOUND | △ |
| 1/2" REBAR, YELLOW CAP#16747 | ● | SET | ○ |
| (UNLESS OTHERWISE NOTED) | | | |
| PLATTED BEARING & DISTANCE | P | | |
| MEASURED BEARING & DISTANCE | M | | |
| RECORDED BEARING & DISTANCE | R | | |
| DECEDED BEARING & DISTANCE | D | | |
| CENTERLINE | --- | | |
| SECTION LINE | ---- | | |
| EASEMENT LINE | - - - - | | |

DESCRIPTION:
 PARCEL 'D' IN BLOCK 4, KINGSBURY'S ADDITION TO AMES, IOWA, AS SHOWN IN THE PLAT SURVEY, RECORDED ON MAY 14, 2001, AS INST NO. 01-05349 ON SLIDE 95, PAGE 4 AND CONTAINING 0.97 ACRES (42,466 SQUARE FEET).

AND

A PART OF SUMMER AVENUE RIGHT OF WAY VACATED ALL IN THE CITY OF AMES IOWA, STORY COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHEAST CORNER OF SAID PARCEL 'D'; THENCE SOUTH 89°07'21" EAST AND THE EASTERLY EXTENSION THEREOF, 33.01 FEET TO THE CENTERLINE OF SUMMER AVENUE; THENCE SOUTH 00°31'18" EAST ALONG SAID CENTERLINE, 112.00 FEET; THENCE NORTH 89°07'07" WEST, 33.01 FEET TO THE EAST LINE OF SAID PARCEL 'D'; THENCE NORTH 0°31'18" WEST ALONG SAID EAST LINE, 112.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 3.696 SQUARE FEET.
 PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

Staff Report

**Mosquito Abatement Request
Hunziker Youth Sport Complex**

August 23, 2011

BACKGROUND:

During the February 2011 budget hearings, City Council acknowledged a request from the Hunziker Youth Sport Complex (HYSC) Board of Director's for assistance in fogging for mosquitoes at the Complex. However, no action was taken nor was the request referred to staff. On June 17, 2011 the HYSC Board again requested assistance with mosquito abatement at the Complex. To date this request has not been referred to staff. However, a number of Council members have received similar requests and inquired as to its status. Because of these Council inquiries, it is assumed that the lack of a referral was an oversight. Therefore, this matter has placed on the agenda to determine the Council's position on the request.

With the recent elimination of the Sanitarian position, the responsibility for the administration of the mosquito control program has shifted to the Parks Superintendent. The existing community mosquito abatement program costs \$15,000 annually. This includes the cost to fog specific park areas and larvicide standing water within the community as follows:

WEEKLY FOGGING OF CITY PARK PROPERTY (Mid June to Mid October):

Homewood Golf Course, Bandshell Park, Country Gables Park, Dog Park
Moore Memorial Park, Emma McCarthy Lee Park, Inis Grove Park
Brookside Park, Daley Park

WEEKLY LARVICIDE APPLICATIONS (Mid June to Mid October):

Approximately 50 locations, where standing water is located on public property, receive larvicide applications. Examples of these locations include; ISU's Research Park, Veenker Golf Course, and Hilton Coliseum, the old WPC plant site (HYSC), stormwater detention ponds / drainage ditches in right-of-ways throughout the community.

OPTIONS:

1. The City Council could direct the Parks and Recreation staff to fog the Hunziker Youth Sports Complex weekly with the City absorbing all of the costs to accomplish this new service level.

Staff estimates that it would cost \$50 per week to fog the Hunziker Youth Sports Complex at a total estimated cost of \$1,000 per year.

2. The City Council could direct the Parks and Recreation staff to fog the Hunziker Youth Sports Complex weekly with the HYSC absorbing all of the costs to accomplish this new service level.
3. The City Council could deny the request for the City to assume the responsibility to fog the Hunziker Youth Sports Complex.

CITY MANAGER COMMENTS:

As noted above, the City's current mosquito abatement program (fogging and larviciding) focuses on public property.

Since the HYSC is located on City- owned land (the former WPC plant site) and the City already applies larvicides to the site, then the City Council would be justified in instructing staff to fog the site in accordance with weekly application schedule from mid-June to mid-October at the City's expense (Option #1).

However, since the HYSC has entered into a no-cost lease of the site from the City in return for assuming all of the maintenance costs, it could be also argued that the City could assume responsibility for fogging the site, but charge the HYSC for the service (Option #2). The Board of Directors has indicated a willingness to pay for this service.

COUNCIL ACTION FORM

SUBJECT: ADAMS STREET PAVING

BACKGROUND:

City Council referred to staff a petition from Staci Harper of 1419 Edgewater Court pertaining to paving the graveled portion of Adams Street. This petition is specific to a small section between Calhoun Avenue and Dawes Drive. The letter that was submitted with the petition states that during the winter the area develops large potholes and ruts and gets very muddy and difficult to drive. She requested that the paving of this intersection be included in the next annual Capital Improvement Plan. She states that she feels the paving would be beneficial for the City, and increase safety and aesthetics of their neighborhood streets. The attached petition was signed by 74 persons/couples, three of which owns property along the unpaved section of roadway. **Ms. Harper is requesting that the City totally fund this project due to the increase traffic in this neighborhood traveling to and from Ada Hayden Park.**

It should be noted that on July 14, 1998, City Council considered a petition for paving Adams Street from Calhoun Avenue to the west line of Windsor Oaks Subdivision (827 feet west of Calhoun Avenue). This paving was completed through an assessment project in 1999, with final acceptance of the project on March 28, 2000.

An estimated cost has been prepared for the paving of Adams Street between Calhoun Avenue and Dawes Drive. Engineering, construction, and construction administration are estimated in an amount of \$160,500. (See Attachment I)

Four parcels currently exist adjacent to the unpaved portion of Adams Street. Following the city's typical assessment process, three of the four parcels likely would have a deficiency. This means that the amount that would be assessed to these properties exceeds the allowable 25 percent of the value of the property.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---------------|------------------|------------------|-------------|--------------------------------|--------------------------|----------------------------|------------|---------------------------------------|
| Parcel Number | Average Frontage | Percent Frontage | Paving Cost | Paving Cost Percent Assessment | 2011 Property Assessment | 25% of Property Assessment | Deficiency | Potential Assessment for Paving Costs |
| 1 | 87.2 | 15.04% | \$24,135 | 10.71% | \$225,400 | \$56,350 | \$0 | \$24,135 |
| 2 | 158 | 27.25% | \$43,730 | 43.43% | \$100,700 | \$25,175 | -\$18,555 | \$25,175 |
| 3 | 167 | 28.80% | \$46,221 | 79.42% | \$58,200 | \$14,550 | -\$31,671 | \$14,550 |
| 4 | 167.7 | 28.92% | \$46,415 | 32.50% | \$142,800 | \$35,700 | -\$10,715 | \$35,700 |
| CITY OF AMES | | | | | | | | \$60,940 |
| | 579.90 | 100.00% | \$160,500 | | | | -\$60,940 | \$160,500 |

ALTERNATIVES:

1. Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the Capital Improvements Plan in a specified year, with funding by the City of Ames.

Under this option the paving would be financed through the issuance of G.O. Bonds paid back with property receipts from all taxpayers.

2. Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the Capital Improvements Plan in a specified year, with funding accomplished through a standard assessment procedure.

Under this option, the four adjacent property owners would not be assessed more than 25% of the property value. The City taxpayers would have to fund approximately \$60,940 to cover the deficiencies.

3. Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the Capital Improvements Plan in a specified year, with funding accomplished through a special assessment procedure.

Under this option, the four adjacent property owners would be asked to sign a special assessment agreement waiving the right to protest the assessment and acknowledging their obligation to cover all of the costs to accomplish the paving project, including the deficiencies. Unless all adjacent property owners agreed, this option would not be possible.

4. Reject the request to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the Capital Improvements Plan.

MANAGER'S RECOMMENDED ACTION:

Historically, a home owner pays for the paving of the streets within a subdivision through the purchase price of the lot. Thereafter, the City assumes responsibility for the maintenance and replacement of the street. In this case, the adjacent property owners have not yet contributed to the construction of the initial street section.

In keeping with this tradition, it is the recommendation of the City Manager that the City Council adopt Alternative No. 3, thereby directing staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the Capital Improvements Plan in a specified year, with funding accomplished through a special assessment process whereby the four adjacent property owners would be asked to sign a special assessment agreement waiving the right to protest the

assessment and acknowledging their obligation to cover all of the costs to accomplish the paving project, including the deficiencies.

It is important to point out that in addition to sharing the direct cost of the paving project shown above, the property owners will be responsible under this option for additional costs associated with the bond issuance costs, interest costs, etc. should an assessment alternative be pursued.

ENGINEER'S ESTIMATE
 ADAMS STREET PAVING
 PUBLIC WORKS DEPT.- ENGINEERING DIV.
 CITY OF AMES, IA
 07/13/2010

| <u>Item</u> | <u>Description</u> | <u>Est</u> <u>Quant</u> | <u>Unit</u> | <u>Unit</u> <u>Price</u> | <u>Amount</u> |
|---|---------------------------------|----------------------------|-------------|-----------------------------|-------------------|
| <i>Division 1 - General</i> | | | | | |
| 1.1 | Traffic Control | 1 | ls | 5000.00 | 5,000.00 |
| 1.2 | Mobilization | 1 | ls | 10000.00 | 10,000.00 |
| <i>Division 2 - Earthwork</i> | | | | | |
| 2.1 | Excavation | 406.8 | cy | 15.00 | 6,102.00 |
| 2.2 | Granular Subbase, 6" Depth | 174.4 | cy | 50.00 | 8,720.00 |
| 2.3 | Subgrade Preparation, 6" Depth | 1046.2 | sy | 2.50 | 2,615.50 |
| 2.4 | Driveway Removal | 89.4 | sy | 10.00 | 894.00 |
| 2.5 | Sidewalk Removal | 4.3 | sy | 10.00 | 43.00 |
| 2.6 | Manhole Adjustment, Minor | 1 | ea | 2000.00 | 2,000.00 |
| <i>Division 3 - Trench, Backfill and Tunnelling</i> (Not Used) | | | | | |
| <i>Division 4 - Sewers and Drains</i> | | | | | |
| 4.1 | Storm Sewer Pipe, 15" dia | 52 | lf | 60.00 | 3,120.00 |
| 4.2 | RCP FES, 15" dia. | 1 | ea | 250.00 | 250.00 |
| 4.3 | Perforated Subdrain, 6" dia | 418 | lf | 20.00 | 8,360.00 |
| <i>Division 5 - Water Mains and Appurtenances</i> (Not Used) | | | | | |
| <i>Division 6 - Structures for Sanitary and Storm Sewer</i> | | | | | |
| 6.1 | SW-501 Intake | 2 | ea | 2650.00 | 5,300.00 |
| <i>Division 7 - Streets and Related Work</i> | | | | | |
| 7.1 | HMA Base, 3/4" Mix, 6" Depth | 291.4 | ton | 80.00 | 23,312.00 |
| 7.2 | HMA Surface, 1/2" Mix, 2" Depth | 97.1 | ton | 85.00 | 8,253.50 |
| 7.3 | Curb & Gutter | 425 | lf | 40.00 | 17,000.00 |
| 7.4 | PCC Drive, 6" Depth | 52.9 | sy | 60.00 | 3,174.00 |
| 7.5 | PCC Sidewalk, 4" Depth | 221.1 | sy | 50.00 | 11,055.00 |
| 7.6 | PCC Sidewalk, 6" Depth | 6.7 | sy | 60.00 | 402.00 |
| 7.7 | Detectable Warning Devices | 8 | sf | 35.00 | 280.00 |
| <i>Division 8 - Traffic Signals</i> (Not Used) | | | | | |
| <i>Division 9 - Sitework and Landscaping</i> | | | | | |
| 9.1 | Sod | 70 | sq | 150 | 10,500.00 |
| SUBTOTAL ESTIMATED COST | | | | | 126,381.00 |
| ENGINEERING (15%) | | | | | 18,957.15 |
| CONTINGENCY (12%) | | | | | 15,165.72 |
| TOTAL ESTIMATED COST | | | | | 160,503.87 |



Geographic Information System (GIS) Product Disclaimer: City of Ames GIS map data does not replace or modify land surveys, deeds, and/or other legal instruments defining land ownership and land use nor does it replace field surveys of utilities or other features contained in the data. All features represented in this product should be field verified. This Product is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the User.



| | |
|--------|-----------------|
| Title: | Adams St Paving |
| Scale: | 1 in = 100 ft |
| Date: | August 18, 2011 |

August 3, 2010

Ames City Council

Re: Capital Improvement Plan – Adams Street

Dear Ames City Council Members,

I am writing this to request an improvement for Adams Street in north Ames. Adams is paved except for a small section between Calhoun Ave. and Dawes Drive. The section is gravel and is fairly steep. In the winter, the area develops large potholes and ruts and gets very muddy and difficult to drive.

As a resident of north Ames, I respectfully request that the paving of this intersection be included in the next annual Capital Improvement Plan. I feel that this would be a beneficial improvement for our city, increasing the safety and aesthetics of our neighborhood streets.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Staci Harper".

Staci Harper

1419 Edgewater Court

292-6785

Please see attached signatures of residents who want Adams Street paved.

Residents Requesting Paving Adams St, between Calhoun Ave and Dawes Dr.

| # | Name of Resident | Address |
|------|-----------------------------|---------------------------|
| 1 | Mike + Sheri Jenkins | 1425 Edgewater Ct. |
| 2 | Bill + Judy Hoefle | 1407 Edgewater Ct. |
| 3 | Bill + Robin Nichols | 4023 Laura Court |
| 4 | Neil + Suzanne Calhoun | 1430 Edgewater Ct. |
| 5 | Jim + Marcy Ryken | 4002 LAURA ST. |
| 6 | DON HAUGO AND PATRICK WALSH | 4013 LAURA COURT |
| 7 | MIKE + MARY KITCHELL | 4114 EDGEWATER DR. |
| 8 | Greg + Cathy Halverson | 4013 Frances E Davis Ct |
| 9 | Miss + Ned + Hays | 1701 Edgewater Ct. |
| 10 | Phil + Sandy Johnson | 1413 Edgewater Ct. |
| 11 | Shy Shroyer | 1408 Edgewater Ct. |
| 12 | Bob | 4020 Edgewater Dr. |
| 13 | Michelle + David DeGroot | 4014 Edgewater DR |
| 14 | Benny and Sang Wie | 4008 Edgewater Dr. |
| 15 | TOM + JERRY BURR | 4002 EDGEMASTER DR. |
| 16 | Sean + Heather Barber | 1413 Panoramic Ct |
| 17 | Mike + Lauren Sanchez | 1407 Panoramic Ct |
| 18 | Satisha Anu Chug | 4001 Laura Ct. |
| 19 | Firas + Eman Sultan | 4120 Laura Ct |
| 20 | Muff Akinc | 4114 Laura Ct. |
| 21 | Dave Jones | 4108 Laura Court |
| 22 | David + Dea Smith | 4107 Laura Ct. |
| 23 | Bill + Carol Hatten | 4014 Laura Ct. |
| 24 | Paul + Marcia Huston | 4008 Laura Ct |
| 25 | Ron Murphy | 4007 FRANCES DAVIS CT. |
| 26 | TRACI SHOGREN-KNAAK | 4002 FRANCES E DAVIS CT |
| 27 | Nicolas + Dina Hamouche | 1420 Edgewater Ct. |
| 28 | Justin + Olivia Hampton | 4026 Edgewater Dr |
| 29 | Butch + Emma Baker | 4008 Frances E Davis Ct |
| 30 | Michael + Jennifer Olsen | 1404 Panoramic Ct. |
| * 31 | Carolyn + Scott Raymond | 1401 Panoramic Ct. |
| 32 | Hans + Mary Rotta | 1416 Panoramic Ct. |
| 33 | Mark + Andrea | 1405 Adams St. |
| 34 | James Tim Lyland | 1211 Kingston Cir |
| 35 | Alvin E. Sluiter | 1205 Kingston Cir. |
| 36 | Judith + Michael Reese | 1103 Kingston Circle |
| 37 | Kate + Greg White | 1201 Kingston Cir |
| 38 | Brandon White | 1317 Kingston |
| 39 | Katie Friedrich | 1300 Kingston Cir |
| 40 | Linda Rebarca | 1316 Kingston Cir |
| 41 | Alysa Thurman | 3905 Hoover Ave |

Residents Requesting Paving Adams St, between Calhoun Ave and Dawes Dr.

| # | Name of Resident | Address |
|----|-----------------------|----------------------|
| 42 | A.R. Patterson | 1100 Adams #128 |
| 43 | Hussiet Patterson | 1100 Adams #128 |
| 44 | Marge Fogare | 1100 Adams #115 |
| 45 | Phyllis Piskis | 1100 Adams #103 |
| 46 | Charles Fisher | 1100 Adams #103 |
| 47 | Glenn Schellhammer | 1100 Adams #102 |
| 48 | Nator M. Tamas | 1100 Adams St #124 |
| 49 | Barbara Dillette | 1100 Adams St #114 |
| 50 | Margaret Schellhammer | 1100 Adams St. #102 |
| 51 | Marta Elston | 2615 Eisenhower Ave. |
| 52 | Kenneth Hohenberger | 1100 ADAMS ST #101 |
| 53 | Bill Smith | 1100 Adams St #122 |
| 54 | Wesley L. Luster | 1100 Adams St. #119 |
| 55 | Patricia D. Luster | 1100 Adams St #119 |
| 56 | Ann Walsh | 1100 Adams #126 |
| 57 | Evelyn Foster | 1100 Adams St - 117 |
| 58 | Wanda Barber | 1100 Adams St #108 |
| 59 | Wm J. Carter | 1100 Adams St. #109 |
| 60 | L. A. Bonora | 1100 Adams St #104 |
| 61 | Kenneth Dillette | 1100 Adams St #114 |
| 62 | Camp Wilson | 4000 Dawes Dr |
| 63 | Becky Wilson | 4000 DAWES DR |
| 64 | Laura Taylor | 3817 Dawes Dr |
| 65 | Ann Hageman | 3906 DAWES DR |
| 66 | Anders | 3920 Dawes Dr. |
| 67 | Sarah J. Kugel | 3919 Dawes Drive |
| 68 | Seaside Kugel | 3919 Dawes Drive |
| 69 | Dyer | 4014 DAWES DR. |
| 70 | Gregory Berger | 4121 Dawes Drive |
| 71 | Guy Berger | 4121 Dawes Drive |
| 72 | John Berger | 4011 Dawes Dr |
| 73 | Steve Mart | 4003 " " |
| 74 | Bob H. Hagan | 3909 Hoover Ave |
| 75 | Mary Ann Grant | 3913 Hoover Ave |
| 76 | | |
| 77 | | |
| 78 | | |
| 79 | | |
| 80 | | |
| 81 | | |
| 82 | | |

COUNCIL ACTION FORM

SUBJECT: AMES HIGH SCHOOL HOMECOMING REQUESTS

BACKGROUND:

Ames High School has requested to hold its Homecoming Parade on Monday, September 19, 2011. The parade route will be altered this year due to the construction on the west end of Main Street. Entries will stage in Parking Lots MM and M and on Pearle and 5th Street. The parade will start on 5th Street and proceed east to Clark Avenue, south on Clark to Main, east on Main to Douglas Avenue, north on Douglas to 5th, and west on 5th back to City Hall. It will begin at 6:30 p.m. and last approximately 45 to 60 minutes. To help facilitate this event, the Homecoming Committee asks that the City Council approve of the following closures:

- Pearle Avenue, Main Street, Fifth Street, and portions of Douglas Avenue and Clark Avenue from 5:30 to approximately 7:30 p.m.
- City Parking Lot MM and the south half of Lot M at 5:30 p.m. for parade staging

City employees will be notified of the Lot M closure, and official vehicles still in the lot will be moved to the northern stalls. Barricades, staffed by adult volunteers, will be placed on streets along this route for traffic control purposes. Parade organizers are requesting a waiver of parking meter fees and enforcement along the parade route from 5:30 to 6:00 p.m. Lost revenue to the Parking Fund would equate to approximately \$50. Permission to display fireworks after the football game on September 23 (at approximately 9:15 p.m.) at Ames High Stadium and a waiver of the Fireworks Permit fee in the amount of \$25 have also been requested.

After the parade has concluded, a pep rally will be held at Bandshell Park. Parent volunteers will help to make sure that the participants cross Duff Avenue safely, but no police or signal alterations are being requested. The Main Street Cultural District has been informed of the parade and supports the activity again this year. A Noise Permit will be issued for the pep rally activities.

City staff is also requesting that the Council grant a waiver of parking meter fees and enforcement from 5:00 to 6:00 p.m. on September 19 in Lot N, east of City Hall. There are a number of heavily-attended classes in the Community Center on Monday evenings, and attendees normally park in Lot M or in metered spaces on 5th Street. Staff would like to provide free parking in Lot N for those who are displaced by parade closures. The estimated loss of revenue to the Parking Fund would likely be less than \$10.

ALTERNATIVES:

1. The City Council can approve the requests from the Ames High Homecoming Committee for parking lot and street closures and waiver of parking meter fees in connection with the parade to be held on September 19, 2011; a fireworks display on September 23, 2011; waiver of the Fireworks Permit fee; and waiver of meter fees and enforcement in Lot N from 5:00 to 6:00 p.m. on September 19.
2. The City Council can deny these requests

MANAGER'S RECOMMENDED ACTION:

The Ames High Homecoming Parade is a long-standing Ames tradition in the Main Street Cultural District and has the support of the Main Street Cultural District. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the requests from the Ames High Homecoming Committee as listed above.



312 Main Street, Suite 201
Ames, IA 50010

August 18, 2011

Mayor and City Council
City of Ames
515 Clark Ave
Ames, IA 50010

Dear Mayor Campbell and City Council,

The Main Street Cultural District supports the Ames Public School System and the Ames High Homecoming Parade planned for the evening of Monday, September 19, 2011. We are pleased that City staff is working with volunteers to ensure proper procedures are followed for watching barricades, picking up trash following the parade, etc. We feel the Homecoming parade is a wonderful Ames High tradition that the community enjoys participating in and celebrating with the High School.

Thank you for your continued support of the Ames Public School System and the Main Street Cultural District.

Sincerely,

A handwritten signature in cursive script that reads "Angela Moore".

Angela Moore
Executive Director
Main Street Cultural District

Cc: Jeff Benson

ITEM # 23a-f
DATE: 08-23-11

COUNCIL ACTION FORM

SUBJECT: MAIN STREET CULTURAL DISTRICT REQUESTS FOR “MUSICWALK”

BACKGROUND:

The Main Street Cultural District (MSCD) is planning to host a “MusicWalk” on Thursday, September 15, 2011, and makes the following requests of the City Council:

- a. Usage and waiver of electricity costs in the entire MSCD from 3:00 to 8:00 p.m.
- b. Waiver of parking meter fees and enforcement in the MSCD from 3:00 to 8:00 p.m., with a loss of approximately \$300 to the Parking Fund (fee collection stops at 6:00 p.m.)
- c. Blanket Temporary Obstruction Permit for MSCD sidewalks from 3:00 to 8:00 p.m.
- d. Blanket Vending License for MSCD from 3:00 to 8:00 p.m.
- e. Waiver of fee for Blanket Vending Permit
- f. Use of six parking lot spaces at the southeast, southwest, and northeast corners of Main Street and Kellogg Avenue for food vendors

A noise permit will be obtained from the Police Department as needed for planned entertainment.

ALTERNATIVES:

1. The City Council may approve the “MusicWalk” requests as submitted by the Main Street Cultural District
2. The City Council may deny these requests.

MANAGER'S RECOMMENDED ACTION:

This event provides our citizens with another opportunity to enjoy family-oriented outdoor activities. Because of the City Council’s goal of enhancing commercial development in the Downtown, this type of special event should be encouraged.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the “MusicWalk” requests as submitted by the MSCD.



August 12, 2011

Mayor and City Council
City of Ames
515 Clark Ave
Ames, IA 50010

Dear Honorable Mayor Campbell and City Council,

The Main Street Cultural District is planning to hold its annual MusicWalk celebration on Thursday, September 15th from 5pm to 8pm. The event will showcase more than 30 musicians playing at more than 30 businesses throughout the district. At this time, MSCD requests the council to consider five specific requests:

1. The MSCD requests to use Tom Evans Park on September 15th between the hours of 3pm and 8pm for live entertainment. MSCD also requests the use of electricity in Tom Evans Park and requests a waiver for electricity costs for outlets in the Park and throughout the entire District. Kevin Shawgo with Parks and Recreation has been contacted and has granted us his approval to use Tom Evans Park for the reasons and times stated above.
2. The MSCD requests a district wide waiver of parking fees beginning from 3pm through 6pm on September 15th to help attract additional patrons' downtown.
3. The MSCD requests a temporary obstruction permit for the entire Central Business District (CBD) to allow businesses to use the sidewalk in front of their stores to allow musicians to play and display merchandise. MSCD requests the permit for September 15th between the hours of 3pm and 8pm.
4. The MSCD requests a Blanket Vending Permit for the entire CBD to allow musicians, businesses, and food vendors to sell products. MSCD requests the permit for September 15th between the hours of 3pm and 8pm and further request the vending permit fee be waived.
5. The MSCD requests the use of six metered parking spaces for food vendors – all on Main Street with two spaces being at each corner of Kellogg and Main (SE, SW, and NE corners).

Thank you for your consideration of these requests and continued support of the Main Street Cultural District. We look forward to seeing you on September 15th at the MusicWalk.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Drenthe", is written over a light blue rectangular background.

Tom Drenthe
Events Coordinator
Main Street Cultural District

Cc: Jeff Benson

COUNCIL ACTION FORM

SUBJECT: WELCOME TO AMES ACTIVITIES ON AUGUST 26, 2011

BACKGROUND:

In discussing the City Council's priority of "Connecting our Community," staff has once again explored ways to improve upon our last year's "Welcome to Ames" event for incoming and returning ISU students. For some students it will be the first time that they are away from home, and we want to make them feel like Ames is their new home. It is important to reinforce to returning students that Ames is their new home as well.

Based on a review of last year's event, staff is proposing that we plan for one evening of activities to occur this year on August 26, 2011, from 5 p.m. to 7 p.m. The proposed location will remain near Fire Station 2 in Campustown. City representatives will provide information regarding the Ames community and services the City offers, as well as information on job opportunities for students within City government.

The following activities are planned to help attract passersby into this event:

- Free pizza by the slice and Ames water will be provided.
- There will be a sound system and a DJ playing music.
- Fun activities are being planned by the Parks & Recreation staff.
- Promotional items from City departments will be given away.
- The electric Zenn car will be on display, along with Segways.
- There will be drawings, prizes, and **lots of fun!!!!**

City Council members and representatives from City staff will meet and greet students and answer questions. To the extent that their schedules allow, the Mayor and City Council members will play a prominent role in this relationship-building effort. In order to facilitate this event, several items of approval are needed from the City Council.

1. Closure of the street and metered parking spaces on Chamberlain Avenue between Welch and Stanton from noon to 8:00 p.m. on August 26, 2011, and also the closure of the lot and parking spaces of Chamberlain Lot Y for the same time period.
2. Donation of cost of electricity.

City staff has contacted all affected businesses along Chamberlain Avenue to notify them of the temporary street closings, and accommodation will be made for parking for those businesses. Lost revenue to the parking fund will be less than \$40. Funding for the event

is in the City Council budget, at approximately \$2,300 total (covering food, tent, tables and chairs, and prizes).

ALTERNATIVES:

1. Approve the “Welcome to Ames” event for August 26, 2011, with the supporting actions outlined above.
2. Do not approve the “Welcome to Ames” event for August 26, 2011, and direct staff to find an alternate date.
3. Ask staff for additional information on this proposed event.

MANAGER'S RECOMMENDED ACTION:

Staff believes that the proposed Welcome to Ames event will enhance relationships between the City and Iowa State students, and will assist in furthering the goal of building a sense of “One Community”.

Therefore, it is the recommendation of the City Manager that the City Council adopt alternative number 1, approving the Welcome to Ames event with the supporting actions outlined above.

License Application ()

25a

Applicant

| | | | |
|---------------------------------------|---|-------------------|--|
| Name of Applicant: | <u>LJPS, Inc</u> | | |
| Name of Business (DBA): | <u>Olde Main Brewing Co</u> | | |
| Address of Premises: | <u>ISU Alumni Center, 420 Beach Ave, Second Floor</u> | | |
| City: <u>Ames</u> | County: <u>Story</u> | Zip: <u>50010</u> | |
| Business Phone: <u>(515) 232-0553</u> | | | |
| Mailing Address: <u>316 Main St</u> | | | |
| City: <u>Ames</u> | State: <u>IA</u> | Zip: <u>50010</u> | |

Contact Person

| | | | |
|------------------------------|---|--|--|
| Name: <u>Jamie Courtney</u> | | | |
| Phone: <u>(515) 291-8346</u> | Email Address: <u>jcourtney@oldemainbrewing.com</u> | | |

Classification: Class C Liquor License (LC) (Commercial)

Term: 5 days

Effective Date: 08/31/2011

Expiration Date: 09/04/2011

Privileges:

Class C Liquor License (LC) (Commercial)
Sunday Sales

Status of Business

| | | | |
|---|--|--|--|
| BusinessType: <u>Privately Held Corporation</u> | | | |
| Corporate ID Number: <u>286196</u> | Federal Employer ID # <u>770613629</u> | | |

Ownership

Len GriffenFirst Name: LenLast Name: GriffenCity: BethesdaState: MarylandZip: 20817Position Vice President% of Ownership 25.00 %

U.S. Citizen

Scott GriffenFirst Name: ScottLast Name: GriffenCity: AmesState: IowaZip: 50010Position President% of Ownership 50.00 %

U.S. Citizen

Susan GriffenFirst Name: SusanLast Name: GriffenCity: BethesdaState: MarylandZip: 20817Position Treasure% of Ownership 25.00 %

U.S. Citizen

Insurance Company InformationInsurance Company: Illinois Casualty Co

Policy Effective Date:

Policy Expiration Date:

Bond Effective Continuously:

Dram Cancel Date:

Outdoor Service Effective Date:

Outdoor Service Expiration Date:

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

License Application ()

25b

Applicant

| | | | |
|--------------------------------|---|--------------------------|--|
| Name of Applicant: | <u>LJPS, Inc</u> | | |
| Name of Business (DBA): | <u>Olde Main Brewing Co</u> | | |
| Address of Premises: | <u>ISU Alumni Center, 420 Beach Ave. Second Floor</u> | | |
| City: <u>Ames</u> | County: <u>Story</u> | Zip: <u>50010</u> | |
| Business Phone: | <u>(515) 232-0553</u> | | |
| Mailing Address: | <u>316 Main St</u> | | |
| City: <u>Ames</u> | State: <u>IA</u> | Zip: <u>50010</u> | |

Contact Person

| | | | |
|---------------|-----------------------|-----------------------|--------------------------------------|
| Name: | <u>Jamie Courtney</u> | | |
| Phone: | <u>(515) 291-8346</u> | Email Address: | <u>jcourtney@oldemainbrewing.com</u> |

Classification: Special Class C Liquor License (BW) (Beer/Wine)

Term: 5 days

Effective Date: 09/10/2011

Expiration Date: 09/14/2011

Privileges:

Special Class C Liquor License (BW) (Beer/Wine)

Status of Business

| | | | |
|-----------------------------|-----------------------------------|------------------------------|------------------|
| BusinessType: | <u>Privately Held Corporation</u> | | |
| Corporate ID Number: | <u>286196</u> | Federal Employer ID # | <u>770613629</u> |

Ownership

Len GriffenFirst Name: LenLast Name: GriffenCity: BethesdaState: MarylandZip: 20817Position Vice President% of Ownership 25.00 %

U.S. Citizen

Scott GriffenFirst Name: ScottLast Name: GriffenCity: AmesState: IowaZip: 50010Position President% of Ownership 50.00 %

U.S. Citizen

Sue GriffenFirst Name: SueLast Name: GriffenCity: BethesdaState: MarylandZip: 20817Position Treasure% of Ownership 25.00 %

U.S. Citizen

Insurance Company InformationInsurance Company: Illinois Casualty Co

Policy Effective Date:

Policy Expiration Date:

Bond Effective Continuously:

Dram Cancel Date:

Outdoor Service Effective Date:

Outdoor Service Expiration Date:

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

Applicant

| | | | |
|--------------------------------|-----------------------------|--------------------------|--|
| Name of Applicant: | <u>little taipei inc.</u> | | |
| Name of Business (DBA): | <u>little taipei</u> | | |
| Address of Premises: | <u>2514 chamberlain st.</u> | | |
| City: <u>Ames</u> | County: <u>Story</u> | Zip: <u>50014</u> | |
| Business Phone: | <u>(515) 292-6123</u> | | |
| Mailing Address: | <u>2514 chamberlain st.</u> | | |
| City: <u>Ames</u> | State: <u>IA</u> | Zip: <u>50014</u> | |

Contact Person

| | | | |
|---------------|-----------------------|-----------------------|-------------------------|
| Name: | <u>jett liu</u> | | |
| Phone: | <u>(515) 291-6689</u> | Email Address: | <u>liu29jj@live.com</u> |

Classification: Class B Beer (BB) (Includes Wine Coolers)

Term: 12 months

Effective Date: 09/01/2011

Expiration Date: 08/31/2012

Privileges:

Class B Beer (BB) (Includes Wine Coolers)

Status of Business

| | | | |
|-----------------------------|-----------------------------------|------------------------------|-------------------|
| BusinessType: | <u>Privately Held Corporation</u> | | |
| Corporate ID Number: | <u>408444</u> | Federal Employer ID # | <u>27-4268304</u> |

Ownership

huixin song

First Name: huixin

Last Name: song

City: Ames

State: Iowa

Zip: 50010

Position owner

% of Ownership 100.00 %

U.S. Citizen

Insurance Company Information

| | | | |
|--|--|---|--|
| Insurance Company: | <u>Travelers Indemnity Co of America</u> | | |
| Policy Effective Date: | | Policy Expiration Date: | |
| Bond Effective Continuously: | | Dram Cancel Date: | |
| Outdoor Service Effective Date: | | Outdoor Service Expiration Date: | |
| Temp Transfer Effective Date: | | Temp Transfer Expiration Date: | |

License Application (LC0038199 - Outdoor Service Area)

Applicant

| | | |
|--------------------------|---|-------------------|
| Name of Applicant: | <u>Blazin Wings, Inc.</u> | 27 |
| Name of Business (DBA): | <u>Buffalo Wild Wings Grill & Bar</u> | |
| Address of Premises: | <u>400 South Duff Avenue</u> | |
| City: <u>Ames</u> | County: <u>Story</u> | Zip: <u>50010</u> |
| Business Phone: | <u>(000) 000-0000</u> | |
| Mailing Address: | <u>Attn: Licensing</u> | |
| City: <u>Minneapolis</u> | State: <u>MN</u> | Zip: <u>55416</u> |

Contact Person

| | | | |
|--------|---|----------------|------------------------------------|
| Name: | <u>Kayla Brown, Licensing Coordinator</u> | | |
| Phone: | <u>(952) 540-2251</u> | Email Address: | <u>kbrown@buffalowildwings.com</u> |

Classification: Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 09/03/2011

Expiration Date: 11/18/2011

Privileges:

Class C Liquor License (LC) (Commercial)
Outdoor Service Extension

Status of Business

| | | |
|----------------------|------------------------------------|--|
| BusinessType: | <u>Publicly Traded Corporation</u> | |
| Corporate ID Number: | <u>246194</u> | Federal Employer ID # <u>411957107</u> |

Ownership

Buffalo Wild Wings, Inc.

First Name: Buffalo Wild Wings

Last Name: Inc.

City: Minneapolis

State: Minnesota

Zip: 55416

Position Parent Company

% of Ownership 100.00 %

U.S. Citizen

James Schmidt

First Name: James

Last Name: Schmidt

City: Plymouth

State: Minnesota

Zip: 55447

Position Vice President

% of Ownership 0.00 %

U.S. Citizen

Mary Twinem

First Name: Mary

Last Name: Twinem

City: Plymouth

State: Minnesota

Zip: 55446

Position Secretary/Treasurer

% of Ownership 0.00 %

U.S. Citizen

Matthew Brokl

First Name: Matthew

Last Name: Brokl

City: Inver Grove Heights

State: Minnesota

Zip: 55077

Position Vice President

% of Ownership 0.00 %

U.S. Citizen

Sally Smith

First Name: Sally

Last Name: Smith

City: Edina

State: Minnesota

Zip: 55439

Position President

% of Ownership 0.00 %

U.S. Citizen

Insurance Company Information

Insurance Company: Hartford Fire Insurance Company

Policy Effective Date: 03/07/2011

Policy Expiration Date: 03/06/2012

Bond Effective Continuously:

Dram Cancel Date:

Outdoor Service Effective Date: 09/03/2011

Outdoor Service Expiration Date: 11/18/2011

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

License Application (LC0034341 - Outdoor Service Area)

Applicant

| | | |
|-------------------------|-------------------------------------|-------------------|
| Name of Applicant: | <u>Bad Company, Inc.</u> | 28 |
| Name of Business (DBA): | <u>West Towne Pub</u> | |
| Address of Premises: | <u>4518 Mortensen Rd. Suite 101</u> | |
| City: <u>Ames</u> | County: <u>Story</u> | Zip: <u>50014</u> |
| Business Phone: | <u>(515) 708-0176</u> | |
| Mailing Address: | | |
| City: | State: | Zip: |

Contact Person

| | | |
|--------|-----------------------|----------------|
| Name: | <u>Bryan</u> | |
| Phone: | <u>(515) 708-0176</u> | Email Address: |

Classification: Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 09/10/2011

Expiration Date: 09/11/2011

Privileges:

Class C Liquor License (LC) (Commercial)
Outdoor Service
Sunday Sales

Status of Business

| | | |
|----------------------|-----------------------------------|---|
| BusinessType: | <u>Privately Held Corporation</u> | |
| Corporate ID Number: | <u>307674</u> | Federal Employer ID # <u>20 2444113</u> |

Ownership

Bryan Kinneer

First Name: Bryan

Last Name: Kinneer

City: Ames

State: Iowa

Zip: 50014

Position owner

% of Ownership 81.00 %

U.S. Citizen

Kevin Kinneer

First Name: Kevin

Last Name: Kinneer

City: Waukee

State: Iowa

Zip: 50263

Position owner

% of Ownership 19.00 %

U.S. Citizen

Insurance Company Information

Insurance Company: Founders Insurance Company

Policy Effective Date:

Policy Expiration Date: _____

Bond Effective Continuously: 0

Dram Cancel Date:

Outdoor Service Effective Date: 09/10/2011

Outdoor Service Expiration Date: 09/11/2011

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

Applicant

| | | | |
|--------------------------------|-----------------------------|--------------------------|--|
| Name of Applicant: | <u>nicole romare</u> | | |
| Name of Business (DBA): | <u>whiskey river</u> | | |
| Address of Premises: | <u>134 main street</u> | | |
| City: <u>Ankeny</u> | County: <u>Story</u> | Zip: <u>50010</u> | |
| Business Phone: | <u>(515) 250-6928</u> | | |
| Mailing Address: | <u>1115 sw 46th street</u> | | |
| City: <u>ankeny</u> | State: <u>IA</u> | Zip: <u>50023</u> | |

Contact Person

| | | | |
|---------------|-----------------------|-----------------------|-------------------------------|
| Name: | <u>nicole romare</u> | | |
| Phone: | <u>(515) 250-6928</u> | Email Address: | <u>nbernholtz@hotmail.com</u> |

Classification: Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 08/24/2011

Expiration Date: 08/23/2012

Privileges:

Class C Liquor License (LC) (Commercial)
Sunday Sales

Status of Business

| | | | |
|-----------------------------|-----------------------------------|------------------------------|-------------------|
| BusinessType: | <u>Privately Held Corporation</u> | | |
| Corporate ID Number: | <u>1111111</u> | Federal Employer ID # | <u>26-3742479</u> |

Ownership

nicole romare

First Name: nicole

Last Name: romare

City: ankeny

State: Iowa

Zip: 50023

Position president

% of Ownership 100.00 %

U.S. Citizen

Insurance Company Information

| | | | |
|--|--------------------------------------|---|--|
| Insurance Company: | <u>Auto Owners Insurance Company</u> | | |
| Policy Effective Date: | | Policy Expiration Date: | |
| Bond Effective Continuously: | | Dram Cancel Date: | |
| Outdoor Service Effective Date: | | Outdoor Service Expiration Date: | |
| Temp Transfer Effective Date: | | Temp Transfer Expiration Date: | |

Applicant

| | | | |
|--------------------------------|--|--------------------------|--|
| Name of Applicant: | <u>The Noodle Shop, Co. - Delaware, Inc.</u> | | |
| Name of Business (DBA): | <u>Noodles & Company</u> | | |
| Address of Premises: | <u>414 S. Duff Ave.</u> | | |
| City: <u>Ames</u> | County: <u>Story</u> | Zip: <u>50010</u> | |
| Business Phone: | <u>(720) 214-1900</u> | | |
| Mailing Address: | <u>520 Zang Street</u> | | |
| City: <u>Broomfield</u> | State: <u>CO</u> | Zip: <u>80021</u> | |

Contact Person

| | | | |
|---------------|-----------------------|-----------------------|----------------------------|
| Name: | <u>Kim DeLuca</u> | | |
| Phone: | <u>(720) 214-1952</u> | Email Address: | <u>kdeluca@noodles.com</u> |

Classification: Special Class C Liquor License (BW) (Beer/Wine)

Term: 12 months

Effective Date: 09/20/2011

Expiration Date: 09/19/2012

Privileges:

Outdoor Service
Special Class C Liquor License (BW) (Beer/Wine)
Sunday Sales

Status of Business

| | | | |
|-----------------------------|-----------------------------------|------------------------------|------------------|
| BusinessType: | <u>Privately Held Corporation</u> | | |
| Corporate ID Number: | <u>410563</u> | Federal Employer ID # | <u>273981873</u> |

Ownership**Paul Strasen**

First Name: Paul

Last Name: Strasen

City: Littleton

State: Colorado

Zip: 80127

Position President, CFO, Secretar

% of Ownership 0.00 %

U.S. Citizen

Insurance Company Information

| | | | |
|--|---|---|-------------------|
| Insurance Company: | <u>Travelers Property Casualty Company of America</u> | | |
| Policy Effective Date: | <u>09/20/2011</u> | Policy Expiration Date: | <u>09/20/2012</u> |
| Bond Effective Continuously: | | Dram Cancel Date: | |
| Outdoor Service Effective Date: | | Outdoor Service Expiration Date: | |
| Temp Transfer Effective Date: | | Temp Transfer Expiration Date: | |

COUNCIL ACTION FORM

SUBJECT: PROPOSED AMENDMENT TO 2011-12 ANNUAL ACTION PLAN PROJECTS FOR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

BACKGROUND:

Currently, for the 2011-12 Program year, the projects listed in **Attachment 1** were submitted and approved by the Department of Housing and Urban Development (HUD) and are ready for implementation. Additionally, due to the August 2010 flood event, the City became eligible to apply for grant money under the federal Hazard Mitigation Grant Program (HMGP). This program is administered by the Iowa Homeland Security & Emergency Management Agency (IHSEMA).

Under HMGP, the City sought to apply for grant funds to support a property acquisition or "Flood Buyout" project. The HMGP program requires a 15% local match, and the City was notified that CDBG funds would qualify for this match. Therefore, the Council set aside approximately \$500,000 of the 2010-11 CDBG allocation to be used as possible matching dollars for implementation of the flood buyout program.

Unfortunately, the designated properties did not meet FEMA's funding threshold for HMGP funding. Therefore, the City withdrew its application, which consequently means that the \$500,000 of CDBG funding that was set aside needs to be reallocated into other programs/projects.

Attachment 2 shows the original program budget for 2011-12, as well as the **proposed amended budget** for the 2011-12 Annual Action Plan program activities. The activities being recommended are the **same** as in the original action plan, but have **revised** funding amounts. These activities directly focus on the City Council goal of **strengthening our neighborhoods**.

Staff's rationale for not proposing new projects to replace the Flood Buy-out Program is as follows:

- The proposed projects are consistent with the City's goals and priorities to focus on neighborhood sustainability by improving both the housing stock and the infrastructure in low- and moderate-income vital core neighborhoods.
- The proposed projects reduce the downtime that would result from starting new programs that can affect the City's ability to meet HUD's timely expenditure requirements.
- The number of projects for FY 2011-12 reflects the workload capacity of the current full-time staff due to the reduction in the number of FTE staff assigned to the Housing Division.

All of the proposed activities would be of 100% benefit to low- and moderate-income persons and/or neighborhoods *except* for the Slum and Blight Activity (Dangerous Building Removal Program).

If the City Council is in agreement with the proposed amended 2011-12 Action Plan Projects, the next steps would be to solicit input from citizens on these projects, and then to bring any public comments back to City Council at its September 13 meeting for finalization of projects to be included in the amended 2011-12 Action Plan.

ALTERNATIVES:

1. The City Council can direct staff to solicit public input on the attached proposed amended 2011-12 Annual Action Plan Program Projects in connection with the City's Community Development Block Grant Program.
2. The City Council can approve, with modifications, the proposed amended 2011-12 Annual Action Plan Program Projects in connection with the City's Community Development Block Grant Program.
3. The City Council can refer this item back to staff for further information.

MANAGER'S RECOMMENDED ACTION:

The programs being recommended (Home Improvement Rehabilitation, Homebuyer Assistance, Neighborhood Infrastructure Improvements, and Slum and Blight) focus on the City Council's goal of strengthening our neighborhoods and are consistent with the priorities of the City's 2009-14 Consolidated Plan.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby directing staff to solicit public input on the proposed amendment to the 2011-12 Annual Action Plan Program Projects in connection with the City's Community Development Block Grant Program.

ATTACHMENT 1

APPROVED 2011-12 ANNUAL ACTION PLAN PROGRAM ACTIVITIES

| Project Activities | Program Description | Priority Goal | CDBG National Objective |
|--|---|---------------|--------------------------------|
| <p>The Neighborhood Sustainability Program is comprised of the following subcomponent programs:</p> <ol style="list-style-type: none"> 1. Home Improvement Rehabilitation Program (Exterior Maintenance and Emergency Repair Assistance) 2. Homebuyer Assistance 3. Slum and Blight Program | <p>The overall goal of the Neighborhood Sustainability program is to increase the availability of housing to low and moderate-income families and to maintain and sustain decent, safe, and sanitary housing stock in existing neighborhoods by providing <u>home repair grants</u> for owner-occupied housing units, and <u>down payment and closing cost assistance</u> to first-time homebuyers, and demolish deteriorated properties.</p> | 1,2 | Low- & Moderate-Income Benefit |
| <p>The Public Improvement Program is comprised of the following subcomponent programs:</p> <ul style="list-style-type: none"> • Neighborhood Infrastructure Improvements (curb, street resurfacing, sidewalks, etc.) in targeted low- and moderate-income census tracts | <p>The overall goal of the Public Improvement Program is to preserve and enhance the viability and aesthetics of our core existing neighborhoods by maintaining the public infrastructure.</p> | 3 | Low- & Moderate-Income Benefit |
| <p>Flood Buy-Out Program</p> | <p>The goal under this program is to acquire and demolish both residential and commercial properties that were damaged or destroyed as part of the August 2010 flooding event.</p> | -- | Urgent Need |

ATTACHMENT 2

| Submitted 2011-12 Action Plan Expenditure Budget: | |
|--|--------------------|
| <u>Programs</u> | <u>Budget</u> |
| Neighborhood Sustainability Program (Slum and Blight-Dangerous Building) | 100,000 |
| Neighborhood Housing Improvement Program (including City-owned properties) | 132,870 |
| Homebuyer Assistance Program | 100,000 |
| Neighborhood Infrastructure Improvements Program | 309,214 |
| Flood Buy-Out Program | 500,000 |
| 2011-12 Program Administration | <u>89,804</u> |
| Total | \$1,231,888 |
| Current 2011-12 Action Plan Revenue Budget: | |
| 2011-12 CDBG Allocation | 449,018 |
| 2010-11 Anticipated Program Rollover | 675,000 |
| 2011-12 Anticipated Program Income | 107,870 |
| Total 2011-12 | \$1,231,888 |

| PROPOSED AMENDED 2011-12 Action Plan Expenditure Budget: | |
|---|--------------------|
| <u>Programs</u> | <u>Budget</u> |
| Neighborhood Sustainability Program (Slum and Blight) Dangerous Buildings Program | 135,000* |
| Neighborhood Housing Improvement Program (including City-owned properties) | 451,762* |
| Homebuyer Assistance Program | 100,000 |
| Neighborhood Infrastructure Improvements Program | 406,297 |
| Flood Buy-Out Program | 0.00 |
| 2011-12 Program Administration (20% of 11-12 Allocation + 20% Anticipated Program Income) | <u>110,648</u> |
| Total | \$1,203,707 |
| AMENDED 2011-12 Action Plan Revenue Budget: | |
| 2011-12 CDBG Allocation | 449,018 |
| 2010-11 Anticipated Program Rollover | 650,466 |
| 2011-12 Anticipated Program Income | 107,870 |
| Total 2011-12 | \$1,203,707 |

*Includes \$100,466 of Service Delivery expenses for Program Administration (inspectors, legal fees and documents, contracted staff assistance)

COUNCIL ACTION FORM

SUBJECT: DOWNTOWN FAÇADE GRANTS FOR FISCAL YEAR 2011/2012

BACKGROUND:

In May 2011, the City Council directed that all of the applications for Downtown Façade Improvement grants for each fiscal year be reviewed and awarded at one time. To aid in comparing applications, the Council also established a scoring process. The number of grants awarded is based on the number of grant requests, the costs of those improvements, and the budget available for the Downtown Façade Improvement Fund. That funding is \$111,662 for the 2011/12 fiscal year. If all of the funds are not awarded, then a second application process would be available later in the fiscal year.

Under this process, the following grant applications were received by August 1:

| <u>Address</u> | <u>Business or Building Name</u> | <u>Amount Requested</u> | <u>Total Project</u> |
|----------------|----------------------------------|-------------------------|----------------------|
| 410 Douglas | Pantorium | \$ 4,500 | \$ 9,000 |
| 115 Main | Retail business | \$15,000 | \$ 35,752 |
| | Design Fees | \$ 450 | \$ 450 |
| 215 Main | Emerhoff's Footwear | \$14,438 | \$ 28,875 |
| | Design Fees | \$ 1,000 | \$ 1,250 |
| 217-219 Main | Emerhoff's Footwear | \$15,000 | \$ 31,300 |
| | Design Fees | \$ 1,000 | \$ 1,250 |
| 225-227 Main | American Legion | \$13,601 | \$ 27,202 |
| 226 Main | Moorman Clothiers | \$15,000 | \$ 34,774 |
| | Design Fees | \$ 1,000 | \$ 1,250 |
| 228 Main | Moorman Clothiers | \$14,913 | \$ 29,825 |
| | Design Fees | \$ 1,000 | \$ 1,250 |
| | | \$96,902 | \$202,178 |

All of these projects are located in the two blocks between Kellogg and Duff Avenues. The attached map (Attachment A) and summary sheets (Attachments B – F) provide more information about these projects. Complete application materials are also available for review, if requested. Highlights of these projects include:

- The first project ever proposed on Douglas Avenue, one-half block north of Main Street, restored as historically accurately as possible.
- Total interior and exterior renovation of 115 Main, vacant for many years, for a new retail business.
- New upper windows on the American Legion building, the first step on a major

renovation project, and preparation to host a statewide conference here.

- New storefront images for two long-term, prominent retailers, Emerhoff's and Moorman, across the street from each other.
- Three façade improvement projects proposed in the 200 block that will add to the six projects already completed in this same block, in addition to another major renovation already funded and underway at the former Lazy M Shoes location.

Three of these projects are planned for implementation this fall, and two for next spring. Current grant guidelines require completion of projects within six months of the Notice to Proceed. Based on experience with past projects, staff would set November 1, 2012, as the completion date for any of these projects awarded grants.

Two owners of businesses and properties on Main Street, along with two City staff, evaluated these grant applications based on the attached scoring criteria (Attachment G). The scorers met and agreed on the following score for each project.

| <u>Address</u> | <u>Business or Building Name</u> | <u>Score</u> |
|-----------------------|---|---------------------|
| 225-227 Main | American Legion | 42 |
| 215 Main | Emerhoff's Footwear | 52 |
| 226 Main | Moorman Clothiers | 53 |
| 228 Main | Moorman Clothiers | 56 |
| 217-219 Main | Emerhoff's Footwear | 61 |
| 115 Main | Retail business | 70 |
| 410 Douglas | Pantorium | 83 |

Two grant applications each have been received from Emerhoff's and Moorman. Moorman owns and occupies two, interconnected 25-foot building bays (or "fronts"), and Emerhoff's owns and occupies one 25-foot bay plus half of another 25-foot adjacent, but not interconnected, bay. Emerhoff's owns the other half bay and leases it to another retail business. The grant applications include improvements to all of these facades.

In its discussion on April 12, the City Council directed that more points be given to projects that include more than one 25-foot bay in one building, but that multiple grants would not be awarded in these cases. Therefore, the scores shown for each of these four separate applications assumes that both 25-foot bays will be completed if only one grant is awarded in each case. However, the owners have said that the total amount of both grants is very significant to their projects and neither has decided whether the project would proceed with the support of only one grant. If either or both of the projects do not proceed, then the next grant cycle in spring 2012 would award the remaining funds. If an owner proceeds with improvements to only one 25-foot bay, a second grant could be awarded during the second grant round in a fiscal year if funds are still available, but would still be ranked lower than applications for projects never before funded.

If Emerhoff's and Moorman are each awarded one grant for the project with the higher scores, and all of the other grants are awarded as requested, the awarded grants would be as follows:

Downtown Façade Improvement Grants for FY 2011-2012

| <u>Address</u> | <u>Business or Building Name</u> | <u>Grant</u> |
|-----------------------|---|---------------------|
| 410 Douglas | Pantorium | \$ 4,500 |
| 115 Main | Retail business | \$15,450 |
| 217-219 Main | Emerhoff's Footwear | \$16,000 |
| 226 Main | Moorman Clothiers | \$16,000 |
| 225-227 Main | American Legion | \$13,601 |
| | | \$65,551 |

The \$65,551 total is \$46,111 less than the total funding available of \$111,662. This \$46,111 can be awarded in a second grant cycle later in the 2011/12 fiscal year.

Before existing façade materials are removed, it is often not possible to work out all of the details of the final project. Where these details are important for a completed project to comply with the Downtown Design Guidelines, in order for the grant awardees and the City to agree on the design intent, those intentions have been noted as conditions on the attached images of the proposed façade improvement project.

ALTERNATIVES:

1. The City Council can approve the projects listed in the above table "Downtown Façade Improvement Grants for FY 2011-2012" to be completed as described in Attachments B - F and in the applications submitted, for a total of \$65,551 from the Downtown Façade Grant fund.
2. The City Council can approve an alternative selection of requested façade grants and amounts, to be completed as described in the Attachments and in the applications submitted, and to be funded from the Downtown Façade Grant program.
3. The City Council can refer this request to staff or applicants for additional information.

MANAGER'S RECOMMENDED ACTION:

Completing all of these Downtown Façade Improvement Projects is an exciting prospect. The projects as described by Attachments B - F meet the Downtown Design Guidelines. Together they will have a tremendous impact on the Downtown image. The City Council has established a scoring system to provide some guidance on how to allocate the available funds.

Based on that scoring system, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby approving the projects listed in the above table "Downtown Façade Improvement Grants for FY 2011-2012" to be completed as described in the attached images and in the applications submitted, for a total of \$65,551 from the Downtown Façade Grant program.

Under Alternative #2, the Council may allocate the funds differently to best carry out its objectives for this program.

Downtown Façade Grant Program - Selected Properties



Legend

- Approved Projects
- Downtown Façade Improvement Area

Facade Grant Locations

| | | |
|------------------------------|----------------------------------|-----------------------------------|
| 1. 413 Kellogg Ave (12/2004) | 9. 311 Main Street (12/2007) | 17. 326 5th Street (02/2010) |
| 2. 220 Main Street (09/2005) | 10. 230 Main Street (04/2008) | 18. 134 Main Street (in progress) |
| 3. 203 Main Street (06/2006) | 11. 313 Main Street (11/2008) | |
| 4. 411 Kellogg Ave (01/2007) | 12. 400 Main Street (06/2009) | |
| 5. 216 Main Street (07/2007) | 13. 413 North Western (09/2009) | |
| 6. 229 Main Street (07/2007) | 14. 101 Main Street (09/2009) | |
| 7. 218 Main Street (08/2007) | 15. 410 5th Street (in progress) | |
| 8. 547 Main Street (11/2007) | 16. 426 5th Street (04/2010) | |

Map Created by
 Department of Planning & Housing
 Updated November 19, 2010
 (2008 Aerial Photography)

Attachment B

410 Douglas



1930-1940 Photo Illustrating full project intent:

- 6 upper story double-hung windows (Phase 1)
- Striped canvas awning with fringe edge (Phase 2)
- Glass transom windows (Phase 1)
- Store-front windows extending to kickplate (Phase 2)

Remove aluminum canopy,
Uncover & replace transom windows (Phase 1)

Install canvas awning (Phase 2)



Recent Photo Illustrating Project Changes

Replace store-front windows to full height
from header to brick kickplate (Phase 2)

- Phase 1 work now underway
- Following original architectural plans as much as possible
- Colors of operable awning will be typical for the early 20th century
- KHOI Community Radio occupies space

Ames Pantorium Building Facade Project

7/27/2011

215-217 Main



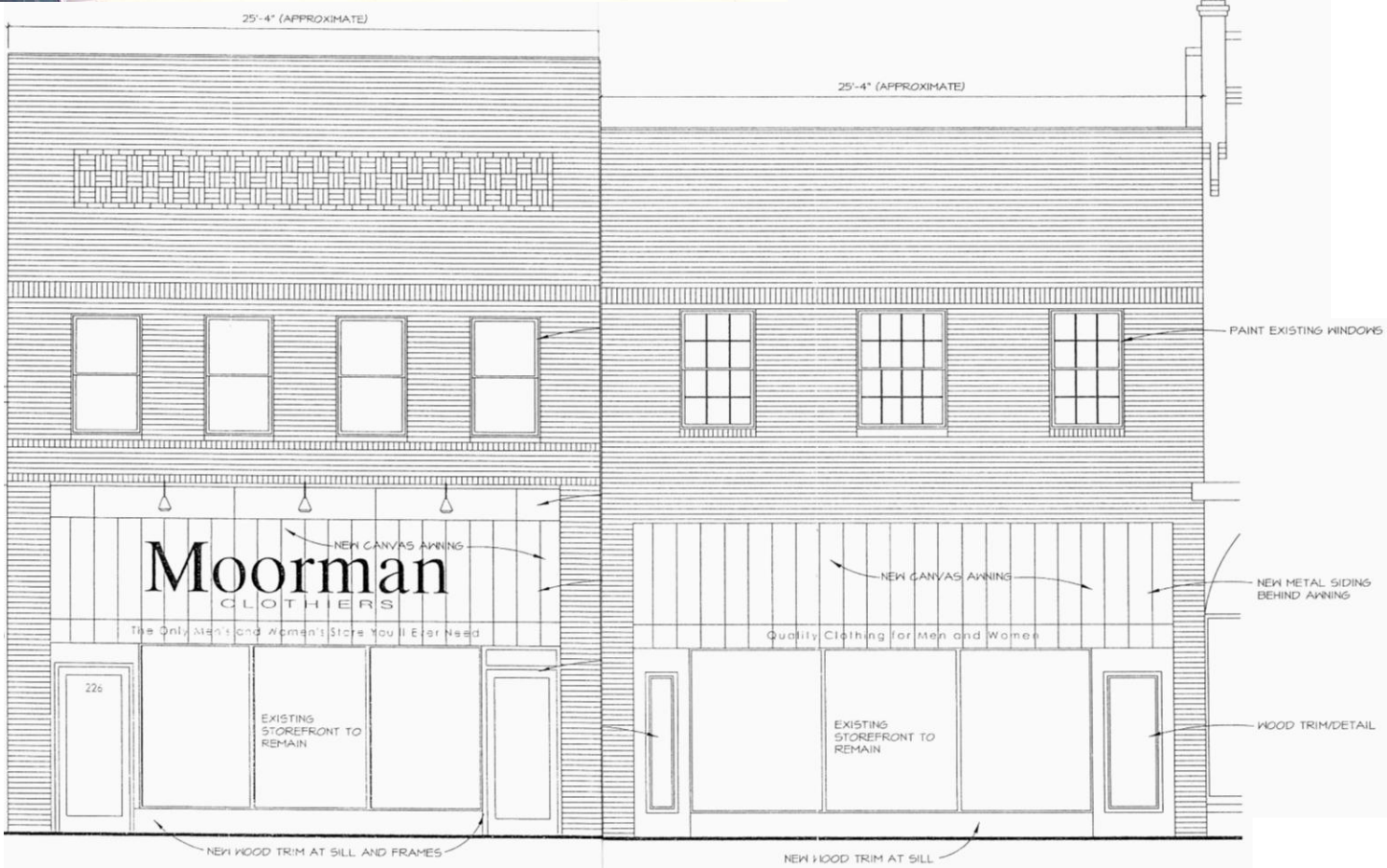
Remove continuous metal canopy and metal and stone cover-ups



226-228 Main



- Transom will be restored if feasible, to be determined after wood covering is removed.

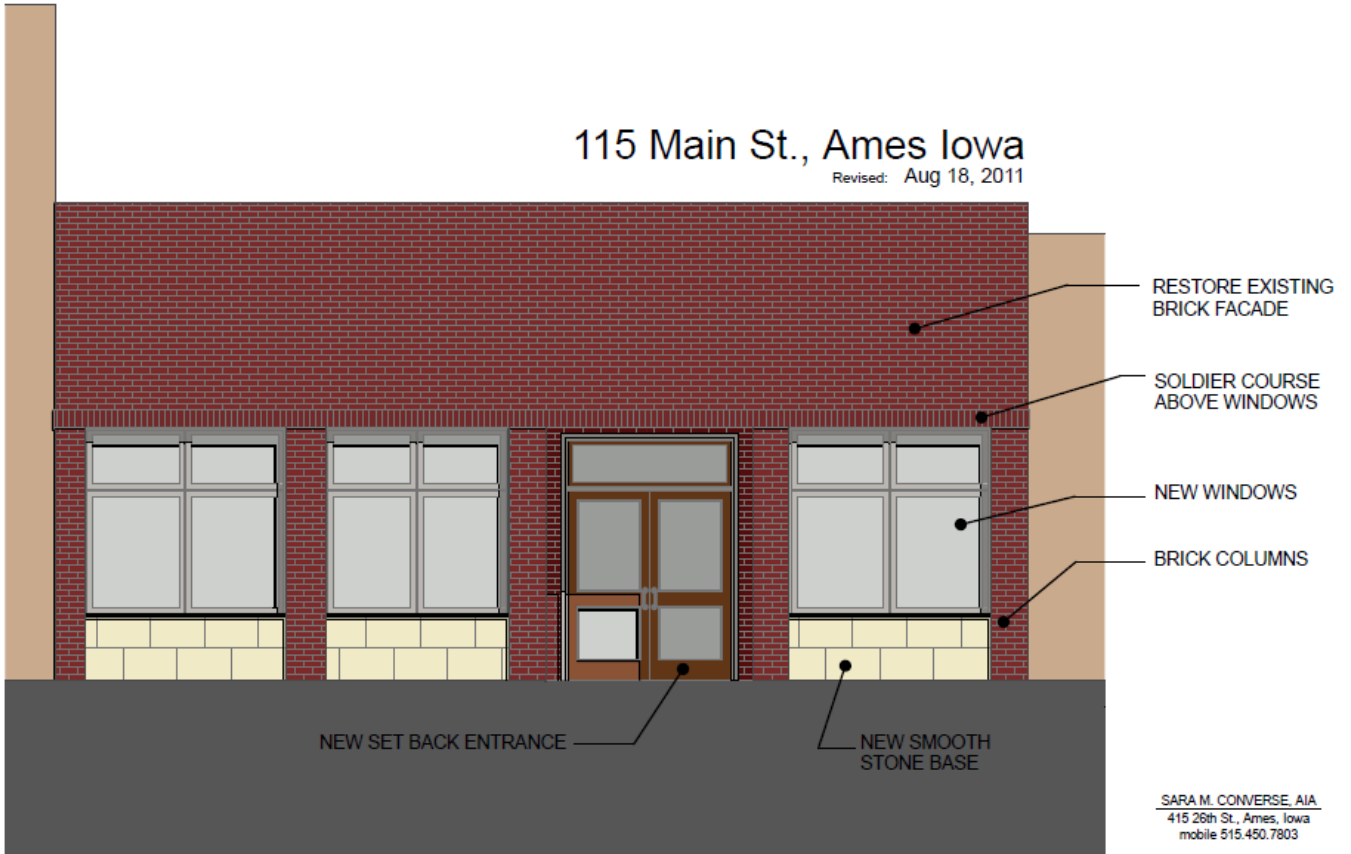


Attachment E

115 Main



Building has been vacant for several years in a block of Main Street where no façade grants have yet been applied. The tenant has been secured and will be announced soon. It will not be a bar.



Attachment F

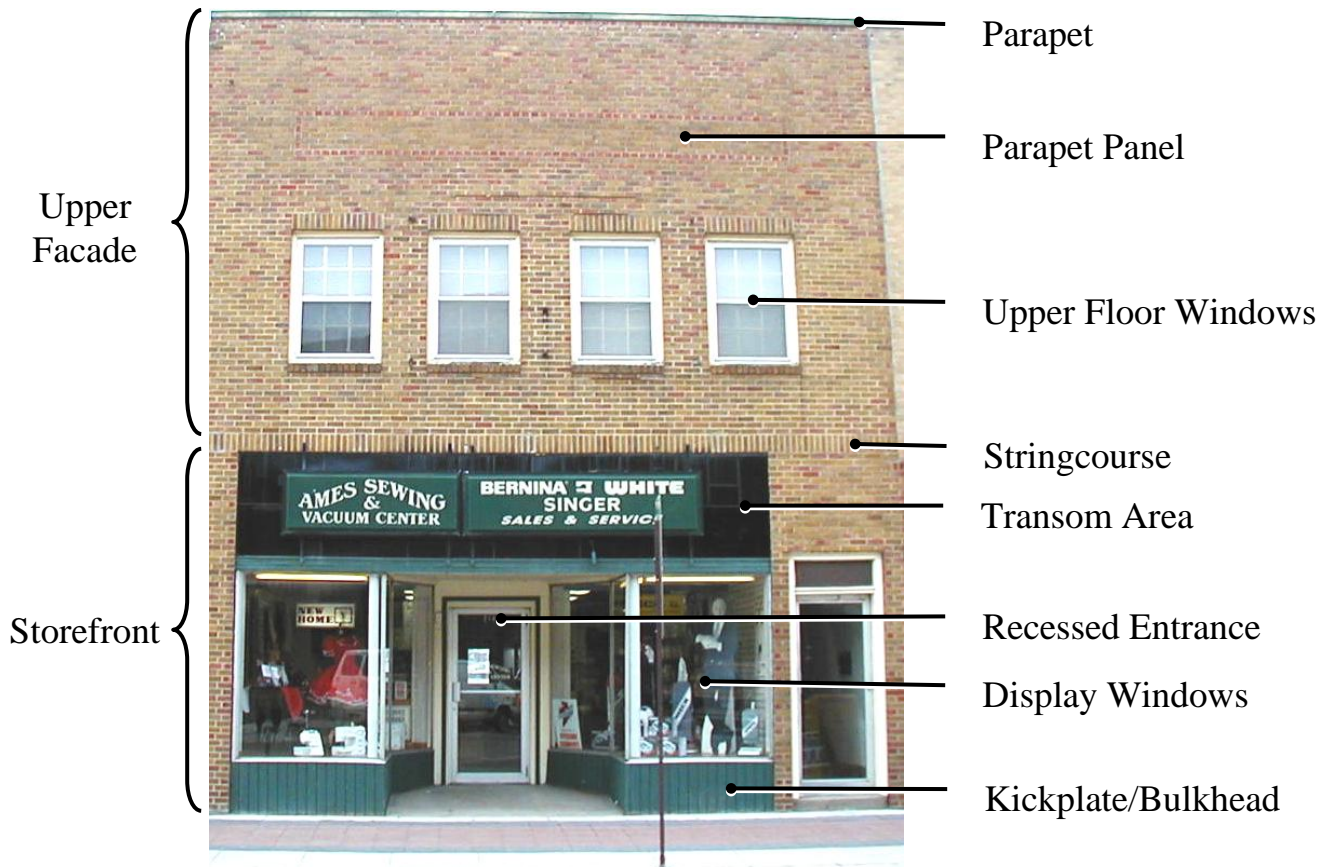
225-227 Main



- 2nd and 3rd story windows will be replaced with wood or metal 1/1 single- or double-hung windows with clear, transparent glass
- Fixed windows will be installed in transom area above windows on 3rd story, with clear, transparent glass



Elements of an Historic Façade in Downtown Ames



Staff Report

AIRPORT PROTECTION PLANNING

August 23, 2011

Background:

One of the Council priorities that Planning staff was directed to work on were options for protecting the continued viability of the Ames Municipal Airport in its current location. This is commonly done through zoning controls, which restrict building heights and certain land uses in key areas, such as areas in direct alignment with runways.

Currently, the only reference to this issue in the Ames *Municipal Code* is Section 29.408 (6), which states:

***Height Near Airports.** Heights of buildings constructed within 750 feet of the property boundary of any airport shall be in compliance with height restrictions from the Federal Aviation Administration.*

This code section leaves a gap in necessary airport protection because navigable airspace can be impacted by many kinds of obstructions and by incompatible uses located in critical flight path areas that go well beyond the 750 feet defined in our code (see attached map).

Navigable airspace is defined by the FAA pursuant to Title 14 of the Code of *Federal Regulations Part 77, Imaginary Surfaces*, referred to herein as *Federal Aviation Regulations (FAR) Part 77 Surfaces*. FAR Part 77 surfaces are those air spaces above and around airports that required protection from potential obstructions that might interfere with airport traffic and potentially create a safety risk to aircraft occupants and citizens on the ground. An object or structure with an elevation higher than the FAR Part 77 surface elevation is considered to penetrate the FAR Part 77 Surface and constitute an obstruction to navigable airspace.

If development happens that conflicts with the Part 77 surfaces, then the FAA's response is to alter the pilot's flight path into the runway in order for it to be safe. These alterations could lead a pilot to choose a different airport because of personal preference or a certain aircraft's physical limitations. **Although the Ames Municipal Airport is not a commercial passenger airport, it is still very important to the viability of local businesses, recreational uses, and airport-based flight instruction.**

Current Review Process:

If a building permit or site development plan application is submitted for a property within an area on the Part 77 map, the City requests that a federal notice be filed. This notice is provided on "form 7460," which notifies the FAA of the height and location of

the building at least 30 days prior to commencement of construction. This is required by Federal law, but it does not give the City any police power to limit construction if a conflict is identified by the FAA. The FAA serves as the City's agency of expertise, but it does not have local control on development. The FAA's main role is to administer airport traffic and safety. Therefore, if the City allows development that conflicts with safe operation of the airport approaches, then runway access could be more difficult for pilots.

While the City does not have standards to directly regulate development within critical flight paths, through the subdivision process, it may have some ability to limit the intensity of development for any plats created within those flight paths and/or to acquire easements to limit structure height in those areas. The City's subdivision process allows the Council to consider the impacts of the subdivision on existing public improvements (Section 23.302(6)). However, this provision is primarily intended to help the Council determine if additional public improvements may be necessary to alleviate any burdens on existing infrastructure created by the subdivision.

Rezoning, LUPP amendments, and similar discretionary actions may also provide opportunity to address the impacts of development on airport flight paths. The City Council recently approved a rezoning on South Duff Avenue, south of Highway 30, for which an airport easement was acquired as a condition of the rezoning. Rezoning land is a discretionary action by the City Council, so the acquisition of an airport easement is legal and is supported by Goal 7 in the Land Use Policy Plan. However, such discretion cannot be applied to site plan or building permit approval, which is subject to specifically defined standards in the zoning and building codes.

Supporting Policies and Agencies:

The City has adopted comprehensive planning policies which state that there should be protection of the airport. These are found in the Land Use Policy Plan (below) and in the Ames Urban Fringe Plan (later in report).

Land Use Policy Plan Goal No. 7 (E):

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

The Iowa DOT also supports airports through its Office of Aviation. State funding is set aside for a grant program to assist cities in writing codes and policies so that airports are protected from the incremental encroachment of urban development. The *Code of Iowa* Chapter 329 gives cities the police power to protect airports (*see attached code excerpt*). It also outlines a warning to airport operators that if a demand is made upon a municipal airport to adopt adequate airport zoning regulations and it is not done within 60 days of the demand, a court order can force the municipality to do so. So far that has not happened.

The Iowa DOT has responded to that warning more from an incentive and educational approach than a regulatory approach. In addition to the grant program, it provides workshops and website information pertaining to airport protection. One of the valuable tools which came as a result of Iowa DOT's educational approach has been the *Iowa Airport Land Use Guidebook*, published by the consultant, Mead & Hunt, in 2008. This book contains sample ordinances and policies. These tools are helping the DOT gear up for more aggressive incentives through the use of sanctions. **In fiscal year 2014, the Iowa DOT is planning to withhold airport funding to any municipalities that do not have airport zoning ordinances.**

Regulations Outside City Limits:

A portion of the protection area defined by the FAR Part 77 surfaces for our airport is outside the city limits (*see attached map*). City Planning staff have spoken with Story County Planning staff about the need for joint regulation. This could be implemented by the County adopting airport regulations similar to the City of Ames. This approach is supported by the Ames Urban Fringe Plan, which includes the following language: (see page 33 of Fringe Plan)

Airport Protection Area (APA)

This land use designation is intended to reduce risk, increase safety and promote land use compatibility between the airport and adjacent land uses. The Federal Aviation Administration (FAA) regulates operations of both airplanes and airports. The FAA, however, has no jurisdiction over land uses adjacent to the airport. Given that risk in this area cannot be completely eliminated, the goal of this designation is to reduce the consequences of accidents and the compatibility issues related to noise and pollution.

APA Policy 1: Land in this designation is adjacent to or in close proximity of the airport.

APA Policy 2: Limit or restrict intensity and density of land uses in order to protect life and maintain the integrity of aviation operations.

APA Policy 3: Analyze land uses within this designation in terms of aviation risk, noise attenuation, height, and by local, state, and federal regulations.

Joint regulation in the Fringe might also include a joint Board for reviewing requests for variances or appeals pertaining to the adopted standards. As with any type of dimensional standards, there is potential for a property owner to request relief from the ordinance. Because such requests would be rare, the City Attorney's Office has recommended that a joint City/County Airport Zoning Board be formed. The current City and County zoning boards could serve this purpose if they were properly trained.

Current Issues and Past Cases:

A master plan for the airport was completed by Snyder and Associates in 2008. The master plan identifies areas around the airport which need protection. Some of these

areas are already protected by the City through fee simple ownership or easements. The master plan also identified obstructions such as existing trees and buildings which are on private property. One of the current challenges of airport management is the maintenance of trees. If a tree grows into a slope surface where the City does not have an easement or zoning protection, then the City does not have a tool to remedy the situation. The only option in these cases is negotiation with the property owner, which is unpredictable.

Land uses can also pose conflicts with airport safety. It is not uncommon in airport zoning regulations to restrict higher assembly uses where occupants are more highly concentrated relative to a building's size, or where occupants may have a more difficult time evacuating because of the age or physical condition of the occupants. Restricted uses may include schools, hospitals, churches, day cares, and other similar facilities. These uses are particularly concerning in the event of an unfortunate airplane/building collision.

Another potential conflict is airport noise near residential living. While housing near airports is typically built after the airports were established, new-coming residents often still complain about airport light, noise, and operations, which places increased pressure on airport operators to limit or change their operational activities. There are examples of airports that have had to shut down and/or relocate because of residential encroachment. In response, some cities have opted to require that new residential subdivisions record documents with each lot so that owners are aware of airport operations and cannot contest them or request additional mitigation. This type of language was also included in the most recent airport easement on South Duff Avenue.

Other less obvious conflicting land uses may include those that attract birds and wildlife, like grain crops and ponds. Birds can accidentally enter airport engines during flight and large game such as deer can cross a runway and cause airplane accidents. High reflectivity surfaces, like detention ponds or glass buildings, can also affect a pilot's vision.

That these or similar affects are real even for the City of Ames is evident in the FAA's response to past development projects in Ames. In 1995, the City inadvertently approved a new Sam's Club site development located within the edge of a City of Ames Airport Easement. This resulted in the FAA raising the approach slope. This demonstrated how serious the FAA is about enforcing airport safety and regularly monitoring new construction, regardless of whether they receive a notice or not. Although the City's review process has improved to prevent these types of mistakes in the future, an Airport Overlay Zone could provide an additional layer of protection.

Such overlay zones do have legal backing. In 1996, the Iowa Supreme Court upheld Iowa City's airport zoning ordinance in a challenge brought by a landowner. The Court affirmed the City's denial of a building permit based on public safety issues for "underlying airport zoning based on federal runway regulations."

Existing Development:

One of the topics that City Council will need to address is existing development. To what degree will the City require that existing development or land uses be modified to comply with a new ordinance. Some jurisdictions have dealt with this by allowing existing uses as long as they do not expand. One positive aspect of the existing situation is that development around the airport is currently not very dense. Additionally, the City does own land beyond the runway areas. However, development intensity can increase over time. Putting an airport protection ordinance in place now would ensure consistent regulation in the future.

Policy Options:

The City Council could choose to adopt an ordinance which primarily focuses on preventing obstructions (structures, trees, etc.) from penetrating into the FAR Part 77 surfaces. As an alternative, the City Council could choose to go beyond regulating only obstructions and consider also regulating specified land uses within certain radii of runways. With either of these approaches, the City would need to consider if any nonconformities would be created as a result of the new ordinance. In any case, the existing *Municipal Code* requiring height compliance within 750 feet of airport property is insufficient to cover the full area of the mapped FAR Part 77 surfaces around the City's airport, and is inconsistent with *Code of Iowa* requirements.

It appears that cities in Iowa have approached this issue in different ways. Seventy-five percent of municipalities that have airports in Iowa have airport zoning ordinances. Less than half of those contain regulation on specific land uses. The majority only regulate building height. However, regulation of use is common in metropolitan areas, where development intensity is much higher than rural areas, and where impacts due to incompatible encroachments are more likely. Currently, some of the largest cities in Iowa all include land use restrictions in their airport zoning ordinances. This includes Des Moines, Cedar Rapids, Dubuque, Burlington, Ankeny, Sioux City, Council Bluffs and Iowa City. A handful of the smaller cities, such as Onawa, Osceola and Humboldt, also include land use restrictions. It is anticipated that the number of municipalities with airport zoning ordinances will likely increase sharply as the Iowa DOT begins to contact cities and notify them of plans to withhold funding.

Direction Needed:

The Ames Municipal Airport is an important part of the City's infrastructure. It provides a necessary means of air transportation for local businesses and recreational pilots. Many airplanes are also based at the Ames Airport. With other nearby airports so close, any undesirable changes to approach slopes as a result of uncontrolled development could reduce the attractiveness of the Ames airport. Therefore, it is important to move forward with a more comprehensive airport zoning ordinance than currently exists. **Before developing more detailed options for protecting the Airport, the staff is seeking City Council direction as to what level of regulation is desired.**

Attachment

Code of Iowa Excerpt from Chapter 329

Source:

[Iowa Code/2011 Iowa Code/Statutes \(Code Chapters & Sections\)/TITLE VIII TRANSPORTATION/SUBTITLE 4 AVIATION/CHAPTER 329 AIRPORT ZONING/329.2 Airport hazards contrary to public interest.](#)

329.2 Airport hazards contrary to public interest.

It is hereby found that an airport hazard endangers the lives and property of users of the airport and of occupants of land and other persons in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein. Accordingly, it is hereby declared:

1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the community served by the airport in question.
2. That it is necessary in the interest of the public health, safety, and general welfare that the creation or establishment of airport hazards be prevented.
3. That this should be accomplished, to the extent legally possible, by proper exercise of the police power.
4. That the prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which municipalities may raise and expend public funds, as an incident to the operation of airports, to acquire land or property interests therein.

[C46, 50, 54, 58, 62, 66, 71, 73, 75, 77, 79, 81, §329.2]
See §[657.2](#)(8)

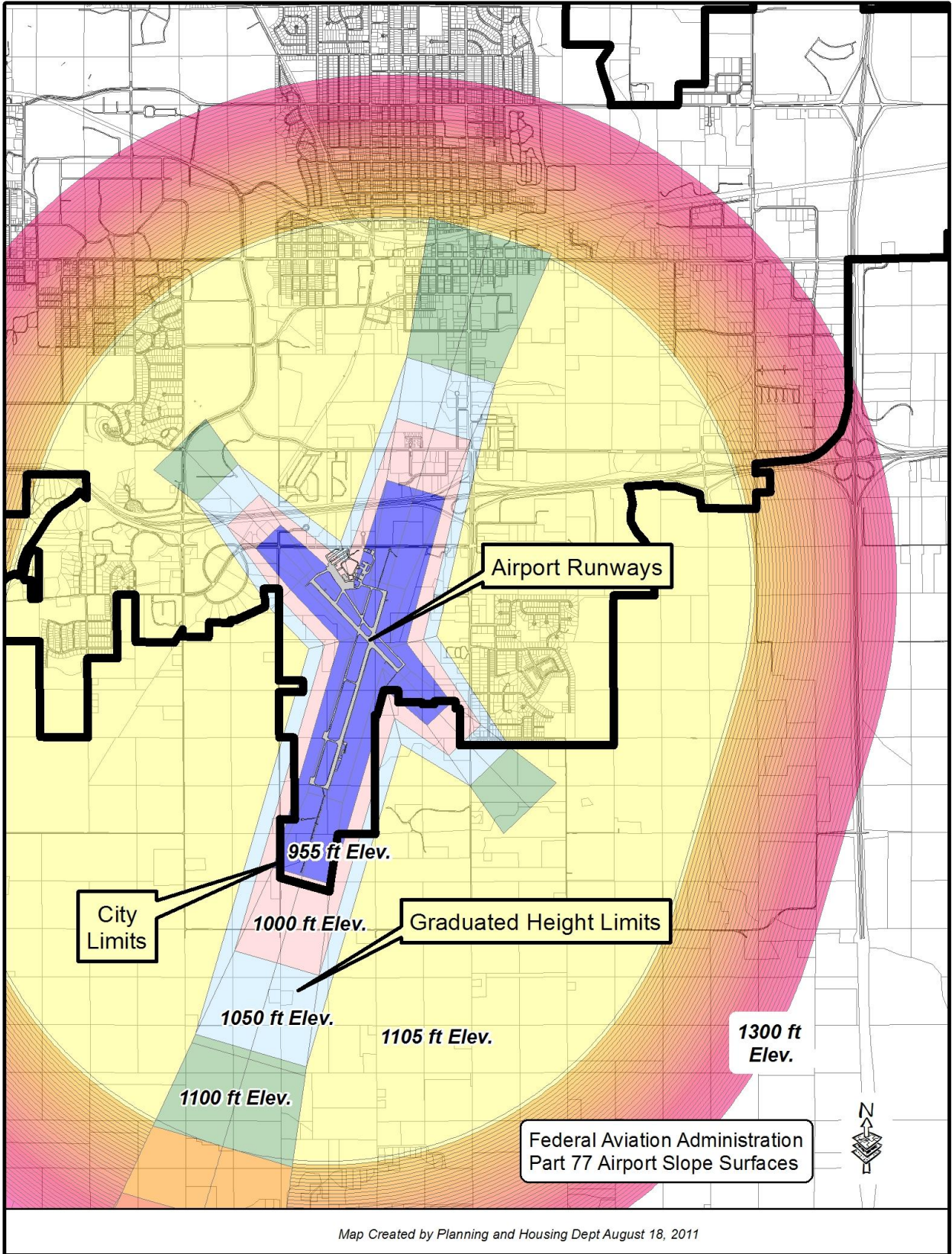
Source:

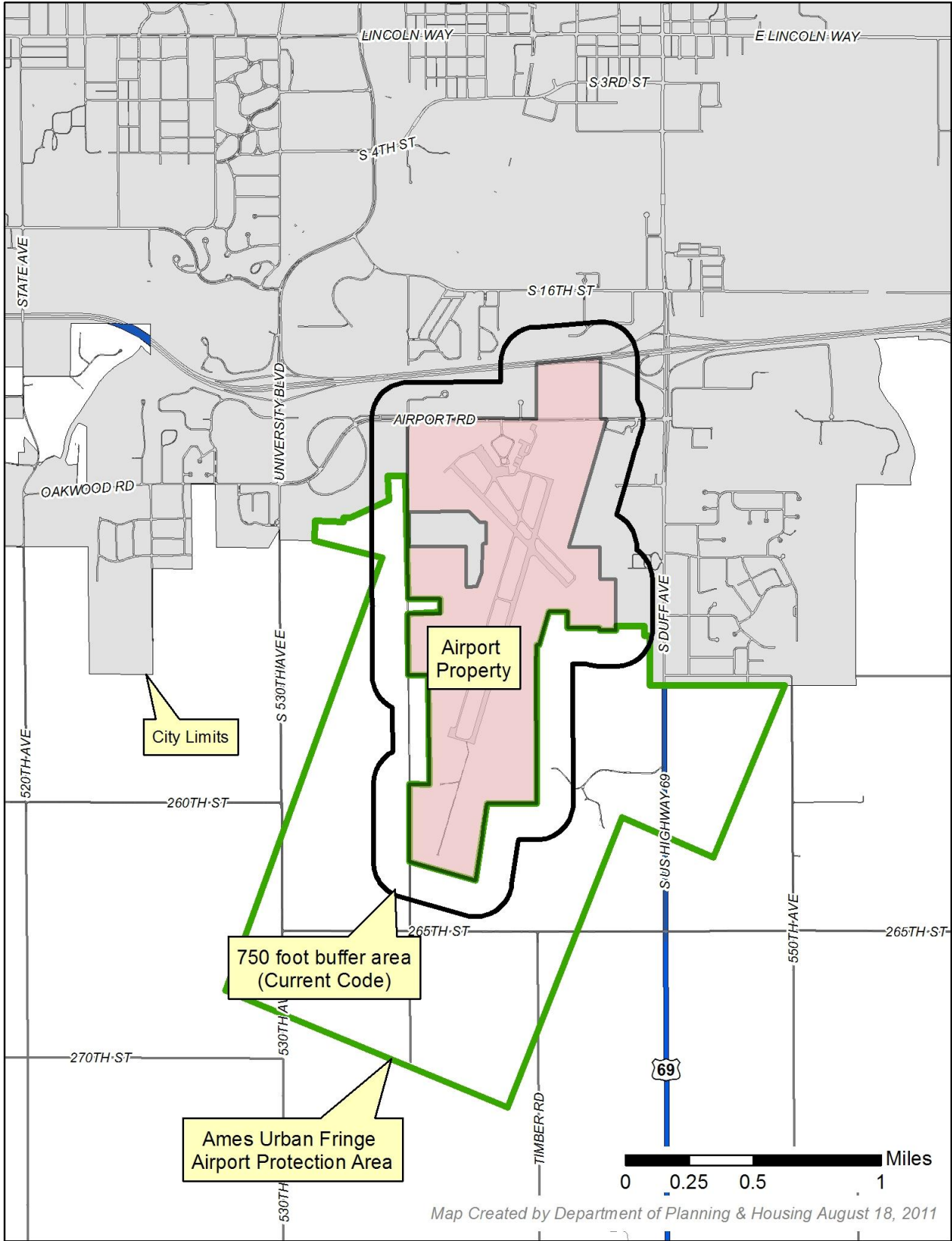
[Iowa Code/2011 Iowa Code/Statutes \(Code Chapters & Sections\)/TITLE VIII TRANSPORTATION/SUBTITLE 4 AVIATION/CHAPTER 329 AIRPORT ZONING/329.3 Zoning regulations — powers granted.](#)

329.3 Zoning regulations — powers granted.

Every municipality having an airport hazard area within its territorial limits may adopt, administer, and enforce in the manner and upon the conditions prescribed by [this chapter](#), zoning regulations for such airport hazard area, which regulations may divide such area into zones and, within such zones, specify the land uses permitted, and regulate and restrict, for the purpose of preventing airport hazards, the height to which structures and trees may be erected or permitted to grow. Regulations adopted under [this chapter](#) shall be made with consideration of the smart planning principles under [section 18B.1](#).

[C46, 50, 54, 58, 62, 66, 71, 73, 75, 77, 79, 81, §329.3]
2010 Acts, ch [1184](#), §[20](#)
Section amended





COUNCIL ACTION FORM

SUBJECT: PURCHASE OF FIVE CYRIDE BUSES TO GILLIG CORP. OF HAYWARD, CALIFORNIA FOR A NOT-TO-EXCEED AMOUNT OF \$1,960,000

BACKGROUND:

In 2010, CyRide was awarded a federal State of Good Repair (SGR), national discretionary grant for the purchase of ten buses. CyRide received 90% federal funding for these buses, requiring a 10% local match to be secured from CyRide's capital budget. Through discussions with the Transit Board of Trustees, it was decided to divide the procurement of these buses into two orders, in two different budget years, to minimize the impact on CyRide's capital budget.

The Transit Board and City Council approved the first purchase of buses under this grant in December of 2010. With the start of the new budget year, CyRide is in the position to be able to complete purchase of the five remaining buses under this grant. All five buses can be purchased under a national bus procurement administered by the Akron, Ohio, transit system, with CyRide named as a participant.

In this procurement, CyRide has federal authorization to purchase four of the buses outright, under its "option" system. The remaining bus will be purchased in cooperation with the Cedar Rapids transit system, which was also named in this bid and which will allow CyRide to use one of its options for the procurement of the last bus. Transit systems are allowed to trade options with each other in order to maximize the purchasing power of the federal dollars between local transit systems.

The grant application approved a price per bus of \$392,000, requiring up to \$39,200 per bus from CyRide's local capital budget. The total price of the buses is as follows:

| <u>Vehicles</u> | <u>Federal Dollars</u> | <u>Local Dollars</u> | <u>Total Dollars</u> |
|------------------------|-------------------------------|-----------------------------|-----------------------------|
| Five Buses - SGR | \$1,764,000 | \$196,000 | \$1,960,000 |

These buses are included in CyRide's three-year capital financial projection, and in the City of Ames Capital Improvement Plan. Currently, CyRide has a local capital fund balance of \$1,479,503.

The Transit Board of Trustees will consider approval of this purchase at its August 25, 2011 meeting, so purchase of the buses would be contingent upon the concurrence of the Transit Board. Council approval is being sought first, due to the order needing to be received by the manufacturer by August 31, and the next Council meeting not occurring until September.

ALTERNATIVES:

1. Approve a contract with Gillig Corporation of Hayward, California, in an amount not-to-exceed \$1,960,000 for the purchase of five 40' buses contingent upon Transit Board of Trustees approval.
2. Delay action on the bus purchase until after Transit Board of Trustees action on the procurement.
3. Do not approve a contract for the purchase of buses.

MANAGER'S RECOMMENDED ACTION:

CyRide has programmed local funding that is needed to complete this purchase. This bus purchase will replace five existing buses that are more than 15 years old, three years beyond their useful life. These buses operate less efficiently, produce more emissions, and are less reliable than newer buses. Therefore, their purchase will reduce CyRide's operating expenses and improve its fuel efficiency in the short and long term, while at the same time improving air quality in Ames.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, approving a contract with Gillig Corporation in an amount not to exceed \$1,960,000 for the purchase of five new 40' transit buses.



City Manager's Office

515 Clark Avenue • Ames, Iowa 50010
Phone: (515) 239-5101
www.cityofames.org

TO: Ames Mayor and City Council
FROM: Susan Gwiasda, Public Relations Officer
DATE: August 23, 2011

At the City Council meeting on August 9, discussion of the proposed City of Ames logo was tabled for two weeks after the Council asked for public input. Feedback was solicited through the use of a press release distributed to area media, through posting the logo on the City of Ames website, through posting the logo on the City of Ames Facebook page, and through reminders through email and social media.

At the completion of community visioning project in June, it was suggested that to show collaboration and unity among the organizations that promote and brand Ames, a shared logo used by the City of Ames, Ames Convention and Visitors Bureau (CVB), Ames Chamber of Commerce, Ames Economic Development Commission (AEDC). The proposed logo, which was presented on August 9, grew out of a redesign project started by the CVB and the Chamber, but put on hold during the community visioning process. With the approval of the tagline, "Heartland's Leading Edge," the CVB and Chamber went back to their design team and looked for ways to incorporate the tagline into the logo. The logo was approved by the Chamber and CVB boards and presented to the City Council. The designer suggested that, if all the entities are going to share the logo, consideration should be given to assigning different colors to the individual organizations.

At the August 9 meeting, the City Council asked that input be solicited on only a red version of the logo to emphasize the relations to Iowa State University. Although the red may look different on computer monitors, the logo was designed in PMS 186, which is the same color as the Iowa State University logo.

Because the logo redesign project was started by the CVB and Chamber of Commerce, the City of Ames has not paid any costs toward the development of this new logo.

Attached are approximately 100 comments that were submitted as emails and approximately 25 comments that were copy/pasted from our Facebook page.

Hi - I'd like it better if it were green ...

Darryl Bennett
Vice President - Championship Productions, Inc.
2730 Graham Street
Ames, IA 50010
ph 515-232-3687
fax 515-232-3739
toll free 800-873-2730

Susan--

The other comment, which I thought was more to the point, was that you have in PUSH's logo ideology some pretty strong advice about color choice, and the council looks like it's ignoring it entirely. The design does look better in the lime green you showed me. Though that might not ultimately be the best color choice, it is at least in that "progressive" ideology. Red is not. But there might be another color choice out there that would push that "leading edge" quality you are looking for and complete the logo's look to the best possible advantage.

Then again, blue and green, while also not in the ideology, they are similar to the city's previously used colors, and that might make for a smoother transition in adoption, at least in the perception of the public.

Laura Millsaps

Susan,
I don't know if I qualify as public input, but the problem I see with the logo is it reminds me of the logo for "Adobe" and their icon for Adobe "Flash Player". In fact, the instant I saw it I thought "Adobe." Anyway, just throwing that out there.



Thanks,
Dawn Tank

I like the green better. It ties in with the City's Green Programs and us being a Tree City. Thanks for letting me see it.

Dawn Tank

Yes - like it ... there is something very important in keeping green in the city logo (my opinion) ... the reinforcement of our 'green' energy, our forever growing intentions ('When you're green you're growing'- Ray Kroc) ... plus, the red does not really look like ISU - more like Nebraska ...

As I say to my 2 yr old at every stoplight - green means "go" ...

Darryl Bennett

You may want to look at the adobe logo. It looks very similar.
<http://techmiso.com/wp-content/uploads/2009/03/adobe-logo.png>

Shandra Van Berkum
Art/Supplies Buyer/Supervisor
Iowa State University Book Store
Phone: (515)294-8390
Fax:(515)294-5669
shandona@iastate.edu
www.isubookstore.com

Susan, I love the new logo!

Thomas Budd

I think it is a great step forward from what the current logo is.

I'm not entirely sold on the red as a contemporary color, if that is what they were going for, but it works pretty well. If they wanted modern colors you would think you'd see more of the vibrant neon colors, as opposed to a primary color like red.

Overall a good fit.

abaumgartner@haila-asp.com
[HAILA ASP Website](#)
[HAILA ASP on Twitter](#)
[HAILA ASP on Facebook](#)
[HAILA ASP on LinkedIn](#)

The proposed city logo seems rather similar to the Adobe logo ([Google Image search](#)). Don't know I fit would be similar enough for Adobe to complain, but it's probably worth keeping in mind.

Regards,
Adam Reineke
Web Applications Engineering Co-op, Instrument Business Unit
(641) 754-2118

Hi Susan,

I found this link to the website in the Tribune today and see that it's your email for feedback. My only feedback is that the graphic seems soo abstract. It doesn't seem to tie into anything. I don't feel that it's very "Ames" – too abstract corporate feeling. I don't mind the color, or the fonts – just the graphic. Is there not anything in the community to draw from for the shape? Maybe I'm too used to the campanile always representing ISU. Maybe I'm missing the point?

Just a couple of thoughts to go along with the many others I'm sure you'll get. I hope all is well and have a great weekend! Jenny

Jenny Pollard '06
Assistant Director for Membership and Revenue Enhancement

Not a big fan of that shade.

Personally, I really like the greens and blues in the current logo. Is there a mockup of the new layout with those shades?

Adam Reineke | (641) 754-2118

Seems to fall short of the goal of "Heartland's Leading Edge." To me it appears to be incomplete and not really represent anything at all. My first impression of this logo is a resounding, "What is this thing, anyway?"

Just my opinion.

Jo Anne

110812 Dear ACC,

I don't like the proposed new logo because I find it too...

- 1) vague -- it looks different depending on what color it is placed on,
- 2) sharp -- pointed arrows do not emphasize the inclusiveness I want Ames to have
- 3) unclear -- I don't see the parts of the letter "A" someone said are in the logo

Further, I don't like the phrase "Heartland's Leading Edge" because I find

a) "Heartland" too vague.

b) Edge too sharp...I don't want to be associated with a "sharp" city.

c) I don't like "leading" either...it implies dominance over Ames' neighbors. I prefer a word that means "working together". Perhaps the logo represents the reality of Ames and I want to change it. I'm still annoyed Ames chose to withdraw from the consortium to share ownership with other communities of windmills, principally, as I understand it, because our Ames representative did not know how to work with our neighboring communities. Working together is not easy but it is essential to survival and Ames should change its culture, not strengthen it further with the proposed logo.

Also, you might make it clearer where to leave feedback on the logo. It wasn't obvious to me until I thought I'd try the small printed "feedback".

Holly Fuchs

Hi, Susan: My immediate reaction was that it sort of reminds me of the Adobe Acrobat logo. That doesn't mean I don't like it; in fact, I really like that red is the primary color. It is appropriate for Ames (the home of the Cyclones).

--Vikki Feilmeyer

I'm not seeing the "forward-leading arrow" they're talking about. If they're talking about the crossbar on the letter A, that looks backward-leading to me. If that's not where the arrow is, I don't see it.

I also don't think the "stylized letter A" they're talking about is all that obvious, either. When you read a description of the thing, it's obvious, but I question whether it's all that obvious if you just see it alone.

And, lastly, I haven't seen any cost estimates of how much money it would take to make the switch. All city vehicles, letterheads, web-pages, business cards, forms, etc., etc. would have to be changed. I'm thinking that's going to cost quite a bit of money. And at a time when money is scarce.

Frankly, I seriously doubt whether people or business decide to come to a town based on a logo. I find this whole thing a total waste of money. "

Jaylah Priest

It may just be me but the new logo reminds me of the Adobe logo. First thing that came to mind.

<http://www.adobe.com/>

--

Mark Senia

I had to look at the logo many times before I saw the A in it at all. The red part looks like a video game character from the 80's.

I think there must have been local talent that could have been used to create something we can all understand. Please, no one understands the rusty pieces of "art" outside city hall, let's not have the logo be something people have to scratch their heads about in order to understand.

Thank you.

Allison Anderson

The City is the governmental entity representing and serving all of the people of Ames. The Chamber and CVB represent business. While there may be many common goals and many opportunities for collaboration, such is not always the case. Sharing a logo does not acknowledge this.

Also, I think the logo is far too abstract. A good logo should speak for itself, not require a lengthy explanation for people to understand and appreciate it.

Linda Murken

I like the choice of red for the logo, but it may be how it looks on my computer, it looks too red than cardinal to "compliment the colors of Iowa state." Maybe darken the color more? The font is nice and clean but I don't really see an "A" at first glance. Is it too hard to stylized the word Ames in the same way? I think its too abstract. Darken the red and maybe add "mes" otherwise looks cool! Like the change.

Drew Schlosser

Dear Susan,

I am not particularly fond of the proposed logo.

The colors red and white do not remind me of ISU as they are supposed to.

The leading edge theme doesn't really come across because the arrow doesn't seem very arrow-like (I come from a family where bow-hunting used to be done, so I have some familiarity.....) even as a stylized arrow. The lack of any pictorial element means that the logo is highly anonymous and could apply to any town or organization whose name starts with A.

But most of all I find it very troubling that the city of Ames is 'sharing' this logo with the Chamber of Commerce, which is a member dues-paying organization, that not everyone in town belongs to or wants to belong to or even agrees with all of the time. To call that a "municipal" entity is playing fast and loose with language. My dictionary defines "municipal" as "of or pertaining to a city, town, etc. or its local government: municipal elections". Is any organization located within the boundaries of Ames by definition a "municipal" entity? Which organizations were asked if they wanted to share the logo? As a member of the Ames Chapter of the Des Moines Metro Opera Guild I know that we were not approached and we are located in Ames....I am sure you see my point.

If this logo is to represent the City of Ames, then I believe it should represent the city and not the city and certain selected organizations, which were selected without public input and outside of a public process. Perhaps such arrangements are common, but I have certainly NEVER heard of such a thing before.

I would be glad to discuss any of these issues with you. Thank you.

Sue Ravenscroft
268 0294

I realize what a difficult job it is to develop consensus about a design issue. I don't want to make that task more difficult; I just want to give you some feedback which I hope will be helpful. I especially have concerns about the vast difference between the designer's elegant description of the design and what I had actually perceived on my own. When you go to a contemporary gallery or a museum of modern art, it is always fascinating to read the curator's or artist's commentary about an abstract piece. The information often enhances the viewing experience. But a logo, I believe, should elicit a clear and immediate response which connects the symbol presented to the content being suggested. In this regard, I think the logo fails.

What is supposed to suggest the letter A, does not show enough of the letter to make the suggestion clear. I endorse the idea of the letter A being incorporated into the design.

Even after reading that the swath of white is also supposed to suggest an arrow, I struggle to make that association. Maybe my resistance to seeing the arrow is that the only arrow I see is pointed downward, not an association I would want to promote. Downward facing arrows are used to indicate loss, decline, negative trends. To use the letter A to represent an upward facing arrow, the focus would have to be on the apex of the letter.

To me, the graphic looks like an intersection, or an interstate off-ramp. That association might be appropriate, but maybe not positive, for the city of Ankeny, but it makes no sense for Ames. I don't think a logo should be a "What do you see in this picture?" puzzle. I would think it valuable, however, to ask random people who have not read the designer's commentary to declare what they see in the logo. How many see part of the letter A? How many can make any connection on their own between the design and the characteristics of the city of Ames? How many, when told the slogan "Heartland's Leading Edge" can describe elements of the logo that connect to the slogan? After reading the slogan, I thought the swath of white represented a tool of some kind with a sharp edge. I can't imagine that the designer expected people to see a fork in the road or a farm implement in his or her design.

Concerning the color, I don't know if you want to use a single color for reasons of economy. But, so many of the "leading edge" qualities have to do with the presence of ISU, I think you should use some yellow in the design. Using just the red and the white coming through from the color of the material being printed on suggests to me "red" "white" and the absence of "blue". The "red, white, and blue" association is so strong that I think it needs to be countered by the presence of a second color such as yellow.

Finally, the font used in the lettering seems thin and weak, especially in the words "City of". A look at the Iowa State logo shows what can be accomplished with lettering. The letter A in the word "state" is centered over the large red letter I. The emphasis on the letter A reinforces the connection to the abbreviation "IA" and to the home city of Ames. There are many more aspects of the ISU logo to recommend it, including its clarity and simplicity. I think the proposed logo for the city of Ames has simplicity but lacks clarity.

I just wanted to let you know that my response to the logo was basically, "What does this have to do with Ames?" I think the concepts are fine. I think the execution is weak, even confusing.

Thank you for your time.

Julie Jensen Freed
4321 Stone Brooke Rd
Ames, IA 50010
515.232.3867

The logo seems quite amateurish and unflattering. I do not understand what is meant by sharing it with other private entities. the Chamber of Commerce in particular seems an odd choice as the organization has a political agenda which should not be confused with the City of Ames.

I think we can do much, much better.

Anne
ANNE KINZEL
515.554.6021 - Personal Mobile

Dear City of Ames,

Your new logo idea looks like a corporate logo for a shady business that I wouldn't trust. It does not look like an A, as I assume it is supposed to, and the red will not match well with the color of red Iowa State uses, they will clash and look bad when seen together.

The letter A in the text that you used is skinnier than the other letters, and it almost gets lost as a result.

This logo, on its own, has no meaning. If the part that says "city of Ames" is not with the image, then no one will be able to identify this as a logo for the city. The text should be more integrated so that people can actually see the two together.

The tag line, "Heartland's Leading Edge" being beneath the design does not say Ames, or Iowa, or anything to me. It seems like a logo for a completely different business, and does not identify with Ames for me. The tagline actually doesn't make any sense, either, if that is being taken into consideration. I confused it with Heartland's Senior Services and thought that it was referring to another business at first and did not understand the presence of the phrase with the logo.

Please consider these comments and thoughts on the newly proposed logo.

-Laurel Scott

When I first looked at it, my eye tried to find something to recognize. I did not see the "A." Instead, the thing I recognized was the little red wedge-shaped object in the lower left, and my eye identified it as a bed. My immediate thought (not very logical, but immediate) was, "Are we marketing ourself as a bedroom community?"

So I suggest making the lower left object in red be dissimilar to a bed.

Otherwise, I like it. The symbolism is too obscure for any casual observer to catch, but it looks modern and abstract and avant garde. I guess that's good.

Sincerely,
Pat Thiel

It would be a waste of money that we don't have!!!

What good would it do??

Dave Schultz

Sorry but the new idea really is bad. The current logo is far and away the best and has a lot more character and class. What a waste of tax payer's \$\$\$. There is no reason to change.
Sincerely, Bill LaGrange

Hi, Susan,

I appreciate the opportunity to give feedback on the logo. This email came to our house and so I will give my two cents and will forward this on to Daryle at his work location and he will give his own. I would never have guessed the symbol was an abstract letter "A" and it appears that it is only a portion of the letter at best.

I am assuming that a red background signifies of the word "heart". When I think of sustainability and agriculture I think of the color green. To be honest, I really prefer the current logo but that is just my opinion.

Joyce Vegge

The new logo is very clean and attractive. We the City has to have a new logo, this one will work out well. My only concern is that I have heard that various agencies will use different colors to represent themselves. If true, exclusive access of colors by one agency or another is going to cause more confusion than cohesion.

Just make *everyone* use the same color. Cohesion is key. They should only state their name next to logo. Otherwise why have a common logo at all?

Matthew Mauk

Forwarded from Peter Orazam:

Peter,

I watched the Council meeting on 8/9/2011 and could sense the frustration you must feel with parts of the "branding process". The final choice in a new logo for the City of Ames or the decision to stick with what is currently used will not be accepted by everyone.

The Council's decision on the 9th to give 2 weeks for public feedback will at least allow people to have input. Thanks for that. I'd be happy with whatever is decided with the logo but I believe the current one has achieved a great degree of "brand recognition" and the cost of a citywide change to a new one should be an important element of a final decision.

What I'm really concerned with is the plan to share any City of Ames logo with another organization. I feel that the City needs to retain its independence and identity. I know that the City and the organizations mentioned work closely together and share some common interests but the City of Ames represents and is accountable to the entire community while the AEDC, the ACC, and the ACVB share no such responsibility. "Brand dilution" at the very least!

Perhaps you could help me understand the thinking behind creating a relationship that seems conflicted from the start.

Thanks for your time.

Fred Bradner
1111 Stafford Ave.
Ames

Sorry, I don't see either the A or the arrow. Too stylized. I see 3 shapes I cannot identify.

AdaMae Lewis

I think a new logo is a great idea. I don't dislike the one presented, but I feel like I'm looking at one of those art pictures trying to find hidden objects. Perhaps I'm not looking hard enough, but I don't see an arrow at all and I didn't know it was an A until I read the description (having only seen the white version). I think the A appears much more clear in the one that is mostly red with the white as accent (the one in the center of the webpage).
Lisa Percy

I like the City of Ames part but the stylized symbol of an 'A' doesn't come thru.
I thought it was red maple leaf or a sail boat. Try again on that part.

Gene Lund
1612 Top O Hollow Rd
Ames

Who is it that I can talk to about the new logo? I don't think it should be scrapped, but I would like to see it tweaked somewhat/played with. It's super easy to do (I've worked with Nita Upchurch on logos before) with it all being computer programmed....

Fyi.. I'd like to see what it would look like with the lettering (ames) a bit closer together and moved in closer to the arrow and down a bit...more tucked in to the white space...
I think it has a nice progressive and contemporary feel without going to far over the edge (not to make a pun).
Let me know if I can work directly with the graphic artist.

Andi Smith

Thanks for the opportunity for input. We like the current Ames city logo very much! The new motto is clever – the version beginning with Heartland's

Thumbs down on the logo!!

Marianne & Jim Chalstrom

At least two of us—from different households—had trouble figuring out that the sort of abstract "A" was an "A". I suppose with the color added, it's passable.

On the "brand" (ugh!—how did the US survive without that unpleasant term and concept...or was its adoption the beginning of the country's downfall!), isn't "Heartland" the name of an egg company in Iowa—or something like that? Whatever, I hope "HIL" won't just get laughs from the likes of folks in Ankeny and DM. The phrase seems overly grandiose for Ames to me.

Sorry not to be more enthusiastic.

Sincerely,
Joyce Cummings

Hi Susan,

The first thing I noticed is: CITY OF is in UPPER CASE LETTERS and ames is in lower case letters with a variation in the letter "a". In my opinion, AMES should be first in importance. Keep all the letters in UPPER CASE with the letters remaining the same height size. City of should remain smaller in relation to AMES size.

My preference is the first logo with size of print adjustments, making AMES in upper case letters. I also like the red, white and blue colors!

Thanks for asking for feedback.

Mary Jo Mattila

I actually like the current Ames logo, but I suppose it may be time to renovate it with a more modern style.

Looking at the new logo that has been proposed, I see three different designs... I think the ideas should be unified into a single design so as to promote a single image instead of multiple versions on the same theme. I'm partial to a green logo because it symbolizes sustainability.

Here's a unified idea I came up with. I've attached both a high resolution PNG file with transparency and the original PDF vector that can be edited in Adobe Illustrator or other similar programs. If you decide you like the design, feel free to make any modifications you like.

Peace,
Evan Stumpges
(515) 233-4924
Mechanical Engineering Undergraduate
Iowa State University of Science & Technology
PRISUm Solar Car Team - P11 Project Director
<http://solarcar.stuorg.iastate.edu/>

Susan and Matthew

As graphic design was my major at Iowa State and being an owner of an art gallery I believe I can make an opinion with some validity other than I like the logo or I do not care for it as some others have mentioned to me in discussions.

I do like the concept of the logo but with a first look at the logo the arrow using the grey swoosh and the red or white arrow head doesn't read well and is not the first thing I see if from the comments it is what the designer would want you to notice first.

I did see the stylized "A" first but I have a problem with the crossbar on the stylized "A" having a point (as does the logo of the Iowa State Athletic teams) but it is not carried over to the "A" in the City of Ames, which would tie the logo graphic and the verbal content together better, in my opinion.

Back to the arrow, if the swoosh were a few shades darker as is the type of the word Ames it may read better and also move the eye towards the word Ames better.

The logo reads better with white on the red background to me because the arrowhead is white and so is the verbal message.

Would the tagline Heartlands Leading Edge also be used with the City of Ames in the logo? If so would it be outside the red box or set inside the box with the City of Ames?

As to the different organizations having different colors would each be distinguished with the organization name in place of the words "City of Ames" or would the organization's name be placed below the logo and words "City of Ames" would never change? I think either way would work but I believe you would have to look at each to decide.

As to colors, you have a green and blue already in the city's logo so using those:

Green for the city since Ames promotes itself as a green community

Blue for the Chamber since it is the other color of the original logo and the chamber is one of the older organizations

Red for the ACVB to tie in with Iowa State but ISU has a specific red color so it needs to match and you may need to get their approval to use it if tying the two organizations together

A maroon or a deep rich burgundy for the Ames Economic Development Commission since it is a very bold and rich color to stand out.

Having a change in the city logo is not something to be taken at a whim, there is the cost of changeover from nametags to entry signage into the city. Is each organization going to coordinate with the other to have a solid front and if you wish to tie into ISU will they also be represented?

Having said that change is a good thing if done correctly and explained to the public so they understand why it is occurring, what a new logo will bring to the city, how it would affect the common citizen and what are the costs?

As you requested from the public these are just my thoughts on the subject and questions to be brought up at the meeting if they are not answered in the presentation.

Michael Miller
Gallery 319
310 Main Street
Ames, IA 50010

My first reaction to this proposed logo was "My gracious, they've recycled the Saturn logo."

Start over. This time give it to the fifth graders 'cause the third graders did a lousy job.

Or keep the old one; it's certainly superior to the proposed logo.

Jon C. Hunstock
The Hunstocks
Audrey & Jon
4142 Eisenhower Lane #1
Ames, IA 50010

I prefer the design on the far left. Simple. To the point. Contains the name of our city. And, I like the color. It's bold.

Teresa Paschke, associate professor
Integrated Studio Arts
Iowa State University
158 College of Design
Ames, IA 50011
tpaschke@iastate.edu
515-294-1656
www.teresapaschke.com

Hi,

The new tag line is very dated. "The heartland" had been used and overused to the point of being trite. If we expect this logo and tag line to last more than a year or so, I'd recommend reconsidering the "heartland" notion. There has got to be something more current that doesn't remind the rest of the world of a sausage ad.

D. Lewis

Hello,

It would be nice to choose from several options.

I guess you guys (City Council) though have choose from several ideas.

I do not know what other people say about this piece of art but my wife Mary Barratt (32 years Ames resident) and I (reside in Ames since 1994) do not think that this logo looks good enough for Ames.

Nevertheless this idea could be improved if artists, who are involved in the creation process, would work little more. Thanks.

Best regards,

Peter V. Novotorov

608 Ken Maril Rd. Ames, IA 50010

Ph. (515)232-5741email: obkomsomol@yahoo.com

Hello,

I like the new Ames logo, but it is too similar to the Adobe Reader logo. If the color was different (green? blue?) it would make all the difference.

Thanks!

Tina Rice

Ames

Not fond of the new logo. Should have more impact! This is too subtle.

Jorja Kemp

Love the logo!

Jean Kresse

Sorry folks, it's ugly, no character at all. Like the old one better. Besides you just painted it on the water tower north of town. Not very efficient use of funds if you are planning on changing out the logo.

Margaret Hamilton

The design seems pretty good, but the red color reminds me of a corporate logo like 3M, Kmart, and even Target. Thanks!

Laurie L. Carnahan, Administrative Assistant
Office of Public Transit
Phone: (515) 233-7870 Fax: 515-233-7983
E-Mail: laurie.carnahan@dot.iowa.gov

Hi, Susan

Here are my comments on the proposed logo:

I like the font and it is definitely time for a “new look.” The idea behind having different entities use different colors is nice. But if we need to save money and print in grayscale, all the Ames entities will have a logo that is the same. That is great for having a unified front, but could also be detrimental, if one of those entities were engaged in promoting something that another does not want to be identified with. Also, there are times when the city cannot be involved in an issue (when there is a vote involved, for example) and it would be bad if the Ames Chamber were to endorse something and citizens or others were confused into thinking the city was actively promoting it.

Finally, the design seems to be “leading” in the wrong direction. My eye is drawn to the point leading to the left, rather than the “blade” across the upper right. And the front portion is cut off – so to me it is not leading, it’s been blunted. Very reminiscent of the hammer and sickle and the flag of the Soviet Union (especially when it’s in red).

Karen Thompson

I am not a big fan of the new logo. It is very hard to see the arrow. It is also hard to make out the fact that it is an “A”. Also, it looks a lot like the Adobe logo.

Just my opinion. Thanks for asking.

Shelly Meinhard

Congratulations on moving forward with a new visual identity for Ames and the collateral organizations promoting it. I love the move.

I like the idea of the forward arrow but I wonder if it's pulled off successfully within this mark.

In color you can see the arrow, I wonder how it works in one color, for example, a B&W print ad for a newspaper?

I do like the red. I also like red and gray together. I would adjust the color slightly. The red is looking pink on one of my monitors. I know you can't control the quality of monitors that it'll be viewed on but I'd chose a MUCH bolder red than this. Make it unmistakable that RED is the intended color choice. Yours is a pleasant red but a weaker red with magenta undertones.

That font that was chosen for the tagline is a great font when it's printed. I like the elegant small type with some nice letter spacing. However, the font really falls apart quickly onscreen. I'm sure it'll be used extensively on web and e-mail apps not to mention video.

The font that was chosen for City of Ames is pretty nice. San serif always looks modern to me. Especially with the shape of that "A".

The Stylized "A" symbol bothers me. I just don't think it's finished. This mark baffles me. I don't see how it'd work in one color. I love the idea of the stylized logo and the forward push of the arrow. I just can't see it instantly on first glance. My initial sight of this logo instantly brought to mind the AE Dairy logo. I know the two are not alike very much but I sure identified this mark with the dairy at first. I'm sure that's not the intended perception.

I hope my input helps.

Regards,
Grant G. Luhmann
Art Director
The Ames Laboratory
132 TASF
Iowa State University
Ames, Iowa 50011

I think both **City of Ames** and **Heartland's Leading Edge** should be in the logo. Perhaps Heartland's Leading Edge could be in a small, fine print. I would like to see "leading edge" somewhere in the logo as it gives the "A" more meaning. Personally I don't particularly like the font that is being used for "Ames"; I think something else would look better; the font used gives me a "flat" feeling. Best to you as you endeavor to summarize people's opinions (which NO DOUBT will be very diverse J).

Jeanette La Grange

Department of Statistics
Iowa State University
Ames, IA 50011-1210
515-294-3440
<http://www.stat.iastate.edu/directory/staff.html>

I like it okay, though, it doesn't seem particularly better than existing. I am confused by the symbolism somewhat. Is it supposed to be a capital A? If I'm not sure, I'm sure our foreign residents would get it, either.

Danelda Allen
danelda@earthlink.net
515.232.4849 home
515.382.8445 work

City Council members:

I very much appreciate that the city is revamping our logo. I am not a graphic designer, but I do have some thoughts on the newly proposed city logo. Aside from the fact that it is too strikingly similar to the Adobe logo, the new logo does not do justice to Ames. This logo does not speak to the vital and engaged community that is Ames. While it is more modern than the previous logo, it is quite forgettable, and that is obviously not what we want to represent our city.

Thank you for your time,
Neysa Goodman

p.s. Matthew and I disagree about the logo, which isn't the first nor will it be the last time.

Dear City of Ames,

If this logo will replace the green and blue logo on the web page (attached) that I have seen on city banners, then I prefer the old one. The new one makes me think of an airline symbol. Also, why does the city need a new logo? there are already banners printed with the present logo. Also, I feel it would be too much red on banners on Main street - the present three-color with darker tones is more aesthetic to me.

Michael Zimmermann
Ph.D. student in Bioinformatics and Computational Biology
Department of Biochemistry, Biophysics and Molecular Biology

Dear Susan:

This proposed new logo may serve the Chamber and other business oriented organizations well, but the city should not give in to marketing hype. The city's current logo is fine. It is distinctive and well known. How many thousands of dollars will it cost to change signage, letterheads, etc. The cutting edge is already dull. Just say NO.

Erv Klaas
1405 Grand Avenue

I don't really get the arrow leading edge future stuff out of the logo. If I had not read it on the page, I wouldn't have seen it at all.

At least if you remove the "A" from the written Ames you can feed the A in the design in to the town name showing the A. Then you can do your swooshie thing I guess. There still needs to be some definition on the right hand side of the A most likely, but I can't do much with Paint to that end. J

Not a big fan of the new logo. Thanks for soliciting feedback!
With best regards,

Patrick J. Stahr
Teamcenter Software Management
Siemens Product Lifecycle Management Software, Inc.
Industry Sector
2321 North Loop Drive
Ames IA 50010

Susan,

I guess I'll get used to it. I read in the paper that the logo is the letter A. I don't think I would have figured it out. After a lot of looking and wondering which of two possibilities was the A, I did notice the arrow.

I am wondering if it will speak to the general public. My initial reaction was that it looked like different pieces not working together. Maybe some modification in shading or some thin lines would make it easier for people to see the symbolism. I hate to be so negative.

Thank you for asking.
Mary Jean Baker

Susan,

I just got a look at the proposed new logo. My first reaction is - What is it? A sweeping arch and shadow arch? ... with a horizontal bar? It isn't that I don't think it is attractive or well designed, I just wonder what it is supposed to represent – if anything. I do like the font and “Heartland’s leading edge” idea – but just curious to where the design came from?

I still think whatever is approved should be painted on the West face of the power plant. Now that would make a statement!

Just a few of my thoughts,
Dan Rice

The positives would be our embracing the colors of Iowa State and embracing that relationship!

Negative would be the plagiarism of the Adobe logo.

Thank you!
Tony Thrush

YUCK. All you see (whether red on white or white on red) is the three meaningless blobs of red or white. If you do look at the "negative space," it looks like one wing and the tail of a Chimney Swift, flying away to get out of Ames. There is no more way to make an A out of it than there is to make an NG out of the strange Chinese character used for North Grand Mall.

Jim Murdock
Dept. of Mathematics (emeritus)
Iowa State University
Ames, IA 50011
jmurdock@iastate.edu or jmurdock1510@gmail.com

It seems to me that the proposed logo is so abstract as to be totally meaningless. In no ways does it convey to me any of the connotations that Mr. Helms and “Push Branding and Design” would like it to...(I see a hungry baby bird). May I gently suggest that the City Council may have been sold a set of new clothes for the Emperor?

Miriam Patterson

Susan, Here's the Adobe Flash Player logo. The City candidate has the same colors and looks like a reverse version of the Adobe logo. Potential copyright issue?

Kathy Bloch

Sorry, I don't like any of them.

Beth M. Miller
Program Assistant II
2412 LLOYD Veterinary Medical Center
515-294-3837

Similarities with logos from Saturn, Adobe (especially with the use of red). I don't recognize this company, but Auro Travels has the same design concept with a letter A and Arrow. Copyright issues? The font style on the City of Ames lettering fights with the "A" logo part of the design.

Has any consideration been given to refining our old logo and giving it an updated look? That way we could keep the already recognized image/colors and just give it a more updated look. Are we wanting to make a new statement with a new logo or wanting to maintain recognition?

My 2 cents.....thanks, Jan Schmitt

I don't care for the new logo. The present one best represents Ames as a green city. The cost of new letterhead stationery and repainting all the city trucks will be expensive. That money could best be spent elsewhere. If Ames wants to be known as the "leading edge" the city really needs to add an under or over pass to the railroad crossing at Duff. That section of Duff is heavily traveled and reminds me of a small town when I am stuck there wasting my time and gas. I know that the nearby merchants put pressure on the city to not improve the crossing but it is necessary for the "cutting edge" image of Ames. I have seen ambulances with red lights flashing sit there and wait until a train passes. Pity the poor person waiting for medical assistance.

Linda L. Church

In my opinion all of the proposals are terrible. I cannot envision the letter A in any of them and I think that the City was ripped off by the consultants.

Jim and Marianne Chalstrom

The abstract 'A' is pretty indiscernible. It's shape looks more like a toucan beak to me which has little to do with Ames - though a beak could be considered a cutting edge. Also, rounded lettering for 'city of Ames' seems out of place for an *edgy* theme.

Having been a long time resident of Ames, and having seen many, many visioning's happen and come to pass, I guess if a new logo comes of this last visioning expense, that would at least be something.

All in all, the expense of new shirts, vehicle emblems, letter heads, envelopes, business cards, etc - can't help but question the sensibility of all this. You can change the emblem and try to make Ames' image fit with lingo, but the city is still the same place - empty store fronts, a flood plain development plan that is simply creating new victims, a mall that has been falling apart for years, overdevelopment of fairly ugly multi storied apartment complexes, a community nearly completely void of history unless citizens have stepped in to halt the destruction of anything over 50 years old. If you wonder what I mean, the high school/middle school conversion to the current city hall would never have occurred without two citizens' very persistent efforts. The old city hall would have been knocked down and hauled away with who knows what in its place by now without the innovative thinking of Youth and Shelter Services. Saving the band shell was a citizen effort. City encouragement of destructive commercial intrusion into neighborhoods, speculating purchases of older homes for future profit. One could go on and on. This city could do well to work to promote itself as a **community** rather than its present conglomeration of separate, often hostile factions as a useful vision.

This *image* effort and costly new visioning process and outcome bring to mind the silk purse/sow's ear saying.
Leah Bowman

I like the logo design, but I'm wondering about the color. It seems like it will conflict with the ISU colors. I've always liked the green logo because it maintained a distinct identity from the University.

Donald Whalen

Hi there, I was curious about the new logo. Are we going to do a design change on the web page so it won't clash? Or are we leaving it off of the web page?

Katie M Kole

Good afternoon!

I just viewed the proposed City of Ames logo and although it's nice – I noticed an instant similarity to that of the Adobe products logo, which is a very well known logo.

I think it's a stretch to see the arrow within the logo and the overlaying gray transparency seems odd. At first, I thought it was a watermark and not supposed to be there. That transparency will also be difficult, if not impossible, to reproduce on embroidered shirts (and other applications using similar capabilities). Also, the font in the tagline "Heartland's Leading Edge" doesn't seem to mesh well with the clean, round lines of the City of Ames typography. I would suggest having the designers play around other fonts options.

All in all, it might be nice to see a stronger tie to the word "Heartland" and have that integrated into the icon more, still keeping it simple. The simplicity of the logo is nice, I just think they could push the design a little more.

Thank you for considering my feedback! Best of luck with this process – I know it's a tough road to get everyone on the same page :)

- Allison Vial

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Are we starting an airlines?

I am not sure WHAT this is supposed to convey. Is this a piece of a capital A? A sailboat? I find it baffling.

Why just red and white? It's very blah.

I like the font for the City of Ames, but not the one for the tagline. Why are they different?

Any chance of ditching the tagline? It is completely generic.

-Lucy Martin, 506 25th St.

Hi Dear:

Honestly, I don't like the A- design because it takes a second look to see the A in it. Then I keep thinking what's wrong with the current logo?

Nothing

A new logo will require to change all existing stationary and signage that carries the current logo. That is not frugal use of public money.

Just my 2 cents.

Wolfgang Weber

Hey Susan

I saw your request for input on the logo on the website. The logo looks great but I do worry about its resemblance to Adobe's logo. As someone who has worked on a few logos, I realize no matter what you all came up with, someone would have something negative to say about it, but I hope it helps to have more input.

Adam Cotton

Thank you for this opportunity. A few comments:

1. The logo reminds me of the Adobe logo -- as in Adobe computer software. That's not really a good thing in my opinion.
2. I would rather see the stylized 'A: be the same style/font as the "A" in Ames. Otherwise it takes too long to realize that it's a letter.
3. To me, the light gray (shaded) curved line that's the opposite direction of the stylized A looks more like a mistake, an erased line, than a purposeful design element. It looks at odds -- almost like a letter "X" or something crossed out (and that's a negative impression) -- than a vision of moving forward.
4. The stylized "A" crossbar seems to be pointing backwarrs to the left. Could it be flipped to have the "pointed" end facing right, or forward?

Sherry Hoyer

Don't like it. My initial reaction when I saw it....reminded me of Adobe Reader computer icon. Why not try to incorporate all four letters AMES in logo.

Steven G. Kirts

I don't like it but I like the old one better. The new one is boring and not colorful .

Julia Martin

This logo fails in a most basic sense--it doesn't really read clearly as the letter "A". The contrast of the white half of the letter is quite bold and it overwhelms the dim grayish part, so that at a glance it has no legibility and conveys no meaning. You just see the odd crescent fragment with its strangely jagged horizontal appendage, and you wonder what it's supposed to be. I'm also not seeing a "forward-leading arrow". I presume this is the horizontal appendage? It is neither forward-leading nor is it an arrow.

The design does seem to be taking its cues from recent designs for software programs, so it's probably fair to call it trendy, but it conveys none of the sensibility that its designer describes. Whatever he or his firm intended, it's not coming through.

I am also critical of your process here. You ask for public comment, which is great, but then you present this one inferior design as a fait accompli. Probably the designer presented the city with alternatives--I'd really like to see what other ideas they had.

I do appreciate the chance to comment, but this one is a very weak example of graphic design.

Sincerely,
MM

Michael Martin
mdmartin@mail.iastate.edu

I'm a former resident of Ames and happened to see this on your website.

Just have to add my comments. Thinking of a city that I truly loved living in, I am so disappointed in this copy-cat remodeling job. Are you trying to pretend you are Saturn - the car company? That's the strong initial reaction I have. Please go back to the drawing board and try to come up with something original that truly reflects the unique qualities of Ames.

Arlene Roth
32666 County 51 Blvd
Red Wing, MN 55066
651.258.4802 h
515.231.8206 c

Hello,

Blatantly boring, and not at all original in terms of design for a city.

Perhaps acceptable for a company logo.

When I think of the heartland, color red does not come into mind!

And, of course the rhetoric comes off as a selling pitch.

Thank you for incorporating citizen input.
Sita Zarnegar

Looks like an "OK" logo. Now, let's do what the new logo and motto says. Let's lead, let's work with businesses and bring more jobs and economic growth to Ames. After all, businesses pay more taxes than any other group.

Jacob D. Sage
Customer Service Representative
Fidelity Bank

I think the new logo is very attractive, and a big improvement over the old logo. It looks much more current than what we have now, much more modern. I am very glad that the city is moving forward with these visioning and rebranding efforts – I have lived here for 15 years and Ames has been very frozen during that time, I am encouraged to see it striving to move forward.

--Mark Becker

Hi Susan,

Here's my input. I think the logo is too subtle - I didn't "see" the arrow until I read the explanation on the website. My next concern is hard to explain - I like the font for City of Ames but I don't like that Ames appears as mixed upper and lower case letters. To me that conveys we're not too smart. I'm in favor of a color change but think cardinal would be a better choice than red - it would truly complement ISU, plus it's closer to the signs at the City parks.

Thanks for the opportunity!

Linda

Linda I. Olson
1012 Clark Ave
233-9442

Hi Susan,

I saw the request for input on the logo online. I greatly prefer the current logo to what is being proposed. The new one looks really simple and basic. It's not very impressive.

If the Chamber and AEDC want a combined logo, I would hope they considered creating a logo for themselves that is patterned after the current city logo. Redoing signage on all the trucks, letterhead, water tower, etc., seems like an enormous cost that should be avoided unless there were huge and obvious benefits.

If the City's logo were antiquated and out of date, I could see why a change would be important. However, changing to the new logo doesn't look like an improvement to me.

Thanks for requesting public input. I like the new tagline!

Tabitha Zesch
Relocation Director
Hunziker & Associates, REALTORS

Susan,

I like it a lot! I think it's fresh and bold. I see the arrow point up and to the right suggesting that we are a City going forward. I like the abstract aspect to the logo in seeing beginnings of the letter A.

Just my opinion.

Take care,

Paul A. Livingston
Broker, CRB, CRS, GRI, CBR, CNE
Hunziker & Associates, Realtors
105 S.16th St.
Ames, IA 50010

The stylized letter A is too abstract. I doubt that all but a few persons will perceive the letter A in the block. I suggest that the letter A be reworked a bit. Keep the same theme or idea but modify the A so it doesn't require an explanation to see and understand it.

Marvin Stromer

Logos should be both legible and memorable, while communicating a clear and meaningful message... this logo does NONE of the above.

Cal Lewis

The logo is bland. It is not recognizable. Not only does it not look very attractive but I just do not think it is worth the money it would take to change the logo on city cars, signs, business cards, anything that involves the city. Why can't that money be put towards attracting business to a town that has very little (considering that this is a college town with many residents). I feel like the current logo is perfectly fine, and that this is not an issue that needs to be addressed. There are much more pressing issues than this.

Danielle Bohnert

City of Ames,

I find the design of the new logo for Ames to be vacuous, lifeless. It's not even ugly.
What a disappointment!

Regards,
Jerry Lamsa
111 Lynn, #807
Ames 50014

I couldn't agree more.

In fact, I think the whole exercise of branding, slogan creating and logo development was/is a waste of precious resources, namely time and money. Does Paris have a logo or slogan? New York? Beijing? Des Moines? If so, who knows what they are and who cares? Totally lame.

Julienne Krenrich
5608 North Swing
Ames, IA 50014

After reading the article in the Ames Tribune, the following comments are our input on the new logo:

The A is not obvious.

The arrow points to the past, not the future.

The red color is inflammatory, whereas the current logo of blue and green is pastoral and calming.

Dave and Bobbi Countryman

In reviewing the new A I find the gray arrow to be almost invisible, and therefore does not support your position of being a good logo for the city. I hope that you and the entire city council will reconsider this design, as it seems totally inappropriate.

Bobbi Countryman

Ann-

My mom has been sharing her communications with me regarding the proposed new city logo. Frankly, I'm a little surprised my logo has been used for 10 years already. I've seen the new logo and I don't like the design or color anymore than my mom. I'm only 40, but I didn't see the gray shape either and so I thought the "A" and arrow were too abstract. The description on the website sounded like justification jargon. As for color, does the City, Chamber of Commerce and ACVB all want to be identified with Iowa State? Because their programs service many more people and are much more broad than ISU.

I'm not bitter about the logo being replaced; in fact I was excited to see what someone else could dream up to brand Ames.

However, this last exchange concerned me. If the City is making "painful decisions" regarding City Services, then how can the City Council justify the expense of a new logo? If the City is short on funds, then how is it going to pay for all the replacement logos on vehicles, buildings, uniforms, stationery, etc.? How will it impact redesigning the website? Does the Council realize that adopting a new logo has a wave of impact that comes with expenses? The more I thought about it, it made sense that the blue/green logo has been around so long because changing it is a serious investment. If the City of Ames doesn't have money to burn, then perhaps the current logo should stick around a little longer.

-Shelley Hart

Congratulations on your new brand. The old one would not inspire me to look further, explore the city, or consider Ames a place of contemporary work or living. The new one -- does just that.

Regards from Houston,

Susan Reeves

Celebrating 25 Years of Design
Susan Reeves
Prism Design, Inc.
99 Detering Street, Suite 106
Houston, Texas 77007

Hi Susan

Even though I am a city employee I would like to comment on the idea of changing our logo for several reasons. Throughout my career at the City I have seen several logos come and go and I can honestly say our current one is exceptional. I really do like the design partly because it was designed by one of our own employees and also because the colors fit our "cool cities" and "green" themes. I do understand the appeal of adopting a logo that can be shared with other entities in our City but the proposed logo seems very confusing and after reading many responses from the public that seems to be a common reaction. Truly, everyone I have talked to feels the proposed logo is either not a good design, not needed, or simply not a good use of money (especially in this economy). Would it be possible to incorporate the use of an "arrow" in the lower part of our current logo with the "heartland" phrase with it? This would allow us to keep our current logo and maybe the other organizations

could use it as well, of course with their respective titles instead of City of Ames? It would save lots of money and satisfy the many taxpayers who are happy with our current logo,

thanks for your time,

Dan Richardson

Richard Laurence Baron has sent you a link to a blog:

Since I passed through Ames earlier this week (vacationing from Texas to Minnesota), I thought the new logo project worthy of observation. I like where it's going, myself. Keep up the good work - let me know how it turns out.

Post: When Your City Rebrands (like Ames, IA), Don't Take Umbrage. Take Advantage.

Link: <http://signalwriter.blogspot.com/2011/08/when-your-city-rebrands-like-ames-ia.html>

I wouldn't have paid attention to the [Ames Patch post](#) by **Jessica Miller** if I hadn't stopped in this Iowa college city on Monday for supper. (Sure enough, we pulled into a parking spot opposite [Olde Main Brewing Company](#) to see **Michelle Bachmann** for President 2012 campaign posters in the storefront windows.)

It turns out that the City of Ames hired Des Moines's PUSH Branding & Design to revamp the existing multi-green-colored logo. The [experienced agency](#) appears to have executed its usual job of creating a completely new look and approach for the city of 60,000....that's the red version on the left.

The City Council has asked the citizens for their opinions in a posting to the Ames [municipal website](#), where you can see other versions of the new brand, as well as a proposed theme line: *Heartland's Leading Edge*.

These variations present Ames's biggest challenge – change. Asking citizens to comment, well, I realize it's right out of the “Big Book of City Council Things To Do.” But perhaps they shouldn't have.

Example: one commenter to Miller's blog post notes:

It's the old “If it ain't broke don't fix it!” The current logo has more impact, straight forward, bold, and fully understandable. Why spend thousands of whose money?? [sic] on something abstract that only a few understand. I used to design logos for local small businesses and never charged a dime. The same designers may be found here in Ames that would just take pride and not laugh all the way to the bank. Also, not appreciative of the costs involved in changing letter heads and other signage. What a waste for Ames.

I do not quote “Jo” in full to be patronizing. Having reviewed a couple of dozen city-rebrand stories over the past several years, though, I suggest that these posted comments encompass most of the complaints I've seen in other civic branding challenges – nothing wrong with the existing logo; new logo costs “thousands” of taxpayers' money; design too abstract/obscure/doesn't fit the civic persona; why go out of town for a design firm...and so on.

Yet whether the new brand proposed by PUSH is awful or awesome, look back a couple of paragraphs for that magic word, “change.” Properly, the City Council of Ames has decided that the 15-year-old green logo (on the right) is...dated. It is broken. It's the Council's job to fix that problem – without even reading the city charter, I am as certain as the Straw Poll it's charged with promoting economic and cultural growth. A new brand of any flavor ought to push in that direction.

It's also the City Council's job to *spend* money. Not foolishly, not wastefully...but productively. Generally, we pay taxes so that our governments can get on with the job of providing for life, liberty and the pursuit of happiness...by spending that tax revenue on a wide variety of projects and services.

It's a recurring fallacy that governments should *not* spend our money...or refuse to make decisions that cause change. Transforming the Ames logo mark to RED from GREEN is, I suspect, a really big one.

I leave aside the observation that someone might design logos for businesses and never charge a dime. Any good worker is worthy of his hire. Without knowing the parameters of the RFP, maybe PUSH Design could fulfill the terms and Ames agencies could not. Or PUSH brought a level of branding experience to this project that local outfits couldn't match.

So take another look at the Des Moines design firm and decide for yourself if it has the chops for the Ames rebrand project.

Feel free to weigh in on the Ames City Council request for feedback by emailing sgwiasda@city.ames.ia.us – today's the last day the Council will accept your thoughts; or comment at the bottom of the Miller blog post.

I'll say this: the proposed *Heartland's Leading Edge* line (leave out the article, please) makes good sense when I read how much research and development, agricultural and otherwise, goes on around this 60,000-people city. And as with every brand change, the more you promote it, advertise it and take advantage of it, the better off you'll be.

First, though – go with it!

My comments on the logo are two-fold:

1. The logo would be great if it was for Ames Airlines. I thought at first that the logo was the tail assembly for a jet. I had to look at it at least a total of five minutes (several different times) before I realized that it was an A. I'm also not very impressed with the phrase "Heartland's Leading Edge."
2. My bigger concern, however, is that it appears this logo and some of the phrasing are to be shared by the City, ACVB, Chamber and AEDC. I am opposed to this multi-use of the logo, and some of the phrasing. Government and business are way too cozy these days for my taste, and I certainly do not approve of their further wedding.

I apologize that I only became aware of this development (shared used) this week. I'm not sure how much this was discussed in public (and don't have time today to background myself better). It does seem, however, that this may have been moved forward on the assumption the public would largely agree with this shared use, without the public really being asked, or it being considered much by the City Council. The minutes from the July 12, 2011 Council meeting, at least, do not indicate this was particularly discussed. I certainly would have objected earlier had I realized this shared-use idea. Maybe the plan all along, however, was to discuss this shared use more fully at the Aug. 23 meeting.

Sincerely,
Merlin Pfannkuch
1424 Kellogg Ave.
Ames, IA 50010
232-3319

Comments regarding the proposed redesign of the City of Ames logo:

1. I could not understand the logo. I believe it is poorly designed
2. There is a divide in the community that could be helped if the City Council tried to get more citizens involved. A design competition would be one way to do this. We have many talented Iowa State University design students, even Ames High School students.
3. The City of Ames seems to place value on hiring consultants who are not from Ames.
4. I am not comfortable with the meshing of private industry and government

Susie Petra
Ames, Iowa

I have several comments on the proposed logo.

1. It does not really look like an "A" at first glance. The first time I saw it I saw an anchor. My eye was led backwards by the dominant part of the logo. It also looked like a bird, a plane, arches but not an A.
2. The gray lettering looks faded and weak, not bold and energetic.
3. The "Ames" should start with something that looks like a capital letter and is larger than the lower case letters. We don't need to throw out the rules of grammar to be creative.
4. The 2 versions of the logo are confusing. It does not always look like the same logo.
5. I never found the arrow in the logo until I read some comments on an Ames Tribune article that described where it was.
6. How do we know that ISU does not object to the city using the same colors in its logo as the university does?
7. The city is more than just the university so maybe it would make more sense for the city logo to be a different color.
8. A logo contest would be an inexpensive way to generate many more ideas for a logo.

Catherine Scott



Kathy Vannoy It's colorful, but I can sort of see an "A", but definitely do not see anything that looks like an arrow. Any other designs? Personally I like the current logo. Why can't it be used (or modified) to include text for the slogan "Heartland's leading edge" or "Ames Chamber of Commerce".

15 hours ago · [Like](#)



Paul Cowley Reminds me of Adobe's logo at first glance. Lots of communities have names that start with the letter "A" and use that in their logo to some effect. What I personally don't get out of the proposed logo is 'why is Ames different?' or 'why should I care about Ames?' Some have pointed out the arrow, and frankly, it's pointed the wrong direction, away from Ames. Font choice for the text is nice, however... Classy and modern feel. Last question is why red? It doesn't match ISU's red, and what else in our community is represented by the color red?

12 hours ago · [Like](#)



Tabitha Zesch I like the current logo better.

8 hours ago · [Like](#)



T.j. Kleckner Go to the designer.....get your money back

August 12 at 2:38pm · Like



Eric Facio That's not even the leading edge of the letter A.

August 12 at 5:08pm · Like · 1 person



Scott Harris Makes me think of Adobe Acrobat.

Sunday at 2:45pm · Like



Sallie Nostwich It's growing on me. Just spotted the arrow in it. I saw the "A" right away. The red reminds me of Adobe Acrobat, too. Overall, I think it's a fresher look.

Monday at 9:23pm · Like



Lynne Melssen When I look at it, I see "scissors", the outline of a marine animal diving downwards or a conehead pac man. Just my two cents.

Yesterday at 10:08am · Like



Adam Fett Looks an awful like one of those pedestrian bridges you see in Des Moines. Now we just need to build one in Ames to match the new logo...lol

Yesterday at 10:44am · Like




Dayna Courtney Coca cola!

20 hours ago · Like

 2 people like this.




Master Matou Steven Being human I resist change, so that's always a bias I try to fight. I think it looks "leading edge" but I have to admit I am fond of the old logo. I'm also fond of saving money by not re-branding every city document, website, and vehicle!

August 12 at 9:45am · Like ·  1 person



City of Ames Be assured that any new logo would be transitioned in over several years. We would not be throwing away usable items. However, as things need replacement, the new logo would be incorporated. We, too, are fond of money!

August 12 at 9:51am · Like ·  1 person



Mary Beth Sprouse Doesn't do anything for me. What is it?

August 12 at 10:02am · Like ·  1 person



Sandy Delzell Its not visually appealing

August 12 at 10:29am · Like



Dru Stoeffler Hoogerwerf Not a fan. I realize it's supposed to look like an A but it looks more like crab pinchers or something since it's in red. Or a sailboat? But definitely not an A.

August 12 at 10:31am · Like



Tami Knott Loughren Makes me think of an airline logo...kind of like the old Northwest Airlines maybe???

August 12 at 10:32am · Like ·  1 person



Andrew Kingsbury <http://i.zdnet.com/blogs/a/dobe-logo.gif>



August 12 at 10:35am · Like



Mary Beth Sprouse OH! Thanks Dru! I NEVER saw the "A" until you said it. I do now, but I would have never gotten it. To me it looks like shoots of grass.

August 12 at 10:49am · Like



Dale Lenz I'd take a lesson from the Fareway business plan, how much money have they spent on logo design over the years ?

August 12 at 11:30am · Like ·  1 person



Lea Vogl I am not a huge fan of the new logo, it does not strike me as anything special. I give it a "Meh".

August 12 at 11:52am · Like



Jerrad Kibsgaard I think it is better than the old one

August 12 at 12:00pm · Like



Melissa Adams May I also thought it was crab claws or scissors- didn't know it was an "A" until someone told me.

August 12 at 12:36pm · Like



Jayme Allen The current one is much better than this one.

August 12 at 12:39pm · Like

Staff Report

Additional Northern Annexation for Residential Development

8/23/2011

Over the course of several years, Story County Land LC has sought the right to annex their property northeast of Ada Hayden Park into the City and to develop the Rose Prairie residential subdivision. Events across those years included significant research and debate over environmental concerns, initial denial of the request by the City Council, Rose Prairie's appeal of the City's denial to the District Court, a novel proposal to build Rose Prairie as a horizontal property regime outside the City limits, reconsideration by the City Council, modification of the Land Use Policy Plan, negotiation and approval of a pre-annexation agreement, and ultimately the annexation of this land into the City. One important factor influencing the Council's decision revolved around Story County Land's ability to build the same development outside the City limits, and the fact that this subdivision could be attached to a privately owned sanitary sewage treatment system located immediately upstream from Hayden Park. Subsequent to settlement of the lawsuit, the General Assembly passed a law eliminating developers' ability to utilize horizontal property regimes to avoid complying with city and county subdivision regulations.

Once Council was willing to consider annexation and development of Rose Prairie, staff was directed to negotiate pre-annexation agreements with two additional developers along Grant Avenue – Hunziker and Quarry Estates. **Having similar agreements with all three parties would have facilitated the installation of City infrastructure to serve all three developments.** Under such a scenario, the City would construct Grant Avenue and the costs would be shared by the three developers and the City on a pro-rata basis. As a back-up plan, the Rose Prairie pre-annexation agreement also provided that, in the event the other two developers were not annexed, Story County Land would place a specified amount of cash in escrow to pay the cost of constructing Grant Avenue adjacent to their land (including the Sturges property frontage).

For extension of water and sanitary sewer mains, under the ideal scenario the developers of Rose Prairie would install those mains to serve all three developments, and the City would set up an assessment district that provided for repayment to Story County Land as properties within the district hooked up to the City's water and sewer systems. Alternately, if pre-annexation agreements had been negotiated with the other two developers, the City itself could have installed the water and sewer infrastructure if Hunziker or Quarry Estates opted to develop prior to Rose Prairie. In that event, the City would up-front the expense of installing these mains, and the City would again set up an assessment district to recover the City's investment as properties within the district hooked up to the City's water and sewer systems.

As a result of these negotiations, the owners of Quarry Estates signed a pre-annexation agreement containing the same provisions as the agreement with Rose Prairie. However, Hunziker opted not to sign such an agreement. In light of the lack of unanimity, the Council ultimately approved the agreement with Story County Land in order to settle the pending District

Court appeal. Council did not, however, approve the agreement with Quarry Estates, since the anticipated infrastructure improvements and costing were dependent upon all three parties' participation.

More recently, as final action was approved on April 12 to annex the Rose Prairie land, Council directed staff to meet with Hunziker and Quarry Estates to determine the terms under which they each would proceed with annexation of their respective properties. After meeting with both developers, on May 17 staff provided Council with a written report summarizing their positions on key issues affecting their willingness and timing for annexation. Additional information was subsequently received from Quarry Estates, after which staff analyzed how these positions would impact the City of Ames.

To put the developers' original positions in context, staff prepared a table on May 17 that included the developers' positions on various issues, as well as the terms previously agreed to by Story County Land LC for the Rose Prairie annexation. That extended table has been expanded for this update to include the impact on the City if the Council were to move forward under the terms proposed by the two developers. The comprehensive table is shown on pages 6-10, and shows changes in the Rose Prairie, Hunziker and Quarry Estates columns shown in *italics*.

ISSUES RELATED TO FACILITATING ADDITIONAL NORTHERN ANNEXATION

As the extended table details, it is a significant challenge to reach similar agreements with all three developers on the various terms. All three are willing to share pro-rated design costs with the City for the roadway. However, only two of the three are willing to share pro-rated design costs for designing the water and sewer extensions. Rose Prairie has agreed to pay their pro-rated share of off-site traffic improvements and to install residential sprinklering in all its housing units. Quarry Estates agreed to both of these provisions in September, 2010, but has now questioned their participation in off-site improvements and has indicated that they will not agree to install residential sprinklering. Similarly, Hunziker has questioned their participation in off-site improvements and has indicated that they will not agree to install residential sprinklering.

Prior to proceeding with development, both Hunziker and Quarry Estates **desire to have a better idea of the costs they will incur for the City infrastructure**. Estimated costs to design this infrastructure are included in the table on pages 11-12 of this report. Quarry Estates' position on design costs for the roadway, water system, and sewer system is that they are willing to pay their pro-rated shares (as shown on the table at the end of this report) as long as the construction cost doesn't exceed the estimates shown. Their commitment is also dependent upon the City being committed to proceed with actual construction of these improvements, since they are not willing to share in design costs if the City will not move forward with construction. For its part, Hunziker is willing to pay its pro-rated share of design costs for the roadway, water system, and sewer system. It will rely upon the cost estimates revealed through these designs to determine the appropriateness and timing of development.

Hunziker has also indicated that they want the City to bear the cost of **extending electric infrastructure** northward from Bloomington Road and Bloomington Heights to the southern boundary of their parcel. They also question whether they should share in the cost of **extending**

the water main northward to the southern boundary of their land. Normally this infrastructure would have been brought to the northern edge of Bloomington Heights as that land was developed. However, the City's earlier Land Use Policy Plan had made it clear that development would not occur north of that point. Therefore, City infrastructure was never brought up to the northern City limits.

A unique aspect introduced in these negotiations has been the extension of water and sewer mains by the City, with cost recovery to come through establishment of **water and sewer assessment districts**. The City has rarely used this public-funded approach to infrastructure extensions, since directly benefitted private developers typically extend these systems through their properties. In this case, both the water and sewer mains need to be brought northward to reach even the first development. Unless Rose Prairie were to develop first and install these mains at its cost, the City is likely the only other entity that would up-front these substantial costs. The assessment districts then provide the legal basis for eventual cost recovery as properties connect to the mains. However, there is no guarantee that all of the property within the districts will connect, nor is there any assurance when those connections (and repayments) will occur. Thus, the City may be in a position of making large investments in these extensions that may never be fully recouped.

The City has had a long-standing practice for having developers share in the cost of **off-site improvements** necessitated by traffic generated from their developments. This practice has been to require a Traffic Impact Study (TIS) for all new subdivisions (whether within the City limits or by annexation). For rezoning or for redevelopment that will potentially generate a number of peak hour trips warranting a TIS, there are different thresholds depending on the type of use. The TIS's purpose is to compare the "base" or "planned" traffic to the "Build" or "proposed" traffic specific to the development. The two are then compared in order to see if there is an incremental difference in planned traffic versus proposed traffic, resulting in a potentially negative effect on the City's transportation system. The City's policy is that the development is responsible for any additional off-site improvements needed to mitigate those negative effects, thereby making the operations of the transportation system "consistent" with the performance expectations shown in the MPO's Long Range Transportation Plan. These improvements are related to the impact of the development and are not considered "network" improvements because the make-up of the proposed development has exceeded the planned rate of growth for that property.

In the case of the Northern Annexation Area, a TIS was performed by Story County Land that looked at the entire Northern Growth Area. Using this information and the City's past practices, two off-site improvements were identified. The first was the need for a traffic signal at the Intersection of Hyde Avenue with Bloomington Road. The improvement was then assumed to be paid for by the three developer's abutting Grant Avenue (Hyde) by using the land area of each developer. The second off-site improvement identified by the TIS was the addition of a turn lane at the Grand Avenue and Bloomington Road intersection. This improvement was identified as being needed when the entire North Growth Area was developed, so the cost was based on the developers' land area in comparison to the entire North Growth Area (all undeveloped land bordered by US 69, 190th Street, George Washington Carver Avenue, and Bloomington Road).

As was noted above, these off-site improvements were included in the pre-annexation agreement with Rose Prairie using the concepts stated above.

The issue of **residential sprinklering** has multiple dimensions. Rose Prairie had originally agreed to this provision in order to address City concerns over fire response times to this northern area. While there is no question that this sprinklering adds significant cost to residential units, they were willing to offer this commitment in order to qualify for annexation. Hunziker, however, and now Quarry Estates, will not agree to this provision. They see no market demand for residential sprinklering, and believe the City should make other provisions for providing fire response and emergency medical services. As one final element, in April the City Council directed staff to initiate a review of the City's long-standing fire response time policy. Staff has begun work on this comprehensive study, and hopes to bring this issue for initial Council review early in 2012.

All three of these northern developments will be subject to terms of the City's **Conservation Subdivision Ordinance**, which was adopted in 2010. This ordinance was created to provide additional water quality protection within the Ada Hayden watershed. Initial application of this ordinance to these subdivisions may reveal the need for slight modifications that fit the terrain involved, and yet also protect this sensitive environment. As a provision related to annexation, Quarry Estates has also indicated that they will need adjustments to the City's **minimum density requirements** for the lots adjacent to Hayden Park. Tied into this subject, staff has expressed concern to the Quarry Estates developers over "park creep", or parkland protection, in this area. This concern stems from experience where private residences abut parkland in other parts of the City, and where some residents gradually move their private uses out into the parkland. In the case of Quarry Estates, it may be necessary to establish a "conservation easement" or other means to protect Ada Hayden Park from this private encroachment. That easement could also help Quarry Estates meet the City's minimum density requirements in their subdivision.

One last complication relates to the multiple timing scenarios for development in this northern area. Assuming all of these properties are annexed into the City, it is possible that any one of the three may develop their property first. This possibility has greatly complicated the previous negotiation process, since multiple complex scenarios needed to be accounted for in the various documents. In completing any negotiations, it would be very helpful to have firm development commitments from Hunziker and Quarry Estates. In order for them to make such commitments, however, both parties need to have a better estimate for their respective cost shares for infrastructure. **Thus, it would be helpful to complete design of those improvements as a next step. That step is complicated, however, by Story County Land's not agreeing to share in the water and sewer design costs.**

In summary, the Council should address the following issues before Hunziker and Quarry Estates develop their properties:

| <u>Item</u> | <u>Hunziker</u> | <u>Quarry Estates</u> |
|--|-----------------|-----------------------|
| Develop Roadway Construction Cost | X | X |
| Develop Water & Sewer System Construction Costs | X | X |
| Responsibility to extend Water and Electric Systems north to Hunziker property | X | |
| Responsibility for Off-site Improvements (Traffic) | X | X |
| Responsibility to Install Sprinklers in Residential Units | X | X |
| Responsibility to meet Density Requirements in Conservation Subdivisions | | X |
| Need to protect Hayden Park from private encroachment (conservation easements) | | X |

Finally, before authorizing City participation in any design costs, Council should determine if any of these two developers' positions are unacceptable to the City. As one example, if Council will not approve any further northern annexation without residential sprinklering, or if Council will not approve such annexation prior to completion of the fire response time study, then it may be appropriate to delay any further action until that issue is resolved. As a second example, the developers may well not want to participate in the cost of off-site improvements, and Hunziker may not want to help pay the cost of bringing water or electric infrastructure up to their southern boundary. **If any of these positions are unacceptable to Council, then no further action may be warranted at this time.**

The Council's decision to amend the Land Use Policy Plan and allow residential development in this area was motivated by a desire to avoid the potentially negative consequences of urban development outside the City's control. An agreement was reached with Story County Land LC to accomplish that goal for their property. Assuming the Council desires to provide land for residential growth in the remainder of this area, then hopefully the City can reach acceptable terms with these other two developers. However, the Council is under no legal obligation to allow further annexation if such terms cannot be reached, nor is the Council required to allow development outside of the City limits in this portion of our Fringe Plan.

UPDATED TABLE DETAILING DEVELOPERS' POSITIONS & IMPACT ON THE CITY

| Issue | Rose Prairie Agreement & Positions | Hunziker Positions | Quarry Estates Positions | Impact on City / Other City Issues |
|----------------------------------|--|--|---|---|
| Overall Comments | * (No indication of when Story County Land LC will proceed with rezoning and platting of property.) | * Need to have a good estimate of costs, and to know the timeframe and trigger points for extension of infrastructure. * Would not want the improvements installed before 2013 or 2014. | * Ideally want to be ready to build on lots autumn 2012 or spring 2013. (This depends on how the various components progress, such as platting of land under the new conservation subdivision ordinance, extension of infrastructure, etc.) * Need better cost estimates from the City for infrastructure extensions. * Want the opportunity to review and approve the scope and pricing for the infrastructure projects. | * Allowing Quarry Estates to review and approve scope/pricing for the infrastructure projects would add uncertainty to the project for the other participants. * If street, water and sewer design was completed in 2012, construction could potentially be completed by the fall of 2013. |
| Grant Avenue Construction | * Agreed to pay for one lane adjacent to Rose Prairie and Sturgis land (37% of total cost) * <i>Is willing to pay their share of design costs for Grant Avenue (37%).</i> | * Is willing to pay their share of design costs for Grant Avenue (23%). This will help decision-making on their timing for development, and will speed the street improvements along when someone is ready to develop. * Wants to explore the financial possibility of Hunziker's paving the entire road adjacent to their southern property, rather than paying 23% of the cost for the City to build the entire street. | * Don't necessarily see a need for the immediate paving of Grant Avenue. Can serve the first phase of their development off of 190 th Street on the north. * Will pay for their pro-rated share of design cost for Grant Avenue (17%) when it is determined to do the design work. | * Attachment IV shows the special assessment area for paving of Grant Avenue. * The cost of designing Grant Avenue is estimated at \$65,000. * Since all three developers are willing to participate in this cost upfront, the City's share would be approximately \$15,000. * Allowing Hunziker to pave Grant Avenue across their entire southern parcel would need to be preceded by renegotiation of the Rose Prairie agreement. The altered cost sharing arrangement would also need to be acceptable to Quarry Estates and to the City. |

| Issue | Rose Prairie Agreement & Positions | Hunziker Positions | Quarry Estates Positions | Impact on City / Other City Issues |
|-------------------------------------|---|---|---|--|
| <p>Water Main Extensions</p> | <p>* Agreed to extend water mains up to and through their development, with City establishing an assessment district for others who connect onto those mains.</p> <p>* If another development proceeds first, agreed that the City will extend the water main and they will pay a prorated share of costs through an assessment district.</p> <p><i>* Believes that the water and sewer design costs are quite a bit different than the design costs of the road, which has a different timetable for construction. Since Rose Prairie does not know when it will need the utilities, it believes that it would be prudent to wait and pay the "hook-up" fee as contemplated by the Pre-Annexation Agreement.</i></p> | <p>* Need to know firmer costs estimates before committing to annex. Those costs will also influence whether they are willing to pay to bring the water main up Hyde Avenue to the southern edge of their property.</p> <p>* Is willing to pay their pro-rated share of design costs.</p> | <p>* Would like the City to put in water mains to make the entire area ready for development.</p> <p>* If the City will commit to do this, they will pay their pro-rated share of design costs.</p> | <p>* Attachment I shows the route of proposed water mains to serve this area.</p> <p>* The cost of designing water main extensions is estimated at \$55,000.</p> <p>* The cost of up-fronting design expenses may not be eligible for recovery later through a water assessment district. (Although design costs are included in the total project costs of an assessment district, costs would be recoverable only if included in the preliminary resolution – which is not adopted until the start of the project. If only a short period of time passed and there were no changes in the design or the cost estimates, it would be possible to include the costs. If time passed and the design or costs had to be updated prior to initiation of the project, the original costs could not be fully recovered.)</p> <p>* Since Story County Land LC is not willing to participate in the up-front design costs for water mains, that share would need to be paid by other benefitted entities.</p> <p>* Should Hunziker not agree to help bring the water main up Hyde Avenue to the southern edge of their property, additional construction cost would need to be transferred to other users. This is contrary to Rose Prairie's contractual agreement, and could jeopardize Quarry Estates' willingness to participate.</p> |

| Issue | Rose Prairie Agreement & Positions | Hunziker Positions | Quarry Estates Positions | Impact on City / Other City Issues |
|------------------------------|---|--|---|---|
| Sewer Main Extensions | <ul style="list-style-type: none"> * Agreed to extend trunk sewer up into and through their development, with City establishing an assessment district for others who connect to that line. * If another development proceeds first, agreed that the City will extend the trunk main up and they will pay their prorated share of costs through an assessment district. * <i>As is noted above under Water Improvements, Rose Prairie does not know when it will need the utilities, is not willing to pay for design costs.</i> | <ul style="list-style-type: none"> * Want to know firmer cost estimates before committing to annex. * Is willing to pay their pro-rated share of design costs. | <ul style="list-style-type: none"> * Would like the City to put in the sewer trunk line to make the entire area ready for development. * If the City will commit to do this, they will pay their pro-rated share of design costs. | <ul style="list-style-type: none"> * Attachment II shows the route of proposed sewer mains to serve this entire area, while Attachment III shows the proposed route to serve the Quarry Estates and northern Hunziker properties. * The cost of designing sanitary sewer main extensions is estimated at \$55,000. * The cost of up-fronting the design cost may not be eligible for recovery later through a sewer assessment district. As with the water design costs (above), this would depend on the timing and scope of the project. * Since Story County Land LC is not willing to participate in the up-front design costs for sewer mains, that share would need to be paid by other benefitted entities. * Quarry Estates' commitment to help pay for this design cost is predicated on the City's installing the sewer trunk line to serve the entire area. |
| Off Site Improvements | <ul style="list-style-type: none"> * Agreed to pay a pro-rated share of costs for intersection improvements at Bloomington/Hyde and Bloomington/Grand. | <ul style="list-style-type: none"> * They want more information on the City's basis for this cost calculation and distribution. | <ul style="list-style-type: none"> * They are rethinking their commitment to participate in the cost of these off-site improvements. | <ul style="list-style-type: none"> * Attachment V shows the area over which the Hyde and Bloomington signal costs would be spread. * Attachment VI shows the area over which the Bloomington and Grand intersection improvements would be spread. * It has been a long-standing City policy for those developing land outside of the Council's priority growth areas to pay a prorated share of off-site improvements needed to serve the developed area. |

| Issue | Rose Prairie Agreement & Positions | Hunziker Positions | Quarry Estates Positions | Impact on City / Other City Issues |
|---|--|---|---|--|
| Electric Distribution System Extension | * Agreed to extend distribution system up to their <i>southern</i> property <i>boundary</i> if they develop first. | * City to extend electric distribution system up <i>the southern boundary</i> of their southern site. | (Outside of City's electric service territory) | <p>* Attachment VII is a conceptual illustration of needed electric facility extensions to serve the southern Hunziker development, as well as the Sturges property and the southern 40 acres of Rose Prairie.</p> <p>* Since the City's previous Land Use Policy Plan did not contemplate significant development in this area, electric infrastructure was not extended to the southern boundary of Hunziker's property as earlier subdivisions developed to the south.</p> <p>* For reliability purposes, distribution lines should be extended north along the railroad tracks from Bloomington Road, as well as underground within Bloomington Heights.</p> |
| Phosphate Free Fertilizer | * Agreed to include this requirement in homeowners' association covenants. | * Will include this requirement in homeowners' association covenants. | * Will include this requirement in homeowners' association covenants. | * All three developers agree to include this requirement in their respective homeowners associations' covenants. |
| Residential Fire Sprinklering | * Agreed to include this requirement in homeowners' association covenants. | * Will not agree to this requirement. Reasons – this would be too great a cost to add to their home sales prices, and sprinklering does not address the need for emergency medical assistance in this area. | * Do not want residential sprinklering to be required in their development. | <p>* This issue is related to the City's current fire response time goal, which is to reach 85% of the city within five minutes travel time. Response times to the northern growth area are significantly longer than five minutes.</p> <p>* It is currently not possible for a local jurisdiction to require residential fire sprinklers.</p> <p>* Rose Prairie agreed to sprinklering their residential structures in order to address this fire response time issue.</p> <p>* The City Council has directed staff to analyze City-wide Fire response times. The results will be brought back to Council in early 2012.</p> |

| Issue | Rose Prairie Agreement & Positions | Hunziker Positions | Quarry Estates Positions | Impact on City / Other City Issues |
|---|--|---|--|--|
| Densities/ Zoning/ Other | * It is Story County Land LC's understanding that their proposed development complies with the City's density and conservation subdivision requirements. | * Can live with required densities on both north and south sites. | * May need some adjustment to the City's density requirements to allow larger lots on the southeast side of their subdivision. | * Council will need to determine if density adjustments will be allowed for Quarry Estates. * Since the Conservation Subdivision Ordinance has never been utilized, it is likely that significant effort will be needed to apply (and possibly adapt) that ordinance as these subdivisions develop. |

**NORTHERN GROWTH SCENARIO
BREAK-OUT OF ESTIMATED INFRASTRUCTURE COSTS**

8/23/11

NOTES: Actual costs would be pro-rated based upon front footages (street) and Potential Connection Districts (other improvements). All costs are in estimated 2013 dollars except Grant Avenue, which is estimated for 2014. All estimated costs included engineering and administration. Construction costs will undoubtedly vary from these estimates. For the street design, the same COST-SHARING percentages were used as previously agreed to for the road construction. For the water and sewer design, the table assumes that the three developers will contribute, but that the smaller property owners in the area (residents, stables, cell tower) will not agree to pay for any of these design costs. As was noted on previous editions of this table, the City is not shown as a participant in the water and sewer design costs since the City will not connect to these utilities.

| Entity | Grant Avenue Improvements | | Water System Extension | | Sewer System Extension | | Off-site** Improvements |
|---|-----------------------------|------------------|----------------------------|--------------------|-----------------------------|--------------------|----------------------------|
| | Construction Cost | Design Cost | Construction Cost | Design Cost | Construction Cost | Design Cost | |
| Story County Land LC (Rose Prairie) | 37% \$ 1,098,253* | \$24,050 | 43.1% \$ 420,891 | (50%) \$27,500 | 49.1% \$ 600,441 | (64%) \$35,200 | \$ 185,900*** |
| Hunziker (north & south parcels) | 23% \$ 682,698 | \$14,950 | 20.0% \$ 195,309 | (24%) \$13,200 | 3.4% \$ 41,578 | (4%) \$2,200 | \$ 99,382 |
| Quarry Estates | 17% \$ 504,603 | \$11,050 | 21.3% \$ 208,004 | (26%) \$14,300 | 24.2% \$ 295,941 | (32%) \$17,600 | \$ 101,349 |
| City of Ames | 23% \$ 682,698 | \$14,950 | | | | | |
| 8 individual residential properties | | | 15.6% \$ 152,341 | | 17.7% \$ 216,452 | | |
| Other land owners to the north and west**** | | | | | 5.6% \$ 68,482 | | \$410,727 |
| Total | 100% \$2,968,252 | 100% \$65,000 | 100% \$976,545 | (100%) \$55,000 | 100% \$ 1,222,894 | (100%) \$55,000 | \$ 797,358 |

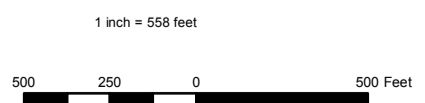
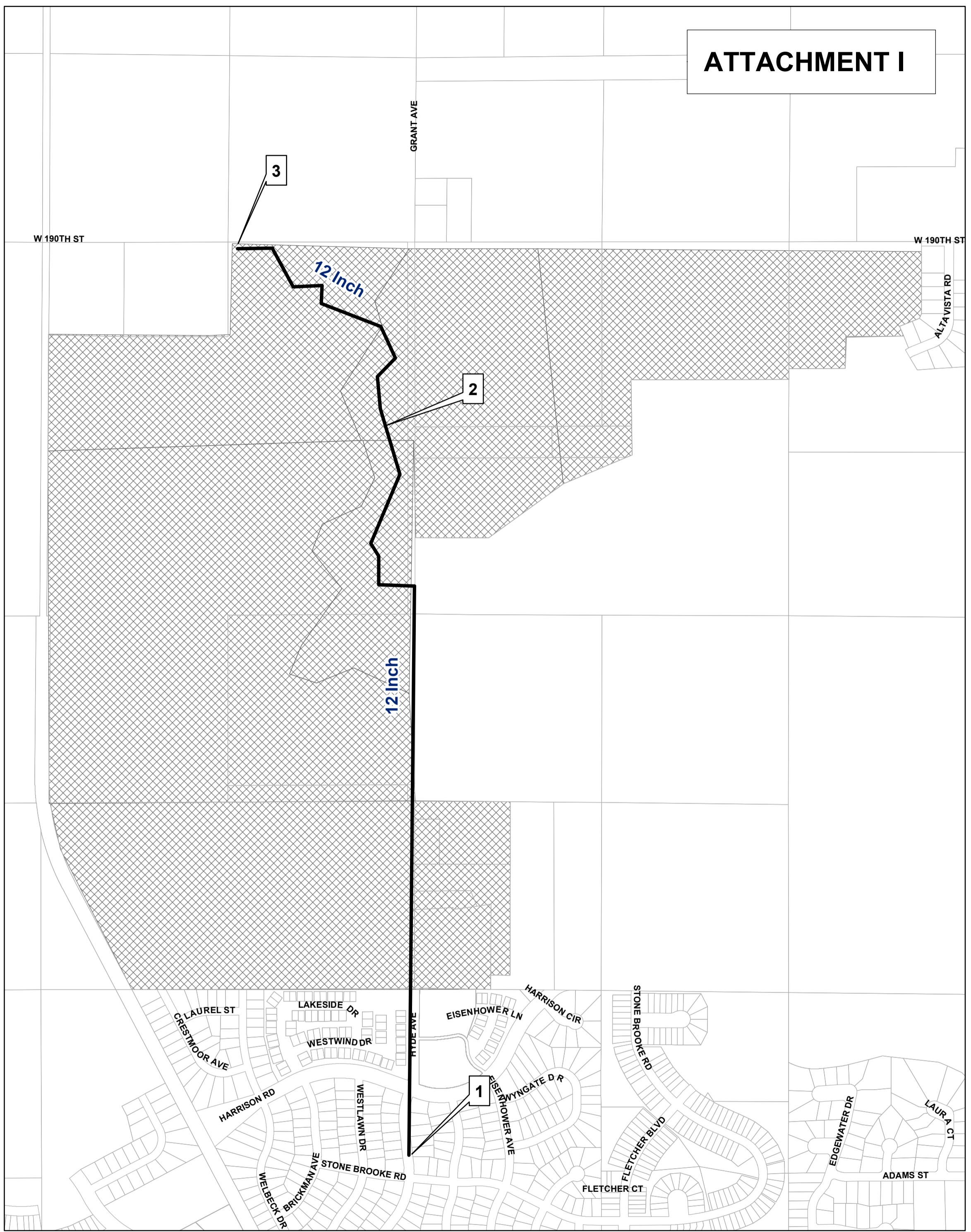
* Includes the Sturges property


** Includes proportions of 100% of cost for new traffic signal at Hyde Avenue and Bloomington Road, and 35% of cost for widened intersection/signal at Grand Avenue and Bloomington Road

*** Amount included in signed annexation agreement

**** Includes the stables and cell tower for sewer system extensions, and all undeveloped land in the entire Northern Growth Area for off-site improvements

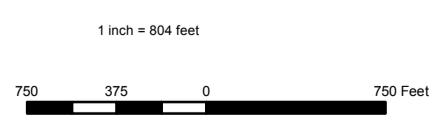
ATTACHMENT I




— Water Main  Potential Water Connection District



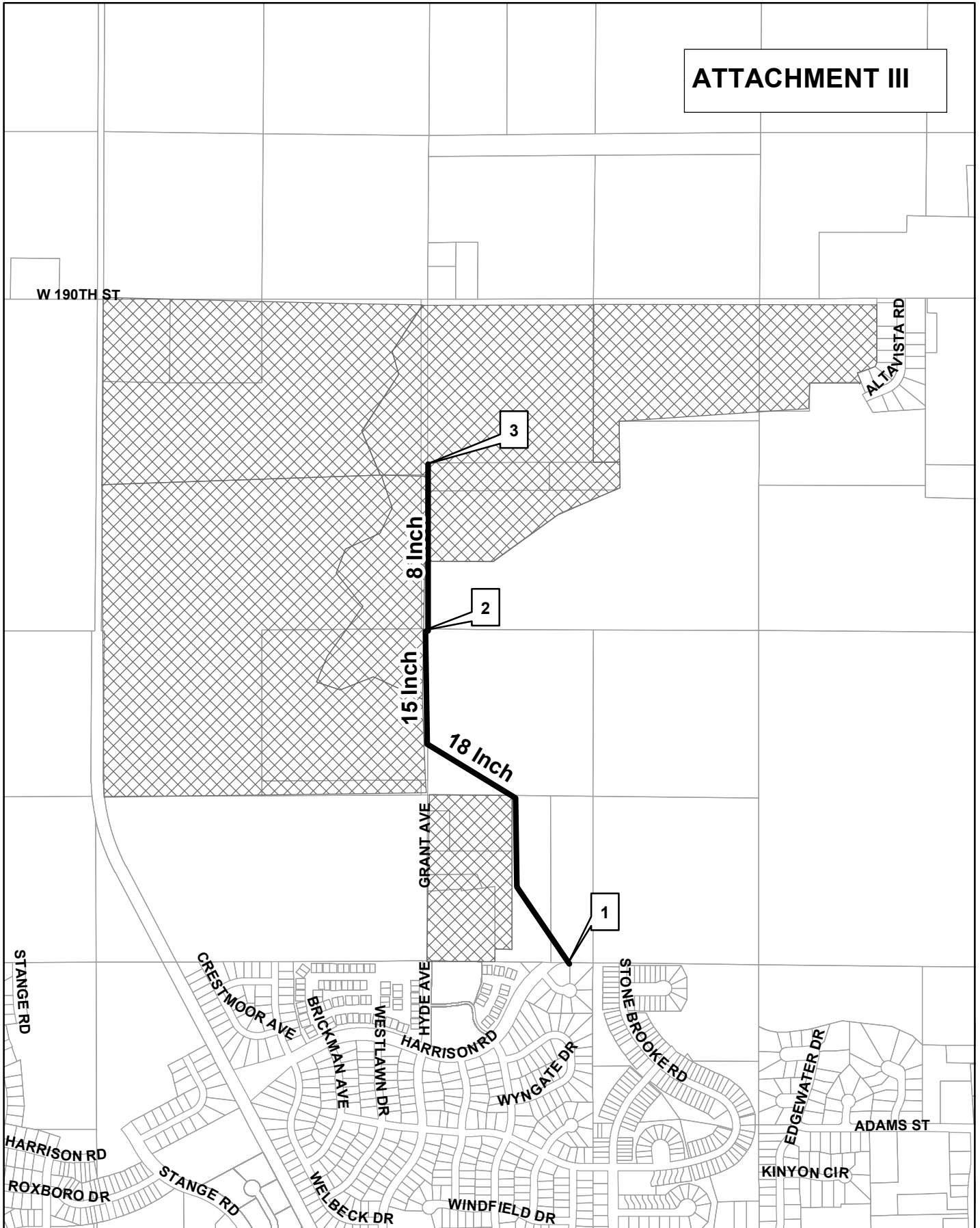
ATTACHMENT II



— Sanitary Sewer Main  Potential Sanitary Connection District



ATTACHMENT III



1 inch = 1,039 feet
525 262.5 0 525 Feet

— Sanitary Sewer Main Potential Sanitary Connection District



ATTACHMENT IV

GRANT AVE

W 190TH ST

W 190TH ST

ALTA VISTA RD

LAUREL ST
CRESTMOR AVE

LAKESIDE DR
WESTWIND DR

EISENHOWER LN

HARRISON CIR

STONE BROOKE RD

HARRISON RD

WESTLAWN DR

EISENHOWER AVE
EISENHOWER WYNGATE DR

FLETCHER BLVD

EDGEWATER DR

LAURA CT

WELBECK DR
BRICKMAN AVE

STONE BROOKE RD

FLETCHER CT

ADAMS ST



Grant Ave Paving Special Assessment Area



1 inch = 558 feet

520 260 0 520 Feet



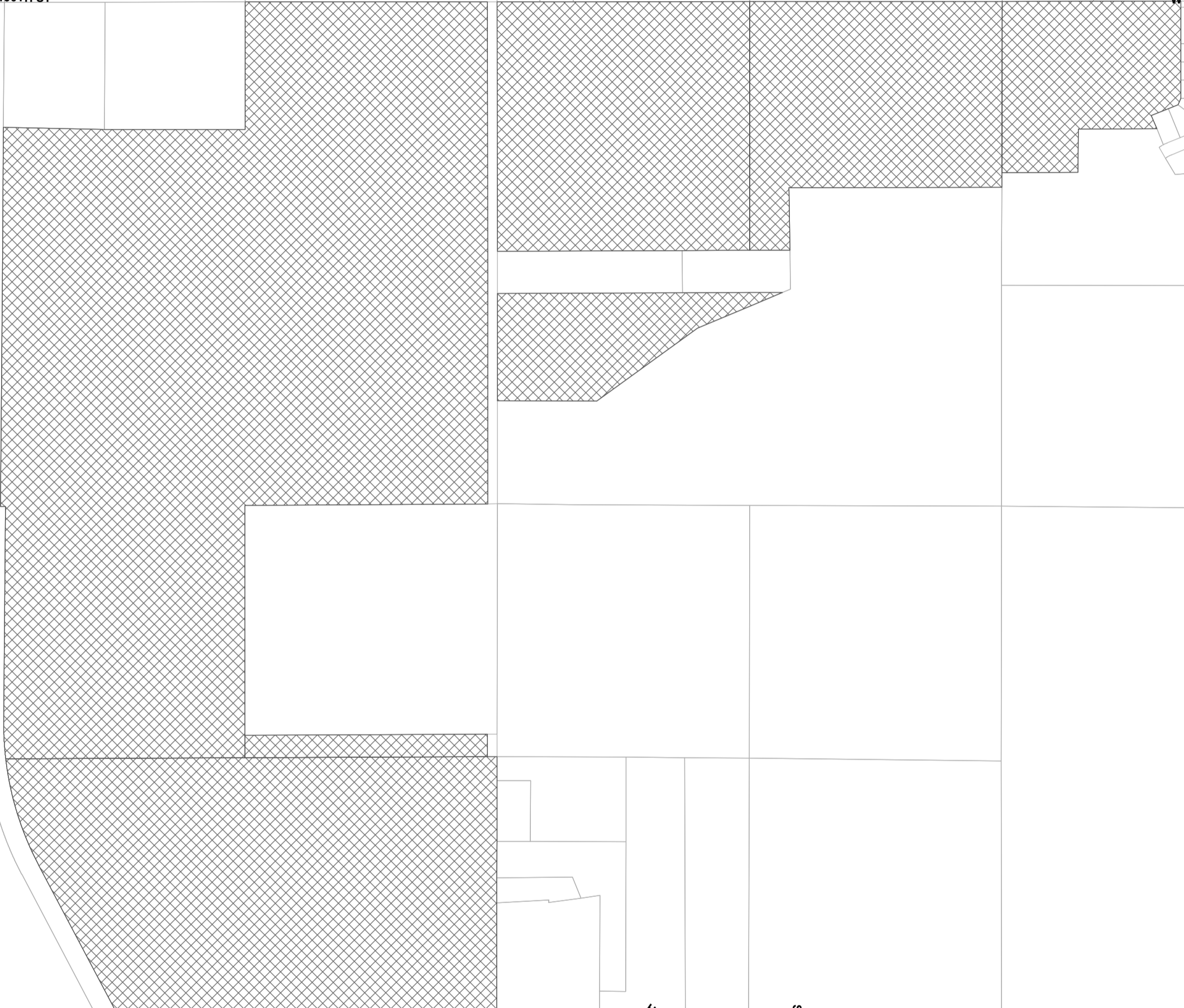
ATTACHMENT V

GRANT AVE

W 190TH ST

W 190TH ST

ALTA VISTA RD



LAUREL ST
CRESTMOR AVE

LAKESIDE DR
WESTWIND DR

EISENHOWER LN

HARRISON CIR

STONE BROOKE RD

HARRISON RD

WESTLAWN DR

EISENHOWER AVE
EISENHOWER WYNGATE DR

FLETCHER BLVD

WELBECK DR

BRICKMAN AVE
STONE BROOKE RD

FLETCHER CT

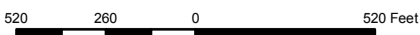
EDGEWATER DR

LAURA CT

ADAMS ST



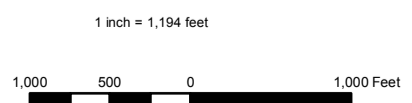
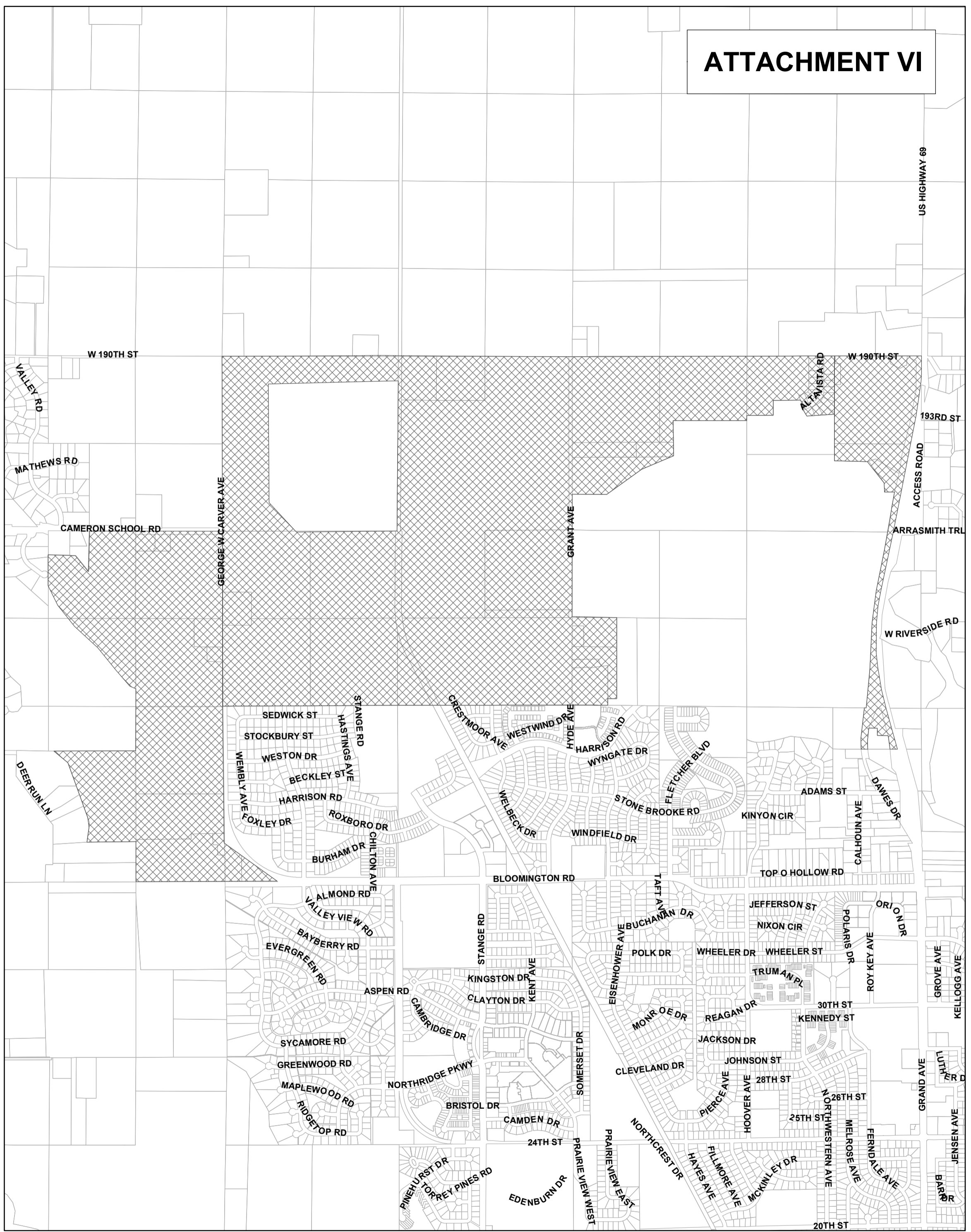
1 inch = 558 feet




Hyde & Bloomington Traffic Signal Calculation Area



ATTACHMENT VI



 Bloomington and Grand Intersection Improvements Calculation Area

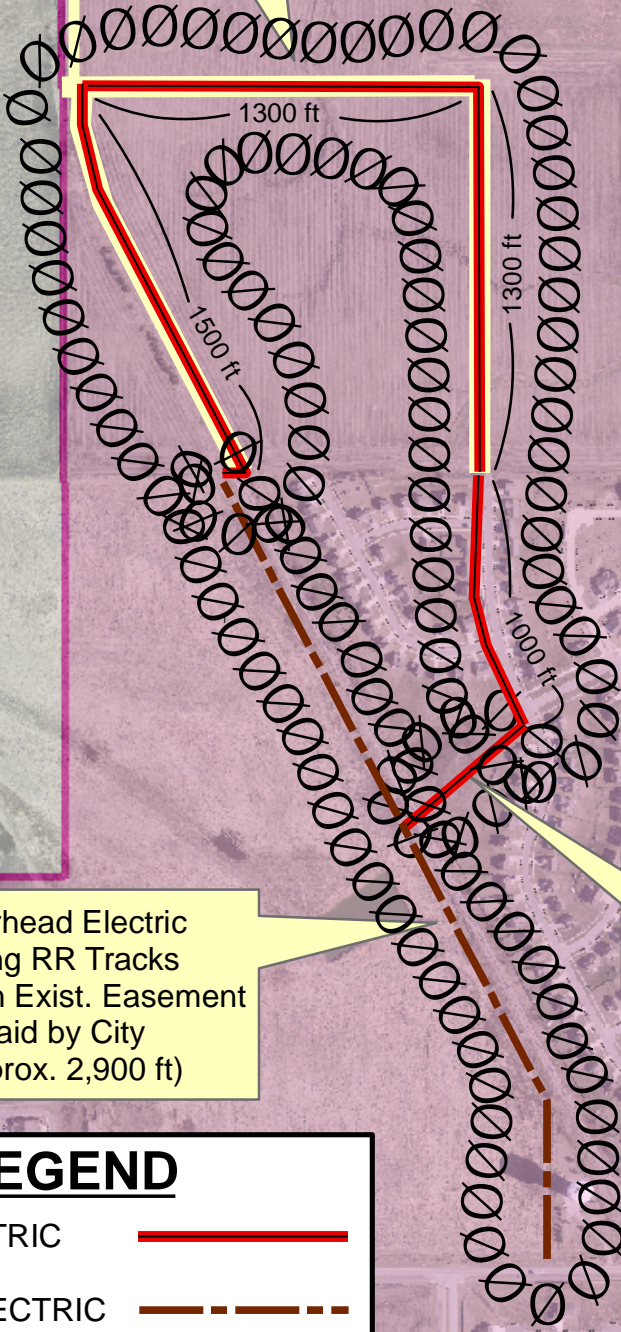


ATTACHMENT VII

NO SCALE

MIDLAND REC
SERVICE TERRITORY



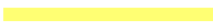
Underground Electric
60% Developer / 40% City
(Approx. 5,100 ft)



Overhead Electric
Along RR Tracks
Placed in Exist. Easement
Paid by City
(Approx. 2,900 ft)

Underground Electric
Paid by City
(Approx. 500 ft)

LEGEND

- PROP. UG ELECTRIC 
- PROP. OVHD ELECTRIC 
- EASEMENTS REQ'D 

AMES ELECTRIC
SERVICE TERRITORY



N. Ames Development Proposed Electric Facilities CONCEPTUAL

MEI 5/27/10

REV. (4)

COUNCIL ACTION FORM

SUBJECT: ACCESS AND STORM SEWER EASEMENTS FOR FIRST UNITED METHODIST CHURCH

BACKGROUND:

The City of Ames entered into a Development Agreement with First United Methodist Church on May 24, 2011, for the purpose of documenting the obligations and responsibilities for the expansion of the Church site at 516 Kellogg Avenue and expansion of the City of Ames parking lot at 500 Kellogg Avenue (see Attachment A). The Agreement addresses the need for granting certain easements to each party as part of the proposed site development.

The granting of easements from the City to the Church is needed at this time for two easements described as follows:

- A **drive access easement** from the Church property through the City parking lot to Kellogg Avenue to allow the exiting of vehicles from the Church parking lot (see Attachments B and C); and,
- A shared **storm sewer easement** (10 feet wide) is centered on the property line separating the Church property from the City parking lot and extending diagonally across the City parking lot to the Kellogg Avenue right-of-way (see Attachments B and C).

Granting of the easements will enable the Zoning Board of Adjustment to approve the Special Use Permit for the Church property, and will enable City staff to approve the Minor Site Development Plan for the expanded parking lot at 500 Kellogg Avenue.

ALTERNATIVES:

1. The City Council can grant the drive access and storm sewer easement on City of Ames property to the First United Methodist Church, as described in the attached easement documents.
2. The City Council can decide not to grant the drive access and storm sewer easement on City of Ames property to the First United Methodist Church, as described in the attached easement documents.
3. The City Council can refer this request back to staff for additional information.

MANAGER'S RECOMMENDED ACTION:

The proposed granting of a drive access easement and a storm sewer easement is in accordance with the adopted Development Agreement between the City of Ames and First United Methodist Church.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, granting the drive access and storm sewer easement on City of Ames property to the First United Methodist Church, as described in the attached easement documents.

ATTACHMENT A



Location Map
500-516 Kellogg Avenue

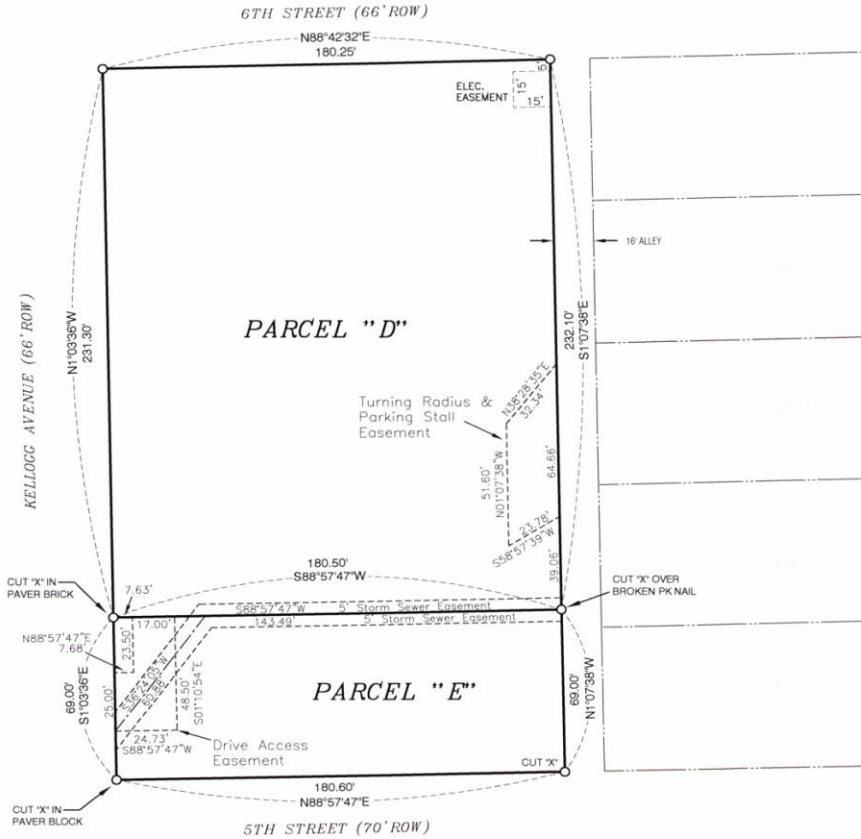


Map Created by Department of Planning & Housing
June 10, 2011

ATTACHMENT B

PREPARED BY - CLAPSADDLE-GARBER ASSOCIATES, INC, 16 EAST MAIN STREET, P.O. BOX 754, MARSHALLTOWN, IOWA 50158 - PHONE 641-752-6701

EASEMENT PLAT



- LEGEND:**
- ▲ GOVERNMENT CORNER MONUMENT FOUND
 - △ GOVERNMENT CORNER MONUMENT SET
1/2" x 30" REBAR w/YELLOW PLASTIC ID CAP #8136
 - PARCEL OR LOT CORNER MONUMENT FOUND
 - SET 1/2" x 30" REBAR w/YELLOW PLASTIC ID CAP #8136
 - () RECORDED AS

EASEMENT DESCRIPTIONS: SEE ATTACHED

OWNERS OF RECORD: PARCEL "D" - FIRST UNITED METHODIST CHURCH
PARCEL "E" - CITY OF AMES

| | | | | | | | | | | |
|---|--|--|-------|-----------|-----|--------|------|-------------|---------|------|
| <p>SCALE 1"=50'</p> | <p>FIRST UNITED METHODIST CHURCH & THE CITY OF AMES IN THE E1/2 OF THE SW1/4 OF SECTION 2-83-24 CITY OF AMES, STORY COUNTY, IOWA</p> | | | | | | | | | |
| <p>I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly Licensed Professional Land Surveyor under the laws of the State of Iowa.</p> <p><i>Kenneth D. Janssen</i> 8-17-11 Kenneth D. Janssen, PLS date</p> <p>Iowa License Number 8136 My License Renewal Date is December 31, 2011. Pages or sheets covered by this seal: THIS SHEET AND ITS DESCRIPTION</p> | | | | | | | | | | |
| <p>Clapsaddle-Garber Associates, Inc. 16 East Main Street Marshalltown, Iowa 50158 Ph 641-752-6701 www.cgcgsurveyants.com</p> | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DRAWN</td> <td>SHEET NO.</td> </tr> <tr> <td>Ken</td> <td>1 OF 2</td> </tr> <tr> <td>DATE</td> <td>PROJECT NO.</td> </tr> <tr> <td>8-17-11</td> <td>5425</td> </tr> </table> | DRAWN | SHEET NO. | Ken | 1 OF 2 | DATE | PROJECT NO. | 8-17-11 | 5425 |
| DRAWN | SHEET NO. | | | | | | | | | |
| Ken | 1 OF 2 | | | | | | | | | |
| DATE | PROJECT NO. | | | | | | | | | |
| 8-17-11 | 5425 | | | | | | | | | |

ATTACHMENT C

EASEMENT DESCRIPTIONS

First United Methodist Church
and the
City of Ames

Drive Access across Parcel "E": (City Lot)

An Ingress and Egress Easement across part of Parcel "E" of Lot Six (6) and a part of Lot Seven (7), Block Eight (8), Original Town of Ames, 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 May 31, 2011 and recorded as Instrument # 11-04939 on Slide 406 at Page 7; described as follows:

"Commencing at the Northwest (NW) corner of said Parcel "E"; thence N 88° 57' 47" E, 7.63 feet along the north line of Parcel "E", to the Point of Beginning; thence continuing N 88° 57' 47" E, 17.00 feet along the north line of Parcel "E"; thence S 01° 10' 54" E, 48.50 feet; thence S 88° 57' 47" W, 24.73 feet; thence N 01° 03' 36" W, 25.00 feet along the west line of Parcel "E"; thence N 88° 57' 47" E, 7.68 feet; thence N 01° 10' 54" W, 23.50 feet to the Point of Beginning."

Easement Area: 1,017 square feet.

Parking Stall & Turning Radius across Parcel "D": (Church Lot)

A Parking area Easement across part of Parcel "D" of Lots Eight (8), Nine (9), Ten (10) and a part of Lot Seven (7), Block Eight (8), Original Town of Ames, 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 May 31, 2011 and recorded as Instrument # 11-04939 on Slide 406 at Page 7; described as follows:

"Commencing at the Southeast (SE) corner of said Parcel "D"; thence N 01° 07' 38" W, 39.06 feet along the east line of Parcel "D", to the Point of Beginning; thence S 58° 57' 39" W, 23.78 feet; thence N 01° 07' 38" W, 51.60 feet; thence N 38° 28' 35" E, 32.34 feet; thence S 01° 07' 38" E, 64.66 feet along the east line of Parcel "D", to the Point of Beginning."

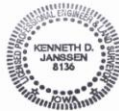
Easement Area: 1,198 square feet.


Storm Sewer across Parcels "D" & "E":

A Storm Sewer Easement across Parcels "D" & "E" of Lots Six (6), Seven (7), Eight (8), Nine (9) and Ten (10), Block Eight (8), Original Town of Ames, 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 May 31, 2011 and recorded as Instrument # 11-04939 on Slide 406 at Page 7; Five feet on each side of the following described centerline:

"Beginning at the Northeast (NE) corner of said Parcel "E"; thence S 88° 57' 47" W, 143.49 feet along the north line of Parcel "E"; thence S 36° 24' 05" W, 60.88 feet to the west line of Parcel "E", and the Point of Ending."

Note: The maintenance of the Storm Sewer is to be split 50/50 between the City and the Church.




Kenneth D. Janssen P.E., L.S.
License Renewal 12-31-11

COUNCIL ACTION FORM

SUBJECT: ZONING ORDINANCE TEXT AMENDMENT TO ALLOW CONCRETE BATCH PLANTS THROUGH A SPECIAL USE PERMIT FROM THE ZONING BOARD OF ADJUSTMENT

BACKGROUND:

On May 10, the City Council referred to staff a letter from Manatts, Inc. concerning their use of the former Cyclone Truck Stop at 1811 South Dayton Place. Manatts had been given a notice of violation of the zoning ordinances due to their use of that site as a concrete batch plant. A concrete batch plant is currently allowed only in the GI-General Industrial district. The ordinance makes no provisions for temporary uses. The plant was set up for the US Highway 30 reconstruction project in Story and Boone Counties. The letter from Manatts asked the City Council to offer alternative solutions to allow the use to remain on a temporary basis to complete the US 30 project. The operation of the plant continues as this amendment moves forward—enforcement of the use violation is on hold pending resolution of the request for a text amendment and, if successful, action on a Special Use Permit.

Staff presented a report to the City Council on May 24 that outlined a number of alternatives for the Council to consider. These included allowing the use through a special use permit approved by the Zoning Board of Adjustment; administrative approval by the Planning and Housing Director; allowing it as a permitted use in certain districts (in addition to the industrial zone); and retaining the status quo which limits such a use to only the General Industrial zone.

The City Council authorized submittal of an application for a text amendment allowing concrete and asphalt batch plants in all zones subject to approval of a Special Use Permit by the Zoning Board of Adjustment. An application was then submitted by Manatts, and staff prepared a text amendment reflecting the applicant's request. The proposed amendment is included in Attachment 1. Manatts' application for a text amendment provides responses to five factors on the application form. Attachment 2 is a list of the five factors and Manatts' responses to each.

In the report to the Planning and Zoning Commission, staff asked the Commission to consider whether narrowing down the allowable zoning districts would be appropriate in protecting residential neighborhoods from the adverse impacts of a temporary concrete batch plant. The Commission responded by making a recommendation to limit these uses to the HOC-Highway-Oriented Commercial and A-Agriculture districts.

Reflecting the recommendation of the Commission, staff has prepared a draft amendment to the zoning ordinance that allows concrete and asphalt batch plants to be

established on a temporary basis in the HOC-Highway-Oriented Commercial and A-Agriculture districts upon issuance of a Special Use Permit from the Zoning Board of Adjustment. The City Council should remember that batch plants are currently allowed on a permanent basis in the GI (General Industrial) zone without the requirement of a Special Use Permit. The proposed change would therefore be *in addition to* the current GI allowance.

Although the proposed amendment would allow temporary batch plants in the HOC and Ag zones, the language specifies that they would have to be at least 500 feet from a residential use. In addition, while they would be allowed in an HOC zone, the language specified that they would have to be at least 250 feet from a developed parcel. Any structures or storage on the site must respect the setbacks of the underlying district. The use cannot be established for more than six months, initially, and can be extended by the Board for an additional three months. The Board can impose any further conditions that may be necessary to ameliorate expected impacts of the site.

Since batch plant operations support large construction projects that may not now even be identified and may be located anywhere within the metropolitan Ames area, an approach that allows some flexibility to locate would be beneficial to the contractor. The authority to apply conditions of approval would help protect the health, welfare, and safety of the community.

Recommendation of the Planning & Zoning Commission. At its meeting of August 3, 2011, with a vote of 4-0, the Planning and Zoning Commission recommended that the City Council amend the Ames Municipal Code to allow concrete and asphalt batch plants as a temporary use with a Special Use Permit in Agricultural and Highway-Oriented Commercial Zones only (and continue to be allowed as permitted uses in General Industrial zones). In its recommendation to restrict these to the HOC and A zones, the Commission reasoned that the proposed use would likely be adjacent to an arterial road, allowing for efficient delivery of product to a construction site. The Commission felt that the separation requirements would keep the proposed use a considerable distance away from other residential and commercial development. In the case of the A zone, these few districts are a considerable distance from other uses that might be impacted by the batch plant, although access might be a problem.

Mr. Jason Spooner, representing the applicant, addressed the Commission. No one else spoke in favor of or in opposition to the proposed amendment.

ALTERNATIVES:

1. The City Council can amend the Ames *Municipal Code* as shown in the attachment to allow concrete and asphalt batch plants as a temporary use in the HOC-Highway-Oriented Commercial and A-Agriculture districts with a Special Use Permit.

2. The City Council can direct staff to prepare other amendments to allow concrete and asphalt batch plants under other circumstances or in other zoning districts.
3. The City Council can deny the requested amendment.

MANAGER’S RECOMMENDED ACTION:

Locally, there have been few instances of a project large enough to require the establishment of a temporary concrete or asphalt batch plant. The most recent instance was in 2000 for the South Dakota Avenue/US 30 interchange. The expense of establishing such a use is, itself, a very limiting factor for contractors to undertake. But when such a use is needed, it will have a large impact as evidenced by the current use that is now in place at 1811 South Dayton Place. A mechanism to allow such a use and a method to control the location and remediate the undesirable impacts are needed. The proposed amendments offer these.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is to amend the *Ames Municipal Code* as shown in Attachment 1 to allow concrete and asphalt batch plants as a temporary use in the HOC-Highway-Oriented Commercial and A-Agriculture districts with a Special Use Permit.

ATTACHMENT 1

Amend the Use Tables for Agriculture (A) zone (Table 29.600(2)) and Highway Oriented Commercial (HOC) zone (Table 29.804(2)) to include a line under Miscellaneous Uses.

| MISCELLANEOUS USES | STATUS | APPROVAL REQUIRED | APPROVAL AUTHORITY |
|---|--------|-------------------|--------------------|
| ... | ... | ... | ... |
| • Temporary Concrete and Asphalt Batch Plants See Sections 29.1311 and 29.1503 | Y | ZBA | SP |
| ... | ... | ... | ... |

Amend Article 13 Additional Requirements for Specific Uses to include a new Section 29.1311

Sec 29.1311. Temporary Concrete and Asphalt Batch Plants

- (1) It is recognized that certain large private and public projects require the establishment of temporary facilities for the preparation of Portland cement concrete or asphaltic cement concrete. These facilities have been constructed rarely within or near the City and it is anticipated that they will continue to be a rare occurrence. However, it is necessary to accommodate them on a temporary basis and in a manner that will reduce their expected impacts on surrounding properties.
- (2) The Zoning Board of Adjustment can authorize a Special Use Permit for a temporary concrete or asphalt batch plant only after a public hearing in accordance with the submittal and approval procedures set out in Section 29.1503.
- (3) The Special Use Permit shall not be granted:
 - a. If the tract, parcel or lot on which the proposed use is located is less than 500 feet from a tract, parcel or lot containing a residential use.
 - b. If the tract, parcel or lot on which the proposed use is located is less than 250 feet from a tract, parcel or lot containing a commercial use.
 - c. For more than six months although an approved use can receive a single extension of up to an additional three months by the Board provided the initial approval has not expired.
- (4) Additional Requirements
 - a. All temporary principle and accessory structures and storage of materials shall meet the setbacks of the zone in which it is located.
 - b. The temporary establishment of such a use is exempt from the General Development Standards of Article 4 of the Zoning Ordinance. However, the Board may apply such standards, or any other appropriate standard, as a condition of approval as it seems necessary for the general welfare, for the protection of individual property rights, and for ensuring that the intent and objectives of this Ordinance will be observed.

ATTACHMENT 2

Manatts' application for a text amendment asks for responses to five factors. Below are the five factors and Manatts' responses to each (shown in italics).

- A written explanation of the ***reasons for the zoning text amendment.***

The proposed amendment will make allowances for temporary uses that are not addressed in the ordinance. It would allow the zoning board of adjustment to examine the merits of such a use on a case by case basis and apply any conditions if needed.

- A **general description of the property(ies), zones, and/or areas** that will be affected by the zoning text amendment

The text is still being developed. At the least, it should allow a concrete batch plant in HOC district with a conditional use permit. Other districts should be reviewed if needed.

- A written explanation of the ***consistency of this zoning text amendment with the Land Use Policy Plan.***

There are no specific policy statements that provide guidance on this request.

- Existing ordinance*** language for consideration.

None.

- Proposed ordinance*** language for consideration.

Yet to be developed.

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING TABLE 29.600(2) AND TABLE 29.804(2), ENACTING A NEW TABLE 29.600(2) AND TABLE 29.804(2) AND ENACTING A NEW SUBSECTION 29.1311 THEREOF, FOR THE PURPOSE OF ALLOWING CONCRETE BATCH PLANTS THROUGH A SPECIAL USE PERMIT; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting a new Table 29.600(2), Table 29.804(2) and Subsection 29.1311 as follows:

“Sec. 29.600. "A" AGRICULTURAL.

**Table 29.600(2)
Agricultural (A) Zone Uses**

| USE CATEGORIES | STATUS | APPROVAL REQUIRED | APPROVAL AUTHORITY |
|--|---------------|------------------------------|---------------------------|
| RESIDENTIAL USES | | | |
| Single Family Dwelling | Y | ZP | ZEO |
| Two Family Dwelling | N | -- | -- |
| Single Family Attached Dwelling | N | -- | -- |
| Apartment Dwelling (6 units and over) | N | -- | -- |
| Family Home | Y | SP | ZBA |
| Household Living Accessory Uses | | | |
| Accessory Apartment | N | -- | -- |
| Home Office | Y | HO | ZBA/Staff |
| Home Business | Y | HO | ZBA/Staff |
| Group Living | N | -- | -- |
| Short-term Lodging | N | -- | -- |
| OFFICE USES | N | -- | -- |
| TRADE USES | | | |
| Retail Sales and Services | | | |
| Plants and Produce | Y | ZP | ZEO |
| Wholesale Trade | | | |
| Agricultural & Farm Equipment | N | -- | -- |
| INDUSTRIAL USES | N | -- | -- |
| INSTITUTIONAL USES | | | |
| Colleges & Universities | Y | SP | ZBA |
| Community Facilities | Y | SP | ZBA |
| Child Day Care Facilities | Y | HO or SP (Depending on size) | ZBA/Staff |
| Medical Centers | N | -- | -- |
| Religious Institutions | Y | SP | ZBA |
| Schools | Y | SP | ZBA |
| Social Service Providers | Y | SP | ZBA |
| Personal Wireless Communication Facilities | Y | SP | ZBA |
| TRANSPORTATION, COMMUNICATIONS & UTILITY USES | | | |
| Basic Utilities | Y | SDP Major | City Council |
| Essential Public Services | Y | SP | ZBA |

| | | | |
|---|---|-----------|-------|
| Parks & Open Areas | Y | SDP Minor | Staff |
| Radio & TV Broadcast Facilities | Y | SP | ZBA |
| Rail Lines & Utility Corridor | Y | SP | ZBA |
| MISCELLANEOUS USES | | | |
| Agricultural & Farm-Related Activities | Y | ZP | ZEO |
| Stables | Y | SP | ZBA |
| Temporary Concrete and Asphalt Batch Plants See Sections 29.1311 and 29.1503 | Y | ZBA | SP |

| | | |
|-----------|---|--|
| Y | = | Yes: permitted as indicated by required approval. |
| N | = | No: prohibited |
| SP | = | Special Use Permit required: See Section 29.1503 |
| ZP | = | Building/Zoning Permit required: See Section 29.1501 |
| SDP Minor | = | Site Development Plan Minor: See Section 29.1502(3) |
| SDP Major | = | Site Development Plan Major: See Section 29.1502(4) |
| HO | = | Home Occupation |
| ZBA | = | Zoning Board of Adjustment |
| ZEO | = | Zoning Enforcement Officer |

Sec. 29.804. "HOC" HIGHWAY-ORIENTED COMMERCIAL.

**Table 29.804(2)
Highway-Oriented Commercial (HOC) Zone Uses**

| USE CATEGORY | STATUS | APPROVAL REQUIRED | APPROVAL AUTHORITY |
|---|---|-------------------|--------------------|
| RESIDENTIAL USES | | | |
| Group Living | N, except Transitional Living Facility | -- | -- |
| Household Living | N, except mini-storage warehouse facility (see Sec. 29.1308) | SP | ZBA |
| Short-term Lodgings | Y | SDP Minor | Staff |
| OFFICE USES | Y | SDP Minor | Staff |
| TRADE USES | | | |
| Retail Sales and Services - General (including printing, publishing, commercial art and reproduction) | Y | SDP Minor | Staff |
| Retail Trade - Automotive, etc. | Y | SDP Minor | Staff |
| Entertainment, Restaurant and Recreation Trade | Y | SDP Minor | Staff |
| Wholesale Trade | Y | SDP Minor | Staff |
| INDUSTRIAL USES | | | |
| Industrial Service | N, except mini-storage warehouse facility (see Sec. 29.1308(8)(a)(v)) | SP | ZBA |
| INSTITUTIONAL USES | | | |
| Colleges and Universities | Y | SP | ZBA |
| Community Facilities | Y | SDP Minor | Staff |
| Social Service Providers | Y | SP | ZBA |
| Medical Centers | Y | SP | ZBA |
| Parks and Open Space | Y | SP | ZBA |
| Religious Institutions | Y | SP | ZBA |
| Schools | N | -- | -- |
| Funeral Facilities | Y | SP | ZBA |
| TRANSPORTATION, COMMUNICATIONS AND UTILITY USES | | | |
| Passenger Terminals | Y | SDP Minor | Staff |
| Basic Utilities | Y | SDP Major | City Council |

| USE CATEGORY | STATUS | APPROVAL REQUIRED | APPROVAL AUTHORITY |
|--|--------|-------------------|--------------------|
| Commercial Parking | Y | SDP Minor | Staff |
| Radio and TV Broadcast Facilities | Y | SDP Minor | Staff |
| Personal Wireless Communication Facilities | Y | SP | ZBA |
| Rail Line and Utility Corridors | Y | SP | ZBA |
| Railroad Yards | N | -- | -- |
| MISCELLANEOUS USES | | | |
| Commercial Outdoor Recreation | Y | SDP Minor | Staff |
| Child Day Care Facilities | Y | SDP Minor | Staff |
| Detention Facilities | Y | SDP Minor | Staff |
| Major Event Entertainment | Y | SDP Minor | Staff |
| Vehicle Service Facilities | Y | SDP Minor | Staff |
| Adult Entertainment Business | Y | SDP Minor | Staff |
| Sports Practice Facility | Y | SDP Minor | Staff |
| Temporary Concrete and Asphalt Batch Plants - See Sections 29.1311 and 29.1503 | Y | ZBA | SP |

- Y = Yes: permitted as indicated by required approval.
N = No: prohibited
SP = Special Use Permit required: See Section 29.1503
SDP Minor = Site Development Plan Minor: See Section 29.1502(3)
SDP Major = Site Development Plan Major: See Section 29.1502(4)
ZBA = Zoning Board of Adjustment

(Ord. No. 3591, 10-10-00; Ord. No. 3610, 4-10-01; Ord. No. 3794, 08-24-04; Ord. No. 3922, 06-12-07; Ord. No. 3993, 06-16-09)

Sec 29.1311. Temporary Concrete and Asphalt Batch Plants.

(1) It is recognized that certain large private and public projects require the establishment of temporary facilities for the preparation of Portland cement concrete or asphaltic cement concrete. These facilities have been constructed rarely within or near the City and it is anticipated that they will continue to be a rare occurrence. However, it is necessary to accommodate them on a temporary basis and in a manner that will reduce their expected impacts on surrounding properties.

(2) The Zoning Board of Adjustment can authorize a Special Use Permit for a temporary concrete or asphalt batch plant only after a public hearing in accordance with the submittal and approval procedures set out in Section 29.1503.

(3) The Special Use Permit shall not be granted:

- a. If the tract, parcel or lot on which the proposed use is located is less than 500 feet from a tract, parcel or lot containing a residential use.
- b. If the tract, parcel or lot on which the proposed use is located is less than 250 feet from a tract, parcel or lot containing a commercial use.
- c. For more than six months although an approved use can receive a single extension of up to an additional three months by the Board provided the initial approval has not expired.

(4) Additional Requirements

- a. All temporary principal and accessory structures and storage of materials shall meet the setbacks of the zone in which it is located. The temporary establishment of such a use is exempt from the General Development Standards of Article 4 of the Zoning Ordinance. However, the Board may apply such standards, or any other appropriate standard, as a condition of approval as it seems necessary for the general welfare, for the protection of individual property rights, and for ensuring that the intent and objectives of this Ordinance will be observed.”

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

Section Three. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

SUBJECT: FLOOD PLAIN ZONING REGULATIONS TEXT AMENDMENT TO ALLOW PUBLIC INFRASTRUCTURE AS A PERMITTED USE IN THE FLOODWAY OVERLAY DISTRICT AND TO AMEND REFERENCES TO PROFESSIONAL ENGINEERS

BACKGROUND:

The City of Ames participates in the National Flood Insurance Program (NFIP). As such, property owners in the City are eligible to purchase flood insurance to protect their structures and contents. To participate in the NFIP, the City is obligated to regulate development so as to reduce the risks of personal injury, loss of life, and property damage. The City has adopted a set of ordinances that regulate development in the flood plain and maps that identify the flood plain.

The Flood Plain Zoning Regulations are found in Chapter 9 of the *Ames Municipal Code* and are structured in much the same way as the Zoning Code of Chapter 29. There are three flood plain overlay districts—Floodway, Floodway Fringe, and General Flood Plain. Each overlay district allows permitted uses and conditional uses. Performance standards are enumerated for each overlay district.

Within the Floodway Overlay District, permitted uses are limited to open space uses such as farming and gardening, parking lots, airfields, golf courses, nature preserves, and the like. Anything that involves grading, placement of fill, excavation, and placement of structures requires a conditional use permit issued by the Zoning Board of Adjustment (the Board). All activities in the Floodway Overlay District, either permitted or conditional, must meet performance standards. Only when it is determined that the uses are allowed and the performance standards have been met can a local flood plain development permit be issued.

The City has been presented with very few applications for development within the floodway. The few that have been submitted and approved have been public infrastructure projects such as bridges, culverts, and roadways. All such activities must have the approval of the Iowa Department of Natural Resources (IDNR) and the Army Corp of Engineers (ACE). The IDNR and ACE must be satisfied that the proposed improvements will maintain the carrying capacity of the floodway and result in no increase in the base flood elevation. These activities also need the approval of the Board before the flood plain administrator can issue a local flood plain development permit.

Staff of the Planning Division and Engineering Division met to consider ways to improve the review process and to remove uncertainties from the approval process. One method

that was considered was to allow the flood plain administrator to issue the local flood plain development permit for public infrastructure projects upon evidence that the performance standards have been met, and that the necessary approvals from the IDNR and ACE have been obtained.

This approach would remove the Board from considering these types of projects and issuing a conditional use permit. When a project is presented to the Board for consideration, the ordinance requires the Board to consider the factors noted here:

1. The danger to life and property due to increased flood heights or velocities caused by encroachments.
2. The danger that materials may be swept onto other lands or downstream to the injury of others.
3. The proposed water supply and sanitation systems and the ability of these systems to prevent disease, contamination and unsanitary conditions.
4. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.
5. The importance of the services provided by the proposed facility to the community.
6. The requirements of the facility for a flood plain location.
7. The availability of alternative locations not subject to flooding for the proposed use.
8. The compatibility of the proposed use with existing development and development anticipated in the foreseeable future.
9. The relationship of the proposed use to the comprehensive plan and flood plain management program for the area.
10. The safety of access to the property in times of flood for ordinary and emergency vehicles.
11. The expected heights, velocity, duration, rate of rise and sediment transport of the flood water expected at the site.
12. Such other factors which are relevant to the purpose of this ordinance.

Many of these factors are those that the City staff has already considered in determining whether to recommend the inclusion of these infrastructure projects in the Land Use Policy Plan, Long-Range Transportation Plan, and the Capital Improvements Plan. Ultimately, the inclusion of the projects in any short- or long-term plan for the City rests with the City Council. Other factors are addressed during the engineering phase of the project. Most factors are beyond the technical scope of the Board to consider.

The City's flood plain zoning regulations have been approved by the Iowa Department of Natural Resources which ensures that the regulations are consistent with the NFIP. Any proposed amendment must also have approval of IDNR. Staff has presented this option to IDNR, which has determined that such an approach is acceptable.

In addition, the Flood Plain Zoning Ordinance makes references to "**registered** professional engineers." Chapter 542B.1 of the *Code of Iowa* states that "A person shall

not engage in the practice of engineering or land surveying in the state unless the person is a **licensed** professional engineer or a licensed land surveyor.” Staff is proposing amending these references to “licensed professional engineer.” This change would be more reflective of State Code language.

Recommendation of the Planning & Zoning Commission. At its meeting of August 3, 2011, with a vote of 4-0, the Planning and Zoning Commission recommended approval of the amendment to correct the references to “registered professional engineer.” This item was seen as a housekeeping amendment.

With a vote of 3-1, the Commission recommended denial of the amendment to allow public infrastructure in the floodway as a permitted use. Some members of the Commission found value in having the Zoning Board of Adjustment retain the approval process for public infrastructure. Members that voted to deny the proposed amendments voiced concern about narrowing public review of these projects. Others noted that the delay due to Board review would add only three to four weeks to the process. One commissioner noted, though, that these public infrastructure projects have been studied by staff, the IDNR, and the City Council prior to awarding a contract.

ALTERNATIVES:

1. The City Council can amend the *Ames Municipal Code* as shown in the attachments to allow public infrastructure in the floodway as a permitted use and to correct the reference to “registered professional engineer.” These two changes are contained in two separate proposed ordinances so the City Council can act on them independently.
2. The City Council can deny either, or both, of the proposed amendments.
3. The City Council can refer the proposed amendments the zoning ordinance back to staff for specific further information or for further options.

RECOMMENDED ACTION:

The proposed amendment to allow public infrastructure projects as permitted uses in the floodway is a process improvement that continues to ensure that strict scrutiny is applied to these projects to ensure compliance with the demands of the Flood Plain Zoning Regulations. The amendment also streamlines the process by removing redundancy in the review and approval of public infrastructure projects. The City Council will still retain the authority as to whether a particular project is appropriate in a particular location while the review of IDNR and Army Corps of Engineers will ensure that the performance standards are met. Construction in the Floodway is rare and has almost always been due to a City-sponsored project.

While there may be a perception that the public is being denied the opportunity to review and comment on a particular project, the Council should remember that all public infrastructure projects already go through broad public review and comment periods. In the planning phase, the Long range Transportation Plan and the Land Use Policy Plan provide wide opportunities for public review and comment. As items are placed in the City's Capital Improvements Plan, Transportation Improvement Plan, and Program Budget public meetings and hearings are held. And when a construction contract is finally awarded, the City Council holds a public hearing on the plans and specifications. The City retains ample opportunity for public comment.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is to amend the Ames *Municipal Code* as shown in the attachment to allow public infrastructure in the floodway as a permitted use and to correct the reference to "registered professional engineer."

ATTACHMENT 1

Sec. 9.4. FLOODWAY OVERLAY DISTRICT.

(1) Permitted Uses. The following uses shall be permitted within the Floodway Overlay District to the extent they are not prohibited by any other ordinance or underlying zoning district regulation, and provided they do not include placement of structures, factory-built homes, fill or other obstruction the storage of materials or equipment, excavation, or alteration of a watercourse **(except as needed for public infrastructure)**:

(a) Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming, and wild crop harvesting.

(b) Industrial-commercial uses such as loading areas, parking areas, airport landing strips. Sup #2009-4 9-3 Rev. 10-1-09

(c) Private and public recreational uses such as golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, hiking and horseback riding trails.

(d) Residential uses such as lawns, gardens, parking areas and play areas.

(e) Such other open-space uses similar in nature to the above uses.

(f) Public infrastructure such as bridges; roads; trails; culverts; fill, excavation or grading; channel changes, relocations or placement of riprap or similar material; provided that any required permits from the Iowa Department of Natural Resources or Army Corps of Engineers have been approved. Such uses must also meet the applicable provisions of the Floodway Overlay District Performance Standards. This also includes any activity defined as maintenance under the nationwide permit issued by the Army Corps of Engineers.

(2) Conditional Uses. The following uses which involve structures (temporary or permanent), fill, or storage of materials or equipment may be permitted only upon issuance of a Conditional Use Permit by the Zoning Board of Adjustment as provided for in Sec. 9.7. Such uses must also meet the applicable provisions of the Floodway Overlay District Performance Standards.

(a) Uses or structures accessory to open-space uses.

(b) Circuses, carnivals, and similar transient amusement enterprises.

(c) Drive-in theaters, new and used car lots, roadside stands, signs, and billboards.

(d) Extraction of sand, gravel, and other materials.

(e) Marinas, boat rentals, docks, piers, wharves.

(f) Utility transmission lines, underground pipelines.

(g) Other uses similar in nature to uses described as permitted uses or listed conditional uses, which are consistent with the performance standards of Subsection (3) below and the general spirit and purpose of this ordinance.

In addition, amend the following sections to replace “registered professional engineer” with “licensed professional engineer.”

- Section 9.4(3)(a)
- Section 9.5(2)(c)
- Section 9.5(2)(k)(i)
- Section 9.7(2)(e)
- Section 9.7(3)(e)(i)
- Section 9.7(3)(e)(ii)(b)(5)

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 9.4(1) AND ENACTING A NEW SECTION 9.4(1)(a)(b)(c)(d)(e)(f) FOR THE PURPOSE OF ALLOWING PUBLIC INFRASTRUCTURE AS A PERMITTED USE IN THE FLOODWAY OVERLAY DISTRICT; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by repealing Section 9.4(1) and enacting a new Section 9.4(1)(a)(b)(c)(d)(e)(f) as follows:

“Sec. 9.4. FLOODWAY OVERLAY DISTRICT.

(1) Permitted Uses. The following uses shall be permitted within the Floodway Overlay District to the extent they are not prohibited by any other ordinance or underlying zoning district regulation, and provided they do not include placement of structures, factory-built homes, fill or other obstruction the storage of materials or equipment, excavation, or alteration of a watercourse (except as needed for public infrastructure):

- (a) Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming, and wild crop harvesting.
- (b) Industrial-commercial uses such as loading areas, parking areas, airport landing strips.
- (c) Private and public recreational uses such as golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, hiking and horseback riding trails.
- (d) Residential uses such as lawns, gardens, parking areas and play areas.
- (e) Such other open-space uses similar in nature to the above uses.
- (f) Public infrastructure such as bridges; roads; trails; culverts; fill, excavation or grading; channel changes, relocations or placement of riprap or similar material; provided that any required permits from the Iowa Department of Natural Resources or Army Corps of Engineers have been approved. Such uses must also meet the applicable provisions of the Floodway Overlay District Performance Standards. This also includes any activity defined as maintenance under the nationwide permit issued by the Army Corps of Engineers. ”

...

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

Section Three. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING SECTION 9.4(3)(a), SECTION 9.5(2)(c)(k)(i), SECTION 9.7(2)(e) AND SECTION 9.7(3)(e)(i)(b)(5) THEREOF, FOR THE PURPOSE OF REPLACING THE REFERENCE OF “REGISTERED PROFESSIONAL ENGINEER” WITH “LICENSED PROFESSIONAL ENGINEER”; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Section 9.4(3)(a), Section 9.5(2)(c)(k)(i), Section 9.7(2)(e) and Section 9.7(3)(e)(i)(b)(5) as follows:

“Sec. 9.4. FLOODWAY OVERLAY DISTRICT.

...

(3) Performance Standards. All Floodway Overlay District uses allowed as a Permitted or Conditional Use shall meet the following standards:

(a) No use shall be permitted in the Floodway Overlay District that would result in any increase in the base flood elevation level. Consideration of the effects of any development on flood levels shall be based upon the assumption that an equal degree of development would be allowed for similarly situated lands. Evidence required will be a hydraulic study performed by a licensed professional engineer for the area of drainage involved.

Sec. 9.5. FLOODWAY FRINGE OVERLAY DISTRICT.

...

(2) Performance Standards. All uses must be consistent with the need to minimize flood damage and shall meet the following applicable performance standards.

...

(c) Non-residential buildings. All new and substantially improved non-residential buildings shall have the lowest floor (including basement) elevated a minimum of three (3) feet above the base flood elevation level, or together with attendant utility and sanitary systems, be floodproofed to such a level. When floodproofing is utilized, a professional engineer licensed in the State of Iowa shall certify that the floodproofing methods used are adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the base flood elevation level, and that the structure, below the base flood elevation level, is watertight with walls substantially impermeable to the passage of water. A record of the certification indicating the specific elevation (in relation to National Geodetic Vertical Datum NGVD29) to which any structures are floodproofed shall be maintained by the Flood Plain Administrator.

...

(k) For all new and substantially improved structures:
(i) Fully enclosed areas below the “lowest floor” (not including basements) that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a licensed professional engineer or meet or exceed the following minimum criteria:

Sec. 9.7. ADMINISTRATION.

...

(2) Flood Plain Development Permit.

...

(e) The applicant shall be required to submit certification by a professional engineer or land surveyor, as appropriate, licensed in the State of Iowa, that the finished fill, building floor elevations, floodproofing, or other flood protection measures were accomplished in compliance with the provisions of this Ordinance, prior to the use or occupancy of any structure.

(3) Conditional Uses, Appeals, and Variances.

...

(e) Hearings and Decisions of the Zoning Board of Adjustment.

...

(i) Hearings. Upon the filing with the Zoning Board of Adjustment of a request for a Conditional Use, an Appeal, or a request for a Variance, the Board shall hold a public hearing. The Board shall fix a reasonable time and publish notice of the hearing. At the hearing, any party may appear in person or by agent or attorney and present written or oral evidence. The Board may require the appellant or applicant to provide such information as is reasonably deemed necessary and may request the technical assistance and/or evaluation of a licensed professional engineer or other expert person or agency, including the Department of Natural Resources.

...

b. Conditions attached to Conditional Uses or Variances. Upon consideration of the factors listed above, the Board may attach such conditions to the granting of Conditional Uses or Variances as it deems necessary to further the purpose of this ordinance. Such conditions may include, but are not limited to:

...

5. Floodproofing measures. Floodproofing measures shall be designed consistent with the flood protection elevation for the particular area, flood velocities, durations, rate of rise, hydrostatic and hydrodynamic forces, and other factors associated with the regulatory flood. The Zoning Board of Adjustment shall require that the applicant submit a plan or document certified by a licensed professional engineer that the floodproofing measures are consistent with the regulatory flood protection elevation and associated flood factors for the particular area. Such floodproofing measures may include, but are not necessarily limited to the following:"

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

Section Three. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

**SUBJECT: 2009/2010 CONCRETE PAVEMENT IMPROVEMENTS PROJECT
(SOUTH HYLAND AVENUE – ARBOR STREET TO LINCOLN WAY,
EDISON STREET – WHITNEY AVENUE TO DAYTON AVENUE,
ALEXANDER AVENUE – LINCOLN WAY TO 350' SOUTH, AND
STANTON AVENUE – KNAPP STREET TO STORM STREET)**

BACKGROUND:

This annual program is to remove and replace deteriorated concrete street sections. Removal and replacement of these sections provide enhanced rideability to residents and visitors.

The 2009/2010 project locations are South Hyland Avenue (Arbor Street to Lincoln Way), Edison Street (Whitney to Dayton Avenue), Alexander Avenue (Lincoln Way to 350' South) and Stanton Avenue (Knapp Street to Storm Street). Work will consist of concrete pavement reconstruction, storm sewer intake replacement, sanitary sewer manhole replacement, sanitary sewer main repairs, and restoration of the affected areas with sod.

The contract requires South Hyland to be constructed during Iowa State University's summer session to minimize the impact to the students living in the area. Dependent on the contractor's schedule, the remaining streets could be constructed this coming fall.

On Wednesday, August 17, 2011, bids were received as follows:

| | |
|-----------------------------|----------------|
| Engineers Estimate | \$1,366,113.00 |
| Concrete Technologies, Inc. | \$1,022,869.18 |
| Con-Struct, Inc. | \$1,153,606.80 |

Engineering and construction administration are estimated at \$200,000, for a total estimated cost of \$1,222,869.18. This project is shown in the 2009/10 approved budget with financing in the amount of \$1,625,000 from General Obligation Bonds. In addition, unutilized funds from the Sanitary Sewer Programs in the amount of \$90,000 will also be used, for total project funding of \$1,715,000.

ALTERNATIVES:

- 1a. Accept the report of bids for the 2009/2010 Concrete Pavement Improvements Project for South Hyland Avenue (Arbor Street to Lincoln Way), Edison Street

(Whitney to Dayton Avenue), Alexander Avenue (Lincoln Way to 350' South) and Stanton Avenue (Knapp Street to Storm Street).

- b. Approve the final plans and specifications for the 2009/2010 Concrete Pavement Improvements Project.
 - c. Award the 2009/10 Concrete Pavement Improvements Project to Concrete Technologies, Inc. of Urbandale, Iowa, in the amount of \$1,022,869.18.
2. Do not proceed with this project.

MANAGER'S RECOMMENDED ACTION:

By proceeding with this program, the City Council will continue to strengthen and improve these local neighborhoods by restoring the street infrastructure in these areas.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the report of bids, approving final plans and specifications, and awarding the 2009/2010 Concrete Pavement Improvements Project for South Hyland Avenue (Arbor Street to Lincoln Way), Edison Street (Whitney to Dayton Avenue), Alexander Avenue (Lincoln Way to 350' South) and Stanton Avenue (Knapp Street to Storm Street) to Concrete Technologies, Inc. of Urbandale, Iowa, in the amount of \$1,022,869.18.