

Staff Report

**REQUEST BY DEERY BROTHERS
FOR DESIGNATION OF PROPERTY AS URBAN REVITALIZATION AREA
AND SETTING PUBLIC HEARING**

September 11, 2012

BACKGROUND:

Brad Deery, representing the Deery Brothers, has submitted an application (Attachment 1) requesting the designation of four existing lots on SE 16th Street as an Urban Revitalization Area (URA), and approval of an Urban Revitalization Plan in accordance with the URA Policy for this area approved by the City Council on June 12, 2012. The four lots requested for the URA are currently addressed as 1400, 1500, 1598, and 1698 SE 16th Street. The lots are proposed to be reconfigured under a separate preliminary plat application, resulting in a 6.37acre lot for the Deery Brothers Automotive Dealership site, two lots for future commercial development (2.77 & 3.34 acres, respectively), and a 11.10 acre outlot encompassing the floodway portion of the site. (See Attachment I-A) The requested URA designation will allow the Deery Brothers to receive a property tax abatement incentive on their three developable lots. (Shown on Attachment II, Sheet C3.0).

The submitted application includes a site plan that shows the proposed development and improvements on the site. The identified improvements include the site layout for the Deery Brothers Auto Dealership site (Proposed Lot 1), and the re-grading and channel realignment in Proposed Outlot A. No improvements other than fill and grading are identified for the future commercial sites (Proposed Lots 2 & 3). A revised site plan will be submitted when these lots develop in the future.

Normally the application process requires submittal of a site plan approved by the Planning and Housing Director. The submitted site plan has not yet received final approval because there are still a few issues that need to be addressed before approval can be granted. These include final selection of plant species for the landscape plan, designation of on-site easements to facilitate storm water across the three developable lots, and approval and recordation of the final plat. Staff expects to have the landscape plan and easement issues resolved within the next week or so, and Council action to approve the final plat is anticipated in mid- to late October. **Because these items are minor and easily satisfied, and because compliance does not rely upon third-party cooperation outside the applicant's or City's control, the Director has granted tentative approval of the site plan to facilitate early submittal of the URA application. The Director believes that the site plan is complete enough for the City Council to determine compliance with the adopted criteria for the URA.**

URBAN REVITALIZATION CRITERIA

The Urban Revitalization Policy for this area established six criteria that must be met in order for the City Council to consider designation of an Urban Revitalization Area. (See Attachment III). The criteria are listed below, with staff comments following each criterion describing how the proposed development meets each criterion.

1. The properties have frontage on Southeast 16th Street between South Duff Avenue and South Dayton Avenue.

Staff Comments. The four properties associated with the site all have frontage on Southeast 16th Street between S. Duff Avenue and S. Dayton Avenue. A map is included on Page 8 of this report.

2. Fill or other flood proofing will be placed on the site up to an elevation of, at least, 887 feet (NGVD29), when an engineer registered in Iowa provides written certification that raising the land would result in “no rise” to the Base Flood Elevation (100 year flood levels).

Staff Comments. The proposed site plan indicates that the finished floor elevation of the Deery Brothers building will be at 888 NGVD 29 (Attachment II, Sheet C3.0). The engineer for the project has provided a letter certifying that the proposed improvements (the fill being placed on the site, the excavation within the Floodway, and channel straightening) will result in “no-rise” to the Base Flood Elevation (Attachment I, Pages 7-10). Calculations submitted with the no-rise certificate indicate that although there would be up to 0.08 increase in the 100 year water surface elevation (WSEL) resulting from the fill alone, the river channel repairs (required under Criteria 6 below) in combination with the fill will result in a 0.05 decrease in the WSEL.

The building elevation will be reviewed when the applicant submits an application for a Flood Plain Development Permit prior to construction. **Ultimately, the required elevation will need to be confirmed when the applicant submits an Elevation Certificate prior to occupancy of the building indicating that the lowest finished floor is no less than 887.0 NGVD29.**

3. The cost incurred after making the request for tax abatement for the placement of fill for flood proofing up to an elevation of 887 feet or above and/or channel improvements (See Criterion 6), if applicable, is expected to be equal to or greater than the value of the City’s portion of the tax abatement.

Staff Comments This criterion requires the project to expend as much or more for the placement of fill and/or channel improvements than for the benefits received by the abatement (specifically, the value of the City’s portion of the abatement). The applicant states that the value of the earthwork and channel straightening is estimated to be \$1.2 million (Attachment I, Page 6, Paragraph 1.d.).

The applicant also states that the value of the first project (car dealership and Outlot A improvements), when completed, will have an increased valuation of \$5.2 million (see Attachment I, Page 6). The applicant assumed a total levy by the City of \$10 per thousand of taxable valuation and a three-year abatement for a total value of \$156,000. (The actual City levy for 2012/13 is \$10.72 per thousand which would result in a total value of the abatement of \$167,232.)

City staff has reviewed the estimated valuation with the City Assessor's office. While a valuation will not be placed on a building until construction is completed, the valuation appears to be a reasonable estimate. Likewise, the cost of the fill placed on the site and the channel improvements will not be known until the project is complete. While these numbers may be ballpark (and the applicant indicates there is large margin in the ratio of costs to abatement value of 7.7), **a development agreement will specify that the final costs of fill will need to be greater than the final value of the abatement or the City's portion of the abatement must be returned to the City.**

As stated above, the proposed Urban Revitalization Area includes the Deery Auto Dealership site as well as two other lots lying east of the Dealership site. **These other lots will also be eligible for tax abatement, but only after the Urban Revitalization Plan is amended to reflect proposals for construction on these two properties. The amended plan will need to show the site plan for whatever is proposed for those lots, in addition to how the proposal meets the policy criteria.**

4. A public sidewalk is to be constructed along the south side of the Southeast 16th Street adjacent to the property.

Staff Comments The submitted site plan shows a sidewalk extending along the length of the Deery Brothers Auto Dealership site (Proposed Lot 1), and the separately submitted preliminary plat provides for sidewalks along all of the proposed developed lots (Lots 1 – 3). **However, a sidewalk is not shown or proposed along the frontage of Proposed Outlot A. In fact, the applicant has separately submitted with the preliminary plat application a request to waive the sidewalk requirement along the frontage of Proposed Outlot A.**

The stated reason for the sidewalk waiver pertains to the fact that a portion of the Outlot's frontage abuts the river and river bank, that there is no pedestrian access across the bridge along that frontage, and that a safer location to cross the road is the east end of Proposed Outlot A rather than next to the bridge. The preliminary plat and associated waiver request is scheduled for Council review and action on September 25.

The City Council should consider whether a sidewalk along a portion of the site's frontage meets the intent of the criterion to have a public sidewalk

constructed “adjacent to the property.” If the Council does not believe this meets the intent of the sidewalk requirement criteria, then the Council could direct the applicant to revise the site plan to extend sidewalks across the entire frontage of both the Deery Auto Dealership site and the adjacent proposed outlot. (Remember that sidewalks for the future development lots can be required at the time of lot development per the provisions of the preliminary and final plat).

5. The property will be used for uses permitted in the applicable zoning district except for the following as further defined and described in the Ames Zoning Ordinance:
 - a. Wholesale trade
 - b. Mini-storage warehouse facilities
 - c. Transportation, communications, and utility uses
 - d. Institutional uses
 - e. Adult entertainment businesses
 - f. Detention facilities
 - g. Agricultural or industrial equipment sales
 - h. Agricultural and farm related activities

Staff Comments. There is no evidence that any of the non-permitted uses will be located on the lot. However, the development agreement will need to address how long the use restriction will be retained for the abated properties.

6. Owners of property abutting a river must perform channel improvements (widening, straightening, clearing, etc.) and provide certification from an engineer registered in Iowa that the improvements will mitigate flooding. These improvements must be approved by the DNR, Army Corps of Engineers, and the City of Ames.

Staff Comments The applicant has submitted a grading plan for the straightening of the upper banks of the Skunk River on the east bank adjacent to their property (Attachment II, Sheets C3.0 and C3.2). The straightening creates a 3-to-1 slope adjacent to the top of the normal flow of the river, a 20-foot wide bench, and a 4-to-1 slope up to existing grade. The intent is that, when the river waters rise during a flood event, at a certain elevation these waters will be able to take advantage of the wider cross section of the river and move a shorter distance to go under the bridges at US Highway 30.

It should be noted that the Urban Revitalization Policy does not provide a definition of ‘mitigate.’ The engineer states in his certification letter (Attachment I, Page 7) that the “project will mitigate flooding by providing an improved and stabilized channel in addition to the no-rise condition.” He further states that “the channel improvements will remove large trees that are in imminent danger of falling into the river during the next major flood event. These trees will potentially lodge in the downstream Highway 30 bridge and create blockages that will catch debris and severely restrict water flow through the bridge.” Finally, calculations submitted with the no-rise certificate indicate that although there would be up to

0.08 increase in the 100 year water surface elevation (WSEL) resulting from the fill alone, the river channel realignment in combination with the fill will result in a 0.05 decrease in the WSEL.

The City Council should consider (a) whether the reduction of the Base Flood Elevation discharge by between 0.00 feet and 0.05 feet as a result of the channel project meets the Council's expectations to "mitigate flooding" as required under Criterion 6, and (b) whether compliance with the "no-rise" requirement under Criterion 2 can also satisfy the requirement to "mitigate flooding" under Criterion 6.

The policy of Criterion 6 also requires that the "...improvements must be approved by the DNR, Army Corps of Engineers, and the City of Ames." To date, only the City of Ames has approved the proposed improvements by means of the conditional use permit approved by the Zoning Board of Adjustment. The applicant states that IDOT, IDNR, and Corp of Engineer approvals are pending (Attachment I, Page 6).

These proposed improvements received partial City approval via a Conditional Use Permit (CUP) issued by the Zoning Board of Adjustment on August 8th for excavations in the Floodway. The improvements will also require City approval of a flood plain development permit, which would be approved by staff contingent upon compliance with all conditions of the CUP.

The Iowa Department of Natural Resources has not yet indicated whether an application for their approval is needed for this channel realignment.

On September 5, 2012 the Iowa Department of Transportation issued a revised position regarding the approval of the proposed Deery development by stating,

"It appears the department will be able to meet DNR criteria for the 100-year flood on US 30 by lengthening our existing bridges when they are replaced in the future. Our analysis indicates that replacing the existing 320 foot structures with longer structures will allow us to meet DNR criteria for the 100 year flood. An overflow channel through the Deery site plan will not be necessary to meet the 100-year flood requirements.

In addition, the department does not have any concerns with the proposed channel excavation along the Skunk River just north of US 30. This channel excavation will require a work on ROW permit from the department."

NEXT STEPS – APPLICATION APPROVAL, HEARING DATE, PLAN DEVELOPMENT

If the City Council determines from the information provided in the submitted site plan and application that the developer can meet all URA criteria, then the Council may approve the application as submitted. The City Council may then set October 23, 2012 as the date of the Public Hearing and direct City staff to prepare an Urban Revitalization Plan.

This Urban Revitalization Plan will be comprised of the approved site plan prepared by the applicant, the exemption schedule, and other information required by the Code of Iowa. The Plan will identify the specific improvements that need to be done prior to the applicant obtaining the abatement. These improvements will include the placement of the fill on the site to the height indicated on the plan (888 NGVD 29), the construction of the detention pond, the river channel improvements, and the construction of the building as shown on the site plan.

At that October 23rd meeting, the City Council will be asked to act on a resolution approving the Urban Revitalization Plan for the proposed improvements and to act on the first reading of an ordinance creating the Urban Revitalization Area for projects shown on the approved Urban Revitalization Plan. Other actions on that October 23rd agenda will include approval of a development agreement and the final plat for the subdivision. (The preliminary plat is scheduled for Council review and approval on September 25th.)

OPTIONS:

Option 1:

If the City Council determines from the information provided in the submitted site plan and application that the developer can meet all URA criteria, then the Council may approve the application as submitted. The City Council may then set October 23, 2012 as the date of the Public Hearing and direct City staff to prepare an Urban Revitalization Plan.

Option 2:

If the City Council determines from the information provided in the submitted site plan and application that the developer cannot meet all URA criteria, then the Council should deny the application and not set a date for a Public Hearing.

Option 3:

The City Council may defer action on this item and request further information from the staff or from the applicant to help determine whether the criteria have been met.

CITY STAFF COMMENTS:

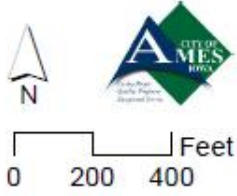
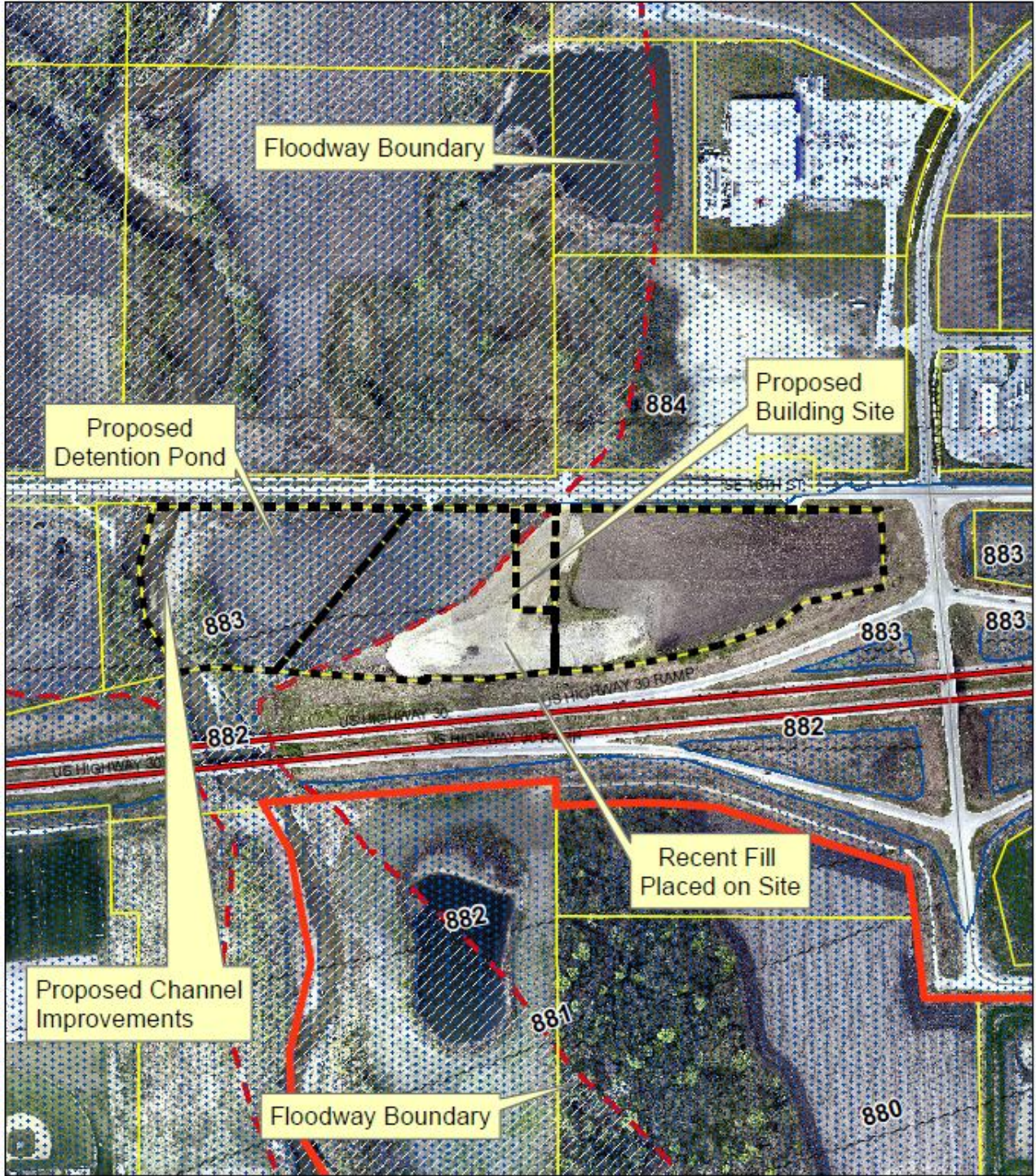
The City Council adopted a policy that includes several criteria for the establishment of an Urban Revitalization Area along SE 16th Street. The policy contains several specific requirements that the applicant must meet in order to obtain an abatement of the value of the improvements. The nature of some of the criteria do not allow a determination to be made *prior to* the establishment of the Urban Revitalization Area and the property tax abatement. Anticipating this situation, the policy also includes a requirement for a development agreement that would ensure that the value of the property tax abatement (the City's portion of the abatement) would be repaid to the City if the owner failed to meet or maintain any of the criteria.

In order to proceed with this request, the City Council must conclude from all of the information provided that the applicant has a viable plan for meeting all of the six qualifying criteria in an acceptable time frame.



Prior to making such a determination, the City Council needs to provide some guidance regarding the following two criteria:

- 1) **The City Council should decide whether the developer's intent not to construct a sidewalk along the undeveloped outlot is consistent with the Criterion 4, which states that, "A public sidewalk is to be constructed along the south side of the Southeast 16th Street adjacent to the property."**
- 2) **The City Council should determine whether the channel straightening proposed by the developer will "mitigate flooding" as stated in Criterion 6.** The applicant's engineer has provided projections that the channel straightening will reduce base flood discharges between 0.00 feet and 0.05 feet (0.6 inch). The engineer also maintains that the removal of the trees along the bank will prevent their dislocation during a flood event and the subsequent blocking of water through the US Highway 30 bridge.

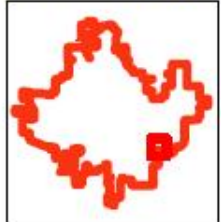
If the City Council determines from the information provided in the submitted site plan and application that the developer can meet all URA criteria, then the recommendation of the City Manager is that the City Council approve Alternative #1. This alternative approves the application for the Designation of the Urban Revitalization Area, directs the staff to develop an Urban Revitalization Plan, and sets October 23, 2012 as the date of the Public Hearing.



Legend

-  Deery Parcels
-  Ames City Boundary

Location Map



Effective Date: July 13, 2012

Request for Designation of Urban Revitalization Area

Application Form

(This form must be filled out completely before your application will be accepted.)

- 1. **Property Address:** 1400, 1500, 1598, 1698 SE 16th Street
- 2. **Property Identification Number (Geocode):** 09131100215, 0913100230, 0913100245, and 091300010
- 3. **Legal Description** (attach, if lengthy): See attached property survey description.

- 4. **Street Address of Property to be Included in the Urban Revitalization Area:** 1400, 1500, 1598, and 1698 SE 16th Street

- 5. **Property Owner:** Deery, Deery and Deery
 Address: 7404 University Avenue Cedar Falls Iowa 50613
 (Street) (City) (State) (Zip)
 Telephone: All calls to be directed to Fred Rose at cell phone 319-961-6100
 (Home) (Business) (Fax)

- 6. **Contact Person:** Scott Renaud, P.E.
 Business: FOX Engineering Associates
 Address: 414 S. 17th Street, Suite 107 Ames Iowa 50010
 (Street) (City) (State) (Zip)
 Telephone: NA 515-233-0000 515-233-0103
 (Home) (Business) (Fax)
 E-mail address: srenaud@foxeng.com

I (We) certify that I (we) have submitted all the required information to apply for approval of the Request for Designation of Urban Revitalization Area and that the information is factual.

Signed by: *Brad Deery* Date: 8/17/12
 (Property Owner)
BRAD DEERY
 (Print Name)

(Note: No other signature may be substituted for the Property Owner's Signature.)



Request for Designation of Urban Revitalization Area

Criteria for Eligibility

Please describe how the property meets the required and optional criteria in the "Commercial Criteria Matrix" or in the "Sprinkler Retrofitting Criteria" (see attached). Please attach additional sheets if necessary.

See attached Criteria for Eligibility.



Request for Designation of Urban Revitalization Area

Application Packet

Thank you for your interest in the City of Ames Urban Revitalization Program for SOUTHEAST 16TH STREET DEVELOPMENT.

The City of Ames Planning and Housing Department is available to assist you in completing your application. Please call (515)239-5400 and someone can meet you at your convenience to start the process and answer questions.

The purpose of the Urban Revitalization Program for Commercial Development is to promote the rehabilitation and redevelopment of areas zoned commercially in the community that have been vacant, are a public nuisance or have certain conditions that deter improvement.

The purpose of the Urban Revitalization Program for Sprinkler Retrofitting is to improve safety of existing buildings in identified high hazard categories by offsetting some of the cost of complying with mandatory sprinkler retrofit projects.

These purposes are accomplished by offering partial property tax abatement for these projects. It is hoped that the program activities will result in the improvement of these project areas, as well as the enhancement of the entire community.

The process for obtaining the tax abatement involves two approval steps by the City Council:

1. Designate the proposed project site as an Urban Revitalization Area with an approved Urban Revitalization Plan.
2. Approve partial property tax abatement for the completed project.

This application packet is for the first step. A separate application packet is available for the second step.

NOTE: If the property is within a previously established Urban Revitalization Area, you do not need to complete the first step. Just apply for property tax abatement on the form for that specific area.

The application packet for the Request for Designation of Urban Revitalization Area includes the following:

- Application Form;
- Criteria for Eligibility Form;
- Commercial Criteria Matrix; and
- Sprinkler Retrofit Criteria.

1. Eligibility criteria:

- a. *Improvements must be proposed that will increase actual property value by 5% or more.*
- b. *The properties have frontage on Southeast 16th Street between South Duff Avenue and South Dayton Avenue.*

- c. *Fill or other flood proofing will be placed on the site up to an elevation of, at least, 887 feet (NGVD29), when an engineer registered in Iowa provides written certification that raising the land would result in "no rise" to the Base Flood Elevation (100 year flood level).*
- d. *The cost incurred after making the request for tax abatement for the placement of fill for flood proofing up to an elevation of 887 feet or above and/or channel improvements (See Criterion 6), if applicable, is expected to be equal to or greater than the value of the City's portion of the tax abatement.*
- e. *A public sidewalk is to be constructed along the south side of the Southeast 16th Street adjacent to the property.*
- f. *The property will be used for uses permitted in the applicable zoning district except for the following as further defined and described in the Ames Zoning Ordinance:*
 - 1) *Wholesale trade*
 - 2) *Mini-storage warehouse facilities*
 - 3) *Transportation, communications, and utility uses*
 - 4) *Institutional uses*
 - 5) *Adult entertainment businesses*
 - 6) *Detention facilities*
 - 7) *Agricultural or industrial equipment sales*
 - 8) *Agricultural and farm related activities*
- g. *Owners of property abutting a river must perform channel improvements (widening, straightening, clearing, etc.) and provide certification from an engineer registered in Iowa that the improvements will mitigate flooding. These improvements must be approved by the DNR, Army Corps of Engineers, and the City of Ames.*

Since satisfaction of criterion c, d, and e cannot be guaranteed at the time of approving the tax abatement incentive, a developer agreement prior to the approval of the Urban Revitalization Plan will be required to assure that the City will repaid an amount equal to the tax abatement received for any criterion not met. In addition, the developer agreement should require that the conditions that allowed the determination of "no rise" be maintained by the property owner.

2. Application Process.

- *Contact the Ames Planning and Housing Department to schedule a pre-application meeting to ensure that the requirements for a successful application are satisfied.*
- *Fill out all sections completely and return to the Department of Planning & Housing.*
- *Once the application is reviewed and is complete and satisfactory, it will be forwarded to the City Council for consideration.*
- *If the City Council determines that the proposal may meet its objectives for the Urban Revitalization Program, it will set the date of a public hearing and direct City staff to prepare an Urban Revitalization Plan for the designated property. The hearing is usually 40-50 days from the Council action setting the date.*

Effective Date: July 13, 2012

- *Staff publishes notice of the hearing and mails notice to all property owners and residents in and within 200 feet of the designated property.*
- *The City Council holds the public hearing and then acts on approval or disapproval of the Urban Revitalization Plan and on first reading of an ordinance establishing the Urban Revitalization Area.*
- *If approved, at two subsequent City Council meetings, the City Council acts on approval or disapproval on two more readings of an ordinance establishing the Urban Revitalization Area.*
- *After the area has been established, the property owner is then eligible to apply for tax abatement under the Urban Revitalization Program.*

3. **What must be submitted?**

- One (1) completed and signed Application Form.
- Criteria for eligibility.
- One (1) 11"x17" copy of the site plan with building elevations.

Submit the completed *Request for Designation of Urban Revitalization Area* Application Packet to the:

City of Ames
Department of Planning & Housing
Room 214, City Hall
515 Clark Avenue
Ames, Iowa 50010
Phone: (515)239-5400
FAX: (515)239-5404
E-mail: mdeboer@city.ames.ia.us

Eligibility Criteria

Deery, Deery, and Deery Property at 1400, 1500, 1598, and 1698 SE 16th Street

1.a. - The current assessed value of the properties is \$54,100. The proposed car dealership built on the first of the 3 buildable lots will have an estimated value of \$2,700,000. The value of the properties after the sale is \$1,400,000. The value of the earthwork performed to fill the site is \$1,200,000. The total value of the lots and first building is then \$5,300,000. This is a 9,815% increase in value over the current property value.

1.b. - The properties all have frontage on S. 16th Street.

1.c. - The building pad elevations have been placed at elevation 888.0. This is one foot above the City's criteria of 887.0. See attached certification for the "no-rise" to the Base Flood Elevation (100 year flood level).

1.d. - The value of the earthwork and channel straightening is \$1,200,000. This cost includes earthwork costs included in the purchase of the property, onsite grading and fill costs, channel work, and general contractor mark up. Costs that are not included, but would be applicable include erosion control, seeding, and long term seeding maintenance. Assuming a City (not including school or County) tax rate of \$10 per thousand for the improved valuation of \$5,200,000 the yearly taxes are \$52,000 per year for 3 years (full abatement) of \$156,000 in taxes abated by the City. This is 7.7 times the amount required by the criteria. Assuming a \$3,000,000 building on each of the adjoining properties (which is conservatively high), then an additional \$6,000,000 in evaluation may be developed. At \$10 per thousand (City) the 3 year tax abatement would be an additional \$180,000. Adding the Deery dealership plus future projected development the total taxes abated would be \$336,000. This is still 3.58 times the City's taxes abated.

1.e. - A sidewalk is shown along the buildable frontage of the property.

1.f. - There are 3 developable lots. Lot 1 is to be used for the Deery car dealership. The remaining lots use is unknown at this time but will be in conformance with the HOC zoning and the restrictions of the Urban Revitalization District.

1.g. - The channel improvements are included in the site plan submitted with the application. IDOT, IDNR and Corp of Engineer approvals are pending. The certification is included in the certification required under 1.c.

August 17, 2012

City of Ames
Planning and Housing Department
515 Clark Avenue
Ames, Iowa 50010

RE: Certification for "No-Rise" and Flood Mitigation
for the Deery Subdivision, Ames, Iowa
FOX Ref. No. 5174-12a.410

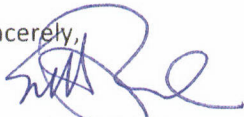
To the City of Ames:

I hereby certify that the proposed channel improvements on the Skunk River will result in no-rise in the 100 year flood elevation and will mitigate flooding.

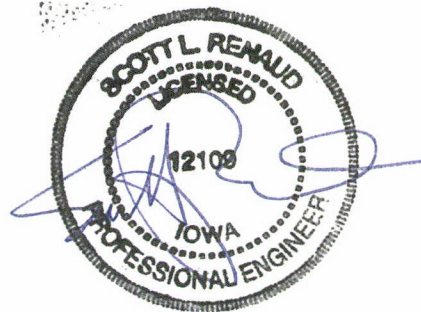
The no-rise certification is based on the attached documents and site plan showing the widening and channel stabilization being performed on the Skunk River Channel. The calculations include the fill being placed on the site, the excavation taking place in the floodway, and the work in the channel itself.

The project will mitigate flooding by providing an improved and stabilized channel in addition to the no-rise condition. The channel improvements will remove large trees that are in imminent danger of falling into the river during the next major flood event. These trees will potentially lodge in the downstream Highway 30 bridge and create blockages that will catch debris and severely restrict water flow through the bridge.

Sincerely,



Scott Renaud, P.E.
Iowa Registration No. 12109
My license expires December 31, 2012



Cc: Fred Rose, Rose Companies

K:\proj\5000\5174-12a car dealership\Urban Rev\August 17 2012 Engineers Certification.docx

MEMO

August 17, 2012

TO: City of Ames, Planning & Zoning and Public Works

FR: Scott Renaud, P.E.

RE: No Rise Certification
Deery Brothers Site
FOX Ref. No. 5174-12a.410

Attached are the draft calculations for the no-rise certification. There are 3 parts to the attached documentation. First is the existing condition. Second is the fill without the channel modification. Third is the fill and the channel modification. We are had this work done by Aaron Bousselot, P.E., of ICON in Denver who had done all the work at FOX prior to leaving and going to ICON. Below are his comments:

The HEC RAS files have been set up to model several scenarios:

- Existing conditions
- Proposed Deery site (no channel work)
- Proposed Deery site with channel repair

Please note that the FEMA effective model was not obtained. Instead, recent survey and LiDAR was used to develop the existing conditions model. Additionally, bridge structures were not included in the models. In order utilize effective data, the tailwater at downstream cross section was set at elevation 882.0 to match the effective BFE. As we discussed before, backwater from the Hwy 30 bridge controls flood elevations.

Attached are .pdf HEC RAS output files for each scenario. Also attached is summary spreadsheet showing changes to 100-year water surface elevations (WSEL). If the Deery site is constructed without channel improvements, a minimal rise (less than 0.1 ft) is anticipated. With channel improvements, the WSEL is less and no-rise can be achieved.

FEMA instructions for No-Rise Certification are attached. The last page of the .doc has an example form that can be used for a No-Rise submittal.

Once you have had time to review this information and have someone on board to do the technical review we will exchange the electronic files so the calculations can be verified. We are in the process of getting the Corp of Engineers and IDNR approval of the channel modifications.

K:\!proj\5000\5174-12a car dealership\Urban Rev\2012 08 20 No Rise memo - slr.docx

Skunk River at Hwy 30
5174-12A

HEC RAS Hydraulic Analysis

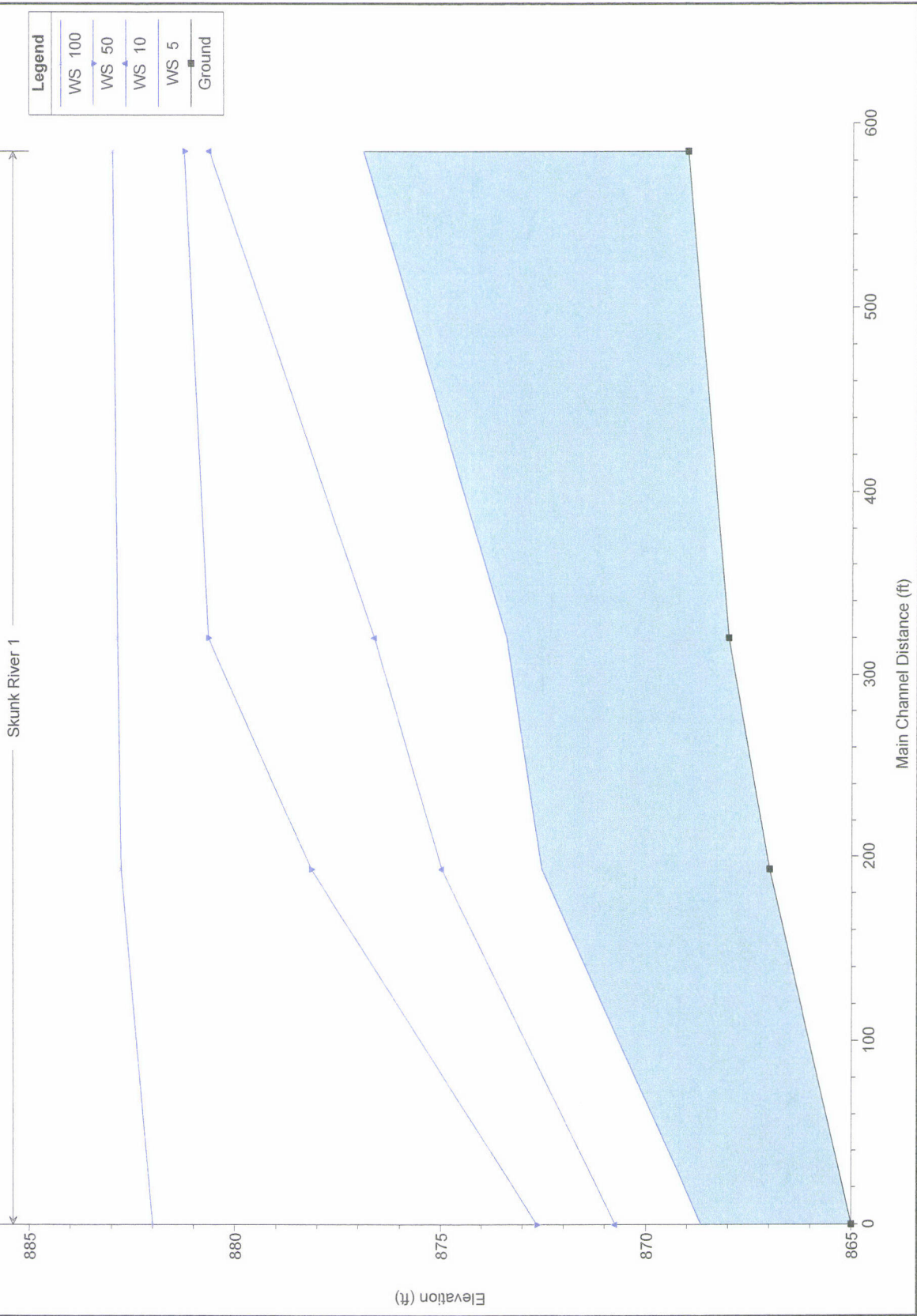
Station	Existing Conditions 100-YR WSEL (a)	Proposed Deery Site 100-YR WSEL (b)	WSEL Compare (b-a)
585	882.95	883.03	0.08
320	882.83	882.88	0.05
193	882.75	882.75	0.00
0	882.00	882.00	0.00

Proposed Site and Channel Repair 100-YR WSEL (c)	WSEL Compare (c-a)
882.90	-0.05
882.80	-0.03
882.75	0.00
882.00	0.00

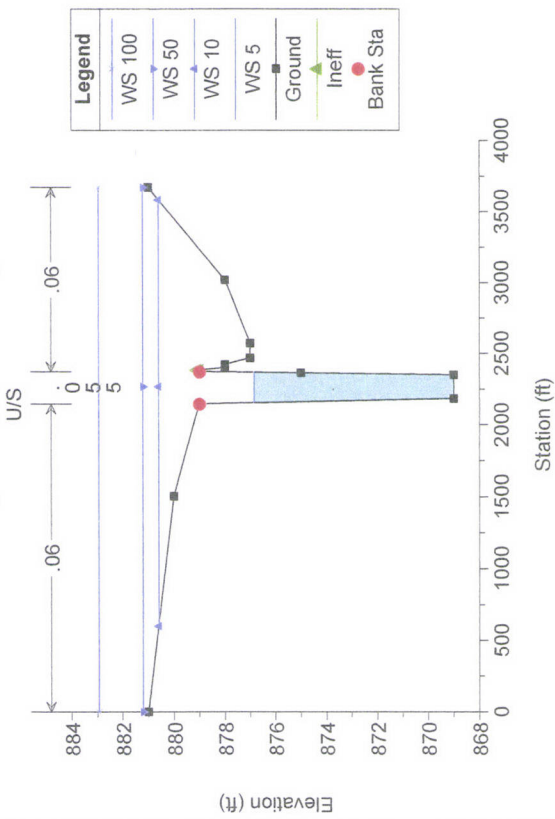
HEC-RAS Plan: EX River: Skunk River Reach: 1

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
1	585	5	6400.00	869.00	876.86	872.55	877.16	0.001975	4.35	1472.03	210.85	0.29
1	585	10	12700.00	869.00	880.60	874.53	880.76	0.000893	3.77	6023.71	2982.76	0.21
1	585	50	19700.00	869.00	881.21	876.29	881.43	0.001321	4.76	8115.79	3670.00	0.25
1	585	100	23000.00	869.00	882.95	877.08	883.02	0.000453	3.08	14493.71	3670.00	0.15
1	320	5	6400.00	868.00	873.39	873.24	875.68	0.024822	12.15	526.72	105.49	0.96
1	320	10	12700.00	868.00	876.60	876.60	879.78	0.025145	14.30	888.04	140.05	1.00
1	320	50	19700.00	868.00	880.63	879.41	880.87	0.003815	4.57	6228.92	3109.16	0.38
1	320	100	23000.00	868.00	882.83	879.74	882.88	0.000580	2.32	14182.39	3670.00	0.16
1	193	5	6400.00	867.00	872.54	870.94	873.46	0.009194	7.71	830.59	158.71	0.59
1	193	10	12700.00	867.00	874.97	873.18	876.64	0.010648	10.36	1225.75	166.47	0.67
1	193	50	19700.00	867.00	878.14	875.20	879.86	0.013961	10.52	1879.36	922.47	0.75
1	193	100	23000.00	867.00	882.75	876.24	882.81	0.000495	2.68	14311.41	3505.00	0.15
1	0	5	6400.00	865.00	868.66	868.66	870.44	0.029768	10.72	597.15	169.25	1.01
1	0	10	12700.00	865.00	870.74	870.74	873.48	0.025936	13.28	956.42	176.21	1.00
1	0	50	19700.00	865.00	872.65	872.65	876.22	0.023732	15.16	1299.24	182.60	1.00
1	0	100	23000.00	865.00	882.00	873.44	882.58	0.002065	6.14	3748.17	328.33	0.32

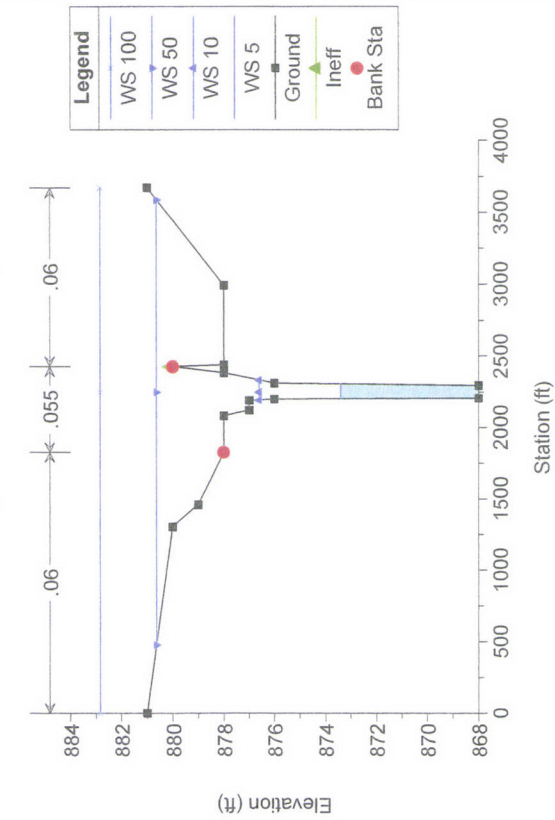
Skunk River at Hwy 30 Plan: Existing 6/27/2012



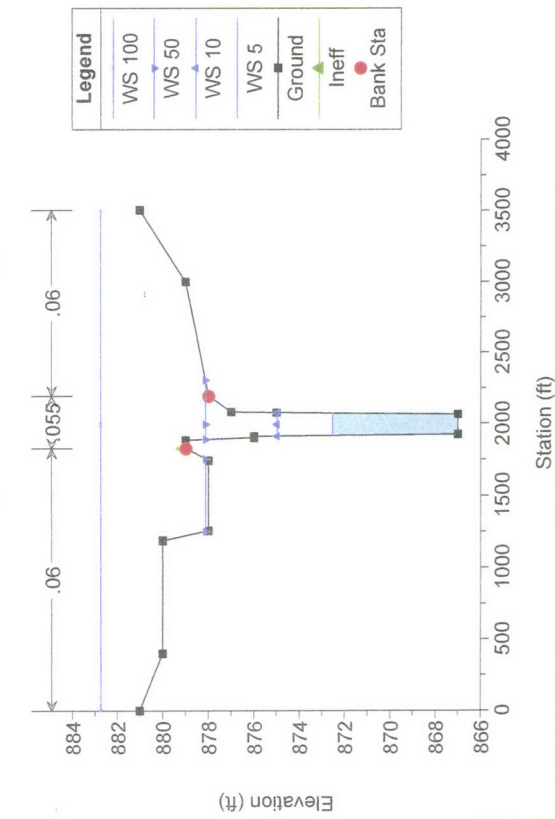
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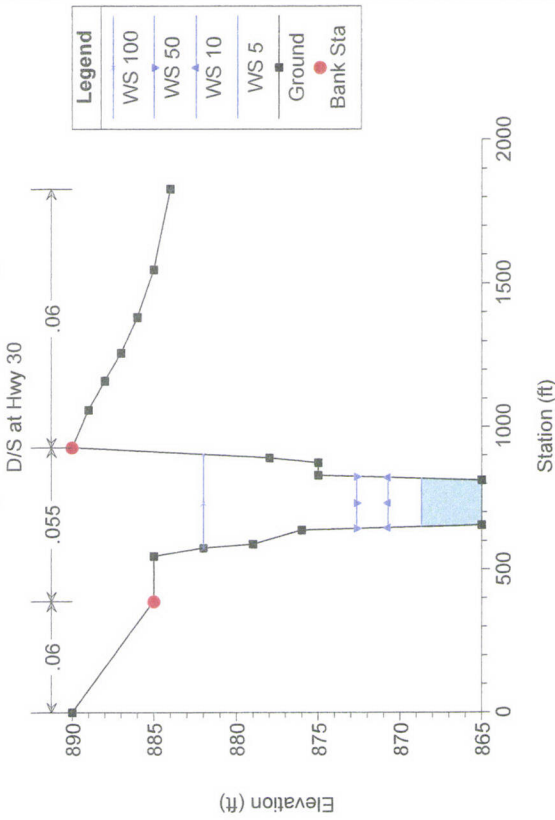
Skunk River at Hwy 30 Plan: Existing 6/27/2012



Skunk River at Hwy 30 Plan: Existing 6/27/2012



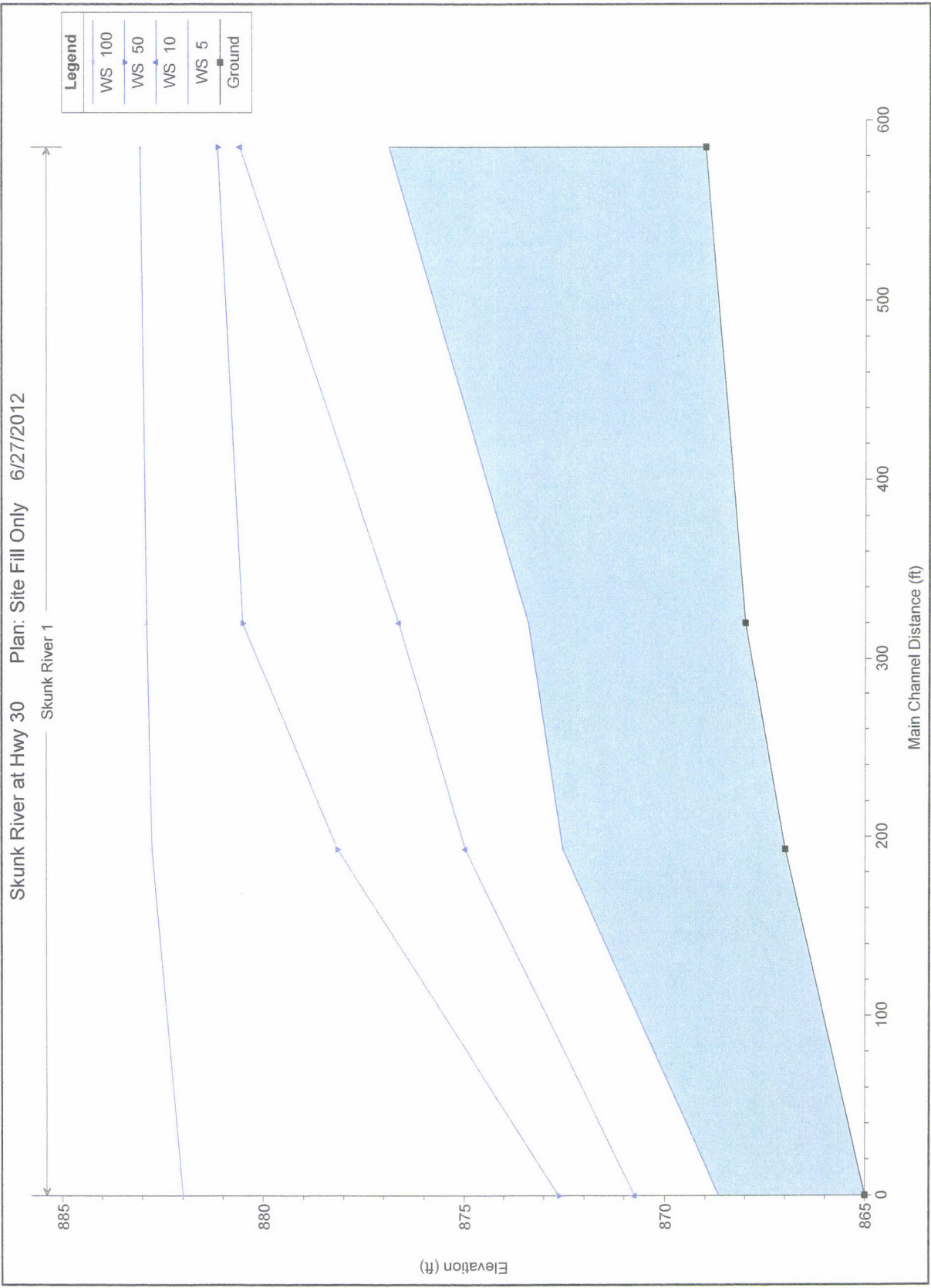
Skunk River at Hwy 30 Plan: Existing 6/27/2012

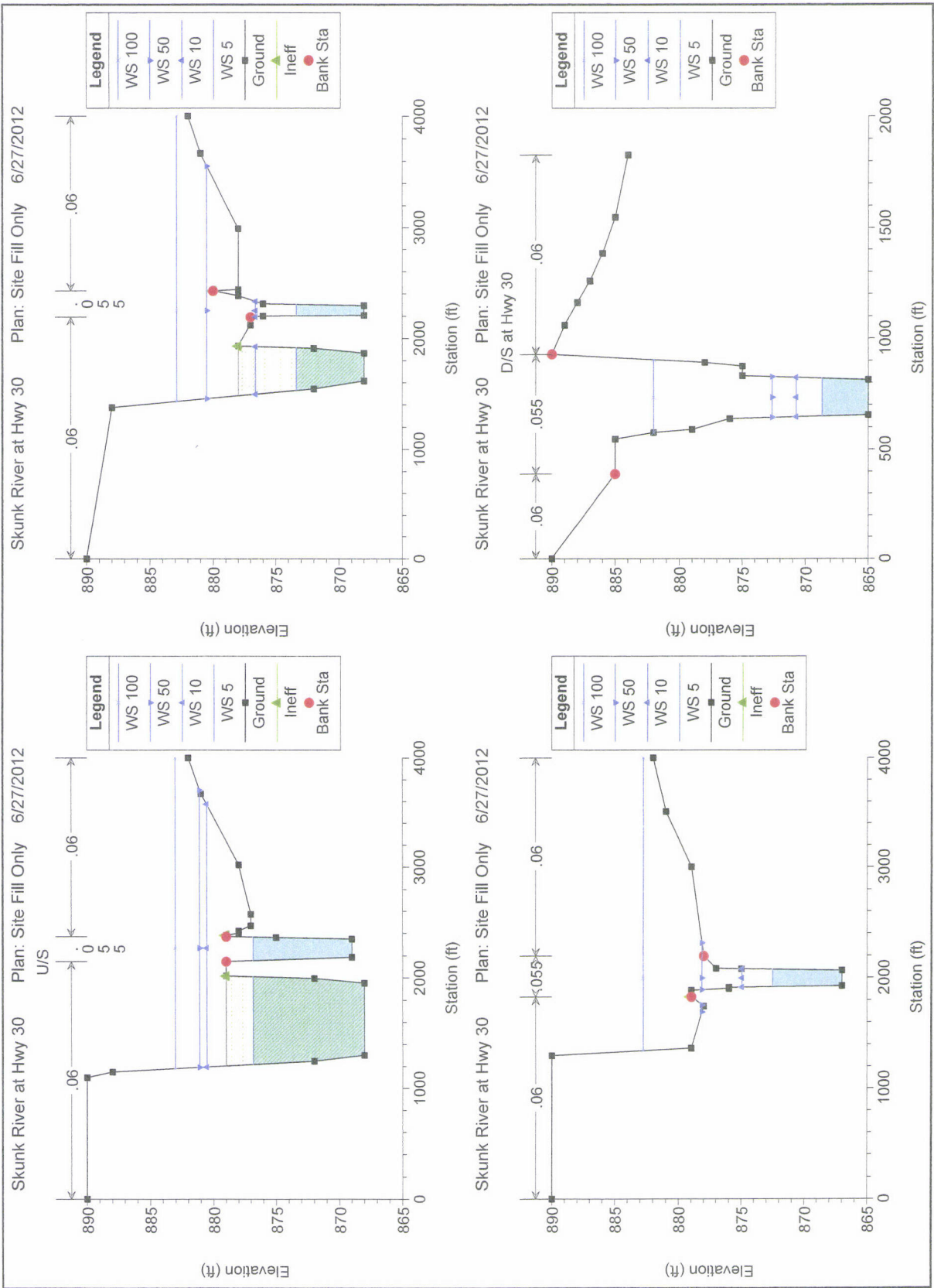


HEC-RAS Plan: Site Only River: Skunk River Reach: 1

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
1	585	5	6400.00	869.00	876.86	872.54	877.16	0.001975	4.35	1472.03	1003.21	0.29
1	585	10	12700.00	869.00	880.56	874.52	880.69	0.000794	3.54	6456.78	2379.34	0.20
1	585	50	19700.00	869.00	881.11	876.32	881.32	0.001277	4.65	7803.27	2514.45	0.25
1	585	100	23000.00	869.00	883.03	877.06	883.11	0.000482	3.19	13096.81	2820.97	0.16
1	320	5	6400.00	868.00	873.39	873.24	875.68	0.024822	12.15	526.72	490.62	0.96
1	320	10	12700.00	868.00	876.62	876.62	879.78	0.025089	14.26	890.76	570.54	1.00
1	320	50	19700.00	868.00	880.50	879.56	880.80	0.003449	5.73	5735.96	2100.59	0.38
1	320	100	23000.00	868.00	882.88	880.10	882.96	0.000739	3.22	11467.39	2569.55	0.19
1	193	5	6400.00	867.00	872.54	870.94	873.46	0.009194	7.71	830.59	158.71	0.59
1	193	10	12700.00	867.00	874.97	873.18	876.64	0.010648	10.36	1225.75	166.47	0.67
1	193	50	19700.00	867.00	878.15	875.20	879.86	0.013904	10.51	1882.60	491.90	0.75
1	193	100	23000.00	867.00	882.75	876.22	882.86	0.000763	3.33	10961.51	2658.54	0.19
1	0	5	6400.00	865.00	868.66	868.66	870.44	0.029768	10.72	597.15	169.25	1.01
1	0	10	12700.00	865.00	870.74	870.74	873.48	0.025936	13.28	956.42	176.21	1.00
1	0	50	19700.00	865.00	872.64	872.64	876.22	0.023879	15.19	1296.69	182.55	1.00
1	0	100	23000.00	865.00	882.00	873.44	882.58	0.002065	6.14	3748.17	328.33	0.32

Skunk River at Hwy 30 Plan: Site Fill Only 6/27/2012

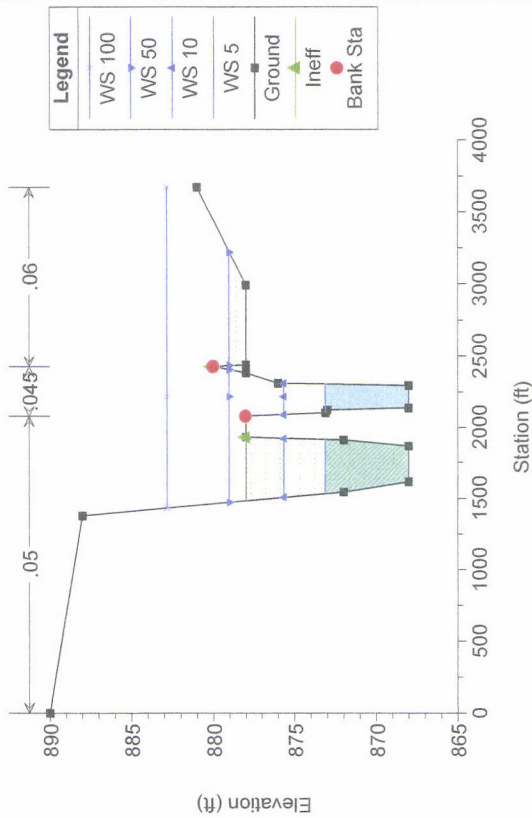




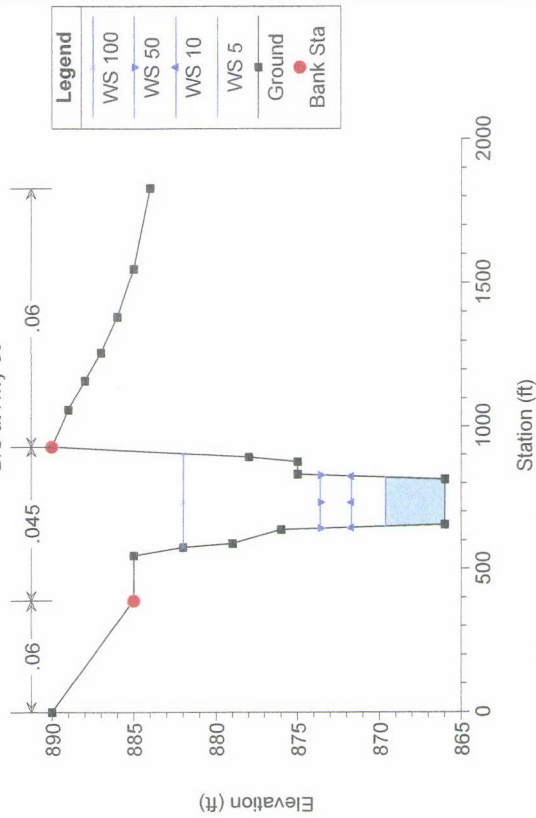
HEC-RAS Plan: Bank Site River: Skunk River Reach: 1

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
1	585	5	6400.00	869.00	874.71	872.54	875.31	0.003941	6.20	1032.70	969.54	0.48
1	585	10	12700.00	869.00	877.23	874.52	878.27	0.004442	8.19	1550.88	1227.04	0.53
1	585	50	19700.00	869.00	880.17	876.32	880.68	0.001924	6.57	5563.96	2294.16	0.37
1	585	100	23000.00	869.00	882.90	877.06	883.01	0.000435	3.68	12259.68	2490.14	0.18
1	320	5	6400.00	868.00	873.12	871.62	873.93	0.006889	7.22	886.54	586.80	0.61
1	320	10	12700.00	868.00	875.64	873.75	876.87	0.006246	8.92	1424.40	638.75	0.62
1	320	50	19700.00	868.00	879.01	875.47	879.92	0.004150	7.87	2962.11	1719.71	0.52
1	320	100	23000.00	868.00	882.80	876.30	882.90	0.000416	3.21	11584.37	2238.72	0.17
1	193	5	6400.00	867.00	872.57	870.49	873.16	0.004582	6.18	1036.25	223.57	0.51
1	193	10	12700.00	867.00	875.21	872.56	876.11	0.004356	7.65	1660.93	249.84	0.52
1	193	50	19700.00	867.00	878.58	879.21	879.21	0.005882	6.41	3189.54	1219.21	0.56
1	193	100	23000.00	867.00	882.75	882.75	882.84	0.000414	2.64	11361.07	2163.54	0.17
1	0	5	6400.00	866.00	869.66	869.66	871.43	0.019914	10.69	598.81	170.53	1.01
1	0	10	12700.00	866.00	871.74	871.74	874.45	0.017256	13.20	961.94	178.23	1.00
1	0	50	19700.00	866.00	873.63	873.63	877.17	0.015896	15.09	1305.27	185.22	1.00
1	0	100	23000.00	866.00	882.00	874.41	882.64	0.001614	6.44	3573.67	328.33	0.34

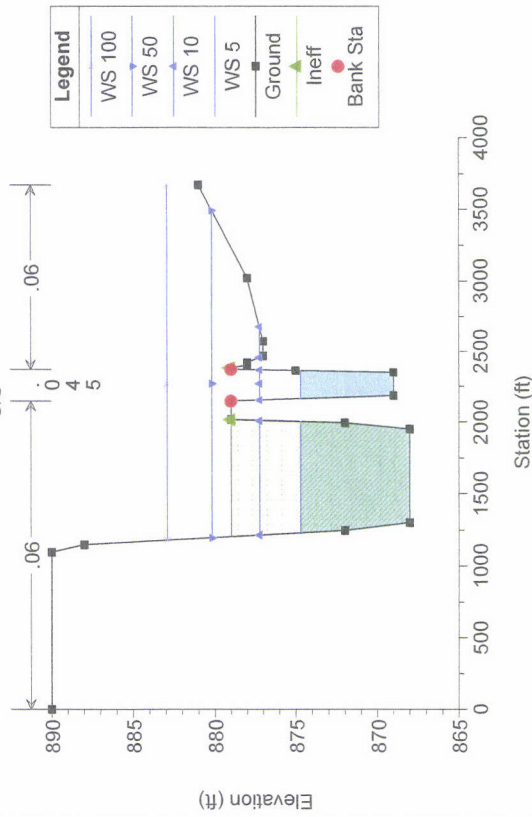
Skunk River at Hwy 30 Plan: Proposed Bank and Site Fill 6/27/2012



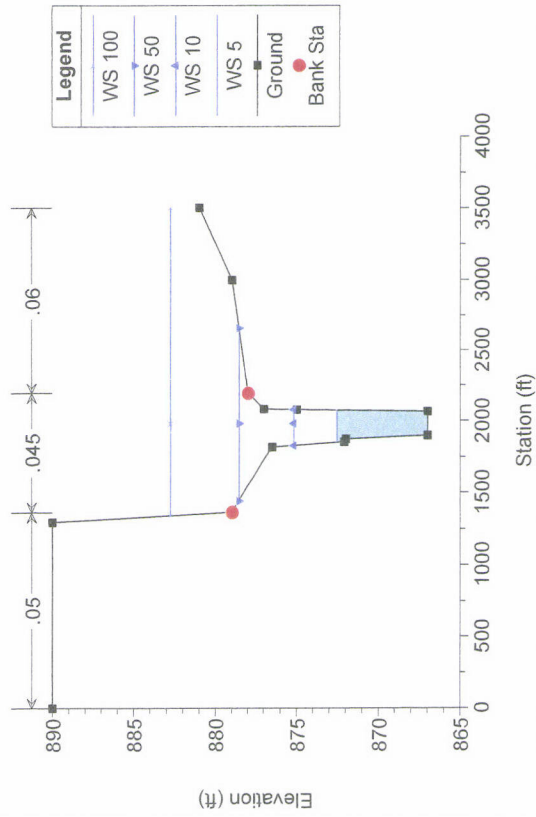
Skunk River at Hwy 30 D/S at Hwy 30 Plan: Proposed Bank and Site Fill 6/27/2012



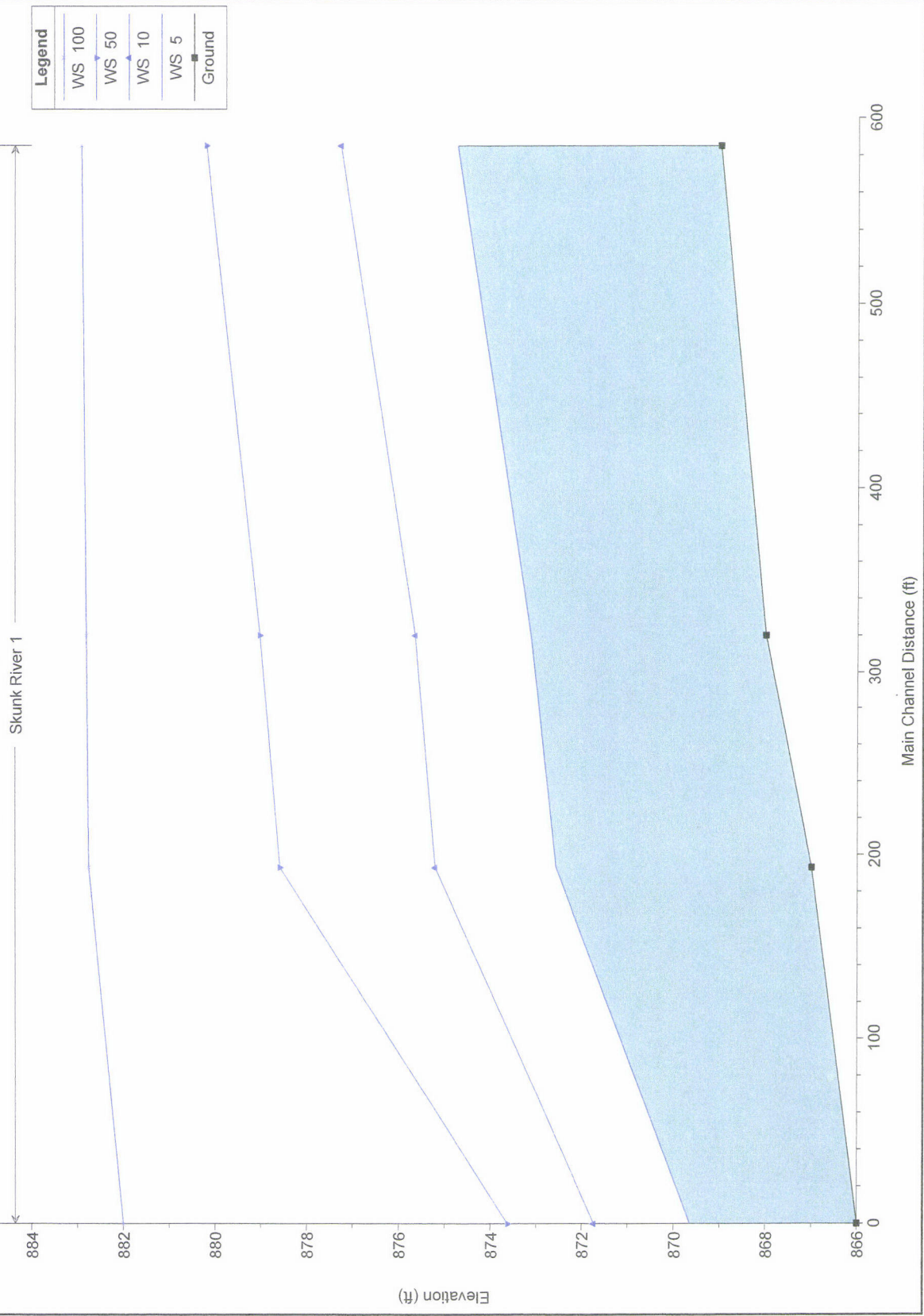
Skunk River at Hwy 30 U/S Plan: Proposed Bank and Site Fill 6/27/2012



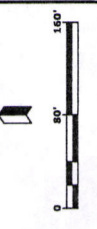
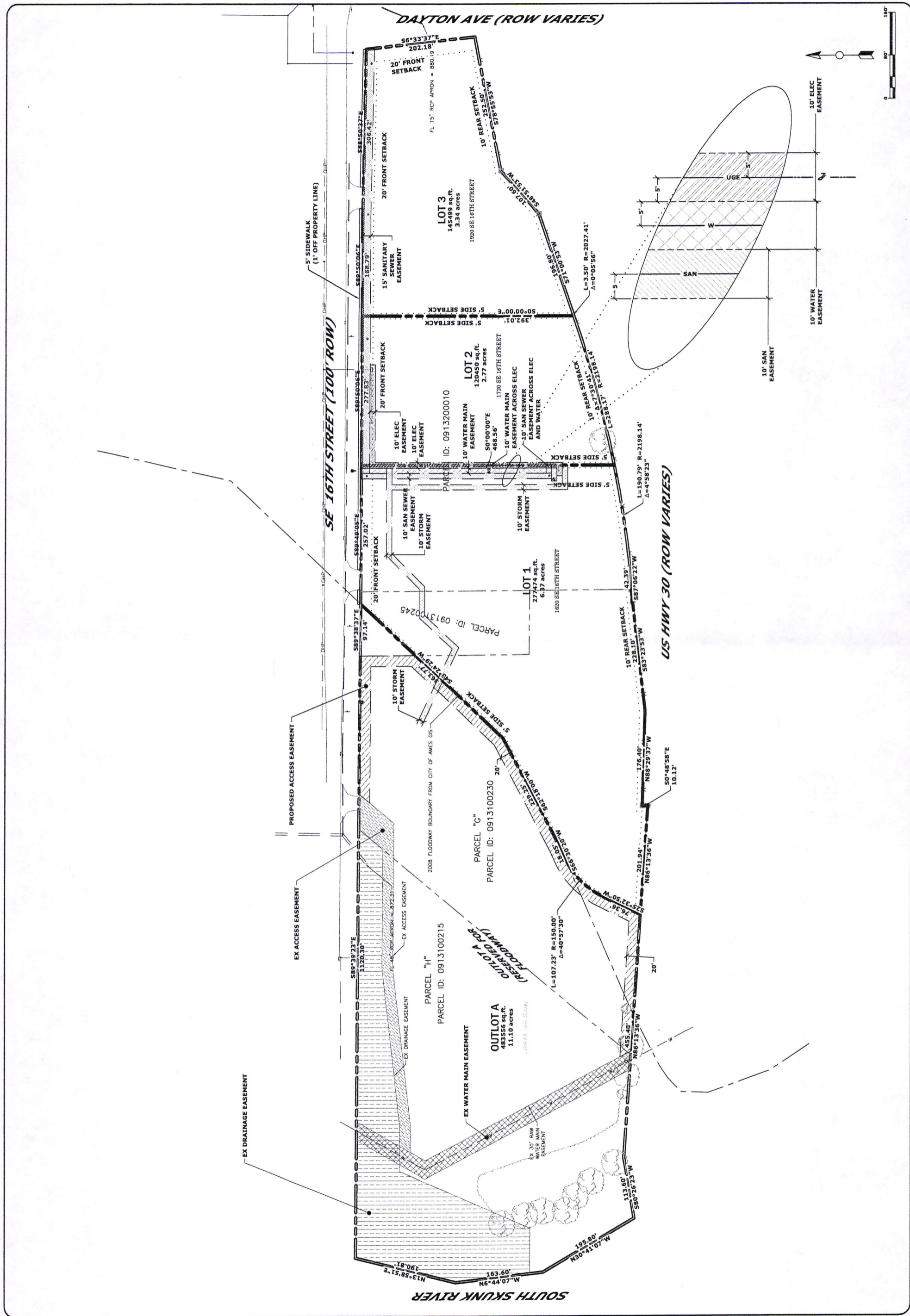
Skunk River at Hwy 30 Plan: Proposed Bank and Site Fill 6/27/2012



Skunk River at Hwy 30 Plan: Proposed Bank and Site Fill 6/27/2012



FOX Engineering 414 South 17th Street, Suite 107 Ames, Iowa 50010 Phone: (515) 233-0000 Fax: (515) 233-0103		PROPOSED PRELIMINARY PLAT DEFER SUBDIVISION PRELIMINARY PLAT SOUTH 16TH AND DAYTON AMES, IOWA	PROJECT NO. 5174-12A	SHEET P3
LAST UPDATE: 08/03/12 CHECKED: DRAWN: SMS 08/12 DESIGNED: SLR 08/12 BY: DATE	REVISION DATE			



DRAWING FILE NAME K:\projects\5000\5174-12a\cwr\delishp\Drawings\5174-12A PARCELS.dwg	PLOT STYLE TABLE FoxGrayscale.ctb	LAYER MGR NAME PI
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6-12-12 Around
dais**URBAN REVITALIZATION POLICY****Southeast 16th Street**

The City Council will consider establishing Urban Revitalization Areas and Plans for properties that meet all of the following qualifying criteria:

1. The properties have frontage on Southeast 16th Street between South Duff Avenue and South Dayton Avenue.
2. Fill or other flood proofing will be placed on the site up to an elevation of, at least, 887 feet (NGVD29), when an engineer registered in Iowa provides written certification that raising the land would result in "no rise" to the Base Flood Elevation (100 year flood level).
3. The cost incurred after making the request for tax abatement for the placement of fill for flood proofing up to an elevation of 887 feet or above and/or channel improvements (See Criterion 6), if applicable, is expected to be equal to or greater than the value of the City's portion of the tax abatement.
4. A public sidewalk is to be constructed along the south side of the Southeast 16th Street adjacent to the property.
5. The property will be used for uses permitted in the applicable zoning district except for the following as further defined and described in the Ames Zoning Ordinance:
 - a. Wholesale trade
 - b. Mini-storage warehouse facilities
 - c. Transportation, communications, and utility uses
 - d. Institutional uses
 - e. Adult entertainment businesses
 - f. Detention facilities
 - g. Agricultural or industrial equipment sales
 - h. Agricultural and farm related activities

(The City Council might want to consider other exceptions from the list of uses currently permitted in the Highway-Oriented Commercial zoning district shown on Attachment C)

6. Owners of property abutting a river must perform channel improvements (widening, straightening, clearing, etc.) and provide certification from an engineer registered in Iowa that the improvements will mitigate flooding. These improvements must be approved by the DNR, Army Corps of Engineers, and the City of Ames.

Since satisfaction of criterion 3, 5, and 6 cannot be guaranteed at the time of approving the tax abatement incentive, a developer agreement prior to the approval of the Urban Revitalization Plan will be required to assure that the City will repaid an amount equal to the tax abatement received for any criterion not met. In addition, the developer agreement should also require that the conditions that allowed the determination of "no rise" be maintained by the property owner.

Staff Report

DEERY BROTHERS DEVELOPMENT AGREEMENT

September 11, 2012

On June 12, 2012, the City Council approved a policy for establishing Urban Revitalization Areas and Plans along Southeast 16th Street. The six qualifying criteria are attached for your review (Attachment I).

On September 11, 2012 the Council is being asked to set October 23, 2012 as the date of a hearing to approve the proposed Urban Revitalization Area and Plan for the Deery Brothers' four-lot subdivision. This subdivision includes one lot for the car dealership, two lots for future commercial developments, and one unbuildable outlot for storm water drainage.

Because of the nature of the recently approved qualifying criteria, it is not possible for all of the criteria to be satisfied by the developer at the time of the public hearing. This fact is very important, because once the Urban Revitalization Area and Plan are approved in October as currently requested, the development will qualify for tax abatement. If it is later determined that the developer has not satisfied each of the six qualifying criteria, the City Council cannot rescind the tax abatement incentive to the Deery Brothers.

Therefore, the City Council will have to determine at the September 11, 2012 meeting if there has been sufficient information provided to lead the Council to believe that all six of the qualifying criteria can be met. If the Council believes this to be so, the public hearing should be scheduled.

In order to protect the City, should it be determined at a later date that not all of the required qualifying criteria have been met, staff will negotiate a development agreement with the Deery Brothers for approval prior to the October 23, 2012 public hearing that assures that the City will be reimbursed for the amount the developer receives in tax abatement for failure to satisfy all six criteria.

To make sure these negotiations progress as efficiently as possible, staff is seeking City Council concurrence and direction on the following important issues that should be addressed in such an agreement.

Issue 1: Location of Development

The first qualifying criterion requires the development to have frontage on Southeast 16th Street between South Duff and South Dayton Avenue.

The site plan presented for approval at the public hearing of the Urban Revitalization Plan will indicate that this proposal intends to meet this qualifying criterion. **The developer agreement should reference the requirement to complete construction of the car dealership within a specified timeframe.**

Issue 2: No Rise Certification

The second criterion requires a registered engineer to certify that bringing in fill to raise the land to an elevation of 887 feet will result in “no rise” to the Base Flood Elevation (100 year flood level).

Scott Renaud from FOX Engineering has provided the attached letter (Attachment II) “certifying” that “no rise” will occur as a result of the development of the three lots at the proposed elevations.

It should be pointed out, however, that the accomplishment of the “no rise” requirement is possible only as a result of the channel improvements proposed on Attachment III. Since some of the land needed for the channel improvements is State property, approval from IDOT will be necessary. The developer intends to obtain a right to work permit to work in the IDOT right-of-way prior to the October hearing.

The development agreement should require that the channel improvements that are approved by the IDOT be completed within a certain timeframe. (For example prior to the application for the tax abatement, or within X number of years.) The City Council will need to give staff direction as to how long it is willing to wait before these improvements are completed. The agreement will need to stay in place for this same timeframe.

Issue 3: The Cost of Fill Exceeds Value of Abatement

The third criterion requires that the cost to the developer for the placement of fill on the property for flood proofing up to an elevation of 887 feet or above must be equal to or more than the value of the City’s portion of the tax abatement incentive received by the developer.

The developer should be able to provide his estimates for the cost of the fill and the expected assessed value of the improvements on the three developable lots in the Urban Revitalization Area. However, proof of satisfaction of this criterion will not be possible until after the approval of the Urban Revitalization Plan when actual costs can be documented and the City Assessor establishes a value for the improvements.

Therefore, the development agreement should require that the City be provided with documentation of the actual costs incurred for the placement of the fill and the agreement should remain in place until the actual assessed value has been established. What makes this analysis a bit tricky is the fact that the developer is seeking tax abatement on all three developable lots. While the cost of the fill for all three of the developable lots will occur at one time, only the car dealership lot is expected to be developed immediately. Thus, the development agreement will need to specify how the cost of fill will be allocated among the three lots in order to calculate satisfaction of this criterion.

Issue 4: Construction of Sidewalk Along South Side Of Southeast 16th Street Adjacent To The Property

While the fourth qualifying criterion required the developer to construct a sidewalk on the south side of Southeast 16th Street along the entire stretch of subdivision, the developer is requesting that this requirement be limited to only the three developable lots.

Since there is no sidewalk west of their property, pedestrians are required to cross over to the path on the north side of Southeast 16th Street anyway. Therefore, the Deery Brothers see no reason to pay the extra money to construct a sidewalk along the undeveloped outlot so that pedestrians can cross over farther to the west.

Technically this is a waiver of the public improvement requirements that will be dealt with at the time of approval of the preliminary plat. However, the City Council should decide at this time if this requirement should remain as a qualifying criterion for tax abatement or be modified.

If the Council elects not to require the extension of the sidewalk across the outlot, the developer should be required to build handicapped ramps on both sides of Southeast 16th Street to facilitate the crossing.

Issue 5: Permitted Uses For The Property

The fifth criterion obligates the developer not to utilize the property within the Urban Revitalization Area for eight specific uses (Attachment I). **Because it will not be possible to determine full compliance with this requirement while reviewing the site plan, the developer agreement should list the prohibited uses to bind future owners of the property as well.**

The Council will need to determine the length of time that the developer should be bound by these use restrictions. (For example, should the restriction be for the life of the covenant – renewable periods of 21 years -- or only for the duration of the selected tax abatement period.) The duration of this obligation will impact how long the agreement must be in place.

Issue 6: Mitigation of Flooding

The sixth criterion requires the property owner who develops land abutting a river in this Urban Revitalization Area to perform channel improvements and provide certification from an engineer that these improvements will mitigate flooding.

The Deery Brothers have indicated that channel improvements have been identified that will mitigate future flooding. As you can see from the information provided by Scott Renaud in Attachment II, he has “certified” that the proposed channel improvements will reduce the flood elevation by up to 0.05 feet.

The development agreement will need to include the requirement that these improvements be made. As was explained under Issue 2, the Council will need to

determine how long it should take to complete these channel improvements. Here again, the development agreement will need to remain in effect until the improvements are accomplished.

Issue 7: Maintenance of Channel Improvements and Storm Water Management Area

In addition, the development agreement should also require that the conditions that allowed the determination of “no rise” be maintained by the property owner. This will include the dredging or removal of any silt or debris that may settle in or alter the finished grades of the river channel and storm water management area/borrow pit, and the maintenance of any erosion control/bank stabilization measures associated with the river channel and borrow pit, including vegetation and/or installed rip-rap.

Issue 8: Security

It is probable that the staff will be able to negotiate an agreement that will bind the developer to satisfy the qualifying criteria. However, the Council should expect this agreement will be executed with a Limited Liability Corporation (LLC) created specifically for this project. As such, the LLC will have little or no assets. Therefore, should the developer fail to satisfy all of the criteria required of the Council in a timely manner, it will be difficult for the City to recoup the value of the tax abatement incentive that was granted.

Historically, the technique used by the City to assure payment should a developer fail to perform in accordance with our agreement is to require a Letter of Credit. Because this type of security will add to the developer’s cost, staff is confident that the Deery Brothers will be opposed to this requirement. **The Council must decide whether or not some form of security should be included in the developer agreement.**

Issue 9: Amendment Of Site Plan

As originally submitted, the site plan for the Deery Brothers will include one outlot and three developable lots. Two of these three lots will be vacant since there are no current plans to develop them. As each of the two remaining developable lots is sold, the site plan should be amended to reflect any new development. **The development agreement should reflect this requirement for the developer to obtain approval from the City Council of an amended site plan in order for each of the two remaining developable lots to qualify for tax abatement.**

Issue 10: IDOT’s Request For The City To Delay Any Approvals

The City Manager had previously informed the City Council that Scott Dockstader from the IDOT had stated that,

“The department recommends that the City of Ames hold any approvals that would further the development of this site until the results of our comprehensive hydraulic study are known. We anticipate that the study will be completed by the end of September.”

As you can see from the most recent communication from IDOT (Attachment IV), the DOT has now determined that,

“Our analysis indicates that replacing the existing 320 foot structures with longer structures will allow us to meet DNR criteria for the 100-year flood. An overflow channel through the Deery site plan will not be necessary to meet the 100-year flood requirements.”

Therefore, IDOT is no longer requesting that the City withhold any approvals related to the Deery Brothers property.

URBAN REVITALIZATION POLICY**Southeast 16th Street**

The City Council will consider establishing Urban Revitalization Areas and Plans for properties that meet all of the following qualifying criteria:

1. The properties have frontage on Southeast 16th Street between South Duff Avenue and South Dayton Avenue.
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3. The cost incurred after making the request for tax abatement for the placement of fill for flood proofing up to an elevation of 887 feet or above and/or channel improvements (See Criterion 6), if applicable, is expected to be equal to or greater than the value of the City's portion of the tax abatement.
4. A public sidewalk is to be constructed along the south side of the Southeast 16th Street adjacent to the property.
5. The property will be used for uses permitted in the applicable zoning district except for the following as further defined and described in the Ames Zoning Ordinance:
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 - b. Mini-storage warehouse facilities
 - c. Transportation, communications, and utility uses
 - d. Institutional uses
 - e. Adult entertainment businesses
 - f. Detention facilities
 - g. Agricultural or industrial equipment sales
 - h. Agricultural and farm related activities

(The City Council might want to consider other exceptions from the list of uses currently permitted in the Highway-Oriented Commercial zoning district shown on Attachment C)

6. Owners of property abutting a river must perform channel improvements (widening, straightening, clearing, etc.) and provide certification from an engineer registered in Iowa that the improvements will mitigate flooding. These improvements must be approved by the DNR, Army Corps of Engineers, and the City of Ames.

Since satisfaction of criterion 3, 5, and 6 cannot be guaranteed at the time of approving the tax abatement incentive, a developer agreement prior to the approval of the Urban Revitalization Plan will be required to assure that the City will repaid an amount equal to the tax abatement received for any criterion not met. In addition, the developer agreement should also require that the conditions that allowed the determination of "no rise" be maintained by the property owner.



Aspen Business Park | 414 South 17th Street, Suite 107 | Ames, Iowa 50010

August 17, 2012

City of Ames
Planning and Housing Department
515 Clark Avenue
Ames, Iowa 50010

RE: Certification for "No-Rise" and Flood Mitigation
for the Deery Subdivision, Ames, Iowa
FOX Ref. No. 5174-12a.410

To the City of Ames:

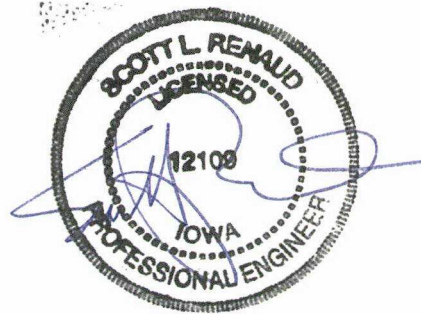
I hereby certify that the proposed channel improvements on the Skunk River will result in no-rise in the 100 year flood elevation and will mitigate flooding.

The no-rise certification is based on the attached documents and site plan showing the widening and channel stabilization being performed on the Skunk River Channel. The calculations include the fill being placed on the site, the excavation taking place in the floodway, and the work in the channel itself.

The project will mitigate flooding by providing an improved and stabilized channel in addition to the no-rise condition. The channel improvements will remove large trees that are in imminent danger of falling into the river during the next major flood event. These trees will potentially lodge in the downstream Highway 30 bridge and create blockages that will catch debris and severely restrict water flow through the bridge.

Sincerely,

Scott Renaud, P.E.
Iowa Registration No. 12109
My license expires December 31, 2012



Cc: Fred Rose, Rose Companies

K:\Iproj\5000\5174-12a car dealership\Urban Rev\August 17 2012 Engineers Certification.docx

MEMO

August 17, 2012

TO: City of Ames, Planning & Zoning and Public Works

FR: Scott Renaud, P.E.

RE: No Rise Certification
Deery Brothers Site
FOX Ref. No. 5174-12a.410

Attached are the draft calculations for the no-rise certification. There are 3 parts to the attached documentation. First is the existing condition. Second is the fill without the channel modification. Third is the fill and the channel modification. We are had this work done by Aaron Bousselot, P.E., of ICON in Denver who had done all the work at FOX prior to leaving and going to ICON. Below are his comments:

The HEC RAS files have been set up to model several scenarios:

- Existing conditions
- Proposed Deery site (no channel work)
- Proposed Deery site with channel repair

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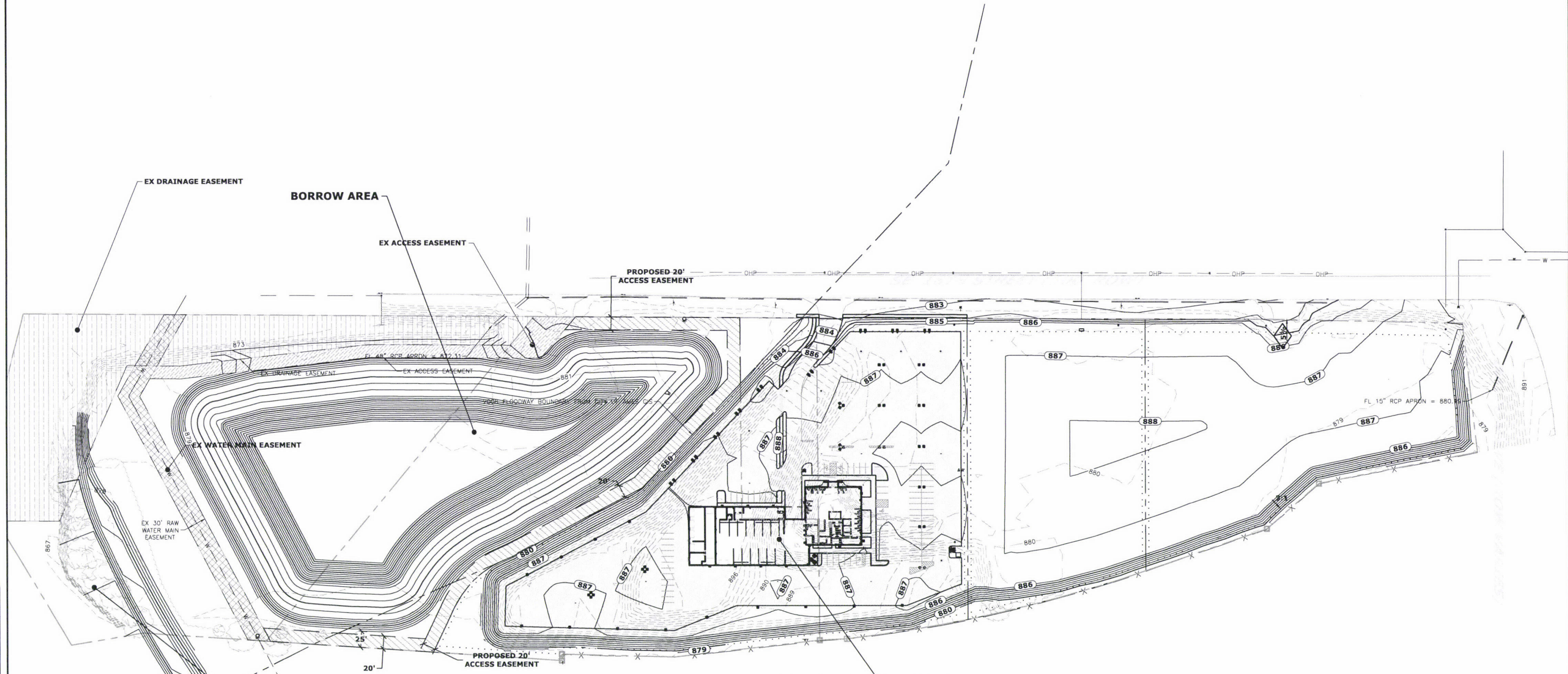
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Skunk River at Hwy 30
5174-12A

HEC RAS Hydraulic Analysis

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320	882.83	882.88	0.05
193	882.75	882.75	0.00
0	882.00	882.00	0.00

Proposed Site and Channel Repair 100-YR WSEL (c)	WSEL Compare (c-a)
882.90	-0.05
882.80	-0.03
882.75	0.00
882.00	0.00



DRAWING FILENAME
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PLOT STYLE TABLE
FOGCPLOT.ctb

LAYER MGR NAME
C3.0

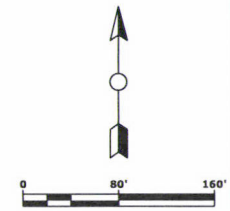
LAYOUT NAME
C3.0

SEE SHEET C3.2 FOR SKUNK RIVER REPAIR GRADING

GRADING NOTES:

100 YR FLOOD ELEVATION = 883.5
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GRADE NOTE:
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 (TOP OF PAVEMENT) UNLESS
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REVISION	DATE	BY	DATE

DESIGNED: SLR
 DRAWN: SMS
 CHECKED: SMS
 LAST UPDATE: 08/14/13

FOX Engineering Associates, Inc.
 414 South 17th Street, Suite 107
 Ames, Iowa 50010
 Phone: (515) 233-0000
 FAX: (515) 233-0103



SITE GRADING PLAN
 DEERY BROTHERS' MOTORS SITE PLAN
 SE 16TH AND DAYTON
 AMES, IOWA

PROJECT NO.
5174-12A
 SHEET
C3.0

DATE	BY	DATE
07/12	AJB	07/12
	SRS	07/12
	CHECKED:	
	LAST UPDATE:	08/03/13

REVISION	DATE

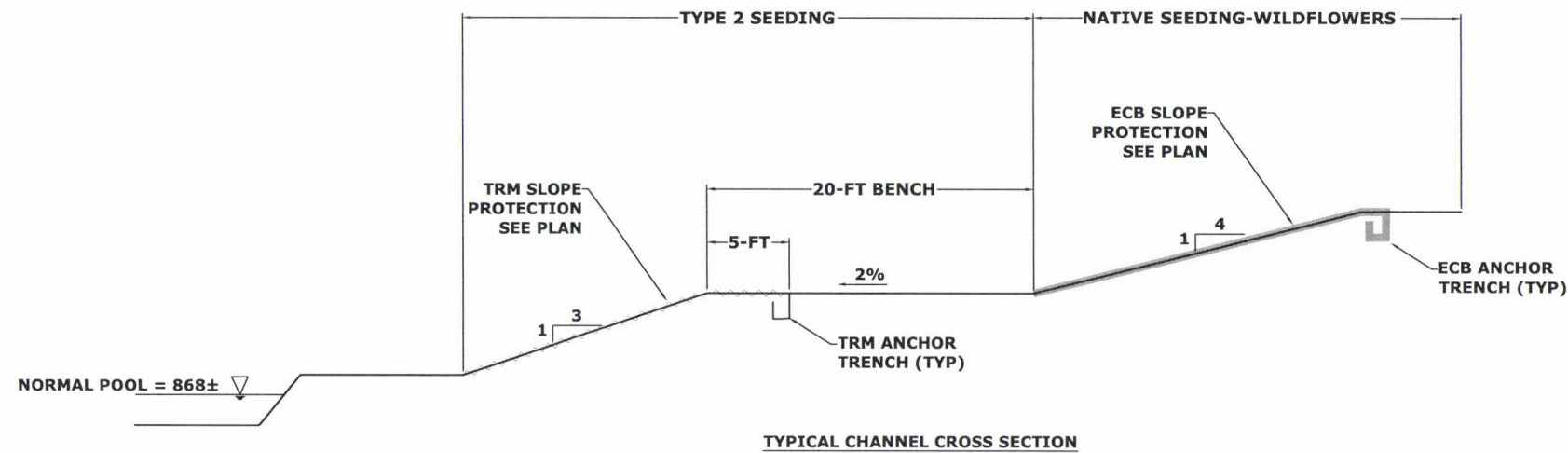
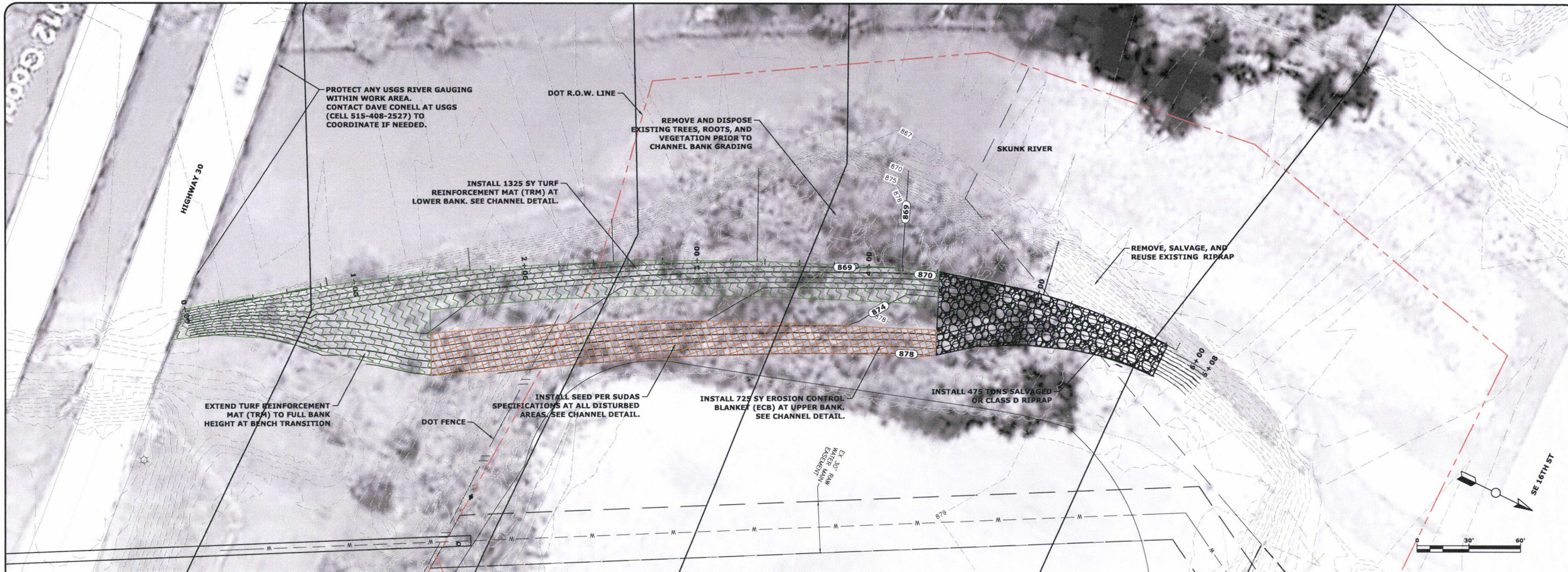
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FOX engineering

GRADING PLAN (SKUNK RIVER REPAIR)
 DEERY BROTHERS MOTORS SITE PLAN
 SOUTH 16TH STREET
 AMES, IOWA

PROJECT NO.
5174-12A

SHEET
C3.2



NOTES:

1. EROSION CONTROL BLANKET (ECB) SHALL BE NORTH AMERICAN GREEN SC150 OR APPROVED EQUIVALENT. INSTALL PER MANUFACTURERS RECOMMENDATIONS FOR CHANNELS.
2. TURF REINFORCEMENT MAT (TRM) SHALL BE PROPEX LANDLOK 450 OR APPROVED EQUIVALENT. INCREASE ANCHOR LENGTH AT TOE OF SLOPE NEAR WATER EDGE. EXTEND TRM 5-FT BEYOND TOP OF BANK. INSTALL PER MANUFACTURERS RECOMMENDATIONS FOR CHANNELS.
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PLOT STYLE TABLE
FOXGRAYSCALE.ctb

LAYER MGR NAME
LAYOUT NAME
C3.2

ATTACHMENT IV

From: "Dockstader, Scott [DOT]" <Scott.Dockstader@dot.iowa.gov>
To: City Ames <jjoiner@city.ames.ia.us>, "Tracy Warner" <twarner@city.ames.ia.us>
Cc: "Adam, John [DOT]" <John.Adam@dot.iowa.gov>, "Gustafson, Tony [DOT]" <Tony.Gustafson@dot.iowa.gov>, "Dillavou, Mitchell [DOT]" <Mitchell.Dillavou@dot.iowa.gov>
Date: 09/05/2012 01:46 PM
Subject: FW: Proposed Deery Motors Site Plan - US 30 Ames

John, our staff has finished the initial 2D hydraulic analysis for the future replacement of bridges on US 30 over the Skunk River.

It appears the department will be able to meet DNR criteria for the 100-year flood on US 30 by lengthening our existing bridges when they are replaced in the future. Our analysis indicates that replacing the existing 320 foot structures with longer structures will allow us to meet DNR criteria for the 100-year flood. An overflow channel through the Deery site plan will not be necessary to meet the 100-year flood requirements.

In addition, the department does not have any concerns with the proposed channel excavation along the Skunk River just north of US 30. This channel excavation will require a work on ROW permit from the department.

I want to thank the City for holding off on site approvals until the department completed this analysis. Let me know if you want to set up a meeting to go over any of these details.

Thanks. Scott

URBAN REVITALIZATION POLICY**Southeast 16th Street**

The City Council will consider establishing Urban Revitalization Areas and Plans for properties that meet all of the following qualifying criteria:

1. The properties have frontage on Southeast 16th Street between South Duff Avenue and South Dayton Avenue.
2. Fill or other flood proofing will be placed on the site up to an elevation of, at least, 887 feet (NGVD29), when an engineer registered in Iowa provides written certification that raising the land would result in "no rise" to the Base Flood Elevation (100 year flood level).
3. The cost incurred after making the request for tax abatement for the placement of fill for flood proofing up to an elevation of 887 feet or above and/or channel improvements (See Criterion 6), if applicable, is expected to be equal to or greater than the value of the City's portion of the tax abatement.
4. A public sidewalk is to be constructed along the south side of the Southeast 16th Street adjacent to the property.
5. The property will be used for uses permitted in the applicable zoning district except for the following as further defined and described in the Ames Zoning Ordinance:
 - a. Wholesale trade
 - b. Mini-storage warehouse facilities
 - c. Transportation, communications, and utility uses
 - d. Institutional uses
 - e. Adult entertainment businesses
 - f. Detention facilities
 - g. Agricultural or industrial equipment sales
 - h. Agricultural and farm related activities

(The City Council might want to consider other exceptions from the list of uses currently permitted in the Highway-Oriented Commercial zoning district shown on Attachment C)

6. Owners of property abutting a river must perform channel improvements (widening, straightening, clearing, etc.) and provide certification from an engineer registered in Iowa that the improvements will mitigate flooding. These improvements must be approved by the DNR, Army Corps of Engineers, and the City of Ames.

Since satisfaction of criterion 3, 5, and 6 cannot be guaranteed at the time of approving the tax abatement incentive, a developer agreement prior to the approval of the Urban Revitalization Plan will be required to assure that the City will repaid an amount equal to the tax abatement received for any criterion not met. In addition, the developer agreement should also require that the conditions that allowed the determination of "no rise" be maintained by the property owner.



Aspen Business Park | 414 South 17th Street, Suite 107 | Ames, Iowa 50010

August 17, 2012

City of Ames
Planning and Housing Department
515 Clark Avenue
Ames, Iowa 50010

RE: Certification for "No-Rise" and Flood Mitigation
for the Deery Subdivision, Ames, Iowa
FOX Ref. No. 5174-12a.410

To the City of Ames:

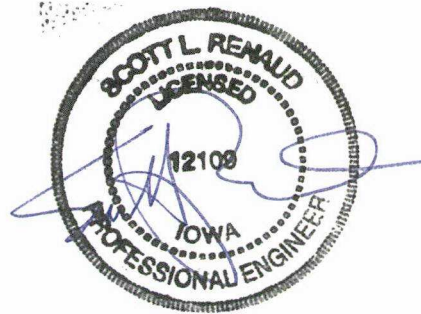
I hereby certify that the proposed channel improvements on the Skunk River will result in no-rise in the 100 year flood elevation and will mitigate flooding.

The no-rise certification is based on the attached documents and site plan showing the widening and channel stabilization being performed on the Skunk River Channel. The calculations include the fill being placed on the site, the excavation taking place in the floodway, and the work in the channel itself.

The project will mitigate flooding by providing an improved and stabilized channel in addition to the no-rise condition. The channel improvements will remove large trees that are in imminent danger of falling into the river during the next major flood event. These trees will potentially lodge in the downstream Highway 30 bridge and create blockages that will catch debris and severely restrict water flow through the bridge.

Sincerely,

Scott Renaud, P.E.
Iowa Registration No. 12109
My license expires December 31, 2012



Cc: Fred Rose, Rose Companies

K:\Iproj\5000\5174-12a car dealership\Urban Rev\August 17 2012 Engineers Certification.docx

MEMO

August 17, 2012

TO: City of Ames, Planning & Zoning and Public Works

FR: Scott Renaud, P.E.

RE: No Rise Certification
Deery Brothers Site
FOX Ref. No. 5174-12a.410

Attached are the draft calculations for the no-rise certification. There are 3 parts to the attached documentation. First is the existing condition. Second is the fill without the channel modification. Third is the fill and the channel modification. We are had this work done by Aaron Bousselot, P.E., of ICON in Denver who had done all the work at FOX prior to leaving and going to ICON. Below are his comments:

The HEC RAS files have been set up to model several scenarios:

- Existing conditions
- Proposed Deery site (no channel work)
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Please note that the FEMA effective model was not obtained. Instead, recent survey and LiDAR was used to develop the existing conditions model. Additionally, bridge structures were not included in the models. In order utilize effective data, the tailwater at downstream cross section was set at elevation 882.0 to match the effective BFE. As we discussed before, backwater from the Hwy 30 bridge controls flood elevations.

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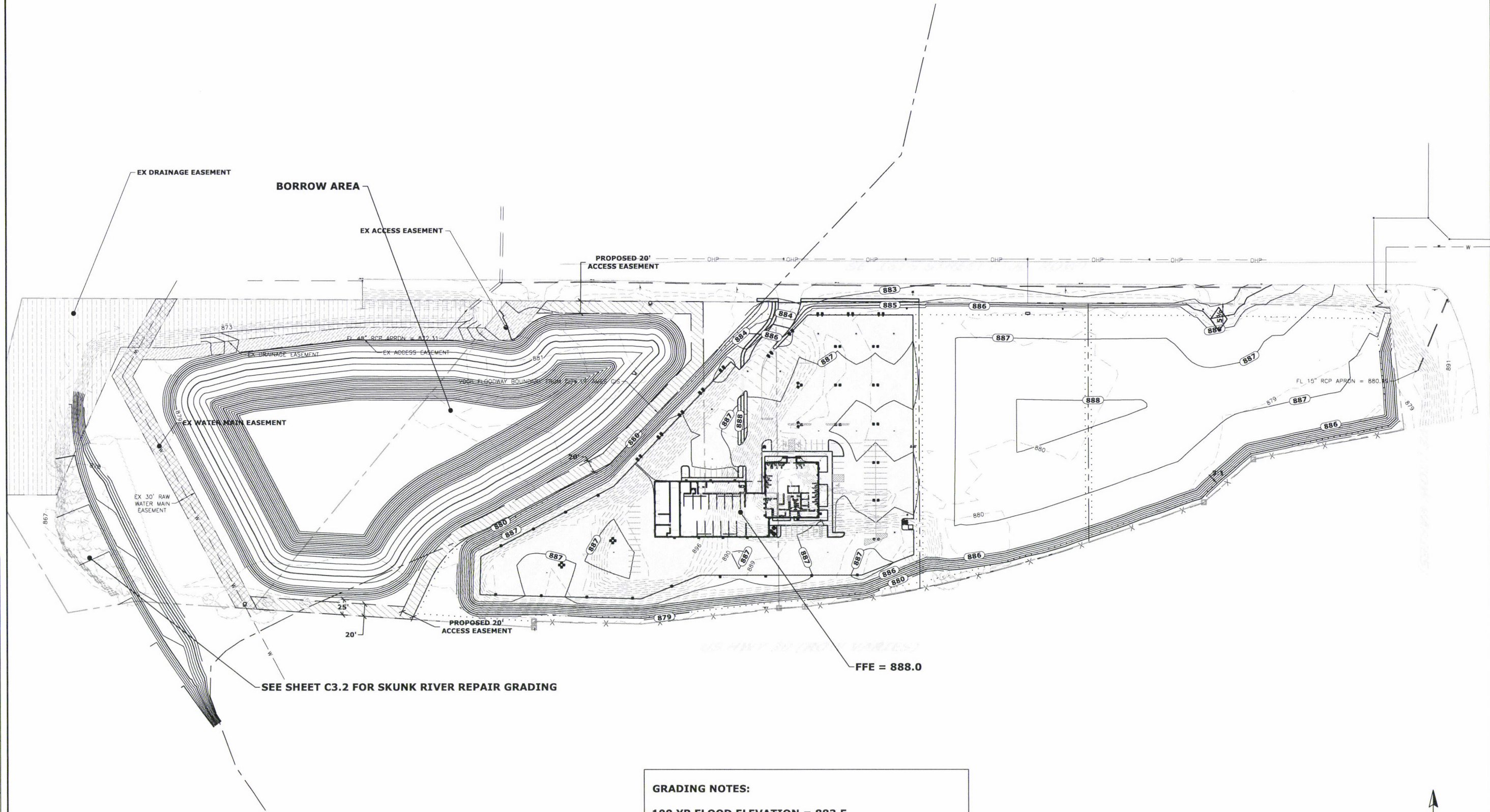
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Skunk River at Hwy 30
5174-12A

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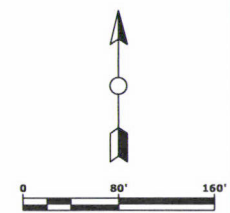


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PLOT STYLE TABLE
FOGGR50.ctb
LAYER MGR NAME
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DESIGNED:	08/12	SLR	08/12
DRAWN:	08/12	SMS	08/12
CHECKED:			
LAST UPDATE: 08/14/13			

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SITE GRADING PLAN
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 AMES, IOWA

PROJECT NO.
5174-12A

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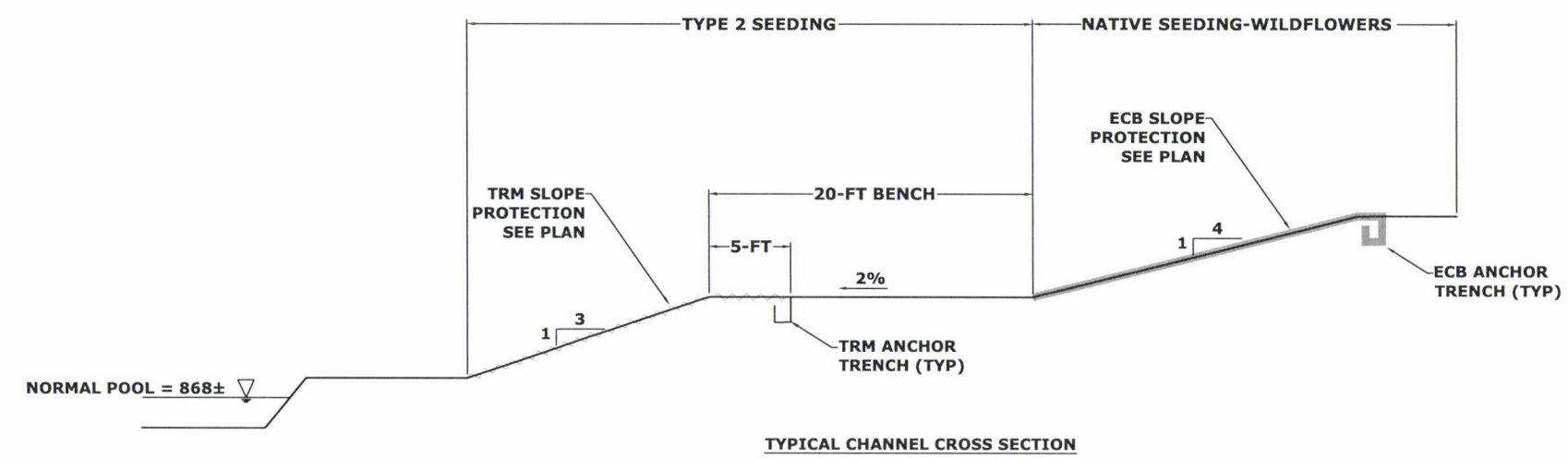
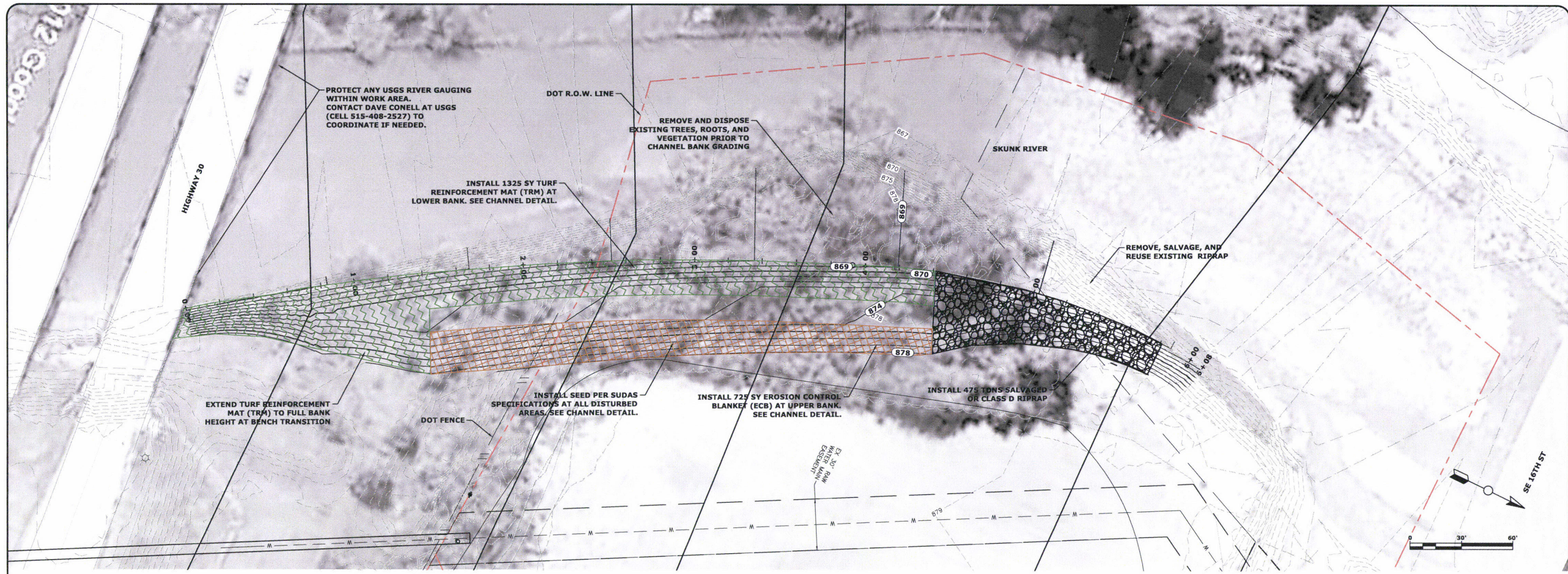
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 DEERY BROTHERS MOTORS SITE PLAN
 SOUTH 16TH STREET
 AMES, IOWA

PROJECT NO.
5174-12A

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