

AGENDA
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
DECEMBER 11, 2012

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.

PRESENTATION:

1. Presentation of Gold Award for “Live United” campaign

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.

2. Motion approving payment of claims
3. Motion approving Minutes of Special Meeting of November 20, 2012, and Regular Meeting of November 27, 2012
4. Motion approving Report of Change Orders for November 16 - 30, 2012
5. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class C Liquor & Outdoor Service – The Café, 2616 Northridge Parkway
 - b. Class C Liquor – Tip Top Lounge, 201 East Lincoln Way
 - c. Class C Beer – Swift Stop #6, 125 6th Street
 - d. Class C Beer – Swift Stop #7, 2700 Lincoln Way
 - e. Class C Liquor & Outdoor Service – Thumb’s Bar, 2816 West Street
 - f. Class C Liquor & Outdoor Service – Aunt Maude’s, 543-547 Main Street
 - g. Class C Beer – Casey’s General Store #2298, 428 Lincoln Way
 - h. Class C Liquor & Outdoor Service – Mangostino’s Bar & Grill, 604 East Lincoln Way
 - i. Class B Beer – Pizza Pit, 207 Welch Avenue
6. Resolution approving and adopting Supplement No. 2013-1 to *Municipal Code*
7. Resolution approving appointment of Council Member Jeremy Davis to Ames Convention & Visitors Bureau Board of Directors
8. Resolution authorizing Mayor to sign Certificate of Consistency with City’s 2009/14 CDBG Consolidated Plan on behalf of Youth & Shelter Services
9. Resolution accepting purchase agreement from Mike Satterwhite and Carla Weiner for future park land
10. Resolution approving law enforcement Memorandum of Understanding with National Center for Animal Health (NCAH)
11. Resolution awarding contract to Altec Industries, Inc., of Daleville, Virginia, for Digger Derrick in the amount of \$131,267 and for Body and Accessories in the amount of \$22,157
12. Resolution approving contract and bond for WPC Facility Motor Control Center No. 1 Replacement Project
13. Resolution approving contract and bond for WPC Facility Raw Wastewater Pumping Station Pipe Repainting Project

14. Resolution approving Change Order #69 to Weitz Company for a deduct amount of \$67,515 for Intermodal Facility
15. Resolution accepting completion of Main Street Alley Project
16. Resolution accepting completion of 2010/11 Water Systems Water Main Replacement Project (Oak Street)
17. Resolution accepting completion of 2011/12 Asphalt Pavement Improvements Program (Todd Circle and Abraham Drive)
18. Resolution accepting completion of 2011/12 Storm Sewer Improvements (Country Club Boulevard)
19. Resolution approving Minor Final Plat for 2501 Grand Avenue (Streets of North Grand, Plat 2)

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 each speaker to five minutes.**

HEARINGS:

20. Athen property (3601 and 3699 George Washington Carver):
 - a. Motion providing direction regarding Development Agreement
 - b. Hearing on request to change Ames Urban Fringe Plan from Priority Transitional Residential and Natural Area to Urban Residential and Natural Area and Land Use Policy Plan
21. Hearing on Zoning Ordinance text amendment pertaining to lighting and alternative landscape standards for auto and marine craft trade uses:
 - a. First passage of ordinance
22. Hearing on rezoning of property located at 2008-24th Street from Residential Low-Density (RL) to Residential High-Density (RH):
 - a. Motion to continue hearing until January 8, 2013
23. Hearing on Zoning Ordinance text amendment to correct a scrivener's error in Table 29.805(3) pertaining to Planned Regional Commercial Zone Development Standards:
 - a. First passage of ordinance

FIRE:

24. Discussion of Rental Housing Code inspections at fraternities and sororities

ADMINISTRATION:

25. 2012 Development Process Survey:
 - a. Presentation of results
 - b. Discussion of software for Inspections Division
26. Staff presentation of Internet-Based Retail Analysis provided by Buxton
27. Semi-Annual Report of Business Development Coordinator
28. Recruitment process for new City Attorney:
 - a. Resolution appointing Judy Parks as Acting City Attorney and setting salary
 - b. Motion approving recruitment plan
29. South Fork Subdivision:
 - a. Motion directing City Attorney to draft modifications to Memorandum of Agreement

POLICE:

30. Motion directing staff to add Outdoor Warning System activation criteria for winds in excess of 70 mph and hail in excess of 1.75 inches

PUBLIC WORKS:

31. Resolution approving Contract for Professional Services with Bolton & Menk in the amount of \$7,000 from City Council Contingency Account for conceptual cost study for Airport Terminal
32. Staff report on 6th Street bridge design alternatives:
 - a. Motion selecting design alternatives and aesthetic amenities

ORDINANCES:

33. First passage of Storm Water Rate Ordinance
34. Second passage of ordinance setting speed limit on Grand Avenue
35. Third passage and adoption of ORDINANCE NO. 4132 rezoning property located at 1519 Top-O-Hollow Road from Agricultural (A) to Residential Low-Density (RL)

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*.**

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

NOVEMBER 20, 2012

The Ames City Council met in special session at 7:00 p.m. on the 20th day of November, 2012, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Mayor Ann Campbell presiding and the following Council Members present: Davis, Goodman, Larson, Orazem, and Szopinski. Council Member Wacha and *ex officio* member Baker were absent.

FLOOD WORKSHOP #2: Mayor Ann Campbell said City staff and the consultants of HDR Engineering (HDR) will update the Council on the Flood Mitigation Study. Water and Pollution Control Director John Dunn concurred, and said that public comment will not be received at this workshop, but if members of the public would like to comment, comments are being accepted by going to the City's website at www.cityofames.org and clicking on "In the Spotlight."

Mr. Dunn said his observations of the second round of public meetings include more tension than the first round of meetings. He said the discussion moved from more abstract to more specific topics, which became more personal. He also said the meetings were very congenial, but he sensed more frustration. He said comments from individuals up-stream of Ames are saying "don't slow down the flow of water," individuals down-stream are saying "don't speed up the water," and individuals in the middle area are saying "something has to be done." Mr. Dunn introduced Andy McCoy and John Engel of HDR.

Mr. McCoy said at the last workshop the scope of the study, public involvement, and the technical information that is being gathered was discussed. He said the initial screening criteria that will move strategies to a more specific group of detailed evaluations will be discussed at this workshop, as well as specific comments from the last public meetings. Mr. McCoy said detailed analyses will be done in the next few months, then the different levels of protection will be presented, and then feedback from the Council will be needed.

He reminded the Council that this process involves public input, analyzing different strategies, analyzing the impacts, and then presenting the best strategies to Council. He said within the process, there are three points at which the public can join in. He said there have been 866 visits on the website, and about 160 people have attended public meetings. Mr. McCoy reviewed some common themes from the public input sessions.

Mr. Dunn said HDR will be modeling the floodplain as if it was restored to pre-development levels for any given storm, to completely filling in the floodway fringe. There was discussion on the capabilities of the modeling. Mr. McCoy said there have been many questions at the public meetings on terminology. He clarified that the City of Ames does not allow development in the floodway, and that development is allowed in the floodway fringe, but the floor must be three feet above the 1% annual chance flood level.

Mr. McCoy reviewed the 2010 and 1993 floods as reference points. Mr. Orazem asked about the different flood levels at the different sites, and asked what is being measured. Mr. McCoy said the gauges at those locations are measuring river stages. He said the information is all relative to that particular location. He said a more appropriate way to compare would be with water surface elevation, but the numbers would have to be looked up. Mr. Orazem said that is very confusing, and wondered if the numbers could be standardized. Mr. Dunn said the stages are set by the United States Geological Survey (USGS). He said the gauge data could be converted, but then it would become confusing when sharing with different agencies. Mayor Campbell said when the press

releases are sent, they describe the flood levels in detail. Mr. Dunn said that one way to do it is to develop a series of maps as a tool. Mr. McCoy said the Iowa Flood Center is working on products that allow the general public to understand what the numbers mean.

Mr. McCoy said they were tasked with updating the flood frequency analysis, so the last 15 years of information that wasn't considered for the current flood maps is key. Mayor Campbell asked when the current maps were done. Mr. Dunn said that 1995 was the last date they were updated.

Mr. Orazem said it seems as the magnitude of the flood increases, the flow changes at different rates at different parts of Ames. Mr. McCoy described a statistical exercise which then provides a baseline or way to quantify the level of inundation. Mr. Orazem asked about sites that could be acting as dams. Mr. Dunn said in certain public meetings there was concern that bridges are holding up the water, so the modeling will be able to remove the bridges and evaluate the alternatives.

Mr. Larson asked how the numbers are affected by the watershed in the area of an event. There was discussion on the different flood events. Member Goodman asked if the data being used on the modeling is using the last 15 years of data. Mr. McCoy said it is using between 50-80 years of data. Mr. McCoy said the effective Federal Emergency Management Agency (FEMA) discharge was used in a hydraulic model to create the inundation map as shown. He said it's hard to tell what the change would be when looking at the map since the depth of flooding is hard to determine, so he provided a handout with a table listing different storm events with water surface elevations.

Mr. McCoy said it is being asked if larger rainfalls continue to occur, should they be considered in the new flood mitigation alternatives. Mr. McCoy discussed how HDR transposed the real storm events that have happened in Iowa to determine effects if those same storms occurred in Ames. He said it's hard to tell the difference in four of them, but when the storm that occurred in Dubuque in 2011 was applied to the Ames watershed, flood levels would have been seven feet higher than the Ames flood in 2010. He said HDR wants to show what properties would be vulnerable so that the information can be used to create alternatives and cost scenarios for different levels of protection. Mr. Dunn said when looking at the maps, some of the areas don't show a tremendous horizontal shift, but rather much more depth. He said the Dubuque storm would have created seven feet of additional flow, an increase that is staggering. He said the reason these storm events are being looked at is so that these numbers don't seem so "theoretical," but real and credible to the analysis.

Mr. McCoy reviewed the initial public comments from the first sessions, and said they fit into the categories of storage, protection, and non-structural. Mayor Campbell asked if the comments have been filtered by the engineers. Mr. McCoy said the engineers categorized the comments by technical solutions. Mr. Goodman asked if CRP land would be categorized as a conservation measure. Mr. McCoy said cooperators must be found, and that the State of Iowa Department of Agriculture and Land Stewardship has a Conservation Reserve Enhancement Program (CREP) program that has sites identified on private land. He said that major floods have so much runoff volume that it would take a lot of conservation to slow down the water. Mr. McCoy reviewed other protection methods.

Mr. McCoy reviewed the screening criteria HDR used to narrow the initial alternatives to a list that will be more fully evaluated. Mr. McCoy said HDR will not present a certain number of choices, but rather combinations of alternatives and strategies that will work together to best provide flood protection. He said cost estimates and detailed environmental impacts for the options will be provided. Member Larson asked about qualitative ideas such as political feasibility and local issues and approval processes. He said he know some methods are not thought of as favorably as they used

to be. Mr. McCoy said yes, processes will be discussed and details can be quantified to provide levels of protection. Mr. Larson said the Council will need guidance on what is reasonable. Mr. Engel said HDR can qualify impacts as well as possible paths that could be pursued. He also said public input would be shared along with the public's level of excitement on the different alternatives. Mayor Campbell asked about the impacts on surrounding communities. Mr. Engel said impacts such as property tax revenue and emergency response times can be qualitatively identified. Mr. Larson said that is the type of information he wants to see.

Council Member Szopinski asked how the alternatives are viewed by FEMA. Mr. Engel said funding options can be identified for the alternatives. Council Member Davis asked how specific HDR will be when providing the combinations of alternatives. Mr. Engel said feedback is needed on this, but discussions so far have been that one strategy might be heavier on storage, the next might include more conveyance improvements, and another could include more diversion. Mr. Engel also said floodplain ordinances and conservation measures that provide incremental benefits could be brought forward with the benefits they could provide and the costs associated with them. Mr. Orazem asked if the goal is to lower the peak flood, and how that will be organized. Mr. McCoy said that's exactly what they have talked about for the storage alternatives. Mr. Dunn said there isn't one thing that will solve this problem, but there are multiple different ways to show different combinations that could work to mitigate flooding.

Mr. Goodman said if there are a few complex solutions, it would be nice to have a story on how those strategies have been successful or not successful. He also said he is concerned about people's feelings before being informed. He said he believes the reactions would shift if citizens were more informed. Mr. Goodman asked about the option of flood proofing. Mr. McCoy said flood proofing is something that could not be used as a stand alone strategy because it is site specific and is pretty limited, so it was not carried forward as something that will be looked at. Mr. Goodman said it seemed an interesting option as far as cost. He suggested that a buy out option for certain homes would possibly be more affordable than building a reservoir. Mr. McCoy said property buy outs occurred after the 1993 flood, which resulted in minimal success, and were not embraced by the community. Mr. Dunn said if they go down the route of exploring levies, there may not be a good way to do it unless there is a buy out of a few properties in targeted areas. He also said that buy out is a major strategy by itself as well, but not an option that will work well as its own strategy.

Mr. Schainker said that the Council is concerned that some of these alternatives may be very costly. He asked if HDR does a cost benefit analysis. Mr. McCoy said yes, that is the next step and will be done over the next few months. Mr. Engel said equally valid is the acceptable levels of protection and the incremental cost associated with protecting at higher levels. Mr. Dunn said HDR and staff will come back next time with price tags and options so the Council will have all of the information. Council Member Goodman said the 1997 study presented several options and none were taken. He said that in the case every option is too expensive, he would like to know how much it will cost to protect properties. Mr. Engel said value information for the floodplain parcels can be included.

There was discussion on buy outs that happened after the 1996 flood study. Mr. Kindred said after the 1996 study, the only option that met the FEMA cost ratio was protecting individual properties, but no one took advantage of it. Mr. Kindred said HDR has pushed back this option given the history of this in Ames where no one seemed interested in it. Mr. Goodman said his concern is that City dollars will be used, and in this case even though the funds would be given to specific properties, it would still be saving taxpayers.

Assistant City Manager Bob Kindred told the Council that Management Analyst Brian Phillips is involved with the county in updating the county-wide all hazards mitigation plan, of which this plan will be adopted into. He said if the time comes when federal assistance is being sought for buy outs, that would need to be listed as an alternative in the plan. Mr. Engel said the residual flood damages to City-owned properties and roadways, and removal of properties from the tax base would also need to be considered. Mr. Goodman said the experience and expertise HDR brings to the financial equation is very helpful.

Mr. Larson asked if the original data going back to 1995 and earlier that was combined to come up with sources and flow rates have been kept separate so it can be determined where the flooding is occurring more frequently in recent years. He said it seems that Squaw Creek is the bigger problem in recent years, asked if he is correct in thinking how quickly the water comes from the northwest. Mr. Dunn said he agreed with that in a qualitative sense. Mr. Larson said he wants to make sure some feedback is received to determine where dollars should be spent based on the areas most likely to be impacted.

Mr. Orazem asked if there is data to show if the water could exit Ames without problems if all the rainfall occurred in the Skunk or in the Squaw. Mr. McCoy said ten inches of rain in the Squaw basin is very substantial no matter what is happening on the Skunk River. Discussion continued on the higher levels of rainfall.

Ms. Szopinski said she is looking forward to hearing the alternatives.

Mayor Campbell asked about more public input. Mr. McCoy said that will soon be scheduled, as well as the target end date. Mr. Dunn said the last workshop is targeted for late January or early February to line up with the Capital Improvements Plan.

COMMENTS: Mayor Campbell told the Council that she has asked Member Larson and Member Goodman to be part of a preliminary group in the search for a new City Attorney. She said staff will soon be presenting a schedule for the search.

ADJOURNMENT: The meeting adjourned at 8:28 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

Erin Thompson, Recording Secretary

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

NOVEMBER 27, 2012

The regular meeting of the Ames City Council was called to order by Mayor Pro Tem Jami Larson at 7:00 p.m. on November 27, 2012, in the City Council Chambers in City Hall, 515 Clark Avenue. Present from the Ames City Council were Jeremy Davis, Jami Larson, and Peter Orazem. Matthew Goodman, Victoria Szopinski, and Tom Wacha, who were attending the National League of Cities Conference, were brought in electronically as it was impractical for them to be present in person. *Ex officio* Member Sawyer Baker was also present. Mayor Campbell was absent.

CONSENT AGENDA: Moved by Davis, seconded by Orazem, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving Minutes of Regular Meeting of November 13, 2012
3. Motion approving certification of civil service applicants
4. Motion approving Report of Change Orders for November 1 - 15, 2012
5. Motion setting January 22 and February 26, 2013, at 6:30 p.m. as Conference Board meeting dates
6. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class B Native Wine – Chocolaterie Stam, 230 Main Street
 - b. Class C Beer – Swift Stop #8, 705 24th Street
7. RESOLUTION NO. 12-599 approving Annual Urban Renewal Report
8. RESOLUTION NO. 12-600 approving preliminary plans and specifications for CyRide Bus Facility Expansion and Flood Mitigation Project; setting January 31, 2013, as bid due date and February 12, 2013, as date of public hearing
9. 2012/13 Water System Improvements (Water Service Transfer #1):
 - a. RESOLUTION NO. 12-601 approving Change Order No. 1
 - b. RESOLUTION NO. 12-602 accepting completion
10. RESOLUTION NO. 12-603 accepting completion of Vet Med Substation Capacitor Banks
11. RESOLUTION NO. 12-604 accepting completion of public improvements and releasing security for Southern Hills West, Plat 2

Roll Call Vote: 6-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: No one came forward to speak during this time.

SPECIAL 5-DAY CLASS C (BW) LIQUOR LICENSE FOR OLDE MAIN BREWING CO.:

Moved by Davis, seconded by Orazem, to approve a Special 5-Day Class C (BW) Liquor License for Olde Main Brewing Co., at the ISU Alumni Center (December 12-17).

Vote on Motion: 6-0. Motion declared carried unanimously.

POTENTIAL USE OF AVAILABLE SCHOOL DISTRICT PROPERTY: City Manager Steve Schainker recalled that, on October 9, 2012, the City Council had directed staff to provide information regarding whether there would be a need for the City to utilize any of the properties that were being offered for sale by the Ames Community School District. In response to that referral, staff determined that there was no interest by the City in the four buildings (former Middle School, Edwards, Roosevelt, and Willson-Beardshear). The current internal configurations of the buildings were not conducive to City governmental needs; locations in single-family neighborhoods make them inappropriate for City uses; and, significant expense

would be needed to convert to usable space were the reasons given that made it cost prohibitive to transform the buildings to the City's needs.

Rather than utilizing the existing available buildings, Mr. Schainker expressed support to transform portions of two properties (Roosevelt and Edwards sites) to neighborhood parks. The Willson-Beardshear site was not being recommended for that purpose since it is located within a few blocks of Bandshell Park, which adequately serves the adjacent neighborhoods with open space and play equipment. City Manager Schainker said that City staff would be willing to meet with the neighborhood association adjacent to the Willson-Beardshear school site to discuss the issue further.

According to Mr. Schainker, due in part to the current challenging financial times, City staff has been hesitant to add smaller neighborhood parks because they are more costly to maintain within the Parks system. However, with the recent decision by the Ames Community School Board to dispose of a number of elementary schools, it is an opportunity for the City to support the impacted residents as important amenities are removed from their neighborhoods. Mr. Schainker said that it is appropriate since elementary schools historically have doubled as neighborhood parks during non-school hours. According to City Manager Schainker, staff had already expressed this position to representatives of the Ames Community School District. He emphasized, however, that support was subject to the School District donating the park portion free of charge to the City; be cleared of any structures, including foundations; and be returned to a grassed condition ("clean and green") before it is given to the City.

Mr. Schainker clarified that in its discussions with School District officials, City staff did not place any size restriction on the amount of land that it would accept from the School District. City staff had previously understood that it was the School District's desire to develop the sites for single-family housing in an effort to attract more students with the associated state revenues to the District. Staff had emphasized that it should be left up to School District officials to decide how much land to donate to the City for park purposes. Mr. Schainker emphasized that the City was not advocating to have the District buildings torn down; it appears that it would be possible to reuse the buildings and still have substantial green space for a park. It was also acknowledged by Mr. Schainker that it could cost approximately \$100,000 or more to develop parks in each of the four areas.

Council Member Wacha expressed that in some of the cases, especially Roosevelt, it would be advantageous for the City to retain part of the parking lot and existing play structure. It was noted that the play structure at Roosevelt might have already exceeded its life expectancy.

It was made very clear by City Manager Schainker that it would be the City Council's decision whether or not to develop the sites for City parks. He stated that, to date, there had been no formal request asking the City to pursue that option, although that approach had been mentioned publicly by the School Board during previous public discussions about the future of the sites.

Council Member Goodman suggested that staff convey the City's desire to the School District to accept as much of its available property for development of parkland.

Council Member Orazem stated his desire that whoever purchases any of the School District properties would make the necessary improvements at a very rapid pace. He would like to see

a statement from the purchaser(s) that any commitment to purchase would also be a commitment to act.

Anneke Mundel, 1111 Harding Avenue, Ames, stated that she is a seven-year resident of the Roosevelt Neighborhood and the mother of two active children. Her children and other visitors to her neighborhood from Ames and neighboring towns use the former school site very frequently. She informed the Council that she had conducted an informal survey of the usage of the Roosevelt property, which indicated that 20 to 30% of the daily users come from outside the immediate area. Ms. Mundel described the site as a valued community gathering spot, not used just by the residents adjacent to the site. Ms. Mundel told the Council that she and Stacy Ross co-founded the Citizens for Roosevelt Park in late September 2012, which is now comprised of approximately 130 members from throughout Ames. Ms. Mundel asked on behalf of her family and the 130 Citizens for Roosevelt Park supporters that the City partner with the School Board to preserve a large park space for perpetual public use. This group hopes that the City will develop an L-shaped parcel of approximately 2.3 acres that runs the length of Roosevelt Avenue and 10th Street and would encompass the land housing the playground, basketball pads, and land including several mature trees. It was also requested by Ms. Mundel that any redevelopment requests that might come before the City be considered carefully in light of the impact on the neighborhood.

Marty Helland, 1024 Roosevelt, Ames, recognized the sense of community existing in the City and the value that Ames puts on the well-being of its residents. She acknowledged that the City always puts emphasis on building and maintaining strong neighborhoods, which in turn, strengthens the entire community. It was asked by Ms. Hellend that the City consider developing, at a minimum, 2.3 acres as a park. The residential lots in the area are generally very small and there is very limited space for outdoor play without a community playground and green space. She is concerned that the School District would want to sell much of the land for development and not preserve much, if any, of the land for a park of the size that would meet the neighborhood's needs. It was Ms. Hellend's request that the City give this the same consideration as it gives to new housing developments. Ms. Hellend cautioned that the City would not be able to reclaim any of the land after it has been developed. She stressed that the Roosevelt site has been the heart and soul of the Neighborhood for the past 90 years.

Stacey Ross, 1121 Marston Avenue, Ames, stated that she was a founding member of the Citizens for Roosevelt Park. She said that she had been actively involved in organizing the Summer Sundays' Concert Series, which draws hundreds of people from Ames and Central Iowa. Ms. Ross emphasized her desire and that of the Citizens for Roosevelt Park that the City preserve the common green space for a City park. She pointed out that this site had served as a park for nearly 100 years. It was urged by Ms. Ross for the City to work with the School District to preserve as much land as possible for a City park at the Roosevelt site. She provided a summary of School Board meetings that she had attended on the topic of selling its land. Ms. Ross noted that Luke Deardorff, a member of the School Board and Real Estate Liquidation Committee, had indicated that he would be proposing subdividing the lot prior to the sale of the building. She said that the Citizens for Roosevelt Park were interested in working with the School District to ensure that as much land as possible is set aside for a neighborhood park, but leaving land that would still be beneficial to a developer who would re-use the school building.

Chase Colton, 2226 Northwestern Avenue, Ames, advised that he had joined the Citizens for Roosevelt Park because it is important to preserve the green space. He described the many

activities occurring at Roosevelt and said that while the building is vacant, the land around Roosevelt is constantly used. He described Roosevelt as being an “anchor to the community” and urged the City Council to do everything it can to make the green space into a City park.

Sharon Wirth, 803 Burnett Avenue, Ames, explained that, as the Chairperson of the City’s Historic Preservation Commission, she had sent a letter to the School District outlining the importance of preserving the Roosevelt Elementary building. She believes that the Roosevelt site was about much more than an unused building. Having been built in 1924, it had been listed on the National Register of Historic Places. Ms. Wirth read excerpts from the letter she had sent to the School Board. She urged the City Council and City staff to work with the School Board to establish a process in terms of planning for the Roosevelt site and making every effort to re-use the Roosevelt School building.

Linda Feldman, 1111 Stafford Avenue, Ames, said that it appeared that Ames was losing all the schools in its urban core, and it would be very preferable to keep green space in the neighborhoods. She firmly believes that the green space and City parks are crucial in keeping neighborhoods vital. Ms. Feldman expressed her desire to talk with the City and School District about retaining green space at the Willson-Beardshear site, which directed impacts her neighborhood.

City Manager Schainker said that he felt keeping green space in the neighborhoods was do-able; however, it would take a cooperative effort among the City, School District, and potential developer(s). The logical next step would be for the Council to go on record by indicating its preference regarding this issue to the School Board.

Council Member Wachua expressed his concern that a lot of discussion had occurred about the Roosevelt School site, but not much about the Edwards and Willson-Beardshear sites. Recognizing that the Sunrise Neighborhood is in proximity to Bandshell Park, he wanted to ensure that discussion would also occur about keeping green space at all of the sites.

Council Member Goodman shared his understanding that the School Board was considering moving its administrative offices out of the Crawford School site. City Manager Schainker said that possibility had not surfaced when he had his discussions with the School Board; however, if that is the case, the City would have to be open to including Crawford.

In the opinion of Mayor Pro-Tem Larson, it needed to be determined if the School District would provide a formal acknowledgment that it would be willing to accept the three caveats: (1) the City would take any land the District would give it, but it has to be free of charge; (2) the land has to be green; and (3) it has to be clean of all structures, unless the City wants to retain them, e.g., asphalt for a parking lot.

Moved by Goodman, seconded by Davis, to request staff to communicate Council’s commitment to accepting as large a parcel as possible and deemed reasonable by the Ames Community School District for neighborhood parks on the four properties that the Ames School District will be disposing of, i.e., Roosevelt, Willson-Beardshear, Edwards, and Crawford with the three caveats included in the staff report.

Vote on Motion: 6-0. Motion declared carried unanimously.

REQUEST FROM CITY OF KELLEY FOR WATER SERVICE: Water and Pollution Control

Director John Dunn gave a summary of the request of the City of Kelley for the City of Ames to supply water from Ames to Kelley. He recalled that the Council had formerly requested a brief report from City staff on the history of previous wholesale water and sewer agreements, along with a recommended response to the City of Kelley.

At the inquiry of Council Member Orazem, Mr. Dunn advised that the City of Ames currently has two wholesale agreements for drinking water and four for wastewater.

Director Dunn told the Council that financing for the City of Ames' current Water Pollution Control Facility had been provided in part by a federal construction grants program; that program required that the City of Ames evaluate the cost-effectiveness of having smaller communities connect to a larger facility that can operate more efficiently. Ames completed the feasibility evaluation for a number of surrounding communities and determined that doing so was not cost-effective for Ames, with the exception of the City of Kelley. Mr. Dunn explained that Kelley was also applying for construction grant funds, and Kelley's consultant had performed an independent feasibility analysis and determined that connecting to Ames was the most cost-effective means of providing wastewater treatment for its community. He elaborated that the City of Kelley had now been notified by the Iowa Department of Natural Resources (IDNR) that it needed to take action to improve the viability of its drinking water system. The modifications, estimated by Kelley's consultant to cost approximately \$1,000,000, are exceedingly expensive for a community of 309 people and fewer than 150 customer accounts over which to spread the costs. Because of the high price tag associated with the improvements, Kelley is interested in resuming discussions with the City of Ames. Ames staff members had talked with Kelley's consultant and met once with the Kelley City Council, but felt a request from Kelley's Council to the Ames City Council would be appropriate before investing additional staff time to further explore the possibilities. It was Mr. Dunn's understanding that Kelley had received funding commitments that have a limited window of opportunity, and receiving an answer from Ames in a timely manner was of great importance to them.

According to Mr. Dunn, based on water demand characteristics provided by Kelley's consultant to Ames staff, the City of Kelley has an annual average demand of approximately 15,500 gallons per day and a peak day demand of approximately 40,000 gallons per day. He advised that, for comparison purposes, that would put the demand for the connection to Kelley roughly comparable to the average demand of Hickory Park restaurant. An estimate of the revenue generated from taking on Kelley as a customer would be in the neighborhood of \$24,000 per year, using the provisions of the Kelley wastewater agreement as a model.

The issues that needed to be addressed in any contract for water service were pointed out by Mr. Dunn, as follows:

1. Seasonal Rates. The rate structure for residential customers in Ames is a seasonally inclined block structure, with a flat rate in the winter and an inclining block rate in the summer. Some consideration should be included to a rate provision with Kelley that accomplishes the same water conservation goals.
2. Water Rationing. The City of Ames has adopted an ordinance that allows mandatory water use restrictions to be implemented in stages based on the need for conservation.

3. Delineation between Systems. There are a number of different ways that an agreement could demarcate the separation point between systems. The simplest for Ames would be to follow the model that has been used with all other wholesale agreements; namely, Ames provides water, at whatever point in its existing system is closest or most convenient, through a single master water meter.

Council Member Orazem questioned whether Kelley would incur the cost of the infrastructure to hook up to Ames' service. Director Dunn said that is an element to be negotiated with the City of Kelley. He said he would be recommending that a connection for Kelley be provided in Ames where they can get the water and Kelley would build the infrastructure from there to Ames.

Council Member Davis how long it would take to make the connection. Mr. Dunn said that if negotiations go well, it should be within a year. City Manager Schainker stated that he did not want the City of Ames to upfront the costs; it would be too long of a pay-back.

According to Director Dunn, the challenges being faced by the City of Kelley are not unique and are not necessarily reflective of a lack of care by that community. Ames has a history of providing water and wastewater services on a wholesale basis to other governmental entities dating back over 65 years. More specifically, Ames has provided sewer service to the City of Kelley since 1975.

Moved by Davis, seconded by Orazem, to direct staff to initiate discussions with the City of Kelley regarding a possible agreement for water service.

Chad Borsheim, 1212 VanFleet Street, Kelley, advised that he is a Kelley City Council Member, and thanked the City of Ames for considering the request. He advised that many of the funds were in place, and it would just be a matter of amending its current grant proposal. Council Member Orazem questioned if the City of Kelley would be willing to abide by the policy decisions, i.e., water rationing, etc., already in place. Mr. Borsheim emphasized that he could not speak for the City of Kelley; however, if the City of Kelley was hooked up to Ames' system, it would abide by the City's rules.

Vote on Motion: 6-0. Motion declared carried unanimously.

PURCHASE POWER AGREEMENT WITH GARDEN WIND (NextEra): Electric Services Director Donald Kom reminded that Council that, on September 8, 2009, the City had entered into a 20-year Purchase Power Agreement with Garden Wind LLC. Under the Agreement, the City agreed to purchase the output from 36 MW of 15-MW wind farm near Zearing, Iowa. The remaining 114 MW output from the farm had since been contracted to a third party.

An explanation of how the output of the wind farm is measured and how billing between the two "off-takers" is split was provided by Director Kom.

Mr. Kom advised that, beginning in March 2013, the Midwest Independent System Operator (MISO) will be changing how intermittent generation resources (such as wind and hydro power) will be scheduled onto the electric grid. After discussing those operational changes with Garden Wind, staff determined that the current billing and operational practices will not work under the new MISO construct. In considering a new complex billing algorithm and operating parameters

for the farm, staff suggested that the farm be split and 24 wind turbines be assigned representing the City's 36 MW of capacity. The turbines would then be separately metered, billed, and operated. NextEra has agreed to pay for all costs associated with this change and has proposed an amendment to the existing Agreement creating the separation of the wind farm into proportionate shares for the two off-takers.

Moved by Orazem, seconded by Goodman, to adopt RESOLUTION NO. 12-605 approving amendments to the Purchase Power Agreement with Garden Wind (NextEra).

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

UNIT NO. 8 BATTERY REPLACEMENT FOR POWER PLANT: Electric Services Director Kom told the Council that a cell in the Power Plant's Unit 8 Station Battery recently failed. A thorough inspection of all battery cells was made, and three other cells were found with cracked tops. The station battery is used to run emergency and control equipment during a power disruption. The batteries are nearly 15 years old, and there is now no confidence that the batteries are capable of providing the emergency back-up power needed to prevent serious damage to the Plant facility.

According to Mr. Kom, Brown Engineering was called in by Plant staff to inspect the batteries and recommended immediate replacement to prevent a potential loss of critical Plant equipment. The estimated cost of replacement is in the range of \$80,000 to \$100,000. Funding is available from the Unit 8 Fixed Equipment Repair account in the Electric Production operating budget.

It was noted that *Iowa Code* Chapter 384.103(2) allows for emergency repairs of a public improvement. It also states that the "governing body may contract for emergency repairs without holding a public hearing and advertising for bids, and the provisions of Chapter 26 do not apply." In accordance with the requirements, Brown Engineering Company has certified that emergency proceedings are necessary to avoid the risk of serious loss to the City.

Moved by Davis, seconded by Wacha, to adopt RESOLUTION NO. 12-606 to institute emergency proceedings.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Davis, seconded by Wacha, to adopt RESOLUTION NO. 12-607 authorizing staff to solicit informal bids and enter into a contract for replacement of Unit No. 8 batteries within seven to ten days.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

125 HYLAND AVENUE AND 118 & 122 CAMPUS AVENUE: City Planner Jeff Benson explained the requested waiver of the subdivision lot design standard. He noted that the City Council can waive a subdivision requirement if compliance would result in extraordinary hardship to the applicant or would prove inconsistent with the purpose of the regulations because of unusual topography or other conditions.

Council Member Orazem asked Mr. Benson if staff felt the design would look more attractive to the neighbors. Mr. Benson answered that staff felt that the new design would fit in with the neighborhood better.

Doug Pyle, 3021 Ridgetop Road, Ames, emphasized that he was a long-time resident of Ames, and the appearance of buildings in the City are important to him. He listed the buildings that he currently owns and said that those were testimony to his commitment to make all of his properties aesthetically pleasing. Mr. Pyle said that building one 13-plex, rather than two 6-plexes, would fit in better with the neighborhood. The proposed building would be of a similar size as the building that it would replace (formerly Triangle Fraternity). Mr. Pyle noted the size of other buildings in the area. He said he is attempting to get the same size structure on Hyland and put the parking behind the building. If not approved, he could build a six-plex on Campus Avenue and a six-plex on Hyland Avenue, which would mean a six-plex would be located between a 16-plex on the north and a 23-plex on the south; those two buildings would look very out of proportion. Mr. Pyle pointed out that Hyland Avenue is a minor arterial roadway. He is proposing that there not be a drive on Hyland, so no traffic would be added to the minor arterial. To him, having the parking be located in the back of the building would be an asset.

Mr. Pyle said that he was not motivated by the rental revenues, as they would be nearly equal; however, he believes that building one 13-plex instead of two six-plexes would be a much better-looking project. He said that he was not sure what the concerns were of the double-fronted lot, however; he assumed that it was felt people might use the parking lot as a pass-through street. Mr. Pyle said that due to the building's design, that would not be possible. It was stated by Mr. Pyle that he would be willing to use the same construction material on the back of the property as that used on the front, so that it will be attractive from Campus Avenue. There will be a 25-foot set-back off Campus Avenue. The parking lot will be landscaped with trees and/or berm.

Council Member Szopinski said she was having difficulty picturing what the building would look like and asked if this item could be brought back to the City Council so that Mr. Pyle could provide pictures of the building design. Mr. Pyle brought the Council's attention to Attachment D of the Council Action Form, and said that the building would look very similar to those drawings.

Discussions ensued about the proposed location of the driveway and the fact that the property would not be accessed from Hyland. Mr. Pyle said he does not want his property to add to the traffic on Hyland and he does not want people cutting through the parking lot. Having another drive on Hyland does not accomplish anything. Council Member Benson said having another driveway would take up quite a bit of space on the lot.

Council Member Goodman asked what the point was for having a drive for a parcel on street frontage. Planner Benson said that it is to have consistency in driveways in residential neighborhoods; however, functionally, there might not be a reason for it. A redeveloped property to the north (2824 West Street) was referenced by Mr. Goodman. He pointed out that the owner was forced to put the driveway underneath the property in order to meet this requirement. Mr. Pyle noted that that particular property had no other way to access the lot other than put the driveway underneath; that is not the case with his property.

Mr. Goodman then questioned the requirements of the Ordinance. He pointed out that if staff sees no value in it and the City Council sees no value in the regulation, the Ordinance should be changed to allow it. He wanted to create a consistent situation for all who want to develop property, but have this same issue; piece-by-piece changes are not fair in his opinion.

Council Member Larson said that cases like this do not come before Council very often, but when they do, Council gets to hear what makes each case unique. In this particular case, Mr. Larson said, aesthetically and traffic-wise, there were good reasons to consider approving a waiver.

Planner Benson said that he had collected staff input on this particular request, and staff had no objections to the through lot.

Moved by Wacha, seconded by Davis, to adopt RESOLUTION NO. 12-608 approving a waiver of subdivision lot design standard that prohibits creating a lot with double frontages or reverse frontages in a residential zoning district for the property currently addressed as 125 Hyland Avenue and 118 and 122 Campus Avenue.

Council Member Goodman asked City Attorney Doug Marek if the requirements for granting a waiver as outlined in the *Code* had been met. Mr. Marek said that Council could grant the waiver if Council believed it causes an extraordinary hardship or that the purpose of the regulations do not coincide with the property in question. From the discussion, it would appear that, in this particular situation, it is inconsistent with the purpose of the regulations.

Roll Call Vote: 4-2. Voting aye: Davis, Larson, Orazem, Wacha. Voting nay: Goodman, Szopinski. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Wacha, seconded by Davis, requested staff to prepare a brief memo discussing the history behind the prohibition of lots with double frontages in residential zoning districts and the pros and cons of having the regulation or not having the regulation.

Vote on Motion: 6-0. Motion declared carried unanimously.

YARD WASTE CONTRACT: Chad Borsheim, 1212 VanFleet Street, Kelley, identified himself as an employee of Chamness Technology. He said that it appeared from the materials provided to the City Council that staff was recommending award of the contract to American Professional Services Group (APSG); however, he wanted to make a few points before the final decision was made. The points made by Mr. Borsheim were as follows:

1. The history of the Yard Waste Contract shows that the contract has gone full term over the past two contract periods. If the Contract were to go full-term (five years), Chamness Technology would appear to be the more affordable option for the City of Ames.
2. Chamness Technology had met with Story County Planning & Zoning at its conceptual review meeting. Story County Planning & Zoning had a favorable initial response about Chamness's proposal at that meeting. Another meeting was to occur in December; however, that meeting was postponed until January.

3. If Chamness Technology were to relocate to its proposed site, i.e., on Black's Heritage Farm (on "University Boulevard South"), it is near the Iowa State composting facility. Chamness's facility would be of a similar nature. There are few neighbors in the area. Chamness does have a second possible location, which is off Freel Drive and SE 5th Street.

Mr. Borsheim also wished to correct a statement in the Council Action Form that said Chamness Technology had not worked for the City. He clarified that Chamness had worked with the City on its storm debris grinding; the work was performed on budget and in a timely manner.

It was noted by Mr. Borsheim that it is one of the Council's goals to support environmental sustainability. He stated that that is exactly what Chamness Technology does; its intent for the leaf and yard debris would be to use it in a compost, which would be hauled to its facility. The compost material would never be accumulated to a significant volume. Mr. Borsheim told the Council that Chamness has a "sister company" named "Green R U," which is an organics diversion business. Since the main agreement of compost is wood or carbon, with proper "recipes," Chamness might be able to make a very viable and sustainable compost. Their composting facility is located in Eddyville, Iowa, location.

Mr. Borsheim asked that the City Council consider the five-year alternative versus the three-year given the points that he had already presented.

Council Member Orazem asked to know the rationale for City staff recommending a three-year contract. Gary Freel, Resource Recovery Manager, said that the proposed contract had been structured with a base bid for the first three years and an option for two one-year extensions. Mr. Freel noted that, during the first three years, there is a \$21,600 difference between the two lowest bids; however, Ames Professional Services Group's proposal did show substantial increases after the initial three years. If it would have called for a five-year term, Chamness Technology would have been the lower bidder. According to Mr. Freel, if Story County were to not approve the prospective site or the secondary site for Chamness, the City of Ames would not have a contract for next season.

It was also asked by Mr. Orazem if there would be any harm in waiting one month so that the uncertainties surrounding Chamness's proposal could be resolved. Mr. Freel replied that the City has to either re-bid or accept one proposal. The bids are good for 60 days; December 2, 2012, which is a Sunday, would mark the expiration of the bids, so this is the last meeting for the City Council to make its decision.

Council Member Wacha raised the issue of APSG having non-compliance issues and violations and asked Mr. Freel how that company had been to work with. In response, Mr. Freel said that the current contract requires a fair amount of staff time "to say the least." APSG had come into compliance within the time frame to continue doing business after Inspections staff had talked to them. According to Mr. Freel, the award of this contract was delayed in part so that the City could ensure that APSG stayed in compliance during the four fall free-days. They have been able to stay in compliance since October.

It was also inquired by Mr. Wacha if APSG gave the City any indication as to why it would raise its rates so substantially after the initial three-year period. Mr. Freel said he did not know the reasoning.

Council Member Goodman asked if the bid documents required the site to be pre-determined or confirmed. Mr. Freel responded that the Request for Proposals had required that a facility be secured; there was a time frame noted after award, however, the City needed to have a secure site for the fall free-day.

Council Member Szopinski asked if anyone was present to speak on behalf of APSG. She wanted more information from that vendor as to the structure of its rates and the reason why it would double. Superintendent Freel advised that Mr. Reese was not present.

City Manager Schainker said that staff's recommendation also took into account the site of the proposed drop-off site for Chamness - there is quite a length of gravel road on which residents would have to drive to reach the site. Council Member Goodman asked if the bid included what percentage of travel on gravel would be necessary. Mr. Freel said that was not one of the evaluation criteria; the site needed to be within two miles of the City limits. He noted that the Black Heritage Seed Farm is within that two-mile distance.

It was pointed out by Council Member Wacha that Chamness was significantly higher for the storm damage tree clean-up option (\$5,000 versus \$1,100/day). He asked to know what the City's costs are for that day as if award was made to Chamness, as the City probably would not execute that option. Mr. Freel advised that it costs between \$750 to \$1,500/day. The last clean-up day was not done by Chamness. It was a ten-day clean-up and cost approximately \$10,000.

Council Member Goodman asked if Council had to award to the low bidder. City Attorney Marek advised that this was not a public improvement contract, so the City is not required by law to award to the lowest bidder.

Council Member Goodman asked to know the staff's rationale for recommending the contract be awarded to APSG. Mr. Freel stated that distance was one of the reasons; the savings of \$21,600 between the first two bidders and security of a site that could be utilized in the spring were the other two reasons.

Council Member Davis pointed out that there are ice storms that occur in the winter, which sometimes causes extensive tree damage. He felt it was important for the site to be guaranteed and asked when the current contract with APSG expires. Mr. Freel advised that the current contract will expire on December 15, 2012.

Moved by Wacha, seconded by Szopinski, to adopt RESOLUTION NO. 12-609 awarding the Yard Waste Contract to Chamness Technology in the amount of \$31,800 per year.

After being asked for clarification, Mr. Freel advised that there will be a clause in the contract so if Chamness is unable to secure a site by a certain date, the City would have the option of terminating the contract and either re-bidding or selecting another vendor.

Council Member Goodman asked Mr. Freel to comment on how comfortable staff was with awarding the contract to Chamness Technology. Mr. Freel said staff was concerned about the distance on a gravel road and the uncertainty of whether a site could be guaranteed. However, he believed that the proposed site being located next to the ISU composting facility holds great potential. Chamness could possibly expand the site and use it for its food waste facility.

Roll Call Vote: 4-2. Voting aye: Goodman, Orazem, Szopinski, Wacha. Voting nay: Davis, Larson. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

The meeting recessed at 9:02 p.m. and reconvened at 9:08 p.m.

BASIN LINER REPLACEMENT AND WPC FACILITY BIOSOLIDS DISPOSAL OPERATIONS CHANGE ORDERS:

Water and Pollution Control Director John Dunn explained that staff was presenting a substantial change in scope for this project. He elaborated that a contract had been awarded to Ames Trenching and Excavating on September 11, 2012, in the amount of \$109,500 to repair the synthetic liners; however, once the cleaning of the two equalization basins and one biosolids holding basins, major liner failures were located in the bottom of the basins below the water line. New Change Order amounts for Ames Trenching and Excavating, Nutri-Ject, and FOX Engineering were distributed around the Council dais. It was explained that a budget adjustment including a 20% contingency was being requested because it is unknown what volume of water, if any, that is currently in the basin seeped through the leak or if there is a ground water issue. The water sitting between the liners and the clay basins has to be removed to allow that determination to be made. If it is ground water coming up, it will require putting in some dewatering wells to lower the ground water so that the new liners can be put in and made to lay flat in the bottom of the basin.

Potential funding sources were identified by Mr. Dunn.

According to Mr. Dunn, Council first must declare this to be an emergency situation. He emphasized that replacement of the liners is paramount to successful operation of the Plant, as well as preventing a discharge to the receiving stream that would be in violation of the City's NPDES Permit.

At the inquiry of Mayor Pro-Tem Larson, City Attorney Marek recommended that the City Council find that emergency proceedings are appropriate.

Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 12-610 to find that emergency proceedings are appropriate and authorize staff to negotiate change orders as follows:

- a. Ames Trenching & Excavating at an estimated amount of \$231,084 for full replacement of three basin liners for a total contract price of \$336,984;
- b. Nutri-Ject in the amount of \$139,589.34 for biosolids application and dewatering of the basins, for a total contract of \$188,564;
- c. FOX Engineering of \$7,000 for additional design and inspection services, for a contract total of \$22,000; and,
- d. Authorize budget amendments, as described above, totaling \$654,058.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

WATER POLLUTION CONTROL FACILITY METHANE ENGINE GENERATOR NO. 2 REHABILITATION PROJECT:

Water and Pollution Control Director Dunn explained that the bids that came in substantially exceeded the available budget. In discussion with the bidders, staff now understands why that might be: the engine that is being repaired is now out of the main production of Caterpillar, so repair parts are much more expensive. Also, the specifications

required a two-year warranty, which must be purchased from Caterpillar, and that increased the cost substantially.

Mr. Dunn said staff was recommending that Council reject all bids. Staff will come back to Council as part of a Capital Improvements Plan proposal for the next fiscal year with a revised plan that looks at the entire energy generation operation of the facility and maps out a long-term strategy for the engines.

Moved by Goodman, seconded by Wacha, to reject the bids for the Water Pollution Control Facility Methane Engine Generator No. 2 Rehabilitation Project and direct staff to proceed with alternative project plans.

Vote on Motion: 6-0. Motion declared carried unanimously.

PROFESSIONAL SERVICES AGREEMENT WITH SHIVE-HATTERY FOR CITY HALL

RENOVATION: Fleet Services Director Paul Hinderaker explained that the original project included all of the first floor Police Department areas, including the public hallway by the Police Department, as well as all of the basement areas that are currently occupied. The budget for the project was \$1,400,000, with \$600,000 coming from a Homeland Security FEMA Grant to help renovate the Emergency Operations Center (EOC), and \$800,000 from the City's general fund to provide a match for the grant funding and to cover the remaining costs to renovate the basement and improve the Police Department. Two successful bidding processes both ended with construction bids that far exceeded the scheduled budget. At that point, enough time had elapsed that it was no longer feasible to reduce the scope of the project a third time, rebid it, and complete the project prior to expiration of the FEMA grant.

According to Mr. Hinderaker, in one last effort to salvage the FEMA grant, staff consulted with the Iowa Department of Homeland Security, reviewed the project scope one last time, and reduced the scope to a project focused only on renovating the EOC and associated spaces in the Police Department. Staff then applied to FEMA for a grant extension, requesting an adequate time line for the architect to re-do the plans and specifications, to obtain acceptable bids, and to complete the reconstruction. FEMA extended the time frame to December 31, 2013. With a reduced project and time frame extension, staff determined that a project could be designed and finished in the time frame now allowed by FEMA. Staff feels that that would only be possible if Shive-Hattery is retained to revise existing plans and specs, as it would need the least amount of time to redraw them for a reduced project scope. Mr. Hinderaker noted that Shive-Hattery had been paid \$86,226 for services and expenses completed to date. The unspent balance of \$28,774 was for construction phase oversight, which did not occur because a construction award was never made. Shive-Hattery prepared a revision to its service fee to redraw the plans for a scaled-back EOC project, rebid the project, oversee the construction phase, and to complete this project on time, which equated to \$42,500. The net change to Shive-Hattery's contract would add \$13,726, for a total contract cost of \$128,726.

Mr. Hinderaker clarified that the project would be just for the Emergency Operations Center.

Moved by Goodman, seconded by Wacha, to adopt RESOLUTION NO. 12-611 approving a Change Order to the existing Professional Services Agreement with Shive-Hattery for City Hall Renovation to deduct \$28,774 for services not rendered and to add \$42,500 for the proposed fees to complete the reduced project (only Emergency Operations Center).

Roll Call Vote: 5-1. Voting aye: Davis, Goodman, Orazem, Szopinski, Wacha. Voting nay:

Larson. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

LIBRARY RENOVATION AND EXPANSION ABATEMENT WORK (ASBESTOS AND LEAD PAINT REMOVAL): Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 12-612 awarding a contract to Abatement Specialties, LLC, of Cedar Rapids, Iowa, in the amount of \$49,659.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 12-613 approving the contract and bond.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON AMES PUBLIC LIBRARY RENOVATION AND EXPANSION PROJECT:

Acting Director Lynne Carey provided an update on the financial status of the Library Renovation and Expansion Project.

Ms. Carey reported on the eight bids that had been received. The low base bid was submitted as a joint venture by A&P/Samuels from Wausau, Wisconsin. City Attorney Marek stated that he and Assistant City Attorney Parks had reviewed the bid documents submitted by A&P/Samuels.

Mayor Pro-Tem Larson opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Wacha, seconded by Szopinski, to adopt RESOLUTION NO. 12-614 approving final plans and specifications and awarding a contract with all eight alternates to A & P/Samuels, a Joint Venture, of Wausau, Wisconsin, in the amount of \$12,543,350.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON REVISION TO MAJOR SITE DEVELOPMENT PLAN FOR SOMERSET

SUBDIVISION: The hearing was opened by Mayor Pro-Tem Larson. Robert Friedrich, Jr., 14334 Manor Court, Leewood, KS, owner of property in Somerset located north of the intersection of Bristol Drive, stated that he was present to answer questions.

No one else came forward to speak, and the hearing was closed.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 12-615 approving a revision to the Major Site Development Plan that combines two buildings into one for property addressed as 2321 Bristol Drive.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 12-616 approving the Preliminary Plat.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE SETTING SPEED LIMIT ON GRAND AVENUE: Moved by Goodman, seconded by Davis, to pass on first reading an ordinance setting the speed limit on Grand Avenue.

Chief Cychosz clarified that the posted speed limit will not change. The ordinance will correct an inconsistency between the Iowa Department of Transportation and the *Ames Municipal Code*. Roll Call Vote: 6-0. Motion declared carried unanimously.

ORDINANCE REZONING PROPERTY AT 1519 TOP-O-HOLLOW ROAD: Moved by Davis, seconded by Orazem, to pass on second reading an ordinance rezoning property located at 1519 Top-O-Hollow Road from Agricultural (A) to Residential Low-Density (RL). Roll Call Vote: 6-0. Motion declared carried unanimously.

ELECTRIC RATE ORDINANCE: It is the City Council's policy to accept public comment on the first reading of an ordinance; however, since a letter from Electric Services had referenced commenting at this meeting, Mayor Pro-Tem Larson announced that the Council would hear from anyone wishing to speak.

Ken Kruempel, 2519 Timberland Road, Ames, acknowledged that he was not a customer of Ames Electric; however, his interest was on the part of his church and how it would be affected. He stated that his church will have a 9% increase in costs due to the new rate ordinance. Mr. Kruempel pointed out that the consultants had indicated that the new Rate Ordinance would be revenue-neutral; however, that cannot be substantiated because the new rates change the kilovolt-amp (KVA) demand. He explained the research that he had done on other utilities using KVA demand billing. Noting that many of Ames' customers will be greatly impacted, Mr. Kruempel urged the Council to carefully watch to see what happens to its customers as a result of the new Ordinance.

Moved by Goodman, seconded by Wacha, to pass on third reading and adopt ORDINANCE NO. 4130 setting electric rates.

Roll Call Vote: 6-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE ESTABLISHING SOUTHEAST 16TH STREET FIRST URBAN REVITALIZATION AREA: Moved by Davis, seconded by Orazem, to pass on third reading and adopt ORDINANCE NO. 4131 establishing the Southeast 16th Street First Urban Revitalization Area.

Roll Call Vote: 4-2. Voting aye: Davis, Larson, Orazem, Wacha. Voting nay: Szopinski, Wacha. Ordinance declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE PERTAINING TO OFFENSE OF PUBLIC URINATION: Moved by Davis, seconded by Orazem, to pass on third reading and adopt ORDINANCE NO. 4132 removing misdemeanor from *Municipal Code* Section 11.4, "Public Urination," so offense may be charged as misdemeanor or municipal infraction. Ordinance declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

CITY COUNCIL BUDGET GUIDELINES: Nancy Mastellar was introduced as the new Budget Officer. She succeeds Carol Collings, who had retired in October.

Finance Director Duane Pitcher, Budget Officer Nancy Mastellar, and City Manager Steve Schainker highlighted City budget issues that are anticipated to be of concern during the next fiscal year.

Mr. Pitcher advised that the City's overall financial situation remains strong in a generally slow economy. Assessed property valuations are expected to increase slightly. Fuel costs continue to be volatile and have a large impact on CyRide, causing additional expenses estimated at \$150,000 across all funds. Local sales tax revenue is expected to fall short of budget for the current year, and staff is not currently predicting an increase in the budgeted revenue for FY 2013/14.

According to Mr. Pitcher, the City ended FY 2011/12 better than budgeted with the General Fund balance at 25.5% of expenditures, up from 23.7% in the Adopted Budget. A little under half of the \$500,000 of excess balance will be offset by the expected reduction in local option sales tax revenue, but there will be some funds available for use in the current or future year. City Manager Schainker will recommend that the one-time available balances to fund one-time expenditures in the current year, including the possible purchase of capital items that would otherwise be approved in FY 2013/14. Modest fee increases will likely be needed for Building Inspections and rental registration for new software implementation. Modest increases in fees related to recreation activities also are expected.

The following issues were highlighted:

Airport. City Manager Schainker summarized discussions that City staff had had with Iowa State University President Leath. Mr. Leath had suggested that the City take time to visit other airports in college towns of similar size and learn how they successfully accomplished airport improvement projects. Public input sessions are currently underway with airport users regarding size and nature of a new facility. Given the amount of work that remains in designing the project, Mr. Schainker suggested that construction of the terminal building not occur until FY 2014/15.

Library Expansion. The FY 2012/13 budget includes debt service for \$4.5 million of the \$18 million of General Obligation Bonds approved by a referendum for the library project. Based on current year valuations and interest rates, the issuance of the remaining \$13.5 million in bonds will increase the City property tax rate by approximately \$0.41/\$1,000 in taxable valuation. This would bring the total incremental property tax rate to fund the library project to around \$0.55/\$1,000 in taxable valuation or slightly under the forecasted \$0.61. Depending on the construction schedule, the issuance of the remaining bonds may be spread over two years; however, a large portion is expected in FY 2013/14.

Fire and Police Retirement and IPERS. The City has received notification that the Municipal Fire and Police Retirement System of Iowa (MFPRSI) Pension Board approved an employer contribution rate of 30.12% of covered salary for FY 2013/14. The estimated impact of the rate increase is \$325,000 in additional property taxes. Unlike IPERS, the employee contribution rate to the MFPRSI is fixed, so the employer pays 100% of additional costs of funding the plan.

Council Member Wacha called this a “travesty,” in that the State of Iowa determines the benefits of the pension system, but does not contribute. The beneficiaries contribute a fixed amount and property taxpayers pick up the remainder of pension costs.

Regarding IPERS, the estimated additional cost of the increase to IPERS will be \$50,000, though the property tax impact will be a much smaller amount since many employees are funded by other sources.

Health Insurance. The City has had several years of health insurance increases around 5%/year due to favorable claims experience and implementation of health insurance program changes recommended by the City Health Insurance Team. Less favorable recent claims experience and some additional costs related to the Patient Protection and Affordable Care Act will result in the FY 2013/14 health insurance rates budgeted to increase by 8% or about \$455,000 across all funds. The status of the plan will be reviewed after the end of December and may need to consider a larger increases.

Rollback and Valuation. For FY 2013/14, residential property will be taxed at 52.8166% of assessed value, up from 50.7518% in FY 2012/13. Commercial and industrial property will continue to be taxed at 100% of assessed value. The change in the residential rollback rate will result in a 2.3% increase in taxable valuation or \$520,000 in additional tax revenue at the FY 2012/13 property tax rate. Though the new property valuations for FY 2013/14 are not yet available, no more than a small increase in taxable valuation is expected.

Local Option Sales Tax. For the current year, local option sales tax receipts are expected to be \$6,655,355, down \$349,151 or 5% from the Adopted Budget. The planned reconciliation payment from last year was not as much as expected. At this point, it is predicted that the Local Option Sales Tax Revenue for FY 2013/14 will be flat at \$7,004,506, which will not result in any increase in the budgeted amount. This means that there will be no increase in the amount of local of Option Sales Tax available for property tax relief or community betterment in FY 2013/14.

ASSET Human Services Funding. Management Analyst Brian Phillips brought the Council’s attention to a summary of ASSET requested increases and recommended increases dating back to 2009/10. For 2013/14, total City ASSET funds requested by agencies equal \$1,221,060, up \$70,782 over the current 2012/13 allocation, which is an increase of 6.2%. Last year’s increase was 3.5% over the previous year. The City’s allocation for 2012/13 was \$1,150,278.

Discussion ensued about new ASSET agencies: Salvation Army, HIRTA, and Eyerly Ball. Comments were made that the City ensure that there is no duplication of services and that the other funders pay their share.

Mr. Phillips pointed out that Council will see the requests after the ASSET volunteers make the decisions on whom to fund and in what amount.

Moved by Goodman, seconded by Wacha, to increase the City’s ASSET allocation by 3%.

Council Member Wacha requested that staff provide a table summarizing the Local Option Tax Revenues and requests, so to ensure that the City spends no more than what it brings in. Council Member Larson suggested that the Council determine the amount of fund balance that it wants

to retain in the Local Option Tax Fund. He pointed out that the Council should do all it can to increase retail sales in the City so as to grow the Local Option Sales Tax revenues.

Council Member Larson suggested that the City encourage discussion at the Joint Funders' Meeting on December 13, 2012, to change the process so that there is not such a tight schedule and that all the funders pay their fair share. Mr. Phillips explained that at that meeting, all funders indicate what percentage of funding increase, if any, they are proposing.

Moved by Davis, seconded by Szopinski, to request that discussion occur about the funding process at the Joint Funders' Administrative Team meeting and reported to the City Council at its December 11, 2012, meeting, if possible.

Vote on Motion: 6-0. Motion declared carried unanimously.

COTA Performing Arts Funding. The COTA allocation for FY 2012/13 was \$138,117, which was 5% higher than FY 2011/12 of \$131,540. COTA organizations have requested funding in the amount of \$172,230 for FY 2013/14 (including special Spring and Fall Grants) or a 25% (\$34,113) increase over the FY 2012/13 Budget. For FY 2012/13, the organizations' requests totaled \$155,150 to provide a comparison.

Assistant City Manager Melissa Mundt advised that there are two new groups that have applied for COTA funds for FY 2013/14: the India Cultural Association (\$3,000) and Stars Over VEISHEA (\$7,500).

Moved by Davis to increase COTA funding by 5%. Motion died for lack of a second.

Moved by Goodman, seconded by Davis, to increase COTA funding by 2%.

Vote on Motion: 6-0. Motion declared carried unanimously.

Utility Rates. The City is in the process of completing four critical studies related to electric power generation, sanitary sewer (distribution and treatment), Resource Recovery processing, and flood mitigation options. It is highly probable that final decisions regarding the recommendations from those studies will not be made by the City Council before the recommended CIP goes to print in early January. Therefore, the CIP might have to be modified once final decisions are made by the City Council. Implementation of the recommendations of these studies is likely to require utility rate increases greater than previously projected.

Electric. The City is in the process of conducting a resource option analysis to help the City Council determine how its Electric Utility will best meet the new federal pollution regulations. The proposed CIP will assume that the status quo is being maintained and will reflect most of the projects reflected in the previous Plan.

Storm Sewer/Flood Mitigation. A study is currently underway to identify cost-effective strategies to accomplish the Council's goal to mitigate flooding related to damage caused by river flooding as well as from damage from overland flow from storm water. The proposed CIP will not include any of the projects; however, when identified, financing for the projects will most likely come predominately from G. O. Bond debt financing. In terms of storm water projects, the largest project will impact the Teagarden watershed. That one project, along with numerous other improvements, will total \$4,100,000 over the next five years. It is probable that a significant increase in the Storm Sewer Utility Fund or property tax supported debt service will

be necessary to meet the needs and even more if the study identifies other storm sewer related problems.

Water. The future customer rates for the Water Utility will be driven primarily by the costs related to the construction and operations for the new Water Treatment Facility.

Sanitary Sewer. The Water Pollution Control Plant is 22 years old, and a study was conducted to determine the improvements needed to maintain the facility for the next 20 years. Preliminary results indicated an investment of an additional \$14 million is needed. A study regarding the sanitary sewer distribution system identified an immediate need for \$9 million of improvements to mains.

Resource Recovery. The time has come to consider the next phase in the RDF process. The City is currently exploring transforming garbage from a solid to a gas in the hope that that will reduce operating costs and provide flexibility in incorporating it into a fuel source for the City's electric boilers. Because the study is not yet complete, the CIP will assume the status quo. In addition, the Resource Recovery Utility ended FY 2011/12 approximately 10% under budgeted revenue. It is likely that significant adjustments to budgeted revenue will need to be made. There is a strong fund balance, which will allow time to make adjustments as needed.

Road Conditions/Road Use Tax Fund. It is expected that the Road Use Tax revenue will be at the budgeted amount for FY 2012/13 and to increase by 2.7% for FY 2013/14 with some potential for additional revenue through TIME-21 funding and vehicle registration fees. The forecasts do not assume any changes in the Fuel Tax rate.

CyRide. The new Federal Transportation law virtually eliminated capital grants; therefore, beginning with the 2013/14 Budget. CyRide will need to transfer more dollars from its operating budget into its capital budget to accumulate funds to purchase buses, equipment and repair CyRide's facility. Ridership is expected to continue to increase, exceeding 6 million rides. The CyRide Board is currently projecting a 5% increase in funding for the upcoming year with no change in service levels.

Intermodal Facility. Mr. Schainker pointed out that the City received \$8 million in federal funding for the new Intermodal Facility in Campustown. He reminded the Council that if the Facility does not break even, he and Warren Madden, Vice-President for Business and Finance at Iowa State University, would need to determine how the deficit will be resolved. At this time, ISU officials are projecting expenditures to exceed revenues by approximately \$34,000. Most of that is due to fewer long-term leasing of the more expensive covered parking spaces than anticipated. If that holds true to the end of June 2013, the City will need to subsidize the operation by approximately \$17,000; at that time, Council will have to determine where the funds will come from to cover the deficit.

Funding Requests from Outside Organizations. Management Analyst Phillips asked for Council direction on what entities should be included in the proposed budget.

Council Member Davis recalled the conversation over the request from the VEISHEA Committee funding for its pancake feed. The City had been told that a fee of \$5/person was actually being charged. He would like to see much more documentation.

Moved by Davis, seconded by Goodman, to plug in the requests of the entities in the amounts being requested in the Recommended Budget, as follows:

<u>Entity</u>	<u>2012/13 Funding</u>	<u>2013/14 Requested</u>
Ames Historical Society	\$ 16,000	\$ 17,000
Ames Partner Cities Association	5,000	5,000
Campustown Action Association	25,000	25,000
Economic Development Commission		2,200
Hunziker Youth Sports Complex	25,000	25,000
ISU Homecoming	1,000	1,000
Main Street Cultural District	31,000	33,000
VEISHEA	8,000	8,000
TOTAL	\$ 111,000	\$ 117,200

Vote on Motion: 6-0. Motion declared carried unanimously.

Service Level Increases/Decreases. City Manager Schainker asked the City Council if there were any increases/decreases in service levels it would like to contemplate in the future.

Council Member Larson noted the improvements already being made in the Inspections Division to improve customer service and staff responsiveness. He did not believe it was necessary to spend \$250,000 on new software in these challenging financial times.

Council Member Davis suggested that staff come up with ways to streamline fuel costs and look for ways to become more efficient.

Council Member Goodman asked for a comparison of Local Option Sales Tax Revenues between last year and this year.

Council Member Orazem suggested that the City review the installation of outdoor wireless connection sites; some of the outdoor sites might not be needed.

COUNCIL COMMENTS: Moved by Larson, seconded by Wacha, to direct staff to have a discussion with the Public Art Commission on possible artwork projects at the new Water Treatment Plant.

Vote on Motion: 6-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Davis to adjourn the meeting at 11:40 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	☐	1 st – 15 th
	☒	16 th – end of month
Month and year:	November, 2012	
For City Council date:	December 11, 2012	

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
Transit	Ames Intermodal Facility	57	\$7,115,000.00	The Weitz Company, LLC	\$578,729.61	\$2,325.00	S. Kyras	MA
Transit	Ames Intermodal Facility	58	\$7,115,000.00	The Weitz Company, LLC	\$581,054.61	\$893.70	S. Kyras	MA
Transit	Ames Intermodal Facility	59	\$7,115,000.00	The Weitz Company, LLC	\$581,948.31	\$1,835.00	S. Kyras	MA
Transit	Ames Intermodal Facility	60	\$7,115,000.00	The Weitz Company, LLC	\$583,783.31	\$3,072.00	S. Kyras	MA
Transit	Ames Intermodal Facility	61	\$7,115,000.00	The Weitz Company, LLC	\$586,855.31	\$12,334.00	S. Kyras	MA
Transit	Ames Intermodal Facility	62	\$7,115,000.00	The Weitz Company, LLC	\$599,189.31	\$1,714.13	S. Kyras	MA

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	Purching Contact Person/Buyer
Transit	Ames Intermodal Facility	63	\$7,115,000.00	The Weitz Company, LLC	\$600,903.44	\$362.15	S. Kyras	MA
Transit	Ames Intermodal Facility	64	\$7,115,000.00	The Weitz Company, LLC	\$601,265.59	\$447.45	S. Kyras	MA
Transit	Ames Intermodal Facility	65	\$7,115,000.00	The Weitz Company, LLC	\$601,713.04	\$855.53	S. Kyras	MA
Transit	Ames Intermodal Facility	67	\$7,115,000.00	The Weitz Company, LLC	\$635,977.24	\$7,405.68	S. Kyras	MA
Transit	Ames Intermodal Facility	68	\$7,115,000.00	The Weitz Company, LLC	\$643,382.92	\$16,072.29	S. Kyras	MA



MEMO

*Caring People
Quality Programs
Exceptional Service*

5a-i

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Commander Geoff Huff – Ames Police Department

DATE: November 20, 2012

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
December 11, 2012

The Council agenda for December 11, 2012, includes beer permits and liquor license renewals for:

- Class C Liquor & Outdoor Service – The Café, 2616 Northridge Parkway
- Class C Liquor – Tip Top Lounge, 201 East Lincoln Way
- Class C Beer – Swift Stop #6, 125 6th Street
- Class C Beer – Swift Stop #7, 2700 Lincoln Way
- Class C Liquor & Outdoor Service – Thumbs Bar, 2816 West Street
- Class C Liquor & Outdoor Service – Aunt Maude's, 543-547 Main Street
- Class C Beer – Casey's General Store #2298, 428 Lincoln Way
- Class C Liquor & Outdoor Service – Mangostino's Bar & Grill, 604 East Lincoln Way
- Class B Beer – Pizza Pit, 207 Welch Avenue

A routine check of police records found no violations for The Café, Tip Top Lounge, Swift Stop #6, Swift Stop #7, Thumbs, Aunt Maude's, Casey's General Store #2298, Mangostino's Bar & Grill or Pizza Pit.

The Police Department would recommend renewal of all nine licenses.

RESOLUTION NO. _____

**RESOLUTION APPROVING AND ADOPTING
SUPPLEMENT NO. 2013-1 TO THE AMES MUNICIPAL CODE**

BE IT RESOLVED, by the City Council for the City of Ames, Iowa, that in accordance with the provisions of Section 380.8 Code of Iowa, a compilation of ordinances and amendments enacted subsequent to the adoption of the Ames Municipal Code shall be and the same is hereby approved and adopted, under date of January 1, 2013, as Supplement No. 2013-1 to the Ames Municipal Code.

Adopted this _____ day of _____, 201_.

Ann H. Campbell, Mayor

Attest:

Diane R. Voss, City Clerk



MEMO

7

To: Members of the City Council

From: Ann H. Campbell, Mayor

Date: December 7, 2012

Subject: Council Appointment to Ames Convention & Visitors Bureau Board of Directors

Matthew Goodman's term of office on the Ames Convention & Visitors Bureau (ACVB) Board of Directors expires December 31, 2012. Therefore, it will be necessary to appoint a council member to fill this position.

I recommend that the City Council appoint Jeremy Davis for two years to the ACVB Board of Directors with his term effective January 1, 2013.

AHC/jlr

COUNCIL ACTION FORM

SUBJECT: **CERTIFICATE OF CONSISTENCY WITH THE CITY'S 2009-2014 CDBG CONSOLIDATED PLAN ON BEHALF OF YOUTH AND SHELTER SERVICES, INC.**

BACKGROUND:

Since 1995, Youth and Shelter Services (YSS) has received grant funds through the Department of Housing & Urban Development's (HUD) Supportive Housing Program (SHP). Under this program, YSS administers their Lighthouse Transitional Living Programs in Story, Boone, Hardin, and Marshall Counties. The Lighthouse Transitional Living Program targets young mothers who are 16-25 years of age, homeless youth ages 16-21, and homeless pregnant/parenting women ages 16-25 and their children. The HUD funds are for leasing of rental properties, supportive services, and operations for the clients. The renewal funding application request is for approximately \$194,918, of which approximately \$58,893 is designated for Story County. YSS is in the process of preparing their 2013-14 Supportive Housing Program renewal application that will be submitted as part of the Iowa Balance of State Continuum of Care Application by December 18, 2012.

Since Ames is a designated entitlement community, agencies requesting funding from HUD must have approval from the City that their program application matches the goals of the City's Consolidated Plan. Therefore, in order for YSS to submit its application to the State of Iowa, they must receive certification (see attachment) from the City of Ames that their application is consistent with the goals outlined in the City's Consolidated Plan.

Staff has reviewed the YSS program application and finds that it is consistent with the goals outlined in the City's CDBG 2009-2014 Consolidated Plan.

ALTERNATIVES:

1. The City Council can authorize the Mayor to sign the Certificate of Consistency.
2. The City Council can deny approval authorizing the Mayor to sign the Certificate of Consistency.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative #1. This action will authorize the Mayor to sign the Certificate of Consistency with the City's 2009-2014 CDBG Consolidated Plan, on behalf of Youth and Shelter Services, Inc., for submittal of their 2013-14 Supportive Services Housing Program Renewal Application to HUD through Iowa's Balance of State Continuum of Care Application process.

**Certification of Consistency
with the Consolidated Plan****U.S. Department of Housing
and Urban Development**

I certify that the proposed activities/projects in the application are consistent with the jurisdiction's current, approved Consolidated Plan.
(Type or clearly print the following information:)

Applicant Name: Youth and Shelter Services, Inc.

Project Name: Lighthouse Transitional Living Program

Location of the Project: Boone County, Hardin County, Marshall County, and Story County
including Ames

Name of the Federal
Program to which the
applicant is applying: U.S. Department of Housing and Urban Development

Name of
Certifying Jurisdiction: City of Ames

Certifying Official
of the Jurisdiction
Name: Ann Campbell

Title: Mayor

Signature: _____

Date: _____



Memo

Legal Department

TO: Mayor Ann H. Campbell and Members of the City Council
FROM: Judy Parks, Assistant City Attorney *JP*
RE: Real Estate Contract for Satterwhite Parcel adjacent to McCarthy Lee Park
DATE: December 7, 2012

At the December 13, 2011, City Council meeting the Council received a report and recommendation from the Parks and Recreation Commission to acquire two privately-held properties adjacent to Clear Creek that separate McCarthy Lee Park and Munn Woods. One property was owned Martha Benson. The other property is owned by Michael Satterwhite and Carla Weiner.

The Council on December 13, 2011, authorized City staff to make offers to purchase the two parcels and to initiate other steps necessary to complete the transactions. The City's offer to purchase the 4.3 acre Benson parcel for \$28,000 was accepted last February, and the City completed the acquisition of that property. An aerial photograph with the two properties marked and labeled is attached.

Mr. Satterwhite and Ms. Weiner this week returned the attached real estate contract, which they have signed as property owners. Approval of the contract by the City Council will allow the second transaction to proceed, with closing to be completed in the next several weeks. Due to the delay in the return of the signed contract, it will be necessary for the City to again update the abstract of title prior to closing.

I recommend that Council approve the agreement and authorize payment of the purchase price and closing costs from the Parkland Acquisition and Development Fund.

cc: Nancy Carroll
Charlie Kuester



Acquire all Benson property
Acquire all Satterwhite property north of Clear Creek

DO NOT WRITE IN THE SPACE ABOVE THIS LINE; RESERVED FOR RECORDER

Prepared by: Douglas R. Marek, Ames City Attorney, 515 Clark Ave., Ames, IA 50010; 515-239-5146
Return recorded document to: Ames City Clerk, 515 Clark Ave., P.O. Box 811, Ames, IA 50010

REAL ESTATE CONTRACT

IT IS AGREED between Michael C. Satterwhite and Carla A. Weiner, husband and wife, ("Sellers") and the City of Ames, Iowa, ("Buyer") that Sellers agree to sell and Buyer agrees to buy real estate lying northerly of the center line of Clear Creek legally described as:

Parcel G, as shown on the Amended Plat of Survey filed in the Story County Recorder's Office on August 24, 2005 in Slide 248, Page 1, Except that part of said Parcel G lying southerly of the center line of Clear Creek, being located in Section 5, Township 83 North, Range 24 West of the 5th P. M., City of Ames, Story County, Iowa, and being more particularly described as follows; Beginning at the Southwest Corner of said Parcel G; thence N89°30'12"E, 255.85 feet to the Southeast Corner of said Parcel G; thence along the easterly line of said Parcel G N29°59'02"W, 159.79 feet; thence N38°36'04"E, 99.51 feet; thence N42°10'04"E, 109.04 feet; thence N15°18'59"E, 105.12 feet; thence N77°01'12"E, 158.42 feet; thence N01°08'16"W, 172.09 feet to the center line of Clear Creek; thence along said center line S64°22'01"W, 182.89 feet; thence N78°45'22"W, 37.82 feet; thence N60°44'20"W, 76.96 feet; thence S74°06'47"W, 28.15 feet; thence S46°02'23"W, 116.13 feet; thence S09°24'30"W, 26.00 feet; thence S18°40'39"E, 33.92 feet; thence S41°03'08"E, 126.79 feet; thence S18°50'28"E, 56.62 feet; thence S27°20'02"W, 18.83 feet; thence S86°06'27"W, 34.91 feet; thence N55°16'29"W, 77.18 feet; thence S73°22'56"W, 120.76 feet to a point on the west line of said Parcel G; thence S00°54'38"E, 269.15 feet along said west line to the Point of Beginning, containing 3.10 acres,

with any easements and appurtenant servient estates, (the "Real Estate") upon the following terms:

1. **PRICE.** The total purchase price for the real estate is fifty thousand dollars (\$50,000.00) and other valuable consideration, which Buyer shall pay to Sellers at closing, or as directed by Sellers. Sellers shall execute a Declaration of Value along with this contract.

2. **ABSTRACT AND TITLE.** Sellers shall promptly deliver to the Buyer an abstract of title for the Real Estate continued to November 1, 2012, prepared pursuant to Iowa Code sections 614.29 through 614.38, Iowa Land Title Association Abstracting Standards, and Iowa Land Title Examination Standards, of the Iowa State Bar Association. The abstract shall begin with the government patent to the property, and shall show merchantable title in the Sellers. The cost of the continuance of an existing abstract shall be paid by the City. The Sellers shall pay all costs required to perfect its title to the Real Estate, and shall pay the costs of any additional abstracting and/or title work, due to acts or omissions of Sellers, including transfers or deaths, or assignments.

3. **DEED.** On or before 60 days after the date of this contract, or at such date as the parties may mutually agree (the "Closing Date"), the Sellers shall have completed their obligations under paragraph 2 and the Sellers shall execute and deliver to the Buyer a Warranty Deed for the Real Estate, in recordable form (i.e., signed and acknowledged), conveying fee simple title to the Real Estate to the Buyer. The Deed shall be on the General Warranty Deed form approved by the Iowa State Bar Association.

4. **POSSESSION.** On and after the Closing Date, the Buyer shall be entitled to immediate possession of the Real Estate and to receipt of all rents and profits from the property due thereafter. The Sellers shall, as of the Closing Date, assign all leases, to the extent they pertain to the Real Estate, to the Buyer.

5. **SPECIAL ASSESSMENTS.** Sellers shall pay in full all assessments on the Real Estate that have been certified to the County Treasurer for collection before the Closing Date.

6. **TAXES.** Sellers shall pay a pro-rata share of taxes pertaining to the Real Estate for the fiscal year (July 1 - June 30) on closing, and all prior unpaid taxes for prior years.

7. **ENVIRONMENTAL MATTERS.** Sellers hereby represent and warrant to Buyer that there are no abandoned wells, agricultural drainage wells, solid waste disposal sites, or underground storage tanks (as defined in Iowa Code Chapter 455B) located in, on, or about the said Real Estate; and, that there are no known environmental problems pertaining to said Real Estate except for: _____. A Groundwater Hazard Statement as required under Section 558.69 of the Code of Iowa shall be executed, along with this contract, by the Sellers.

8. **CONTRACT BINDING ON SUCCESSORS IN INTEREST.** The document shall apply to and bind the heirs, executors, administrators, partners, assigns and successors in interest of the respective parties.

9. **INTENTION OF USE OF WORDS AND PHRASES.** Words and phrases contained herein, including the acknowledgment clause, shall be construed as in the singular and plural number, and as masculine, feminine or neuter gender, according to the context.

10. **CLOSING COSTS.** Buyer shall be responsible for all reasonable and customary closing costs, including transfer taxes and recording fees.

IN WITNESS WHEREOF, the Parties hereto have caused this contract to be executed effective the 6th day of December, 2012.

SELLERS

Michael C. Satterwhite
Michael C. Satterwhite

Carla A. Weiner
Carla A. Weiner
Carla A. Weiner

BUYER

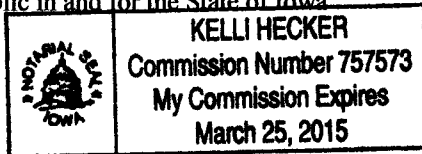
CITY OF AMES, IOWA

By: _____
Ann H. Campbell, Mayor

Attest by: _____
Diane R. Voss, City Clerk

STATE OF IOWA, STORY COUNTY, ss:
This instrument was acknowledged before
me on December 6, 2012, by
Michael C. Satterwhite and Carla A. Weiner.

Kelli Hecker
Notary Public in and for the State of Iowa



72641.doc

COUNCIL ACTION FORM

SUBJECT: MEMORANDUM OF UNDERSTANDING FOR LAW ENFORCEMENT SERVICES AT THE NATIONAL CENTER FOR ANIMAL HEALTH

BACKGROUND:

The National Center for Animal Health (NCAH) is a major federal research facility on the east edge of the City of Ames. This facility maintains a high degree of internal security with perimeter fencing, access control, and a guard staff on duty at all times. The NCAH also receives some security support from other federal agencies.

Nonetheless, law enforcement services are provided primarily by the Ames Police Department. Police services include routine patrol, emergency incident response, criminal reports, investigations, emergency response team support, and other actions as necessary. This is consistent with services provided to other state and local agencies located within the City of Ames.

In order to clarify Ames Police jurisdiction, the general scope of services provided to the facility, and the basic response plan, staff at the NCAH has prepared a memorandum of understanding. The content of this agreement outline the general services to be provided by the city.

Because the agreement outlines the basic services to be provided to the NCAH and provides for ongoing cooperation between the security staff and the Ames Police Department, the Police Department is requesting permission to enter into this basic service agreement.

ALTERNATIVES:

1. Approve a law enforcement memorandum of understanding with the National Center for Animal Health.
2. Do not approve the law enforcement memorandum of understanding with the National Center for Animal Health.

MANAGER'S RECOMMENDED ACTION:

The National Center for Animal Health is an important business customer within the city limits. In order to facilitate cooperation between city emergency services and the staff at this federal facility, a memorandum of understanding appears to have some value in stating that basic law enforcement services are provided. Consequently, the City Manager recommends approval of Alternative One, thereby allowing the Police Department to sign the memorandum of understanding reflected below with the National Center for Animal Health.

You will note from the proposed memorandum of understanding that the Police Department is agreeing to provide assistance for this federal installation only “within the limits of available resources and competing priorities.”



**National Centers for Animal Health
1920 Dayton Avenue
Ames, Iowa 50010**

15 November 2012

MEMORANDUM FOR: Ames Police Department
Chief of Police
Ames, Iowa 50010

FROM: National Centers for Animal Health (NCAH)

SUBJECT: Request for Police Assistance

1. Request acknowledgement that Ames Police Department assistance, if needed, will be provided for the National Centers for Animal Health (NCAH) campus. We are located at 1920 Dayton Avenue, east side of Ames. The National Centers for Animal Health (NCAH) campus is on Federal land.
2. We also request irregular visits/drive-by's by local law enforcement during non-duty hours (1630-0700) weekdays (24 hours) weekends.
3. We also have 24x7 Security Guards that will make 911 calls as needed. If entrance to campus is required, a Security Guard will meet you outside the campus and escort you on campus to the scene.
4. If you have any question, please contact me at 515-337-6835 or Command Center at 515-337-7138/7139.

Robert A. Steffes
Physical Security Manager
National Centers for Animal Health

ACKNOWLEDGEMENT

TO: National Centers for Animal Health (NCAH)

The Ames Police Department acknowledges your request for law enforcement assistance and, within the limits of available resources and competing priorities, will provide assistance for your installation.

POLICE CHIEF, Ames Police Department

ITEM # 11
DATE: 12-11-12

COUNCIL ACTION FORM

SUBJECT: PURCHASE OF TRUCK BODY, DIGGER DERRICK, AND ACCESSORIES

BACKGROUND:

The City's fleet has two (2) digger derrick trucks, both used by our Electric Distribution Division. One of the existing digger derrick trucks #409 is approved for replacement in FY 12/13 with a larger unit.

This bid is for the purchase of one (1) larger digger derrick. The associated truck body and accessories, to be mounted on a new truck chassis are currently out for bid and will be awarded at a later date. The proposed digger derrick truck is larger, with a longer reach and greater lifting capacity, matched to the specific needs of the services provided. Commercial and industrial utility customers have increased their electrical requirements resulting in larger transformers, and equipment installed and serviced by the City's Electric Distribution Division.

The budget to purchase this truck is \$255,640. Resources for the replacement of this truck are as follows:

Equipment replacement fund – truck #409	\$132,384	(balance 10/31/12)
Contributions to replacement fund	8,256	(11/1/12 – 6/30/13)
Electric department operating budget FY12/13	95,000	
Estimated salvage value for truck #409	<u>20,000</u>	
Total Available Funding	\$255,640	

Only one bid was received, from Altec Industries of St. Joseph, MO.

Altec's quoted price for derrick, body & accessories	\$153,424	
Estimated chassis purchase price	89,500	(subject to 5% tax)
	<u>Tax 4,475</u>	
Total Estimated Costs	\$247,399	

DIGGER DERRRICK

<u>Bidder</u>	<u>Year</u>	<u>Make / Model</u>	<u>Base Bid</u>
Altec Industries, Inc.	2013	Altec / D4050BTR	\$131,267

BODY & ACCESSORIES

<u>Bidder</u>	<u>Year</u>	<u>Make / Model</u>	<u>Base Bid</u>
ALTEC Industries, Inc.	2013	Altec Steel Body / Saddle Box/Flatbed	\$ 22,157

Evaluation of the bid determined the equipment offered complies with the specifications required by the City. The base bid from Altec Industries, Inc. for the derrick, body and accessories is acceptable.

ALTERNATIVES:

1. Award this bid to Altec Industries, Inc. for the Digger Derrick at \$131,267, and for the Body and Accessories at \$22,157, with the total purchase price being \$153,424.
2. Reject the bid and re-bid.

MANAGER'S RECOMMENDED ACTION:

The Director of Fleet Services and Electric Department staff agree that purchasing the Altec D4050BTR Derrick and Altec Steel Body, will provide a quality machine to meet the established service requirements at a reasonable price.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No.1, thereby approving to award this bid to Altec Industries, Inc. for the Digger Derrick at \$131,267, and for the Body and Accessories at \$22,157, with the total purchase price being \$153,424.



MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date:

Subject: Contract and Bond Approval

There are no Council Action Forms for Item Nos. 12 and 13.
Council approval of the contract and bond for these projects is simply fulfilling a
State Code requirement.

/jlr

COUNCIL ACTION FORM

SUBJECT: CYRIDE INTERMODAL FACILITY CHANGE ORDER #69

BACKGROUND: In accordance with City of Ames purchasing policies, staff must seek City Council approval for, “change orders increasing or decreasing the contract in an amount in excess of the lesser of \$50,000 or 20% of the original contract amount....” To date, add and deduct change orders on the Ames Intermodal Facility construction project total \$638,008 (including the addition of the Arboretum trail at \$304,906). With numerous change orders required to modify the Intermodal Facility project, the attached history details these contract changes.

The Weitz Company is requesting a \$67,515 **deduct** change order, #69, to eliminate a retaining wall on the bike path extension through the Iowa State University Arboretum. Originally the grade on the path near State Street was believed to be steep enough to require a retaining wall; however, when the grading was completed, the architects and engineers re-evaluated this wall and determined that it was not necessary. City Council action on this Change Order is requested at this time. If approved, this change order would bring the total contract amount with Weitz Company to \$7,705,940.61. This will leave approximately \$200,000 remaining after the sales tax refund is received. The Transit Board is currently considering how to spend the remaining dollars prior to September 2013 when the grant will need to be closed out.

The Transit Board of Trustees reviewed and approved this change order at a special meeting held on December 3, 2012.

ALTERNATIVES:

1. Approve Change Order #69 to Weitz Company for a deduct amount of \$67,515 for elimination of a retaining wall on the bike path extension.
2. Do not approve Change Order #69 for the elimination of a retaining wall on the bike path extension.

MANAGER’S RECOMMENDED ACTION:

The deletion of the retaining wall will not hinder the use of the bike path and will realize significant savings to the project budget. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the Ames Intermodal Facility Change Order #69 with Weitz Company in the deduct amount of \$67,515 for the elimination of the bike trail retaining wall.

Ames Intermodal Facility Change Order History

- **Change Orders #1- #9** – Approved by city staff administratively during the fall of 2011 totaling \$30,794.
- **Change Order #10** – Approved by the City Council on July 26, 2011 for \$42,289, change order was later reduced to \$41,385.
- **Change Order #11** – Approved by city staff administratively in October 2011 totaling \$7,467.
- **Change Order #12** – Approved by City Council on November 1, 2011 in the amount of \$52,103.
- **Change Orders 13, #14 and #16** – Approved by city staff administratively in January- February 2012 for a deduct amount totaling -\$15,708.
- **Change Order #15** – Approved by the City Council on February 28, 2012 in the deduct amount of -\$9,200.
- **Change Orders #17- #24** – Approved administratively by city staff in March 2012 in the amount of \$40,015.
- **Change Order #25** – Approved by City Council on March 27, 2012 in the amount of \$2,500.
- **Change Orders #26 - #36** – Approved by city staff administratively in March/April 2012 totaling \$23,420.
- **Change Order #37** – Approved by City Council on May 22, 2012 in the amount of \$53,000.
- **Change Orders #38 - #42** - Approved by city staff administratively in late May and June 2012 totaling \$28,982.
- **Change Order #44** - Approved by City Council on June 26, 2012 in the amount of \$304,906.
- **Change Orders #43 and #45 – #54** - Approved administratively by city staff in August 2012 in the amount of \$49,123.
- **Change Order #55** – Approved by City Council on August 28, 2012 in the amount of \$1,899.92.
- **Change Orders #56 - #65** – Approved by city staff administratively from August 30 – October 18, 2012 in the amount of \$24,839.
- **Change Order #66** – Approved by City Council on November 13, 2012 in the amount of \$33,408.67.
- **Change Orders # 67 and #68** – Approved by city staff administratively on November 14, 2012 in an amount of \$23,478.

COUNCIL ACTION FORM

SUBJECT: MAIN STREET ALLEY RECONSTRUCTION PROJECT (DOUGLAS AVENUE TO KELLOGG AVENUE)

BACKGROUND:

In May 2011, staff reported to City Council that Interstate Power and Light Company (IPL), an Alliant Energy company, notified the City about a leak in their gas main in the alley north of Main Street between Douglas Avenue and Kellogg Avenue. The leak was repaired, but they recognized the gas main needed to be replaced. In looking at the amount of alley repair that would be needed with the replacement of the gas main, they asked Public Works staff if it would be possible to reimburse the City for the cost of the alley paving needed for their gas main replacement. Public Works was then approached by the Electric Services Department regarding needed transformer work in the same alley that would involve even more pavement removal and replacement. Taking into consideration the amount of proposed pavement removal and replacement involved with IPL's and Electric Services' proposed work, replacing the entire alley was recommended.

Council subsequently approved a reimbursement agreement with IPL for pavement replacement in an amount not to exceed \$41,935.41. The alley was replaced with 8" concrete in the tire path with a four-foot strip of pervious concrete in the middle of the alley (above the existing storm sewer). This approach accomplished a significant reduction in long-term maintenance and will be a sustainable approach to addressing the drainage issues, which contributed to the decreased integrity of the former alley pavement.

On February 28, 2012, City Council awarded this project to Absolute Concrete of Slater, Iowa, in the amount of \$94,457.00. Construction was completed in the amount of \$88,526.88. **Engineering and administration costs were \$26,697 bringing total project costs to \$115,223.88.**

In addition to the reimbursement amount of \$41,935.41 from IPL, Electric Services will contribute \$20,000 for pavement replacement and \$10,000 for conduit installation for the electric work required in the alley. Funding from unobligated General Obligation Bonds was identified at the May 24, 2011 City Council meeting and is available in the amount of \$50,000. **This brings total available funding to approximately \$122,000.**

ALTERNATIVES:

1. Accept the Main Street Alley Reconstruction Project (Douglas Avenue to Kellogg Avenue) as completed by Absolute Concrete of Slater, Iowa, in the amount of \$88,526.88.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with approved plans and specifications, and is within the approved budget.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative No. 1, thereby accepting the Main Street Alley Reconstruction Project (Douglas Avenue to Kellogg Avenue) as completed by Absolute Concrete of Slater, Iowa, in the amount of \$88,526.88.

COUNCIL ACTION FORM

SUBJECT: 2010/11 WATER SYSTEM IMPROVEMENTS (WATER MAIN REPLACEMENT)

BACKGROUND:

The annual Water System Improvements program provides for replacing water mains in areas experiencing rusting water problems. It also provides for installing larger distribution mains in areas with 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 City's Land Use Policy Plan.

This project entailed placing an 8-inch water main along South Oak (South 4th Street to Lincoln Way) and along North Oak (Lincoln Way to North 3rd Street) to replace a 4-inch water main in anticipation of the roadway replacement in the 2013 construction season. This project also included transferring the water services to the new 8-inch water main and abandonment of the 4-inch water main.

On April 12, 2011, City Council awarded this project to MPS Engineers of Des Moines, Iowa, in the amount of \$233,499.60. Construction was completed in the amount of \$265,987.36. This final amount, which is over the original contract, included additional tunneling necessary to save trees, transferring of additional water services off the old water main, and additional fittings necessary to tie the new main to the existing mains.

Project funding was shown in the 2010/11 Capital Improvements Plan in the amount of \$900,000 from the Water Utility Fund.

The 2010/11 Water System Improvements Program includes expenses as follows:

Oak Ave Water Main Replacement (This project)	\$265,987.36
South Duff Water Main Replacement (as bid)	\$143,559.75
Ash Avenue Water Service Transfers (actual)	\$195,439.58
Ash Avenue Water Main Lowering (actual)	\$ 33,651.00
Main Street Water Service Transfers (actual)	\$ 70,000.00
Engineering and Contract Administration (estimated)	<u>\$135,000.00</u>
Total Program Expenses (estimated)	\$843,637.69

ALTERNATIVES:

1. Accept the 2010/11 Water System Improvements (Water Main Replacement) project as completed by MPS Engineers of Des Moines, Iowa, in the amount of \$265,987.36.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with approved plans and specifications, and is within the approved budget.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the 2010/11 Water System Improvements (Water Main Replacement) as completed by MPS Engineers of Des Moines, Iowa, in the amount of \$265,987.36.

COUNCIL ACTION FORM

**SUBJECT: 2011/12 ASPHALT PAVEMENT IMPROVEMENTS PROGRAM
(ABRAHAM DRIVE AND TODD CIRCLE)**

BACKGROUND:

This is the annual program for reconstruction of full-depth asphalt streets, typically located within residential neighborhoods. Streets within residential subdivisions have been installed using full-depth asphalt pavement since the mid-1970s. Full-depth replacement of these streets has become necessary due to structural pavement failure. This program was created to support the City Council's goal of strengthening our neighborhoods.

The 2011/12 program consists of roadway reconstruction with seven-inch asphalt paving, repair of damaged curb and gutter, and storm sewer intake replacement. The program will be packaged into four separate contracts in order to better coordinate construction activities in the respective areas, which include: South Oak Avenue (was be combined with 2011/12 Low Point Drainage Improvements); Ironwood Court (will be combined with 2010/11 Low Point Drainage Improvements); Indian Grass Court and Barr Drive; and Abraham Drive and Todd Circle.

The locations for this specific project were Abraham Drive and Todd Circle. On June 12, 2012, City Council awarded this project to Manatts, Inc. of Ames, Iowa, in the amount of \$210,231.93. **Construction was completed in the amount of \$214,993.40.**

The overall program is shown in the 2011/12 Capital Improvements Plan with financing established in the amount of \$2,576,000 from General Obligation Bonds. Financing from the 2010/11 Low Point Drainage Program is included as part of the Ironwood Court project in the amount \$125,000 and from the 2011/12 Low Point Drainage Program as part of the South Oak Avenue project in the amount of \$60,000. This brings **total funding in an amount of \$2,761,000.**

The 2011/12 Asphalt Pavement Improvements Program includes expenses as follows:

Barr Drive/Indian Grass Court (As Bid)	\$ 458,058.00
Abraham Drive/Todd Circle (Actual)	\$ 214,993.40
Ironwood Court (Estimated)	\$ 650,000.00
South Oak Avenue (As Bid)	\$ 511,021.70
Engineering/Administration (Estimated)	<u>\$ 336,000.00</u>
Total	\$2,170,073.10

Any remaining funds will be utilized for contingencies and additional projects.

ALTERNATIVES:

1. Accept the 2011/12 Asphalt Pavement Improvements Program (Abraham Drive and Todd Circle) as completed by Manatts, Inc. of Ames, Iowa, in the amount of \$214,993.40.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with approved plans and specifications, and is within the approved budget.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 accepting the 2011/12 Asphalt Pavement Improvements Program (Abraham Drive and Todd Circle) as completed by Manatts, Inc. of Ames, Iowa, in the amount of \$214,993.40.

COUNCIL ACTION FORM

SUBJECT: 2011/12 STORM SEWER IMPROVEMENT PROGRAM – COUNTRY CLUB BOULEVARD (KILDEE STREET & PEARSON AVENUE)

BACKGROUND:

This annual program is to repair or replace deteriorated storm sewer pipes and intakes. Areas of concentration for storm sewer repairs typically are those locations programmed for street improvements and those areas where structural deficiencies were identified.

This project location was Country Club Boulevard at the intersection of Kildee Street and Pearson Avenue. During heavy rain events, this area experienced insufficient drainage due to deteriorated storm sewer at the intersection, which caused storm water to come up and out of the intakes and manholes. This project included replacement of storm sewer pipe, intakes, and manholes.

On July 24, 2012, City Council awarded this project to Keller Excavating, Inc. of Boone, Iowa, in the amount of \$45,924.50. Construction was completed in the amount of \$51,184.01. This final amount, which is over the original contract, included additional street surface removal and replacement due to the deteriorated condition of Country Club Boulevard. Larger patch areas were necessary in order to tie the new and existing pavement together. **Engineering and construction administration costs were \$7,678, bringing total project costs to \$58,862.01.**

Funding for this project was identified in the 2011/12 Storm Sewer Improvement Program in the amount of \$250,000 from the Storm Sewer Utility Fund. This funding has also been used for engineering and administration on previous applications for Hazard Mitigation Grant Program (HMGP) flood mitigation projects in the amount of \$37,300. Remaining funds will be used for additional storm sewer improvements.

ALTERNATIVES:

1. Accept the 2011/12 Storm Sewer Improvement Program – Country Club Boulevard (Kildee Street & Pearson Avenue) as completed by Keller Excavating, Inc. of Boone, Iowa, in the amount of \$51,184.01.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with approved plans and specifications, and is within the approved budget.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the 2011/12 Storm Sewer Improvement Program – Country Club Boulevard (Kildee Street & Pearson Avenue) as completed by Keller Excavating, Inc. of Boone, Iowa, in the amount of \$51,184.01.

COUNCIL ACTION FORM

SUBJECT: **STREETS OF NORTH GRAND PLAT 2**
 MINOR SUBDIVISION FINAL PLAT

BACKGROUND:

Grand Center Partners, represented by Greg Kveton, is requesting approval of a two-lot subdivision of Lot 1 of Streets of North Grand. The purpose of the subdivision is to create a separate lot for the "Retail A" now under construction at the south end of the mall site. An aerial photograph is included as Attachment 1 to show the proposed lot lines in relation to the former buildings on the site. The proposed Final Plat is included as Attachment 2.

The Streets of North Grand was approved as a three-lot subdivision in 2007 to facilitate development of "lifestyle center" retail from the former Sears building southward. At that time, the City Council also approved an Adaptive Reuse Plan for redevelopment of the mall. When that redevelopment became economically infeasible, Grand Center Partners sought Council approval of a modified Adaptive Reuse Plan that anticipated the demolition of a portion of the mall and the construction of new retail space. That plan was approved by Council in January 2012. Within the staff report at that time, the owner discussed the possibility of a future request to create a separate lot for what was shown as "Retail A" on that plan.

Since all infrastructure is in place to serve these lots, this request is classified as a "minor subdivision," which does not require a preliminary plat. The Adaptive Reuse Plan does not need amending, since there are no changes to the plan as approved by the City Council in January.

Some of the parking areas and drive aisles may be divided by the new lot lines. However, the remote parking agreement approved by the City Council in January, as well as the private covenants of the mall, allow for shared access and parking among all of the lots on the mall property.

All financial security that the City once held for the public and private improvements on the mall has been released. All terms of the previous Development Agreement and Supplemental Development Agreement have been met. There are still conditions on the Adaptive Reuse Plan approval that will be satisfied when building plans for the additional retail spaces are submitted.

The City Council is now asked to determine compliance with the applicable law found in Attachment 2. Based upon the analysis of City staff, the Final Plat for Streets of North Grand Plat 2 conforms to relevant and applicable design and improvement standards of

the *Municipal Code*, to other City ordinances and standards, to the City's Land Use Policy Plan, and to the City's other duly adopted plans and policies.

ALTERNATIVES:

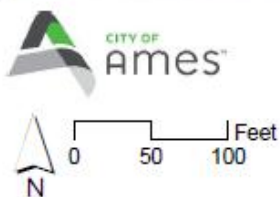
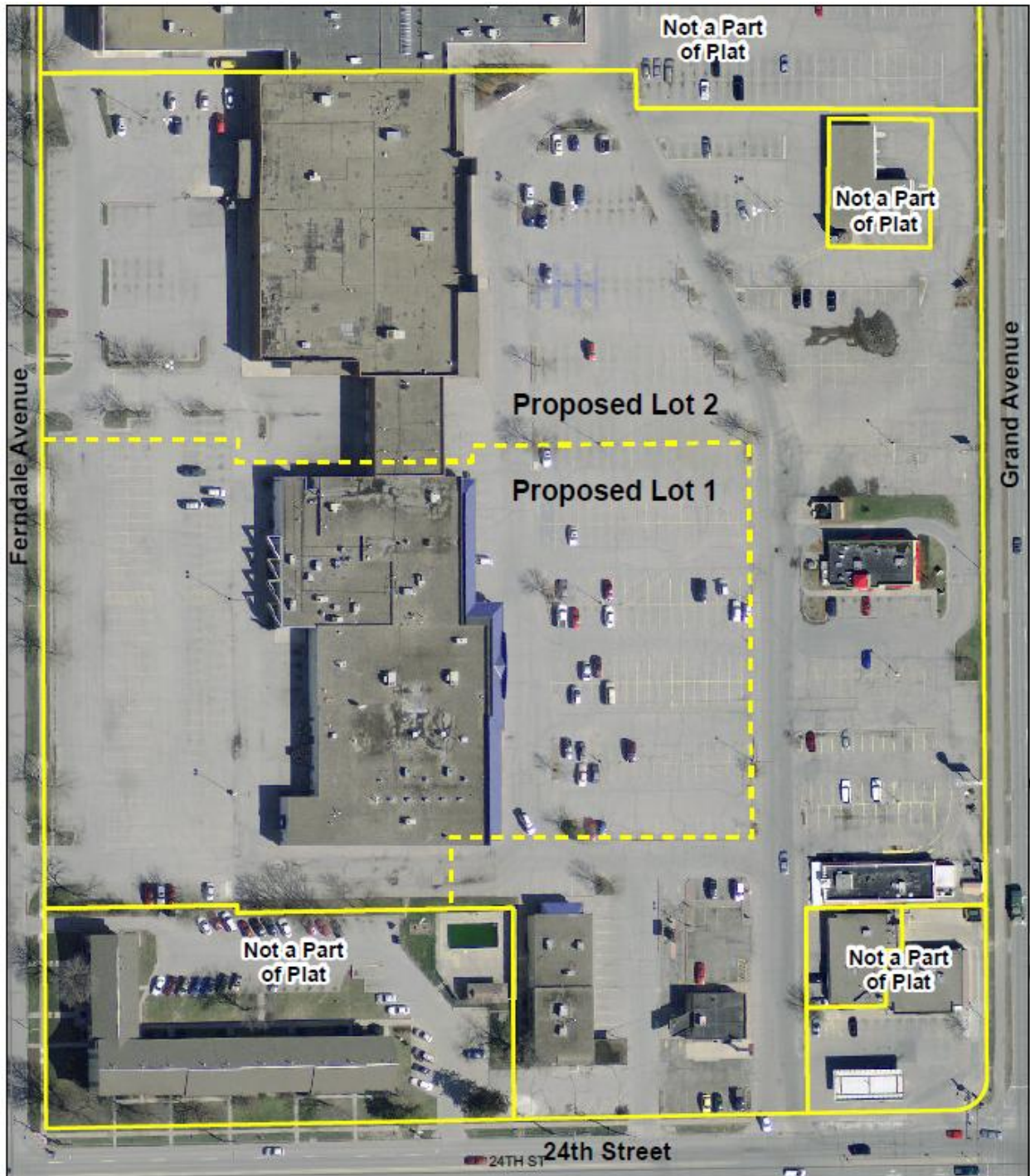
1. The City Council can approve the Final Plat for Streets of North Grand Plat 2.
2. The City Council can deny the Final Plat for Streets of North Grand Plat 2.
3. The City Council can refer this request back to staff or the applicant for additional information.

MANAGER'S RECOMMENDED ACTION:

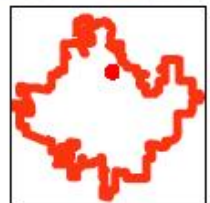
The proposed Minor Final Plat for Streets of North Grand Plat 2 is consistent with the existing Adaptive Reuse Plan approved in January, 2012. It is also consistent with the City's subdivision and zoning regulations. The proposed plat would create a separate platted lot for the Retail A space.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the Final Plat for Streets of North Grand Plat 2.

ATTACHMENT 1: GENERAL LOCATION



**Aerial Photograph with
Proposed New Lots**



STREETS OF NORTH GRAND PLAT 2
FINAL PLAT



研究の目的と意義	目的
研究の計画と実施	計画
研究の結果と考察	結果
研究の結論と今後の展望	結論



1/1
FROM 028

ATTACHMENT 3: APPLICABLE LAW

The laws applicable to this case file are as follows:

Code of Iowa, Chapter 354.8 states in part:

A proposed subdivision plat lying within the jurisdiction of a governing body shall be submitted to that governing body for review and approval prior to recording. Governing bodies shall apply reasonable standards and conditions in accordance with applicable statutes and ordinances for the review and approval of subdivisions. The governing body, within sixty days of application for final approval of the subdivision plat, shall determine whether the subdivision conforms to its comprehensive plan and shall give consideration to the possible burden on public improvements and to a balance of interests between the proprietor, future purchasers, and the public interest in the subdivision when reviewing the proposed subdivision and when requiring the installation of public improvements in conjunction with approval of a subdivision. The governing body shall not issue final approval of a subdivision plat unless the subdivision plat conforms to sections 354.6, 354.11, and 355.8.

Ames Municipal Code Section 23.303(3) states as follows:

(3) City Council Action on Final Plat for Minor Subdivision:

(a) All proposed subdivision plats shall be submitted to the City Council for review and approval in accordance with Section 354.8 of the Iowa Code, as amended or superseded. Upon receipt of any Final Plat forwarded to it for review and approval, the City Council shall examine the Application Form, the Final Plat, any comments, recommendations or reports examined or made by the Department of Planning and Housing, and such other information as it deems necessary or reasonable to consider.

(b) Based upon such examination, the City Council shall ascertain whether the Final Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans. If the City Council determines that the proposed subdivision will require the installation or upgrade of any public improvements to provide adequate facilities and services to any lot in the proposed subdivision or to maintain adequate facilities and services to any other lot, parcel or tract, the City Council shall deny the Application for Final Plat Approval of a Minor Subdivision and require the Applicant to file a Preliminary Plat for Major Subdivision.

Staff Report

Request for Direction Regarding Development Agreement for LUPP Amendment for Athen property on GW Carver Avenue

December 11, 2012

LUPP Process: At its October 23, 2012 meeting, the City Council approved a draft amendment to the Land Use Policy Plan (LUPP) as recommended by the Planning and Zoning Commission. As part of that recommendation, the Commission had suggested the following six factors for consideration:

1. Development of proposal for the distribution of cost for any needed sanitary sewer improvements.
2. The impact the development in this area may have on emergency service response.
3. The impact the development in this area may have on areas that have already been targeted for growth or are being invested in by the City for growth.
4. The possibility of a developer's agreement be investigated to require a care facility as the only allowable development [within a medium density zoned area].
5. Consideration be given to ensure the protection of the natural area of at least at or before the tree line.
6. This area be provided with two zoning designations with the minimum zoning necessary for the care facility and low density housing.

As noted in that October 23 staff report, some of the factors above would require a development agreement. **This staff report is intended to ask the City Council for direction regarding which stage of the process such an agreement or agreements should be developed and brought back for Council approval.**

Rarely are development agreements put together prior to an amendment to the Land Use Policy Plan. They are usually reserved to address specific infrastructure needs for annexation, for rezoning, or for subdivision approval. In Athen's request for an amendment to the LUPP, the major amendment process identified several issues which led to the above factors being recommended by the Planning and Zoning Commission. **These issues could be resolved and placed in a development agreement at the time the Council is asked to act on the proposed LUPP amendment. Alternatively, development agreements could be developed to address these issues at the time that a request for annexation is made or at the time that rezoning or subdivision are requested.**

In accordance with the LUPP amendment process adopted by Council earlier this year, on December 11 the Council will conduct the required public hearing on this LUPP and Urban Fringe Plan amendment request. The approved LUPP process also states that the preference is not to take action on the request immediately following the public hearing, but should be taken at a later date.

Factors: Staff has the following comments related to when a development agreement should be approved prior to any action by the Council:

1. As noted in the October 23 staff report, there is a serious issue regarding the capacity of the downstream sanitary sewer to accommodate the expected future growth within the City limits, with an even greater concern regarding the additional load created by this project. **While this issue could be confirmed in an agreement prior to proceeding with the LUPP map amendment, it could also be handled at a subsequent step. However, an agreement requiring the developer to contribute \$197,600 to the City to correct a sanitary sewer problem should certainly be in place at the time that the City Council is asked to act on the annexation.**
2. **The emergency response factor does not require any development agreement.** It only asks the City Council to consider what impact this annexation would have on emergency response times to this area. This information is included in the staff report for the public hearing.
3. **The impact the development in this area may have on areas that have already been targeted for growth or are being invested in by the City for growth – also does not require a development agreement.** It asks that the City Council consider the impact of competing development on the North Growth Area west of Ada Hayden Heritage Park. This is an area in which the City is currently investing in the water and sanitary sewer infrastructure with the expectation of payback as residential development occurs. However, an agreement to assess the paving of Grant Avenue has not yet been finalized between the City and two of the three developers adjacent to this unpaved roadway.

The City Council could decide not to move ahead with approving this change in the LUPP for the Athen property until the two remaining pre-annexation agreements related to the growth area north along Grant Avenue are finalized. This pre-condition would better assure that the City's investment in the infrastructure along Grant Avenue will be recouped in a more timely manner.

At an October City Council meeting, Council asked for an update on the status of Grant Avenue in relation to cost estimates and development agreements. That report is attached.

4. **This factor explicitly states that a development agreement is necessary to assure that a care facility is built, rather than any other type of medium density residential use.** This factor was proposed because this specific change to the plan was requested by a senior living facility. It was to ensure that another, less-desirable use could not be substituted if the senior

living center chose not to go forward. **This agreement should be in place no later than at the time of rezoning approval.**

5. The LUPP map amendment has been prepared to extend the Urban Residential designation up to the tree line and to retain the Natural designation over the remainder of the site. **No development agreement is needed since this factor can be addressed through the map amendment.**
6. The final factor stipulated that this area be provided with two zoning designations with the minimum zoning necessary for the care facility and low density housing, and is intended to ensure that allowed uses are kept to a minimum to reduce the potential impact on existing neighbors. It is anticipated that the senior living center would require a FS-RM (Floating Suburban Medium Density Residential) zoning designation and that the remainder of the site would be zoned FS-RL (Floating Suburban Low Density Residential) to accommodate single-family housing. **This factor would not need a development agreement, but would require that the City Council make the desired choices at the time rezoning is sought. At that time, a “contract rezoning” could limit the FS-RM uses to allow only the senior living center.**

To put all these steps in perspective, below are the anticipated processes, in order, that would need to be followed before any building permits could be issued for development on this property.

Urban Fringe LUPP Amendment: The Urban Fringe Plan and the Allowable Growth Areas maps need to be updated. This is the action that is currently underway. Action would occur depending on when the City Council wishes to require the development agreement to address those factors. If the Council directed staff to prepare the development agreement at later stages of the process, action to approve the LUPP change on this property could occur at the December 18 meeting.

City of Ames LUPP Amendment & Annexation: This would be initiated by the owner, but only after the LUPP amendments are approved. Because this area lays outside two miles of the Gilbert city limits, this request requires approval only from the City of Ames. The City Development Board in Des Moines need not concur on this action, since it would be a voluntary annexation. Once the property is annexed, it would automatically receive the Agriculture zoning designation, but not a new LUPP designation. The annexation request would likely be accompanied by a request to designate this as Village/Suburban Residential. **The agreement on the sanitary sewer issue should be resolved no later than at annexation.**

Rezoning: Rezoning is a discretionary action by the City Council, allowing the Council to place conditions that ameliorate the expected negative impacts of the possible uses allowed in that newly rezoned area. A development agreement is not necessarily needed since the City Council need not approve a rezoning which they do not believe is

in the public interest. **However, to assure a use limitation for senior living facility, such as may be needed for the FS-RM portion, an agreement should be in place at the time of rezoning to limit undesired uses such as apartments.**

Preliminary Plat and Final Plat: This is the stage where the City traditionally has required development agreements to address the costs and timing of certain off-site improvements such as additional turn lanes or traffic signals. A traffic study is underway to determine what impacts the development has on the road system. It is not yet known what improvements may be needed.

Building Permits: Only after a final plat is approved can building permits be issued. At this stage, all infrastructure should be in place and all agreements for any other needed improvements should be in place.

STAFF COMMENTS:

The staff is seeking the following direction. If the City Council directs staff to prepare the necessary development agreement concurrent with action on this LUPP and Urban Fringe Plan request, action on the LUPP and Urban Fringe Plan request would need to be delayed until, possibly, spring. The timing is due to the reduced resources of the City staff to prepare the document and for the owner to review it. The public hearing would still occur on December 11, but no follow-up action would occur on December 18.

If, however, the City Council directs staff to prepare the sanitary sewer development agreement at the time of annexation and the agreement to require the senior living center at either the time of annexation or the time of rezoning, then the City Council could act on the LUPP and Urban Fringe Plan request at the December 18 meeting.

Status Report on Grant Avenue Cost-sharing and Pre-annexation Agreements

Staff received the “80% design” cost estimates for the road, water and sewer extensions from our consulting engineer in mid-November, and passed those along to the three developers on November 20th. Staff is now working to arrange meetings with the developers and their engineers to review those plans and costs, and will also meet with the affected residential home owners to review the plans. Design work on the water and sewer extensions is nearing completion; and staff plans to have these projects prepared for bidding by spring. That should provide for installation of the water and sewer mains to occur during the 2013 construction season.

A pre-annexation agreement for sharing of the street improvement costs has already been signed with the owners of the Rose Prairie development. The owners of Quarry Estates have indicated their willingness to sign a cost-sharing agreement similar to the Rose Prairie agreement, provided that the requirement for sprinklering of homes is removed. The owners of the two Hunziker development parcels also want to eliminate the sprinklering requirement, and were specifically waiting for the Grant Avenue design cost estimates before making any commitment to share the street construction costs.

Staff believes that it is preferable to have cost-sharing agreements for Grant Avenue signed with all three developers before proceeding with the pending Quarry Estates annexation. Once annexation has occurred and development begins, there will be increasing pressure from the new homeowners to pave Grant Avenue unless there is an equitable mechanism in place to share the cost of those improvements,

Staff Report

**Public Hearing for LUPP Amendment for
Athen property on GW Carver Avenue**

December 11, 2012

Request and Referral: Chuck Winkleblack, representing the applicant, seeks to develop the Athen property on George Washington Carver Avenue for a senior living center, comprising senior housing, assisted living and skilled care. In addition, other portions of the Athen property would be made available for residential housing. Mr. Winkleblack is requesting the designation of the subject property as Urban Residential on the Urban Fringe Plan and inclusion of the subject site as an Allowable Growth Area in the Land Use Policy Plan. These draft amendments and the location of the Athen property are shown in Attachments 1 and 2. The Urban Residential designation identifies those areas of the Ames Urban Fringe that are likely to be annexed and developed in the near- to medium-term. The Allowable Growth Area designation of the LUPP identifies those areas intended to be annexed and developed to provide housing for future population growth in Ames.

Major Amendment Process: In accordance with the process outlined in the Land Use Policy Plan for major amendments, City staff conducted an Open House on June 21 to introduce the request to interested persons. Approximately 20 people attended that meeting to hear details of the request and to ask questions on the proposed project.

On June 28, a workshop was held to allow interested person the opportunity to identify issues and to seek further information. About fifteen people attended and raised a number of issues.

On September 10, a second workshop was held to report back the issues that were raised on the previous meeting. Again, about fifteen people were in attendance. A panel of City staff was able to provide further information on specific issues and information that was requested at the first workshop.

At the Planning and Zoning Commission meeting on October 3, the Commission recommended approval of a map amendment that would allow annexation of the proposed area. The Commission also recommended that the City Council consider the following factors in evaluating and approving these changes:

1. Development of proposal for the distribution of cost for any needed sanitary sewer improvements.
2. The impact the development in this area may have on emergency service response.
3. The impact the development in this area may have in areas that have already been targeted for growth or have been invested in by the city for growth.

4. The possibility of a developer's agreement be investigated to require a care facility.
5. Consideration be given to ensure the protection of the natural area of at least at or before the tree line.
6. This area be provided with two zoning designations with the minimum zoning necessary for the care facility and low density housing.

The City Council considered this draft alternative at its October 23 meeting. This matter was then returned it to the Planning and Zoning Commission for the formulation of specific map and/or text amendments and to hold the required public hearing.

The Planning and Zoning Commission conducted this public hearing on November 7, 2012. On a vote of 6-0, the Commission then recommended the proposed map changes as shown in Attachment 1 and Attachment 2. The Commission did not make the factors a part of the recommendation, recognizing that these are issues that should be dealt with more appropriately by the City Council.

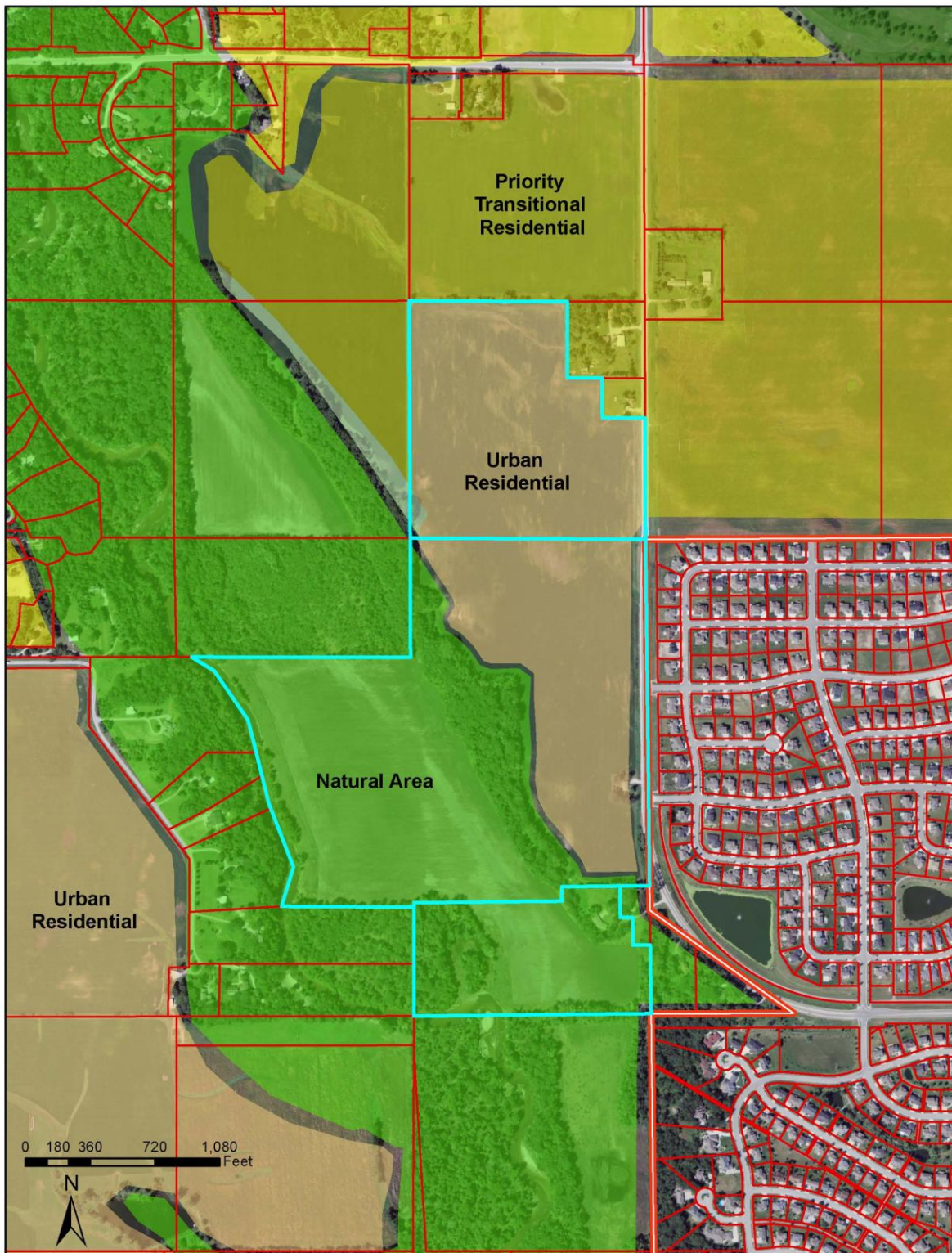
The City Council is now asked to conduct the public hearing for the proposed amendments. As outlined in the LUPP process, action should occur at a later date. The accompanying staff report asks Council for direction on when various actions should be confirmed in a development agreement.

Urban Fringe Plan: Any amendment to the Ames Urban Fringe Plan must be approved by the City Councils of Ames and Gilbert and the Supervisors of Story County. The Supervisors, in a resolution recorded on August 9, 2012, waived action on the requested change provided that annexation occurs within one year. The Gilbert City Council, on November 26, approved the requested amendment with the condition that the Ames City Council give consideration to the six factors described above.

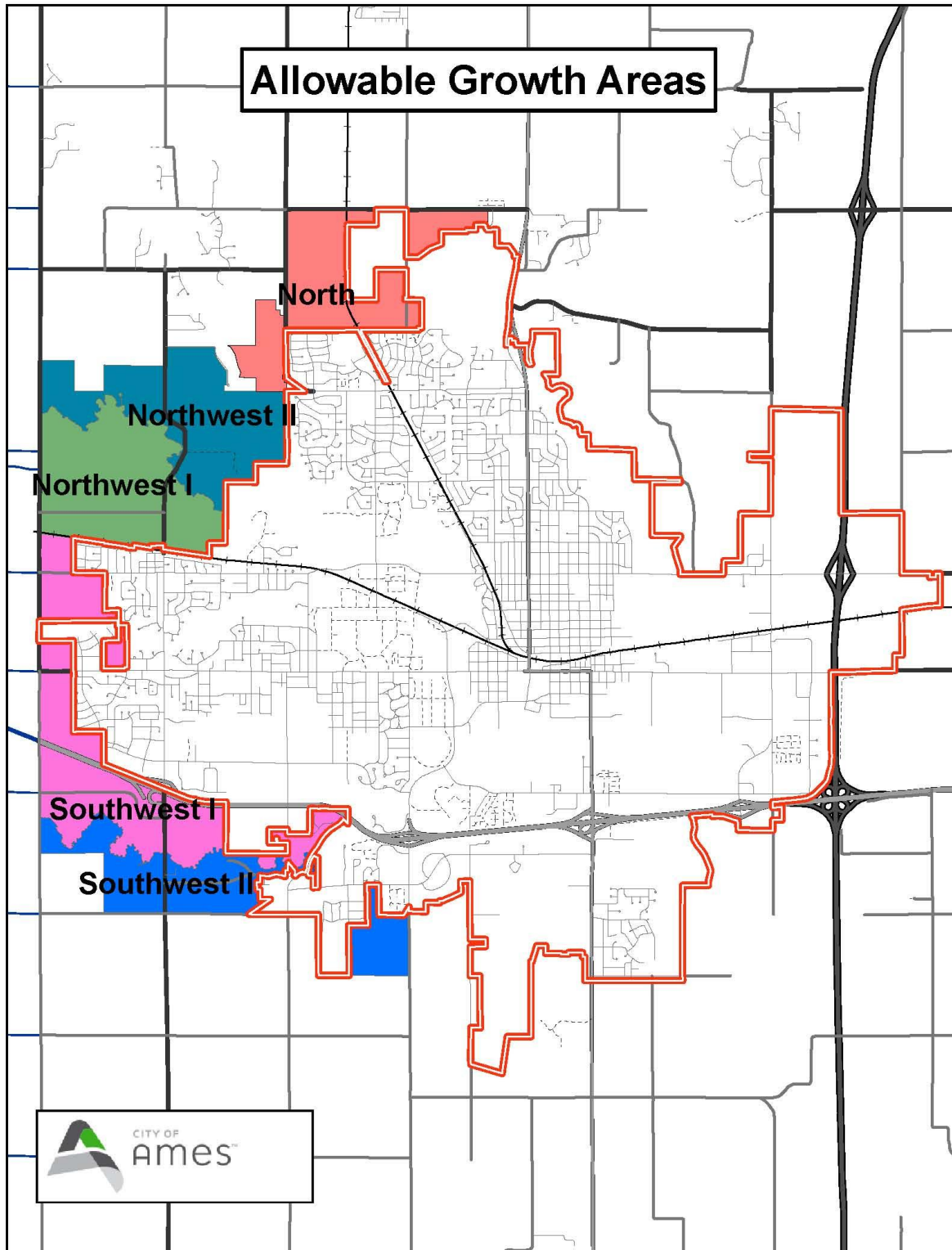
Background Information: Updated background information is provided in the Appendix.

Public Hearing: The City Council is asked to conduct the public hearing. Notices to property owners within 300 feet were sent, a notice was published in the Ames Tribune, and a public notice sign was posted on the property. Following the public hearing, it is recommended that the City Council **take no action until a subsequent meeting.**

Attachment 1
Proposed Amendment to the Urban Fringe Plan



Attachment 2
Proposed Amendment to Chapter 6, Allowable Growth Areas Map, LUPP



APPENDIX

Land Use Policy Plan and Ames Urban Fringe Plan: The Ames Urban Fringe Plan designates this site as Priority Transitional Residential with the Natural Area designation over the western portion. A map of the existing Urban Fringe Designation is shown in Attachment A. The Priority Transitional Residential designation allows for residential development under County zoning rules. However, it requires that development be done to urban densities (a minimum of 3.75 dwelling units per acre). It does not allow for access to City water and sanitary sewer but requires any infrastructure to be designed and built so that it can be accommodated by the City if it is annexed in the future.

The site is not in an Allowable Growth Area of the Land Use Policy Plan. In 2008, it was considered for inclusion within the North Growth Area for purposes of the Targeted Growth Study. However, due to the unknown ability of extending sanitary sewer service to this area, it was ultimately excluded from the North Growth Area. A map of the Allowable Growth Areas is included in Attachment B.

To accommodate the proposed annexation and development of the site, the Ames Land Use Policy Plan would need to recognize this as an Allowable Growth Area. In addition, the site would need to be designated as Urban Residential in the Ames Urban Fringe Plan. The Policies of the Natural Area and Urban Residential designations are included in Attachment C.

Zoning: The subject site is currently zoned A-1 by the County. This zoning designation would not allow for development except for single-family homes on 35 acres. To accommodate the proposed use under County zoning would require a change of zone to a designation consistent with the Priority Transitional Residential designation of the Ames Urban Fringe Plan.

Applicant's Statement: The applicant's Narrative for LUPP Change is included in Attachment D.

ANALYSIS:

A. TRAFFIC

Questions were raised about the capacity of George Washington Carver Avenue to accommodate the expected traffic from this new development, in addition to the increased traffic as Northridge Heights continues to build out. The City traffic engineer responded by noting that the 2035 Long Range Transportation Plan took this development density into account when it projected future traffic demand in the City. The segment of George Washington Carver Avenue affected by this proposed subdivision is not shown in the LRTP as having a need for capacity improvements. Minor safety and/or functional roadway improvements, such as turn lanes into or out of the site, may be identified by a traffic impact study prior to rezoning and subdivision approval.

Questions were also raised concerning the impact on intersections, speed and bicycle/car interactions. The traffic engineer responded to these by stating that a traffic impact study will determine estimated traffic for the proposed development and identify what site-specific improvements may be needed. The study will also help the City and developer determine the type, number, and location of the main access points on to George Washington Carver Avenue. Because George Washington Carver Avenue functions as an arterial street, there will be no access from individual lots onto this road. Access will be granted only to public streets.

Speed is, admittedly, an issue along this stretch of George Washington Carver Avenue as the rural traffic transitions into a more urban setting. As development occurs along this portion of the road, speed will moderate to account for the increased traffic and turning movements. Unless the City or the developer is willing or able to dramatically change either the geometry of the road and its respective intersections, not much can be done until further development occurs to change this section into a more urban setting. From a safety sight distance standpoint there is plenty of visibility along this stretch of the road. The speed, however, is a quality of life issue; one that will take some investment into the corridor before it can be improved.

The ability of this corridor to safely accommodate bicycles will depend on improvements that would be identified following the traffic impact study. The design of any specific improvement would depend on the anticipated traffic movements that the study anticipates. But, in general, there may need to be a combination of signs and pavements markings along with lights and, in the most severe case (usually determined by operating speed), some physical improvement such as medians, raised crossings, speed tables, etc.

Concerned participants raised the issue of cut-through traffic, that is, the traffic leaving this proposed development and taking local streets to Stange Road to get to points south or east rather than taking George Washington Carver Avenue. Cut-through traffic is usually due to an arterial road being over capacity. Traffic movement degrades with the result that local roads are more attractive to drivers due to their reduced trip time to a particular destination. Since there is adequate capacity on this road to serve projected growth to 2035, it is not anticipated that cut-through traffic would manifest itself.

The existing noise from traffic on George Washington Carver Avenue was raised and was questioned whether this would be exacerbated by increased traffic from this proposed development. Noise is closely related to speed as engine noise, engine braking, and tire whine all increase as speed increases. As speed will naturally decrease as traffic and development turn this rural section into a more urban setting, so too will noise decrease. Although the noise from individual vehicles will decrease in decibels, the total number of vehicles will increase and may not reduce overall noise levels.

B. SANITARY SEWER

The City has had concerns about the sanitary sewer system in this area. The City's sanitary sewer consultant has identified a possible capacity issue in the trunk line that serves the Northridge, Northridge Heights, and Somerset areas. This trunk line would also serve the subject site. A consultant has prepared a cost estimate for a possible fix. As presented in the October 23 meeting, the City Council supported the staff recommendation that the developer contribute to the City \$197,600 (75% of the estimated total) to rectify the anticipated capacity problem and that the City install permanent flow monitors to allow on-going evaluation as to if and when the sanitary sewer improvements would need to be made.

C. STORM WATER

Several residents in the area questioned how storm water will be handled. City staff noted that any development and installation of public infrastructure (such as roads) would need to follow the City's storm water requirements. These include the submittal of a storm water management plan with the preliminary plat that identifies how runoff will be managed. The review of the storm water management plan is to ensure that the post-development runoff quantities do not exceed the pre-development amounts. In addition, the developer would also need to obtain a COSECSO permit and NPDES permit prior to construction and comply with regulations regarding erosion control during construction.

The City may be interested in any innovative approaches to storm water management that the developer would propose. For instance, the City has adopted a conservation subdivision ordinance mandatory in the Ada Hayden watershed but optional in other developments. In addition, as buildings are developed, on-site bio-swales, rain gardens, and green infrastructure approaches offer acceptable methods of storm water management that the City can approve as part of the building development process. There is a vast array of approaches for low-impact development (LID).

D. NATURAL RESOURCES

This broad category is further refined into subcategories related to the natural resources of the site.

Natural Area and Norris Study: The site consists of a flat flood plain along the west part of the subject site. The site rises about 50 vertical feet to the agricultural area west of GW Carver Avenue. The lower bottom land appears to be used for row crops, as does the upper flat land. The slopes are heavily wooded, with the wooded area extending not much beyond the top of the slopes.

Appendix E is an aerial photograph showing the existing ground cover and tree line. The Natural Area is overlain on the photograph.

Staff reviewed the "Norris Study," done in 1994, which inventoried certain areas around the City to determine the extent of native vegetation and the degree to which

invasive species can be found. Areas that were surveyed were given a letter grade (e.g., A, B, C, D, and S) to describe these resources. The study did not directly inventory this subject site. However, the Northridge area to the south of this subject site was given a grade of D for the woodland and a grade of B for the two identified prairies. The bottomland along Squaw Creek was given a grade of C.

The applicant notes that he does not intend to place development into the tree area. Rather, he seeks a change to the Natural Area to allow development up to the tree area.

The City Council directed staff to allow development up to the tree line, thus reserving the Natural Area for the areas of the trees, the slopes and the flood plain. The proposed map reflects that direction.

Flood Plain: Several participants asked about what the impact is on the flood plain of Squaw Creek. Staff provided to the participants the following primer of flood plain regulations. The bottomland of the subject site lies within the FEMA designated AE zone of Squaw Creek. This designation includes both the Floodway and the Floodway Fringe. The Floodway and Floodway Fringe are shown in Appendix F. In areas within the Floodway, most development is prohibited except for uses that do not impede the flow of floodwaters or contain structures that could be damaged or lead to loss of life. Fill cannot be brought into the site unless it can be demonstrated that it will not increase flood heights. Allowed uses include open space, trails, and parks. Other uses include golf courses and parking lots. Small shelters, such as a gazebo, could be allowed.

Within the Floodway Fringe, development can occur provided it is allowed by zoning and that it meets development standards. This normally requires that structures be elevated to three feet above the base flood elevation (100-year flood level). Fill can be brought into the site. A flood plain development permit must be approved by staff prior to any construction, grading, or development activities.

Base flood elevation along this stretch of Squaw Creek is about 911.5 feet (NGVD 29). The bottomland is relatively flat and lies at about 906 to 908 feet. The Floodway lies entirely on the bottomland while the Floodway Fringe extends part of the way up the side slopes. The upper level gently undulates and lies at an elevation of between 940 and 962 feet. There is a high spot along the edge of the tree line that rises to about 970 feet.

The applicant has stated that the slopes and the bottom area (floodplain) will not be developed. Instead, he anticipates retaining this area as open space with hiking trails through it.

Archeological Resources: City staff approached the Office of the State Archeologist in Iowa City to investigate whether any known archeological artifacts were found within the subject site. Within the subject site, the office has records of two

archeological sites. The two sites are very small and consisted of surface findings. However, if there were a larger site with visible surface features, the state office believes that the archeologist would have discovered it. Unknown, however, is the extent of any unknown or underground archeological deposits.

Private development is not required to undergo a site survey or study unless federal funds are involved. If, during construction, the developer discovers archeological deposits or ruins, he or she is not required to collect, preserve or avoid them unless human remains are found.

E. ECONOMIC IMPACTS

A number of participants at the workshops expressed interest in a number of issues that can broadly be defined as the economic impacts of the proposed annexation and development. These subcategories are described below.

City Investment: The City of Ames is considering whether to install sanitary sewer and water to serve the North Growth Area. A study is underway to determine the costs of these installations. While the City would pay for the installation of the infrastructure, the intent is to establish districts whereby the City would be repaid as residential development occurs. It would stand to reason that the City's payback would be delayed if other areas of residential development were to open up. Additional growth areas would compete with the North for new housing construction, thus diluting the rate of payback. One factor identified by the Commission and included by the City Council is that the Council consider the impact of additional development that would compete with the City's proposed investment in the North Growth Area.

Costs of Development in Allowable Growth Areas: A 2008 study identified capital and infrastructure costs for growth to the North, Northwest, and Southwest. The total costs for growth in the Northwest were the least, while the Southwest was the greatest. Costs for growth to the North were greatest on a net developable acre basis. Based on the 2008 study, growth to the North would necessitate the development of a new fourth fire station. However, based on discussion on fire response time, the use of performance measures, rather than a fixed response time goal, may allow for development without a fourth fire station. See Cost for Emergency Services, below.

Impacts on School District Revenue: This site is within the Gilbert School District, which will receive property tax revenue based on the taxable valuation of any development.

F. COST FOR EMERGENCY SERVICES

This topic is important in considering the impact on public safety. It is also somewhat complicated as the City Council recently gave direction to the Fire Department to prepare a new approach to measuring response times and how development has an impact on them.

On April 24, 2012, City staff presented a report to the Council regarding the topic of emergency response times for the City of Ames. This report was in response to the City Council's decision to allow growth to the North, Northwest, and Southwest, in addition to discussions about expanding to 590th Street to the east. Based on the City's previous approach to measuring response times, many of these areas would be outside of the City's five minute travel response time goal (the goal was to cover 85% of the community within 5 minutes travel time from any station).

Therefore, the Council requested that the emergency response time issue be revisited and that other cities be surveyed to determine how they are addressing this issue. All of the surveyed cities measured response time based on actual calls for service. As Ames has shifted away from a targeted growth strategy and is poised to grow in four directions; its current technique for measuring response time based on area covered no longer seems warranted. For purposes of informing the City Council of the possible impact of future land use decisions, the staff can now utilize more sophisticated GIS tools for planning purposes. This technique would allow staff to analyze response time patterns from existing developed areas in the city and project this information onto undeveloped areas that are being considered for annexation to better project anticipated response times from these new areas.

In addition, it should be noted that call volumes have intensified in certain types of occupancies over time in Ames. Particular types of development tend to have higher Fire Department service needs. These include areas of high-density residential, commercial areas, and medical, assisted living and/or nursing home facilities.

As new development occurs, response performance as measured by actual calls for service will at some point require that the City begin discussion of station location options. Until it becomes necessary to relocate and/or construct stations, the City Council can help mitigate the increasing demands on the Fire Department through land use choices.

A careful land use choice strategy was suggested for two reasons. A facility distant from a fire station will experience a longer time before rescue personnel can arrive, so facilities with more frequent needs will be served more effectively if they are closer. In addition, when emergency call volumes increase to the extent they have in Ames, the number of simultaneous calls increases. Frequent calls to locations far from fire stations will tend to increase the number of simultaneous calls, causing others in the community to wait longer for service.

An analysis of the impacts of development of the Athen site indicates that full build-out of all the existing allowable growth areas, plus this proposed growth area would result in 82 percent of all emergency calls being responded to within 5 minutes or less. A map showing the response areas is included as Appendix G. The Commission recommends that the Council consider this information when acting on this request.

G. ALTERNATIVE SITES

Many participants asked whether consideration was given to locate the proposed senior facility elsewhere. In addition, some asked whether the proposed single-family housing can be accommodated in existing Allowable Growth Areas.

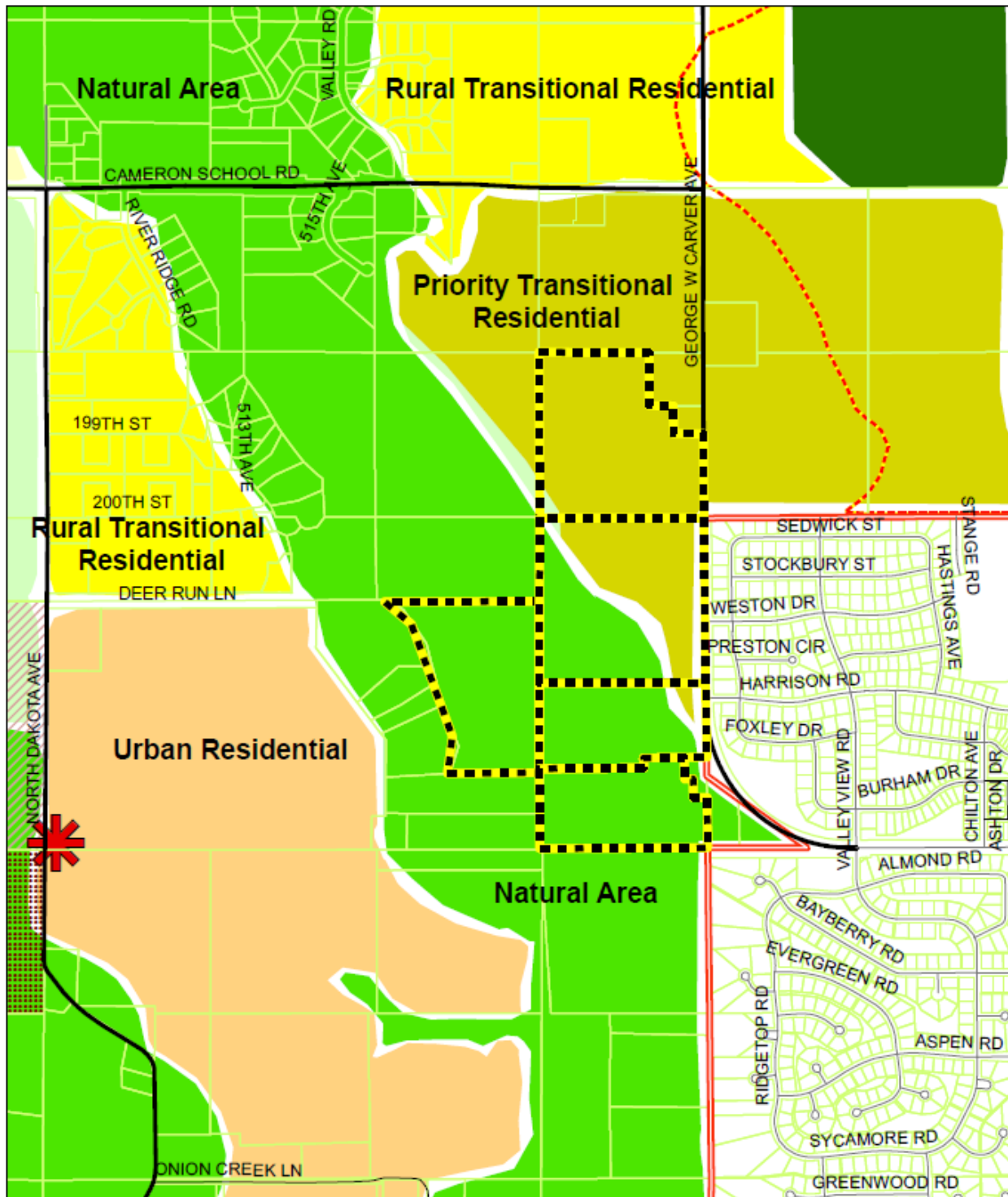
The senior living center that is proposed consists of independent senior housing, assisted living and skilled care. These types of uses are allowed in the FS-RM (Suburban Residential Medium Density) and RM (Residential Medium Density) zones by special use permit. These uses would also be allowed in the RH (High Density Residential) zone as a Permitted Use. The expected Land Use Policy Plan designation for this site, if it were annexed, would likely be Village/Suburban Residential. Such a designation would support a rezoning to FS-RM.

Sites in the existing identified Growth Areas of the Fringe Area that would accommodate the proposed uses include all of the North Growth Area, Northwest Growth Area, and Southwest Growth Area. Although annexation and development activity are not currently in the pipeline for the Northwest and Southwest, there is active interest in the North Growth Area. The Urban Fringe Plan designation of these areas as Urban Residential supports the LUPP designation of Village/Suburban Residential, allowing for the application of FS-RM zoning, allowing the proposed uses.

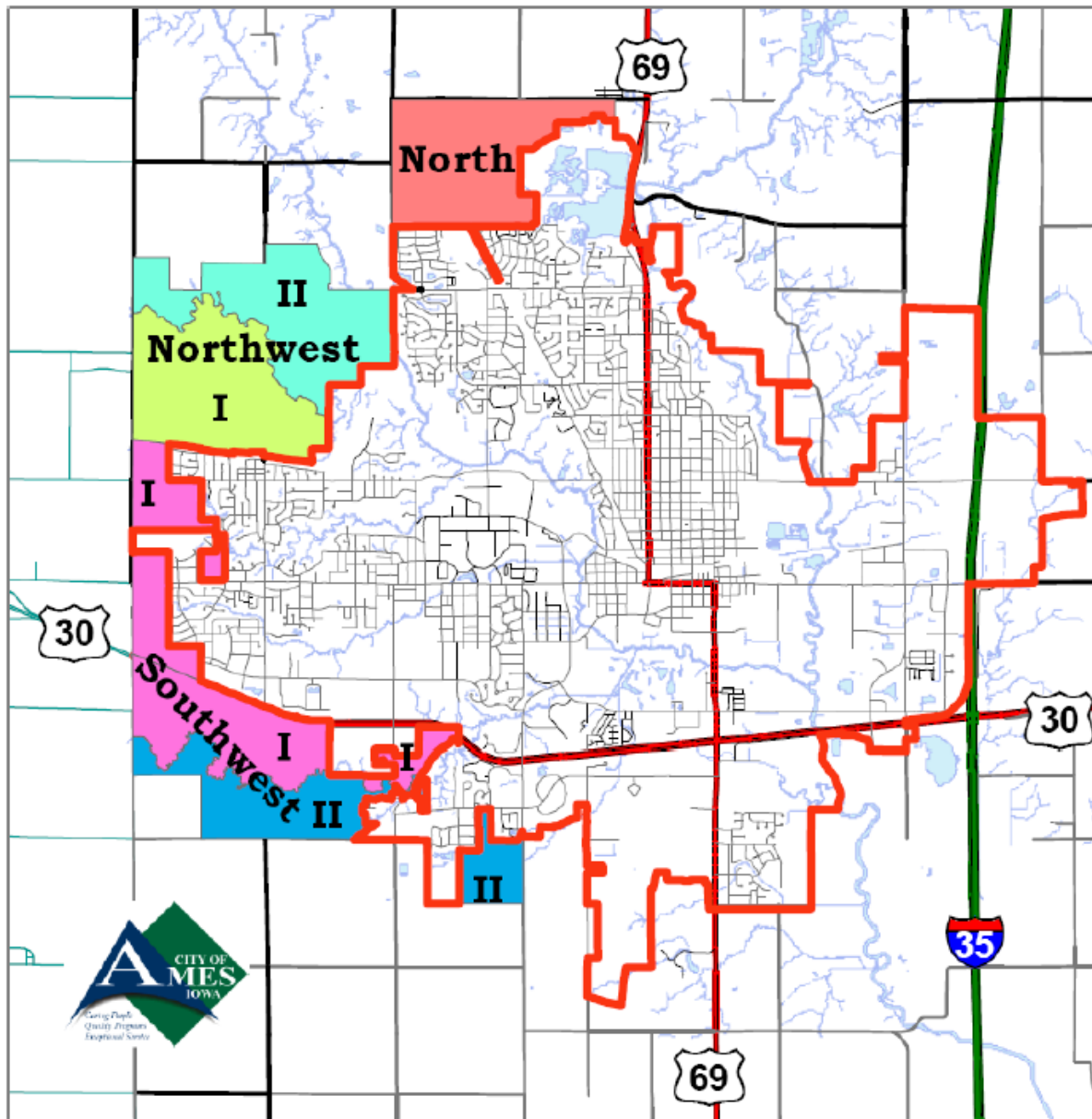
Sites within the existing City limits may be constrained due to the anticipated size of the proposed senior living project. However, several sites owned by the Ames Community School District have an LUPP designation that could justify zoning to accommodate these uses. These school (or former school) sites include 2714-2806 George Washington Carver Avenue (on the west side of Somerset); 3915 Mortensen Road (the eastern portion of the middle school site fronting on State Avenue); and 2005 24th Street (the triangular parcel east of Somerset). The former Roosevelt School (1000 9th Street) and Wilson-Beardshear School (900 Carroll Avenue) are surrounded by UCRM (Urban Core Residential Medium Density). This zoning designation does not allow the proposed uses and are much smaller than the size needed for the senior living project.

Other vacant sites within the City that are zoned RH or FS-RM and may be of sufficient size include Ringgenberg development on Oakwood Road and land between S. 16th Street and US 30 lying south of the new Campus Crest development. Please note that staff has not approached any of the owners of these sites to determine whether they are available or at what cost. Neither can we state that they meet the specific needs of the developer.

Attachment A: Ames Urban Fringe Plan
Land Use Designations



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



Attachment C: Land Use Policies (Excerpts from Ames Urban Fringe Plan)

NATURAL AREAS (NA)

Natural Areas are vital to the region. They provide habitat for wildlife, minimize storm water run-off, stabilize soils, modify climactic effects, provide for visual attractiveness, and serve some recreational purposes. This designation seeks to conserve such natural resources. This designation is intended to prevent development encroachment and encourage greater mitigation standards. A buffer or other mitigation device may be necessary to fully protect Natural Areas.

NA Policy 1: Natural Areas are composed of the following features and locales that intermingle with each other.

Environmentally Sensitive Areas – flood-prone areas, wetlands, water bodies, areas of steep slopes and sensitive soil conditions, and other designated areas that should be protected from detrimental impacts from other land uses.

Significant Natural Habitat -- areas surveyed and evaluated based on vegetation type and condition in the “Norris Study.” These Significant Natural Habitat Areas may also occur outside of the designated Natural Areas. In such locations, the underlying land use designation applies.

Parks and Open Spaces – facilities, land, and/or structured programs for a variety of public recreational opportunities. The term "Open Space" refers to primarily undeveloped areas; such areas are typically maintained and managed as natural areas for passive recreational uses.

Future Parks -- general areas where future parks are anticipated.

Greenways -- stream ways, parks, improved and unimproved trail systems, and open spaces that provide linkages that in effect create a continuous "greenway" or recreational system. Greenways provide recreational and open space linkages in both rural and urban areas.

Particular features and locales in the Natural Areas often are appropriately described by more than one of the above labels. This is a reflection of the multiple benefits of, and the diversity of landscapes represented in the areas designated Natural Areas. Regardless of type, Natural Areas are protected from negative land use impacts.

NA Policy 2: Prevent subdivisions for new non-farm residential development. However, Natural Areas may include farm and non-farm residences existing at the time of this Plan

or remaining scattered building sites where farmstead homes once existed or homes on very large parcels of ground typical of the agricultural setting.

NA Policy 3: Mitigate negative impacts to Natural Areas, including, but not limited to: agricultural chemical application, animal confinement and feeding, agricultural irrigation, miscellaneous agricultural activities like manure and fuel storage, outdated and non-functioning on-site wastewater systems, underground storage tanks, and nutrient-loaded urban stormwater run-off.

URBAN RESIDENTIAL (UR)

This land use designation applies to areas reserved for future city growth. Residential land uses within Urban Residential designated areas are annexed and then developed at an urban density and with infrastructure and subdivision according to urban standards.

UR Policy 1: This land use designation includes residential use in "traditional" Village Residential Development with minimum average net density of 8 units per acre. It also includes conventional single-family/suburban residential development with minimum average net residential densities of 3.75 units per acre and conventional suburban/medium density residential development with minimum average net residential densities of 10 units per acre. When combined in a development or area, conventional suburban single-family and conventional suburban medium density residential developments should not exceed 5 dwelling units per net acre.

UR Policy 2: Require annexation by the city before land is developed or further subdivided.

UR Policy 3: Require urban infrastructure and subdivision standards, including urban right-of-way standards, urban street construction, urban sanitary and potable water systems and urban storm water management systems.

UR Policy 4: Require land development agreements with the city before land is developed or further subdivided.

UR Policy 5: Mitigate and manage stormwater run-off, soil erosion, and wastewater discharge according to IDNR and city standards.

Attachment D: Applicant's Narrative for LUPP Change

Athen Farm LUPP change narrative

April 25, 2012

The applicant believes that this proposed change is consistent with the LUPP in that the land is contiguous with the current corporate limits. Little or no new infrastructure would be needed as a result of this project. It will provide another housing product within the city of Ames.

The applicant believes that the LUPP should be changed to accommodate suburban residential development more in keeping with a metropolitan area than a rural development. We are running out of all types of land for residential development within the current corporate limits. One of the uses requires a large parcel of land to facilitate a senior housing project. There are no other parcels of land that could accommodate such a development in the Northern part of the community. Somerset and Taylor Glenn will be completely built out by the end of 2012. That will only leave Northridge Heights left to develop in the Northern part of the community and there are only 30 acres left in Northridge Heights to develop. It does not make any sense for us to sell 15 to 20 acres of the only remaining single family land for a senior project. The single family lot shortage is already far short of the near term needs.

The public would benefit by having some new types of housing products as well as adding another choice to the city's limited housing choices. There will also be significant increases to the tax base with the addition of this project. The senior housing project will be an initial investment of more than 12 million dollars. They would like to be under construction in the late summer or early fall of 2012.

The applicant believes that the widening to GW Carver that was done as a part of the Northridge Heights development will adequately handle the traffic generated by this project. If additional turning are required into the property, the developer understands that those turning lanes would be at the developer's expense.

Sanitary sewer remains a question and public works is in the process of having the flows measured so that the capacity can be calculated accurately. It is also our belief that if a problem exists in a short stretch of pipe in Moore Park that it can be remedied. A significant change to the sanitary sewer exists now since the land North of Northridge Heights that was planned to come through this area will now go to the East and not flow this direction. That was 155 acres of developable land, this project will create less than half of that number of developable acres.

The applicant believes that there is sufficient water capacity to handle the requirements of this project without having an adverse affect on the entire system for the city. The water tower is very close to this area so pressure and flow should not be a problem.

Storm sewer will be designed according to specifications provided by the city of Ames. This area is not in the Ada Hayden watershed.

This project will provide new types of housing as well as more inventories of the existing types of housing within the city. There will be numerous jobs created with the construction as well as an ongoing number of permanent jobs associated with the senior housing project.

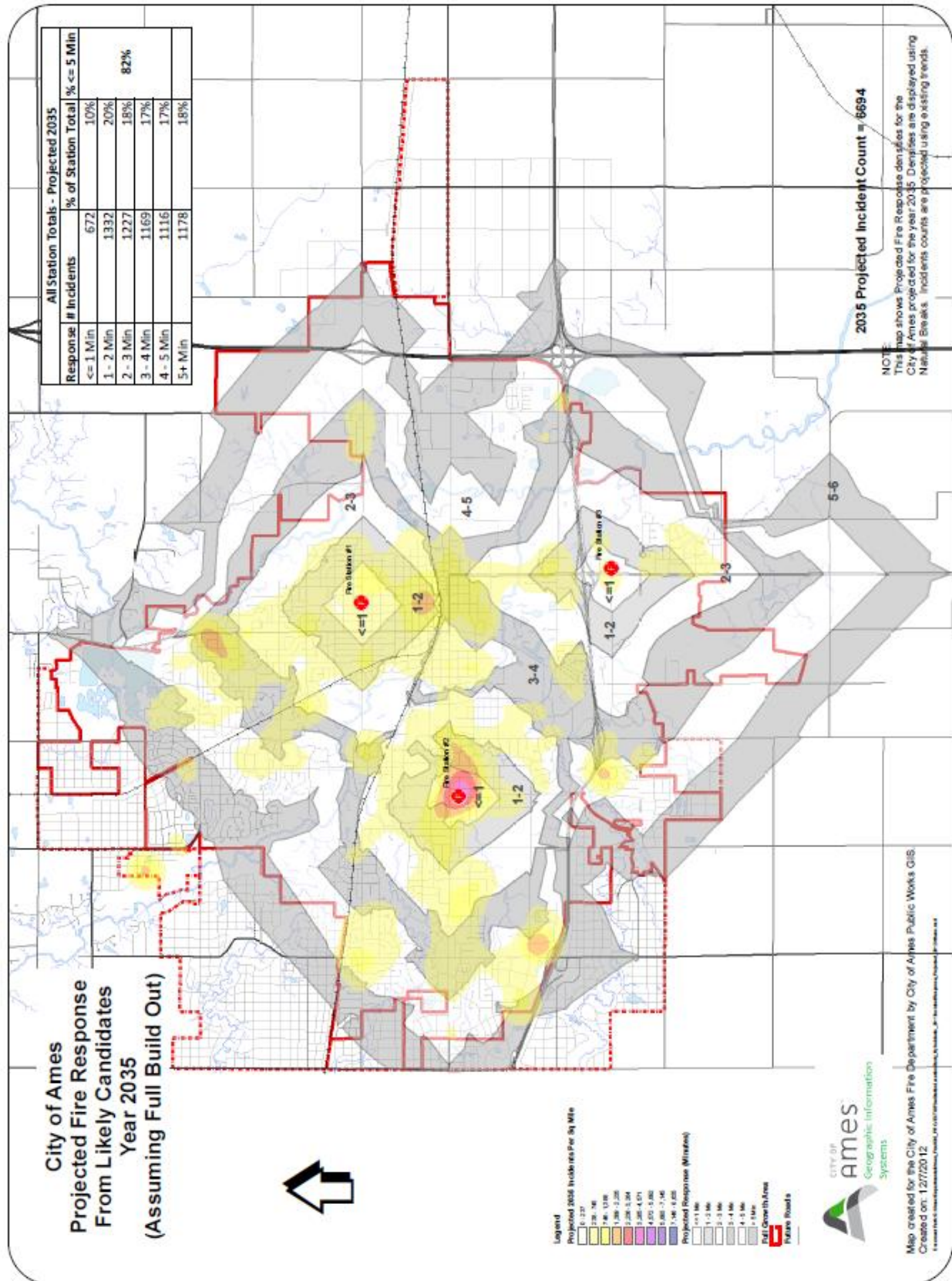
Attachment E: Ground Cover and Natural Area



Attachment F: Flood Plain



Appendix G: Projected Fire Responses



**Attachment H: Goals For a New Vision
(Excerpt from Land Use Policy Plan, Chapter 1)**

Goal No. 1. Recognizing that additional population and economic growth is likely, it is the goal of Ames to plan for and manage growth within the context of the community's capacity and preferences. It is the further goal of the community to manage its growth so that it is more sustainable, predictable and assures quality of life.

Goal No. 2. In preparing for the target population and employment growth, it is the goal of Ames to assure the adequate provision and availability of developable land. It is the further goal of the community to guide the character, location, and compatibility of growth with the area's natural resources and rural areas.

Goal No. 3. It is the goal of Ames to assure that it is an "environmentally-friendly" community and that all goals and objectives are integrated with this common goal. In continuing to serve as a concentrated area for human habitat and economic activity, Ames seeks to be compatible with its ecological systems in creating an environmentally sustainable community.

Goal No. 4. It is the goal of Ames to create a greater sense of place and connectivity, physically and psychologically, in building a neighborhood and overall community identity and spirit. It is the further goal of the community to assure a more healthy, safe, and attractive environment.

Goal No. 5. It is the goal of Ames to establish a cost-effective and efficient growth pattern for development in new areas and in a limited number of existing areas for intensification. It is a further goal of the community to link the timing of development with the installation of public infrastructure including utilities, multi-modal transportation system, parks and open space.

Goal No. 6. It is the goal of Ames to increase the supply of housing and to provide a wider range of housing choices.

Goal No. 7. It is the goal of Ames to provide greater mobility through more efficient use of personal automobiles and enhanced availability of an integrated system including alternative modes of transportation.

Goal No. 8. It is the goal of Ames to enhance the role of Downtown as a community focal point.

Goal No. 9. It is the goal of Ames to promote expansion and diversification of the economy in creating a base that is more self-sufficient and that is more sustainable with regard to the environment.

Goal No. 10. It is the goal of Ames to maintain and enhance its cultural heritage.

COUNCIL ACTION FORM

**SUBJECT: ZONING CODE TEXT AMENDMENT – LIGHTING STANDARDS
ASSOCIATED WITH ALTERNATIVE LANDSCAPE PROVISIONS FOR
AUTO AND MARINE CRAFT TRADE USES**

BACKGROUND:

On July 20, 2012, the City Council received a request from a Deery Brothers representative to reevaluate lighting provisions in the recently adopted alternative landscape standards for auto dealers. The request expressed concern that the standards have no provisions for the lighting of a “merchandise lot”, and expressed hope that the Council would consider constructive changes to the lighting level allowed for their dealership. In response, the Council directed staff to provide a brief report on the lighting issue.

Prior to reporting back to the Council, staff met with Deery Brother’s lighting consultant, Bob Brown of KJWW Engineering Consultants in Des Moines, who provided the following information on the output of lighting associated with a representative commercial developments:

City Hall Parking Lot - 2 foot candles average

High Volume Retail – 3 to 5 foot candles average

Auto Dealers:

- * *Standard lighting* - 3 foot candles average. These would provide standard lighting levels around customer and employee parking and storage areas.
- * *Sales Display Lights* - 15 foot candles average. These are for the balance of the display lot not otherwise lighted with dazzle or highlight levels.
- * *Highlight Display Lights* - 150 foot candles at a point. – These are higher lighting levels located along the perimeter to give added focus to cars viewed from the street.
- * *Dazzle Display Lights* - 300 foot candles at a point. These are high intense lights in high accent areas, such as near dealership signs or over cars on elevated or rotating platforms.

Mr. Brown emphasized that the only standard under the adopted alternative standards that the Deerys could comply with without affecting desired light levels is the requirement to shield the view of fixture lenses from public rights-of-way. This would entail attaching what are called “glare shields” on the bottom side of the fixtures. These shields extend down approximately 6 to 8 inches below the fixture housing, and are located on the public right-of-way side of each fixture visible from the right-of-way. The view angles shown on cross sections submitted by Mr. Brown provided compelling evidence that this requirement could be met. **Staff believes that compliance with this standard will significantly mitigate one of the greater glare factors of outdoor lighting by shielding the visual “hot spots” of light around fixture lenses.**

Options Considered by City Council:

In considering the Deery Brothers’ request, Council considered the following options:

- Option 1. Retain Status Quo – leave the standards as they are.
- Option 2. Amend the standards to:
 - a. Allow typical sales display light levels (15-foot candles average) in all auto display areas (no dazzle or highlight levels)
 - b. Retain lower lighting levels of code in all non-display parking areas
 - c. Require glare shield requirements for all lights
 - d. Require security lighting levels in all areas after 10:00 p.m. (2 foot candles average)
- Option 3. Amend the standards to:
 - a. Allow full levels of auto dealers preferred lighting (e.g., standard, sales, highlight, and dazzle) in all auto display areas
 - b. Retain lower lighting levels in all non-display parking areas
 - c. Require glare shield requirements for all lights
- Option 4. Any combination of the above.

In deliberating on these options, Council considered the impacts that high intensity lighting associated with auto dealer parking lots may have on the visual effectiveness of the decorative light columns scheduled for installation along Highway 30 just east of the Deery Brothers site. Staff suggested that without some means of mitigating or softening the light typically associated with auto dealer parking lots, the visual effectiveness of the light columns could be significantly diminished.

With that in mind, Council directed staff to prepare an ordinance incorporating the elements of Option 2. While this option would not allow for the most intense light auto dealers would choose if left unregulated, it would allow light commensurate with

what dealers typically provide in their display sale areas while providing reasonable mitigation of lighting impacts on the community.

Following that direction, staff prepared the attached ordinance for the Council's consideration. (See Attachment 1) The ordinance encompasses the changes listed in Option 2 above, except that it further clarifies how the average lighting levels are to be achieved. Specifically, it allows up to 90 foot candles *at a point* on a 10 X 10 foot grid to achieve 15-foot candles average in the sales areas, and it allows up to 6 foot candles *at a point* on a 10 X 10 foot grid to achieve 2-foot candles average in non sales areas and in all areas after 10:00 pm. This clarification is needed to ensure that the display sales area will not include the highlight and dazzle lighting levels that the Council wished to avoid. Allowing an average level without placing a maximum level at a point could facilitate extremely high light levels in some areas if they were off-set by extremely low light levels in other areas.

Initially staff considered a 45 foot-candle high point for the sales areas, while maintaining the 15 foot-candle average. However, Fred Rose, Deery Brothers representative, had indicated that they will need a range that allows up to 90 foot candles on the upper end to achieve their 15-foot candle average across the sales area. This would result in approximately 2.5 foot candles on the low end, and up to 90 foot candles on the high end. **The Council will need to determine if this is an acceptable level on the upper end. To help determine this, Mr. Brown provided lighting information from actual sites to help illustrate what this might look like (See Attachment 2).**

As a step in developing the attached ordinance, on October 10, 2012 staff met with a workgroup to discuss the proposed alternative lighting text. The workgroup consisted of Bob Brown, KJWW Engineering Consultant, Scott Renaud, Fox Engineering, and representatives from the Ames Area Amateur Astronomers, including Al Johnson, Ed Engle, Joe Kollasch and Jim Bonser. At that meeting staff had indicated that the maximum high point light level could be 45 foot-candles, but a 90 foot-candle high point was also discussed based on the request from Mr. Rose. Mr. Brown shared the examples of average foot candle levels for other sites in Ames, including Ames City Hall, First National Bank, Kum N Go, Target, BP Swift Shop, and George White Chevrolet. **After reviewing the examples given by Mr. Brown and the 90 high point value proposed by Mr. Rose, the group generally agreed that the proposed language would help to address the concern for light hot spots, glare and the concern over the typical light levels associated with the auto dealers.**

Initially there was still some hesitation about exceeding a maximum 45 foot candle lighting level. However, there was some degree of comfort in a 90 foot-candle maximum level seeing the comparison light source values already existing at the George White Chevrolet dealership and knowing a 15 foot candle average would be maintained in sales areas.

Staff determined that gathering additional examples of existing lighting levels in the 90 foot-candle range in the community would be of value in the Commission's and Council's deliberations. To that end, Mr. Brown completed additional site research (included in Attachment 2) and found some comparable 90 point source and higher values. The values indicated show point source values which range from 45 to 92 foot candles as measured from the ground. It should be noted however, that the same fixture puts out a higher value at a height of 60" from ground. The ground measured values are the City's standard that must be documented on a Photometric Plan submitted to staff for confirmation of compliance.

Staff has attempted to show photo representation of light fixtures included in some of the locations identified in Mr. Brown's research (See attachment 3). **However, since it is difficult for photographs to portray relative lighting levels, staff suggests that Council members visit the Ames Ford dealership prior to the Council meeting in order to view first-hand the 92 foot candle illumination level noted in Attachment 2. Council members may also desire to visit the other locations where light output was measured by Mr. Brown.**

At staff's request Mr. Brown also submitted additional information regarding lumen values for light fixtures to indicate the actual characteristics of a light source (also included in Attachment 2). Bulbs are given a lumen level based on the light output. **However, the lumen level is an average lumen level over the life of the bulb.** This means that, when new, a fixture typically puts out a higher light level than the average lumen value as noted on the fixture. The light level would then reduce over the life span of the fixture. As shown in the attached information, the average fixture emits only 65% of its initial lumens by the time it meets the mean lumen output or at 40% of its lamp life (typically 8,000 hours). The average lumen value, along with additional information such as mounting height, fixture efficiency and distribution, etc., would be used to determine a foot-candle value and be submitted on a Photometric Plan for staff review for compliance with the proposed amendment.

Staff wishes to remind the Council that this is an alternate option in the code. Auto and marine dealers may still choose to install landscaping and lighting to

meet the existing lighting code in Section 29.411 if they choose not to utilize this alternative landscaping and lighting option.

Recommendation of the Planning & Zoning Commission. At its meeting of November 28, 2012, the Planning and Zoning Commission unanimously recommended that the City Council adopt the draft ordinance as proposed allowing for a maximum high point value of 90 foot-candles over an area with an average of 15 foot-candles for all sales display areas. Mr. Ed Engle of the Ames Amateur Astronomers spoke and noted the group's support of the proposed ordinance revisions. As the meeting concluded, the Commissioners also expressed appreciation for the positive engagement of both industry representatives and local dark sky advocates in developing an option that was supported by all parties.

ALTERNATIVES:

1. The City Council can approve the attached draft ordinance amending lighting standards associated with the alternative landscape standards for auto and marine craft trade uses. **(This alternative would entail approval of a maximum 90 foot candles on the upper end to achieve a 15 foot candle average across the sales area.)**
2. The City Council can approve the attached draft ordinance amending lighting standards associated with the alternative landscape standards for auto and marine craft trade uses with modifications (which might include a lower value on the high end of the allowable lighting range).
3. The City Council can choose to not adopt the proposed text amendments.
4. The City Council can refer this issue back to staff for further information.

MANAGER'S RECOMMENDED ACTION:

Staff believes that the proposed amendments reasonably reflect the lighting level targets specified in the Council's referral of these amendments and that they provide appropriate lighting levels for auto and marine craft trade uses. This option was also found to be acceptable to representatives of the Ames Area Amateur Astronomers, who played a pivotal role in development of the City's current "dark sky" ordinance.

Therefore, it is the recommendation of the City Manager that the Council accepts Alternative No. 1, thereby approving the attached draft ordinance amending lighting standards associated with the alternative landscape standards for auto and marine craft trade uses.

ORDINANCE NO. ____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 29.403(5)(a)(i)(a)(b)(ii), AND ADOPTING A NEW SECTION 29.403(5)(a)(i)(a)(b)(1)(2)(3)(ii), TO AMEND LIGHTING STANDARDS ASSOCIATED WITH ALTERNATIVE LANDSCAPE PROVISIONS FOR AUTO AND MARINE CRAFT TRADE USES; 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.

WHEREAS, the City has adopted landscaping standards for the following purposes:

- i. Reduce heat-generating pavement.
- ii. Provide greater space for trees to shade and cool pavement.
- iii. Provide more space for trees to shade and cool buildings, thereby reducing energy consumption for air conditioning.
- iv. Reduce the number of lights needed to illuminate parking lots and thereby reduce energy consumption and facilitate Dark Sky objectives
- v. Reduce stormwater runoff from impervious surfaces; and

WHEREAS, the City's general landscaping standards for parking lots do not differentiate between parking lots serving different types of uses; and

WHEREAS, parking lots for auto and marine craft trade are not only for purposes of providing parking for individuals that visit or frequent the site, they also serve to display products for sale; and

WHEREAS, alternative landscaping standards for auto and marine craft trade parking lots have recently been adopted that address the marketing needs of the auto sales industry while also ensuring that the stated purposes of landscape standards are achieved; and

WHEREAS, information has been provided demonstrating that the maximum light levels associated with, and required under, the recently adopted alternative landscape standards are not adequate for outdoor display areas;

NOW THEREFORE, 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 adopting a new Section 29.403(5)(a)(i)(a)(b)(1)(2)(3)(ii), to read as follows:

- a. Landscaped area between parking lot pavement and property lines.
 - i. Minimum Landscape Width – 20 feet along all property lines abutting public right-of-way lines, 10-feet along all other property lines along a zoning boundary, and 5 feet along all other property lines of properties within the same zone, landscaped as follows:
 - a. Five feet of the landscaped setback shall be landscaped according to the L2 , Low Screen landscaping standards of this Section, with the balance landscaped according to subsection (d) below; or
 - b. Landscaped according to L1 standards, except that required numbers of trees and shrubs may be strategically clustered to allow visual openings into the site. Trees and shrubs must be clustered in regular intervals within required landscaped areas, spaced no greater than 200 feet apart. Each cluster shall include no less than three trees spaced no greater than 15 feet apart (center to center) with the trunk of at least one tree in the cluster located within 8 feet of the parking lot edge (to ensure some shading of abutting pavement). Because landscaping under this option is less effective at softening impacts of lighting common to parking areas, all outdoor lighting shall conform to the following regulations:
 - 1. Lighting in sales display parking lots is limited to 15 foot candles average, with a maximum 90 foot candles at a point on a 10 X 10 foot grid; except that after 10:00 p.m. lighting shall be reduced to 2 foot candles average with a maximum 6 foot candles at a point on a 10 X 10 foot grid.*
 - 2. Lighting in non-display parking lots (e.g., customer parking, employee parking, storage areas) is limited to 2 foot candles average with a maximum 6 foot candles at a point on a 10 X 10 foot grid.*
 - 3. All lighting fixtures shall be shielded in such a manner that the lenses of the fixtures are not visible from public rights-of-way
 - ii. Setback areas beyond the minimum setbacks shall be fully landscaped applying the landscape element ratios in the LI General Landscaping standards of this Section.

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 _____, _____.

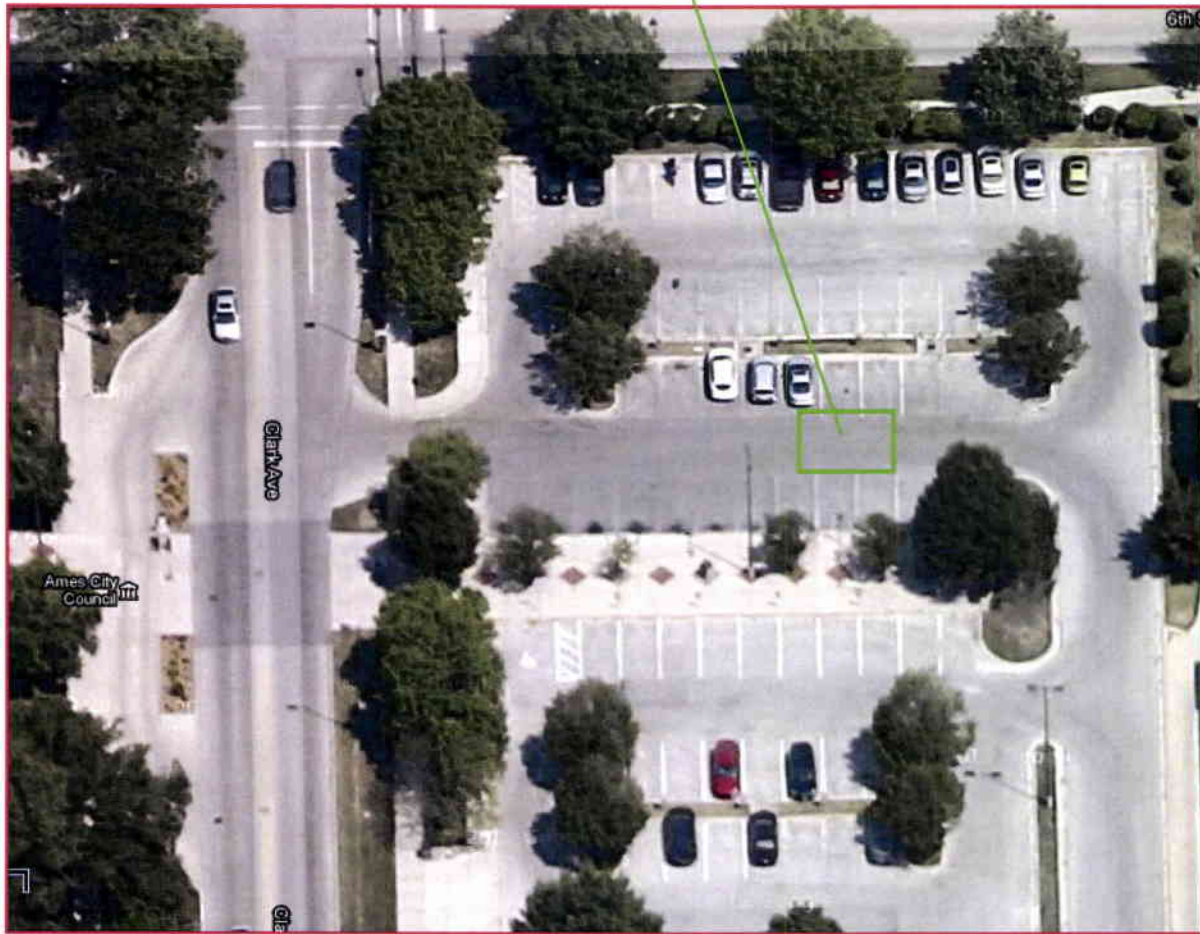
ATTEST:

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

Attachment 2: Examples of Average Foot Candle Measurements in Ames

Ames City Hall East Parking lot – (4.4 Foot-Candle Average)



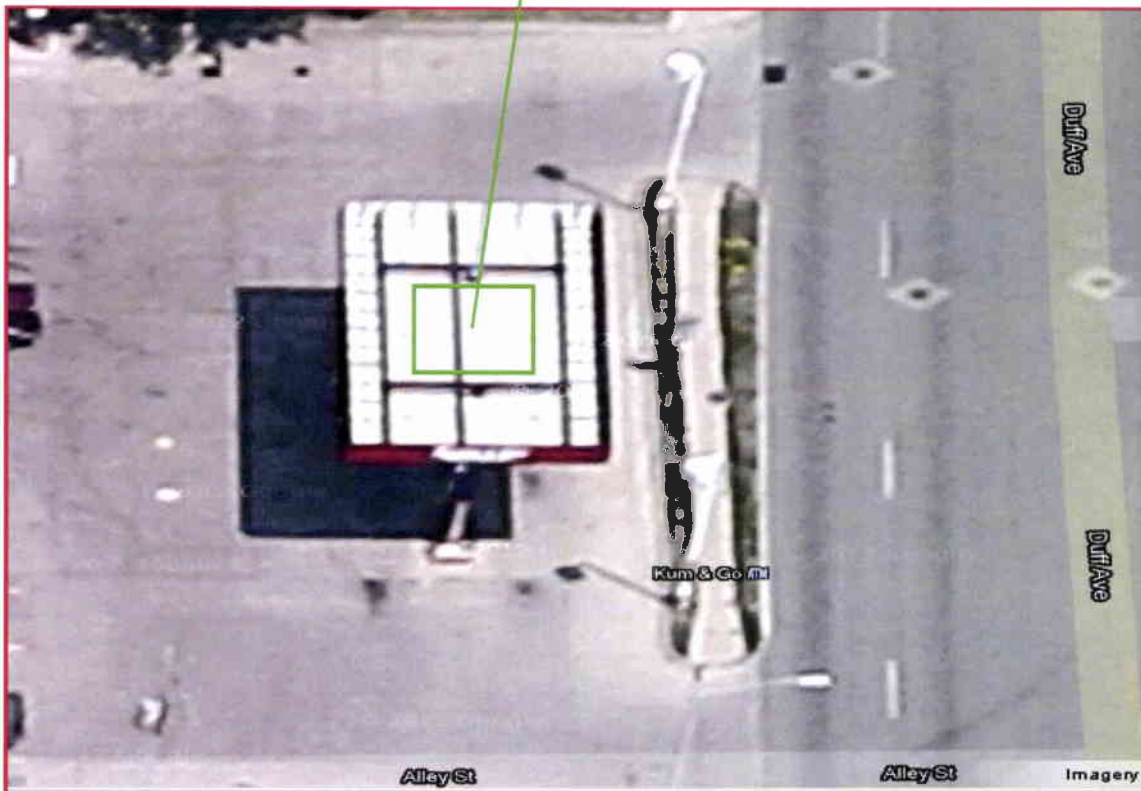
First National Bank Canopy – (23 Foot-Candle Average)



First National Bank Drive through – (5 Foot-Candle Average)



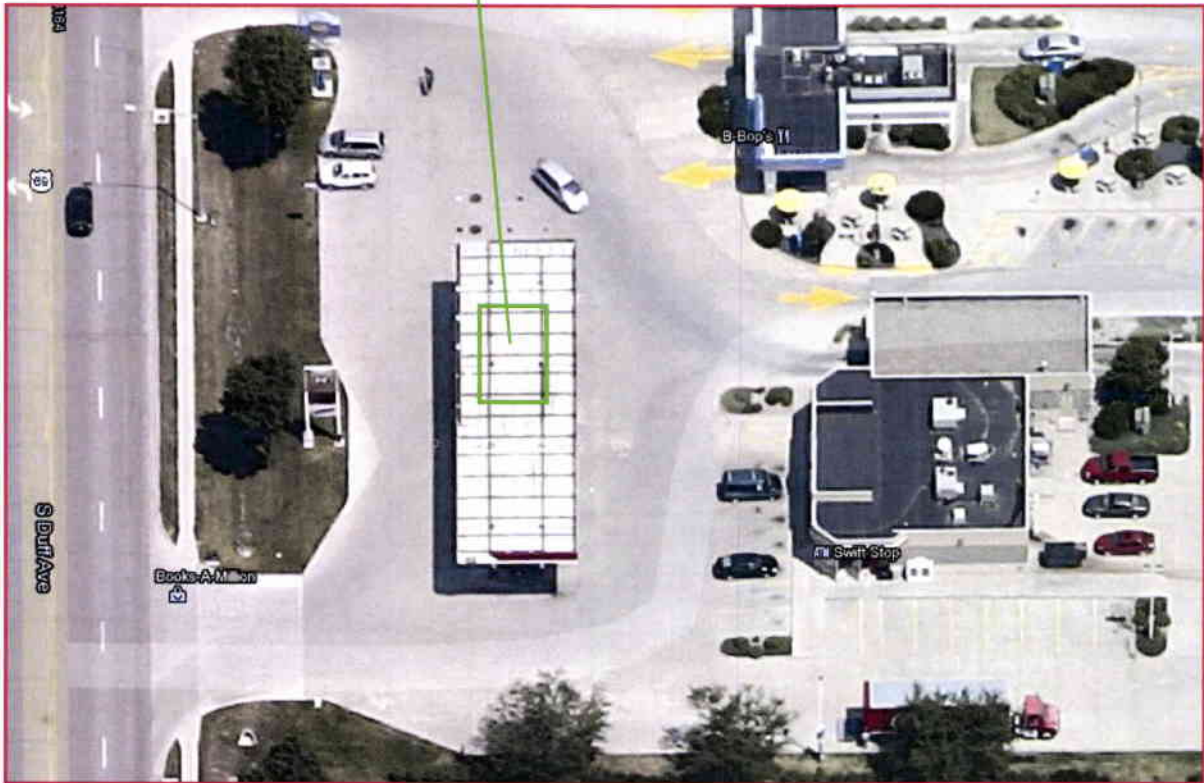
Kum n Go Canopy– (25 Foot-Candle Average)



Target Parking Lot - (5 Foot-Candle Average)

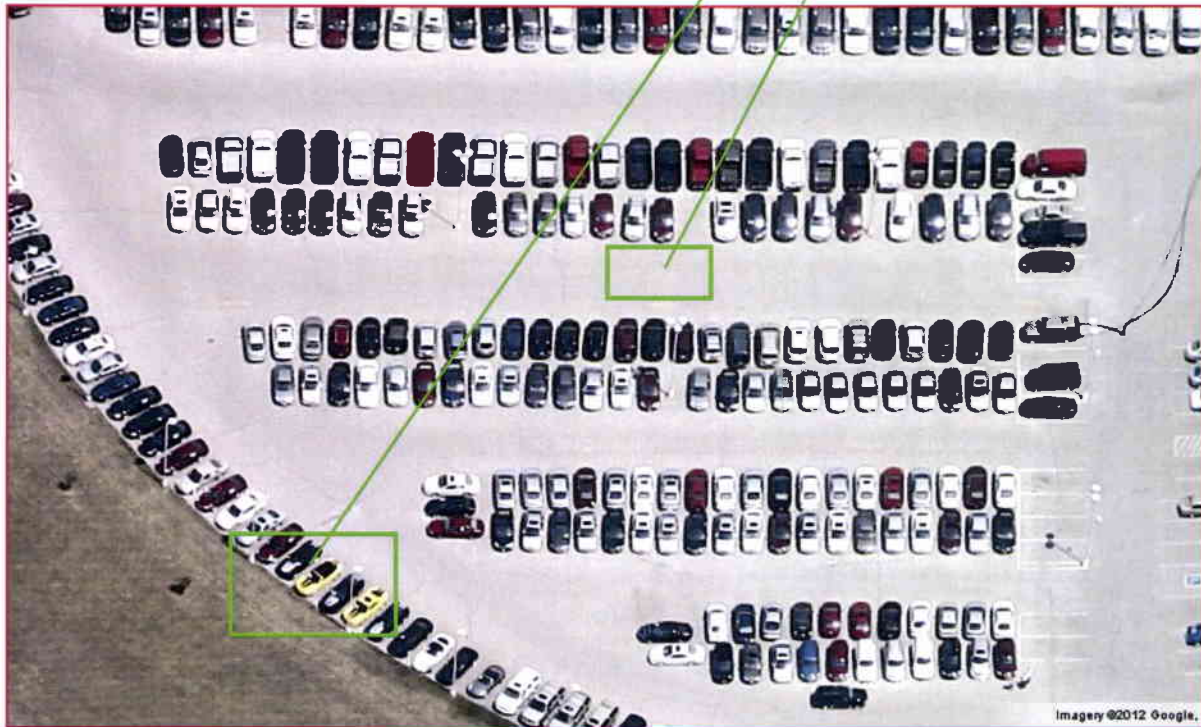


BP Swift Shop - (50 Foot-Candle Average)



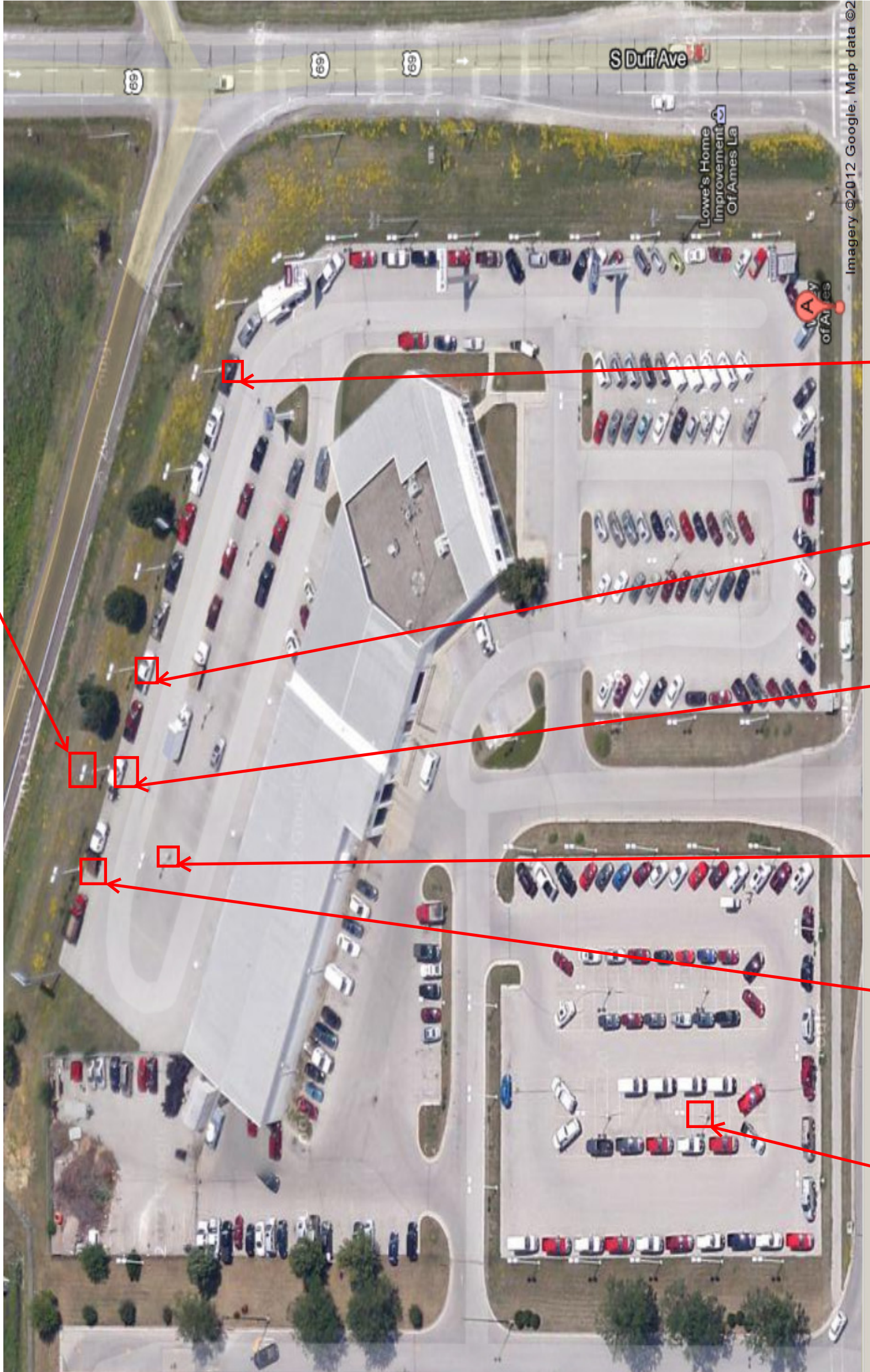
George White Chevrolet Sales - (15 Foot-Candle Average)

George White Chevrolet Front Row- (70 Foot-Candle Average)



1, WILLEY OF AMES

NO LENS



45/70

60/105

45/70

92/130

53/75

92/155

XY = FIRST NUMBER IS FOOT-CANDLES AT GROUND
SECOND NUMBER IS FOOT-CANDLES AT 60"

MEAN LUMENS - The average lumen output of a lamp over its rated life. Mean lumen values for fluorescent and HID lamps are typically measured at 40% of their rated lives. The average 400w Metal Halide fixture emits only 65% of its initial lumens by the time it hits Mean lamp life (40% of total lamp life or 8000 hours) and as low as 40% of its initial lumens by the end of lamp life.

TYPICAL METAL HALIDE LAMPS
Typical Lumen Maintenance Curve

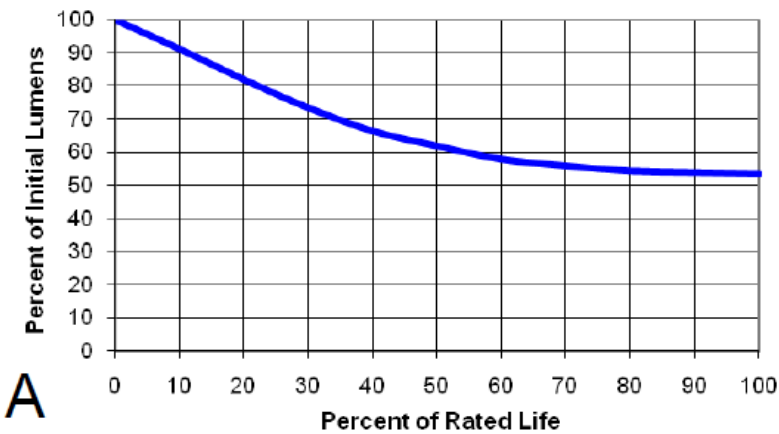
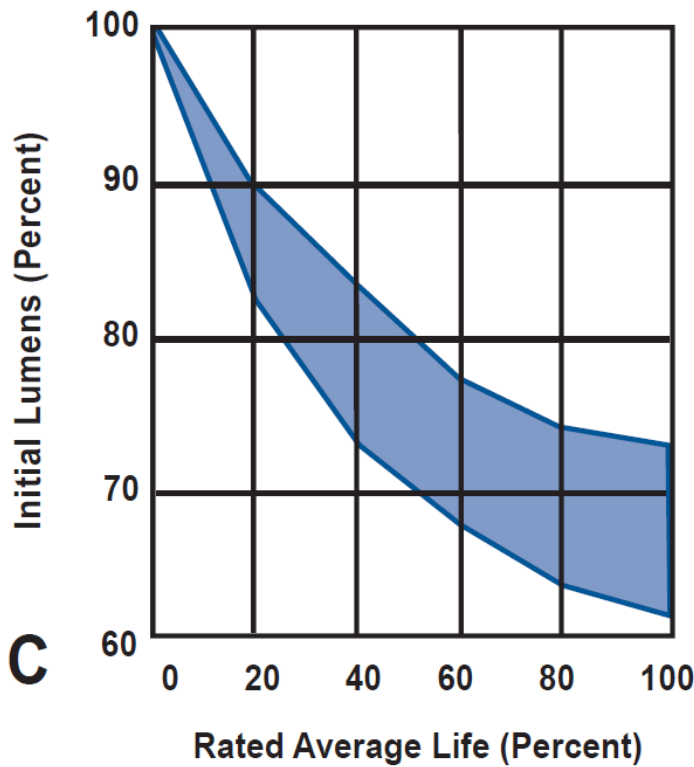


Figure5. HID lamp lumens maintenance curves: (A) I

**Approximate Lumen Maintenance
of Metal Halide Lamps**

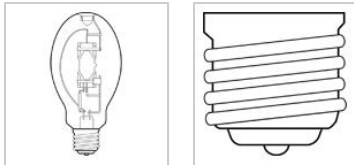
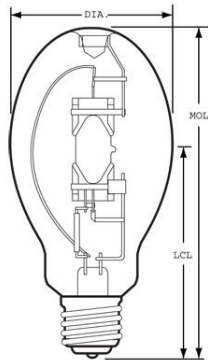




GE
Lighting

27501 - MVR320/VBU/HO/PA

GE Multi-Vapor® PulseArc® Quartz Metal Halide ED28



CAUTIONS & WARNINGS

R- WARNING: This lamp can cause serious skin burn and eye inflammation from shortwave ultraviolet radiation if outer envelope of the lamp is broken or punctured, and the arc tube continues to operate. Do not use where people will remain for more than a few minutes unless adequate shielding or other safety precautions are used. Certain types of lamps that will automatically extinguish when the outer envelope is broken or punctured are commercially available. Visit the FDA website for more information: <http://www.fda.gov/cdrh/radhealth/products/urburns.html>

Caution

- Lamp may shatter and cause injury if broken
 - Dispose of lamp in a closed container.
 - Do not use excessive force when installing lamp.
 - Do not use lamp if outer glass is scratched or broken.

Warning

- Unexpected lamp rupture may cause injury, fire, or property damage
 - Do not exceed rated voltage.
 - Do not turn on lamp until fully installed.
 - Do not use beyond rated life.
 - Do not use lamp if outer glass is scratched or broken.
 - Do not use where directly exposed to water or outdoors without an enclosed fixture.
 - If used on a dimming system, see instructions.
 - Operate lamp only in specified position.
 - Turn lamp off at least once for 15 minutes per week.
 - Use in enclosed fixture rated for this product.
 - Use only properly rated ballast.
- A damaged lamp emits UV radiation which may cause eye/skin injury
 - Turn power off if glass bulb is broken. Remove and dispose of lamp.
- Risk of Burn
 - Allow lamp to cool before handling.
 - Do not turn on lamp until fully installed.
- Risk of Electric Shock
 - Do not use where directly exposed to water or outdoors without an enclosed fixture.
 - Turn power off before inspection, installation or removal.
- Risk of Fire
 - Keep combustible materials away from lamp.
 - Use in fixture rated for this product.

GRAPHS & CHARTS

Graphs_Spectral Power Distribution

GENERAL CHARACTERISTICS

Lamp Type	High Intensity Discharge - Quartz Metal Halide
Bulb	ED28
Base	Mogul Screw (E39)
Bulb Finish	Clear
Rated Life	20000.0 hrs
Bulb Material	Hard glass
Lamp Enclosure Type (LET)	Enclosed fixtures only
Base Temperature (MAX)	210.0 °C
Bulb Temperature (MAX)	400.0 °C
LEED-EB MR Credit	83 picograms Hg per mean lumen hour

PHOTOMETRIC CHARACTERISTICS

Initial Lumens	31000.0
Mean Lumens	18000.0
Nominal Initial Lumens per Watt	96
Color Temperature	4000.0 K
Color Rendering Index (CRI)	65.0

ELECTRICAL CHARACTERISTICS

Wattage	320.0
Burn Position	Vertical base up ±15°
Warm Up Time to 90% (MIN)	2.0 min
Warm Up Time to 90% (MAX)	5.0 min
Hot Restart Time to 90% (MIN)	10.0 min
Hot Restart Time to 90% (MAX)	15.0 min

DIMENSIONS

Maximum Overall Length (MOL)	8.2500 in(209.5 mm)
Bulb Diameter (DIA)	3.500 in(88.9 mm)
Light Center Length (LCL)	5.000 in(127.0 mm)

PRODUCT INFORMATION

Product Code	27501
Description	MVR320/VBU/HO/PA
ANSI Code	M132/M154
Standard Package	Case
Standard Package GTIN	10043168275016
Standard Package Quantity	12
Sales Unit	Unit
No Of Items Per Sales Unit	1
No Of Items Per Standard Package	12
UPC	043168275019



Switch Start Metal Halide Standard

Switch Start MH Std 400W ED37 CL U

High performance, Long life and Superior light quality A compact, energy efficient metal halide lamp that provides crisp, sparkling light with long life and high efficiency.

Product data

• General Characteristics

Base	Mogul [Mogul]
Base Information	Brass [Brass Base]
Bulb	ED37
Bulb Material	Hard Glass
Bulb Finish	Clear
Operating Position	Universal [Any or Universal (U)]
Main Application	General Lighting
RatedAvgLife(See Family Notes)	20000 hr
Energy Saving	Not Applicable

• Electrical Characteristics

Watts	400 W
Lamp Voltage	135 V
Lamp Current	3.25 A
Ignition Time	120 (max) s
Re-ignition Time	12 (max) min

• Environmental Characteristics

Mercury (Hg) Content	52 (max) mg
Picogram per Lumen Hour	102.6 p/LuHr

• Light Technical Characteristics

Color Code	640 [CCT of 4000K]
Color Rendering Index	65 Ra8
Color Designation	Cool White
Color Temperature	3900 K
Color Temperature technical	3900 K

Chromaticity Coordinate X 0.385 -

Chromaticity Coordinate Y 0.395 -

Initial Lumens	39000 Lm
Luminous Efficacy Lamp	97.5 Lm/W
Design Mean Lumens	25350 Lm
Lumen Maintenance - 40% life	65 %

• UV-related Characteristics

Damage Factor D/fc	0.51 -
PET (NIOSH)	204 h500lx
UV A	19.23 mW/cm ²
UV B	0.06 mW/cm ²
UV C	0.01 mW/cm ²

• Product Dimensions

Light Center Length L	7 in
Max Overall Length (MOL) - C	11.5 (max) in
Diameter D	4.625 in

• Luminaire Design Requirements

Cap-Base Temperature	210 (max) C
Bulb Temperature	400 (max) C

• Product Data

Product number	274498
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PHILIPS
sense and simplicity



Product Number: 64188

Order Abbreviation: M400/PS/U/BT28

General Description: 400W METALARC PULSE START compact quartz metal halide lamp, high output, reduced outer jacket, reduced color shift, E39 base, BT28 bulb, enclosed fixture rated, universal burn, clear, 4000K

Product Information	
Abbrev. With Packaging Info.	M400PSUBT28 6/CS 1/SKU
ANSI Code	M155/E
Approx. Lumens (initial - horizontal)	31000
Approx. Lumens (initial - vertical)	36000
Approx. Lumens (mean - horizontal)	22400
Approx. Lumens (mean - vertical)	25500
Arc Length (in)	1.5
Arc Length (mm)	38
Average Rated Life - Horizontal (hr)	15000
Average Rated Life - (hr)	15000
Average Rated Life - Vertical (hr)	20000
Base	E39 Mogul
Bulb	BT28
Color Rendering Index (CRI)	65
Color Temperature/CCT (K)	4000
Diameter (in)	3.504
Diameter (mm)	89.00
Family Brand Name	Metalarc® Pulse Start
Fixture Requirement	E
Hot Restrike Time (min)	5-7
Lamp Finish	Clear
Light Center Length - LCL (in)	5
Light Center Length - LCL (mm)	127
Maximum Base Temperature - Fahrenheit	482
Maximum Base Temperature - Celsius	250
Maximum Bulb Temperature - Fahrenheit	752
Maximum Bulb Temperature - Celsius	400
Maximum Overall Length - MOL (in)	8.31
Maximum Overall Length - MOL (mm)	211
Nominal Wattage (W)	400.00
Operating Position	Universal

Attachment 3: Light Photos

Target



Swift Stop



George White



Ames Ford



Chevy Dealer in Ankeny



COUNCIL ACTION FORM

SUBJECT: REZONING OF PROPERTY LOCATED AT 2008 24th STREET FROM RESIDENTIAL LOW DENSITY (RL) TO RESIDENTIAL HIGH DENSITY (RH)

BACKGROUND:

On June 7, 2012, First Evangelical Free Church (property owner) and Northcrest Community (applicant) submitted a letter to the Ames City Council requesting that the City Council consider their request to grant a Land Use Policy Plan Map Change and a rezoning of the same property at 2008 - 24th Street from Low-Density Residential to High-Density Residential.

On July 10, 2012, the City Council passed a motion directing that the Land Use Policy Plan Map Change be processed as a “minor amendment.”

On August 2, 2012, the applicant submitted a completed application for a Land Use Policy Plan (LUPP) Map Change for analysis by City staff and consideration by the Planning and Zoning Commission and City Council. Northcrest Community intends to purchase the land from First Evangelical Free Church upon City Council approval of the LUPP Map Change and rezoning of the subject property for development as High-Density Residential.

On September 25, 2012 the City Council approved the minor amendment to change the LUPP land use designation to High Density Residential. The City Council also approved a motion for staff to work with the applicant to include conditions on the rezoning that would mirror the existing uses by Northcrest.

The City of Ames laws and policies that are applicable to this proposed rezoning are included in ***Attachment E***.

If approved, the proposed rezoning would bring the subject property into conformance with the Future Land Use Map (***see Attachment B***). The following tables provide the future land use designation and zoning of the subject property and other surrounding properties.

Direction from Subject Property	LUPP Map Designation	Zoning Map Designation
Subject Property	Low-Density Residential	“RL” (Residential Low-Density)
North	Village/Suburban Residential	“S-GA” (Government/Airport)
East	High-Density Residential	“RH” (Residential High-Density)

South	Low-Density Residential	"RL" (Residential Low-Density)
West	Low-Density Residential	"RL" (Residential Low-Density)

Land uses that occupy the subject property and other surrounding properties are described in the following table:

Direction from Subject Property	Existing Land Uses/ Ownership of Properties
Subject Property	Church/ First Evangelical Free Church
North	Vacant Land/ Ames Community Schools
East	Senior Housing/ Northcrest Community
South	Single-Family Homes/ Individual Home Owners
West	Single-Family & Two-Family Homes/ Individual Home Owners

The subject area is already a developed lot and served by all City infrastructure. Public utility mains and streets are immediately adjacent to the subject property with infrastructure to serve a redevelopment of the site.

The present configuration of the subject property allows for access to the north onto 24th Street. If the rezoning is approved, it is the intent of the property owner to complete the purchase of the subject property and consolidate their existing property with the subject property into a single parcel of land.

The rezoning of this one parcel would be an extension of the "RH" (Residential High-Density) zone abutting the east property line of the subject property. The subject property is in a prime location as an infill site for high-density residential development given the access to 24th Street (a minor arterial), and access to 20th Street (a collector).

It should be noted that the Northcrest Community development abuts not only the subject property, but also presently abuts the low-density residential development to the south, occupied by single-family detached homes. Expansion of the Northcrest development would extend senior housing facilities to abut other single-family homes that front Prairie View East Street to the south and two-family dwellings that front Prairie View West Street along the western boundary of the site.

The back yards of the single-family lots to the south serve as a landscaped buffer between the houses and the subject property. It could be reasoned that the existing development as a religious institution is more intense in its nature than would be the extension of senior housing facilities on the subject property. The openness of the existing Northcrest Community development is very different than the large amount of impervious surface composed of buildings and parking lots/drives on the developed

church site. Extension of Northcrest and demolition of the existing church facilities, if developed in a manner similar to the existing senior housing facilities, would greatly increase the on-site open space and landscaped areas for storm water infiltration as compared to the more auto-dependent church development.

This zoning change to high-density residential is particularly compelling because it is a logical extension of high-density residential development to the west, and will transition to lower density development with landscaped back yards to the south and two-family dwellings to the west.

Several of the ten goal statements of the LUPP speak indirectly to this request for rezoning. However, Goal No. 5 seems to address the rezoning proposal most directly since it states that “it is the goal of Ames to establish a cost-effective and efficient growth pattern for development in new areas and in a limited number of existing areas for intensification.” Objective 5.C.states: “Ames seeks continuance of development in emerging and infill areas where there is existing public infrastructure and where capacity permits.” This site could allow for intensification of development in an already developed area by utilizing an existing infill site for development of residential units, in an area where the public utilities are already in place to serve the site.

Based upon an analysis of the proposed rezoning and laws pertinent to the applicant’s request, staff makes the following findings of fact:

1. Ames *Municipal Code Section 29.1507(2)* allows owners of 50% or more of the area of the lots in any district desired for rezoning to file an application requesting that the City Council rezone the property. The property represented by the applicant is entirely under one ownership, which meets the minimum requirements for ownership of the property requested for rezoning.
2. The subject property has been designated on the Land Use Policy Plan (LUPP) Future Land Use Map as “High-Density Residential.”
3. The “High-Density Residential” land use designation is implemented through the “RH” (Residential High-Density) zoning designation, which is what the applicant is requesting.

Based upon the analysis in this report, staff concludes that the proposed rezoning of the subject property is consistent with the Future Land Use Map, as well as the Goals and Objectives of the City of Ames Land Use Policy Plan. Staff believes the rezoning of the subject land would be a logical extension of the “RH” (Residential High Density) zoning to the south of this site.

If the zoning classification is changed to High-Density Residential but the subject property is not developed as senior housing, apartment buildings could be constructed on this land. The Zoning change could be approved with conditions that the use of the site be limited to only group living uses, consistent with or existing on the current Northcrest senior care facility property. That could include such uses as senior housing consisting of townhome or apartment style residences, assisted living facilities, nursing

care facilities or specialized care facilities. There could also be a condition to not exceed existing building heights or be limited to 50 feet or 4 stories (this would be in line with the RM zoning district).

Recommendation of the Planning & Zoning Commission. At its meeting of November 28, 2012, with a vote of 6-0, the Planning and Zoning Commission recommended that the City Council approve the rezoning of 2008 24th Street from RL (Residential Low Density) to RH (Residential High Density) with the following conditions;

- 1) The use of the site be limited to only senior housing and/or senior services facilities, consistent with or existing on the current Northcrest senior care facility property, such as; senior housing consisting of townhome or apartment style residences, assisted living facilities, nursing care facilities or specialized care facilities, and
- 2) The maximum building height not exceed the existing building height of the current Northcrest property or 50 feet or 4 stories, whichever is lower.

Mr. David Miller, President of Northcrest, asked that the commission add language regarding “senior services” to the conditions outlined by staff. A member of the community asked the Commission if there was a study done on adjacent property values and also asked if the deal between the church and Northcrest fell through could apartments be built on the site. The Commission clarified that the conditions being discussed would limit the uses to mimic the existing Northcrest facility. Mr. Terry Dezonias, representing the First Evangelical Free Church thanked the staff for their work on this case as well as Northcrest and First Evangelical Free Church. He stated that he and his church are fully supportive of the project.

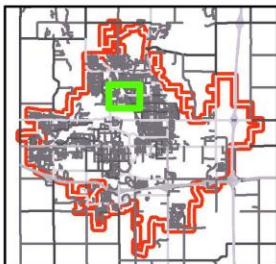
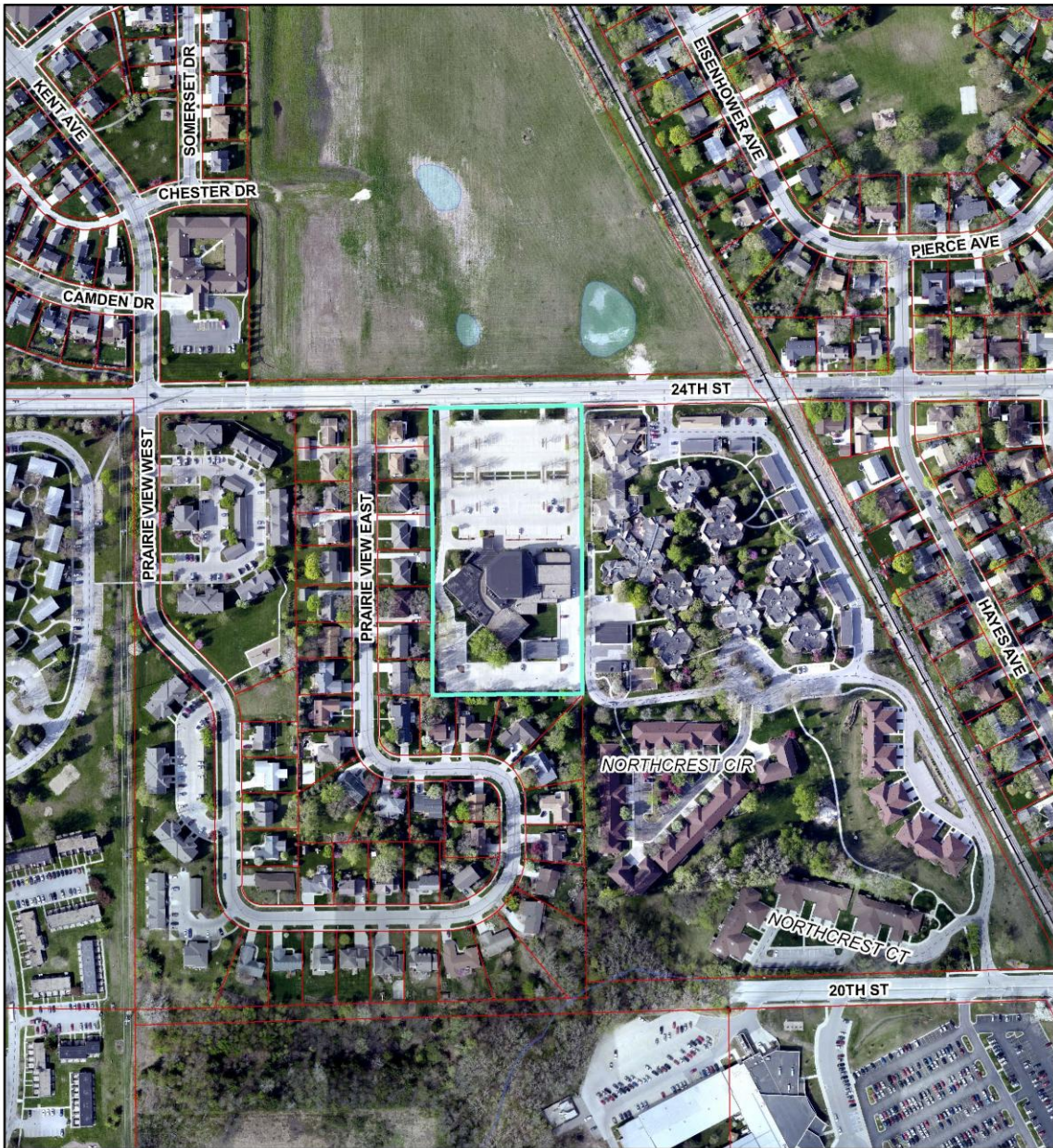
MANAGER’S RECOMMENDED ACTION:

Staff is currently working with the applicant to draft a development agreement to outline the use conditions recommended by the Planning and Zoning Commission and in line with the Council directive. It is anticipated that this work can be completed in time for Council consideration on January 8.

Therefore, it is the recommendation of the City Manager that the City Council open and continue the request for the rezoning of land located at 2008 24th Street from “RL” (Residential Low Density) to “RH” (Residential High Density) to the January 8, 2013, meeting of the City Council.

Attachment A

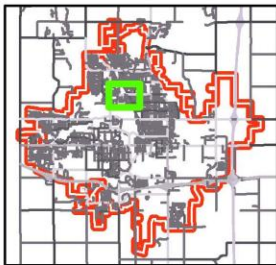
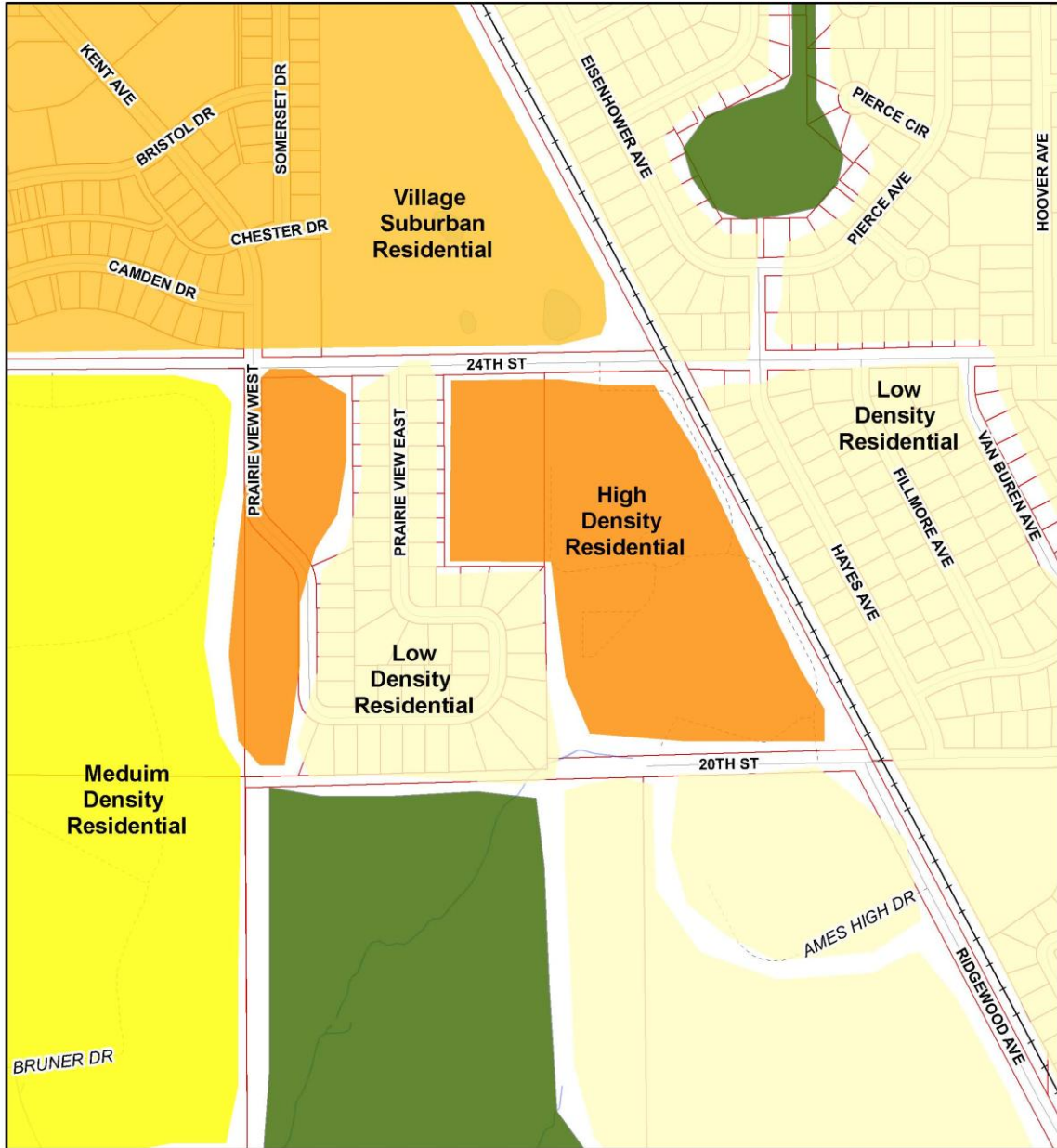
Location Map



Location Map

Attachment B

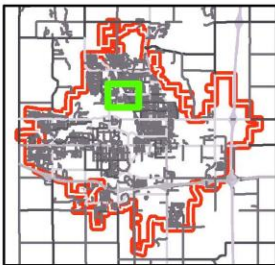
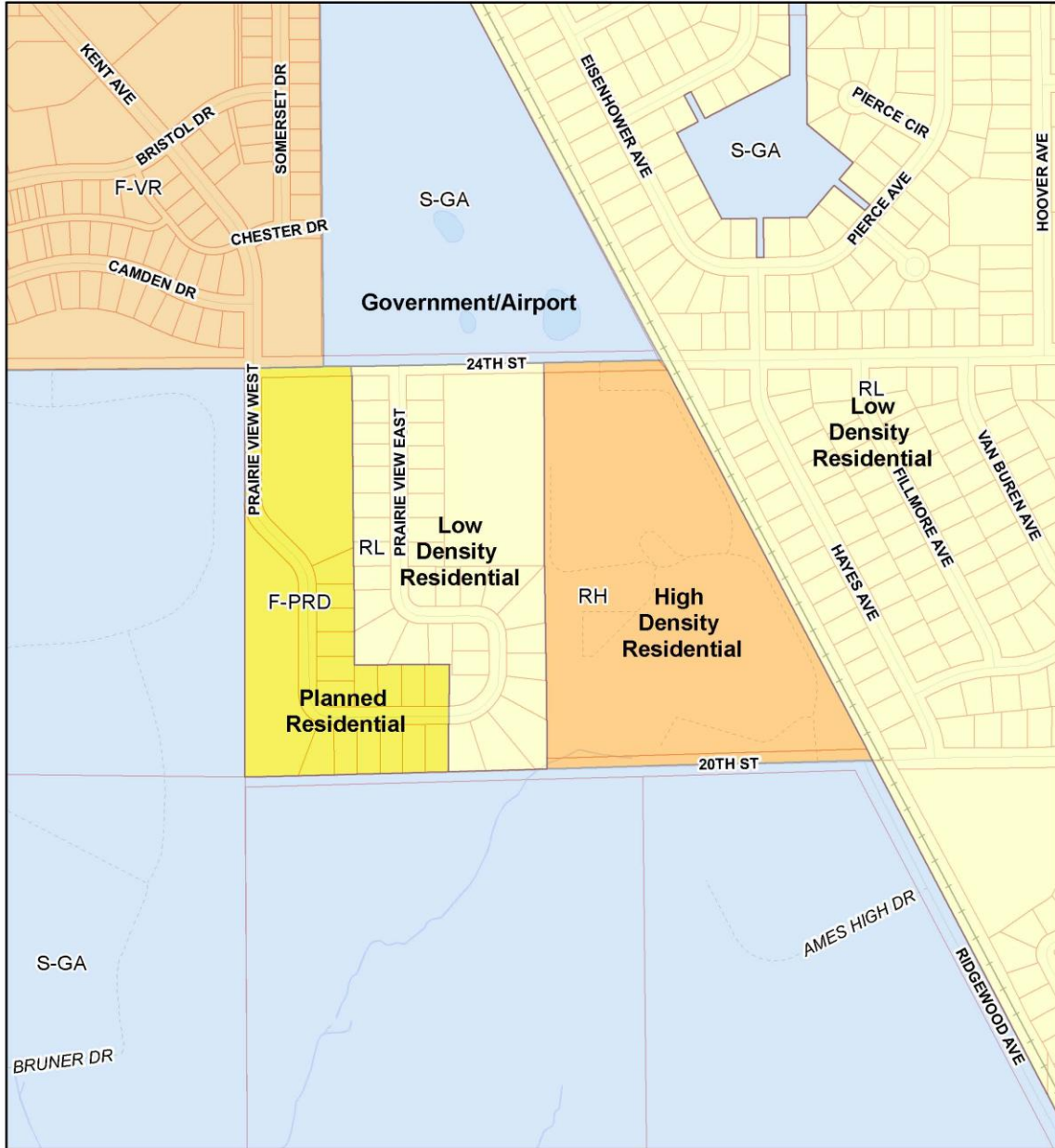
LUPP Future Land Use Map



Land Use Policy Plan Map

Attachment C

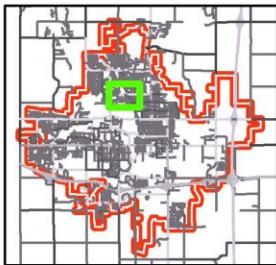
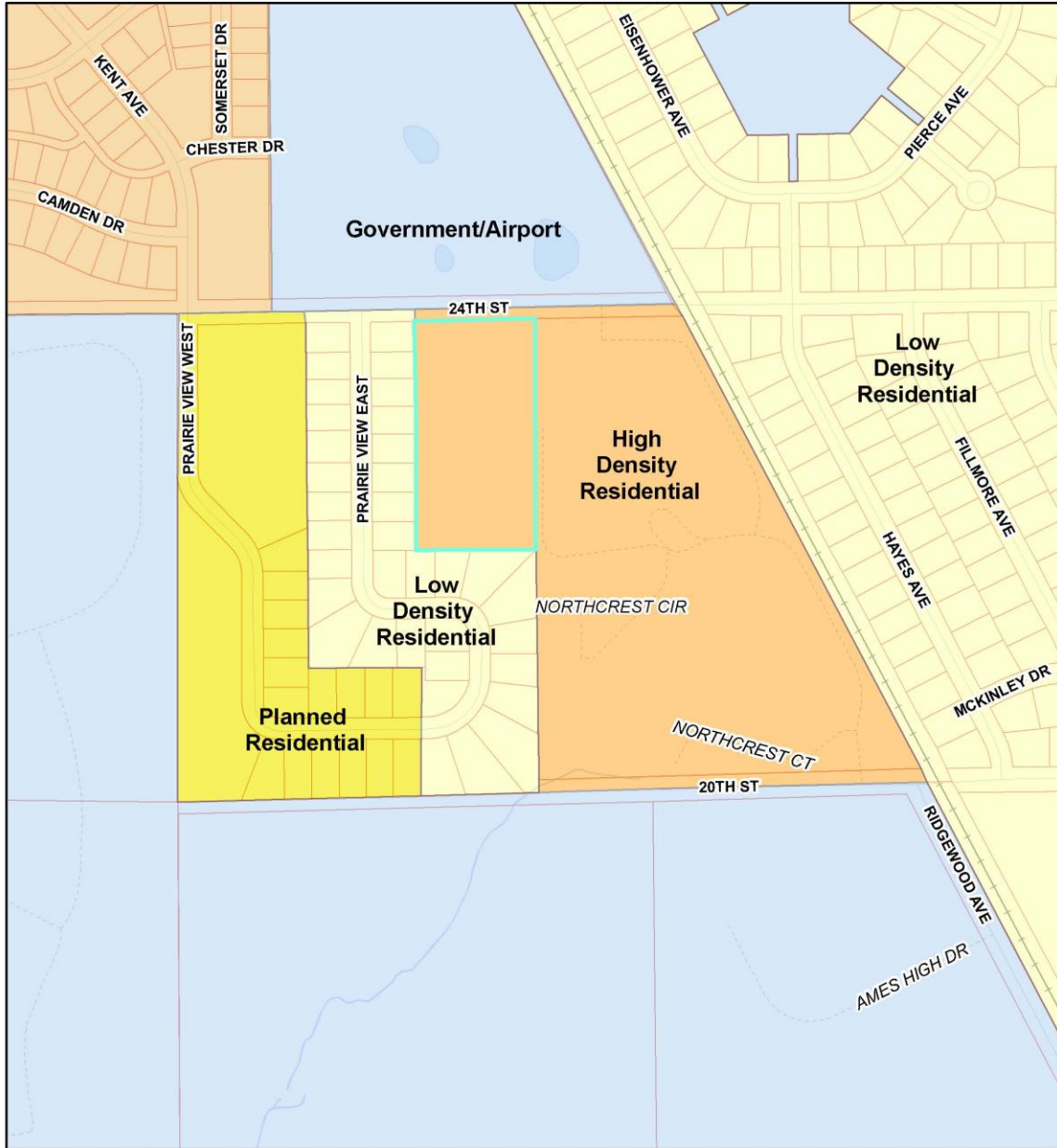
Existing Zoning



Existing Zoning

Attachment D

Proposed Zoning



Proposed Zoning

Attachment E

Applicable Laws and Policies

The laws applicable to the proposed rezoning at 2008 24th Street are as follows:

- Land Use Policy Plan (LUPP) Goals, Policies and the Future Land Use Map:

The Land Use Policy Plan (LUPP) Future Land Use Map identifies the land use designations for the property proposed for rezoning.

- *Ames Municipal Code* Chapter 29, Section 1507, Zoning Text and Map Amendments ,includes requirements for owners of land to submit a petition for amendment, a provision to allow the City Council to impose conditions on map amendments, provisions for notice to the public, and time limits for the processing of rezoning proposals.
- *Ames Municipal Code* Section 29. 701, Residential Low Density, includes a list of uses that are permitted in the Residential Low Density (RL) zoning district and the zone development standards that apply to properties in that zone.
- *Ames Municipal Code* Section 29. 704, Residential High Density, includes a list of uses that are permitted in the Residential High Density (RH) zoning district and the zone development standards that apply to properties in that zone

COUNCIL ACTION FORM

SUBJECT: AMENDMENT TO CORRECT SCRIVENER'S ERROR IN TABLE 29.805(3)—ZONE DEVELOPMENT STANDARDS IN PRC ZONE

BACKGROUND:

An error was found in the Development Standards table for the Planned Regional Commercial zoning district regarding rear setbacks. In 2007, Table 29.805(3) (Planned Regional Commercial Zone Development Standards) was amended to reflect new requirements for the then-new Northeast Gateway Overlay District. The amendment added new requirements for setbacks from the street lot line.

The Table currently reads:

Table 29.805(3)
Planned Regional Commercial (PRC) Zone Development Standards

DEVELOPMENT STANDARDS	PRC ZONE
Minimum Lot Area	One Acre
Minimum Lot Frontage except in the O-GNE	50 ft.
Minimum Lot Frontage for O-GNE only	50 ft. or cross-access easement agreements to which the City is a party for the limited purposes of modification or termination of the legal access rights
Minimum Building Setbacks: Street Lot Line except in the O-GNE Street Lot Line O-GNE only Side Lot Line Rear Lot Line Lot Line Abutting an R Zoned Lot	50 ft. As specified in approved master plan 0 50 ft. side 50 ft. rear
Maximum Building Setbacks: Street Lot Line	None
Landscaping in Setbacks Abutting a Residentially Zoned Lot	20 ft. @ L3. See Section 29.403
Maximum Building Coverage	50%
Minimum Landscaped Area	15%
Maximum Height	100 ft. or nine stories
Parking Allowed Between Buildings and Streets	Yes
Drive-Through Facilities Permitted	Yes
Outdoor Display Permitted	Limited to garden centers and similar accessory uses, automotive and marine trade, in defined areas
Outdoor Storage Permitted	No
Trucks and Equipment Permitted	Yes

Please note that the Minimum Building Setbacks for Rear Lot Line reads “50 ft. side” and that Lot Line Abutting an R Zoned Lot reads “50 ft. rear.”

Below is the table as it read prior to the 2007 amendment. Note that the setback for a Rear Lot Line was 0 feet.

Table 29.805(3)
Planned Regional Commercial (PRC) Zone Development Standards

DEVELOPMENT STANDARDS	PRC ZONE
Minimum FAR	.50
Minimum Lot Area	One Acre
Minimum Lot Frontage	50 ft.
Minimum Building Setbacks:	
Street Lot Line	50 ft.
Side Lot Line	0
Rear Lot Line	0
Lot Line Abutting an R Zoned Lot	50 ft. side 50 ft. rear
Maximum Building Setbacks:	
Street Lot Line	None
Landscaping in Setbacks Abutting a Residentially Zoned Lot	20 ft. @ L3. See Section 29.403
Maximum Building Coverage	50%
Minimum Landscaped Area	15%
Maximum Height	100 ft. or nine stories
Parking Allowed Between Buildings and Streets	Yes
Drive-Through Facilities Permitted	Yes
Outdoor Display Permitted	Limited to garden centers and similar accessory uses, automotive and marine trade, in defined areas
Outdoor Storage Permitted	No
Trucks and Equipment Permitted	Yes

There was a mistake in the formatting of the Council-approved Ordinance No. 3928 in 2007 which only recently came to light. That Minimum Building Setback row of the current table should read:

Minimum Building Setbacks	
Street Lot line except in O-GNE	50 ft
Street Lot Line in O-GNE only	As specified in approved master plan
Side Lot Line	0
Rear Lot Line	0
Lot Line Abutting an R Zoned Lot	50 ft. side 50 ft. rear

Recommendation of the Planning & Zoning Commission. At its meeting of November 28, 2012, by a vote of 6-0, the Planning and Zoning Commission recommended that the City Council adopt the draft ordinance as proposed to correct this error.

ALTERNATIVES:

1. The City Council can approve the attached zoning code text amendment to correct the Rear Lot Line setback requirements in Table 29.805(3).
2. The City Council can chose not to adopt the proposed text amendment.

MANAGER'S RECOMMENDED ACTION:

Staff believes that the proposed amendment returns the code regarding rear setbacks to the intent of the ordinance prior to the 2007 amendments. As currently written, the requirement is ambiguous and open to wide interpretation.

Therefore, it is the recommendation of the City Manager that the Council accept Alternative No. 1, thereby approving the attached zoning code text amendment to correct the Rear Lot Line setback requirements in Table 29.805(3).

S:\PLAN_SHR\Council Boards Commissions\CC\Text Amendments\PRC_Setbacks_Cleanup-12-11-12.docx

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 29.805 TABLE 29.805(3) ENACTING A NEW SECTION 29.805 TABLE 29.805(3) THEREOF, FOR THE PURPOSE OF CORRECTING A FORMATTING ERROR ; 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 29 Table 29.805(3) and enacting a new Section 29 Table 29.805(3) as follows:

“Sec. 29.805. “PRC” PLANNED REGIONAL COMMERCIAL.

....

(3) **Zone Development Standards.** The zone development standards for the PRC Zone are set forth in Table 29.805(3) below:

**Table 29.805(3)
Planned Regional Commercial (PRC) Zone Development Standards**

DEVELOPMENT STANDARDS	PRC ZONE
Minimum Lot Area	One Acre
Minimum Lot Frontage except in the O-GNE	50 ft.
Minimum Lot Frontage for O-GNE only	50 ft. or cross-access easement agreements to which the City is a party for the limited purposes of modification or termination of the legal access rights
Minimum Building Setbacks: Street Lot Line except in the O-GNE Street Lot Line O-GNE only Side Lot Line Rear Lot Line Lot Line Abutting an R Zoned Lot	50 ft. As specified in approved master plan 0 0 50 ft. side 50 ft. rear
Maximum Building Setbacks: Street Lot Line	None
Landscaping in Setbacks Abutting a Residentially Zoned Lot	20 ft. @ L3. See Section 29.403
Maximum Building Coverage	50%
Minimum Landscaped Area	15%
Maximum Height	100 ft. or nine stories
Parking Allowed Between Buildings and Streets	Yes
Drive-Through Facilities Permitted	Yes
Outdoor Display Permitted	Limited to garden centers and similar accessory uses, automotive and marine trade, in defined areas
Outdoor Storage Permitted	No
Trucks and Equipment Permitted	Yes

(Ord.. No. 3899, 02-13-07; Ord. No. 3928, 07-24-07)”

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

Staff Report

FRATERNITY AND SORORITY RENTAL HOUSING CODE INSPECTIONS

December 1, 2012

After assuming leadership of the Fire Department, Chief Bayouth has attempted to familiarize himself with all aspects of his department. This transition time provides an excellent opportunity to “audit” the services that are being provided and raise questions as to why we are doing things in a certain way. As a result of this review, **Shawn has discovered that rental housing inspections are not being performed for ISU Greek houses.** This finding is important because Section 13.301 (3) of the Ames Municipal Code specifies that rental housing inspections are required for fraternity and sorority occupancies every year.

The Chief has not been able to determine precisely when rental inspections ceased. **While rental inspections have not been performed, it should be emphasized that these occupancies have been subjected to comprehensive Fire Code inspections each year. In addition, when obvious violations of other codes (plumbing, electric, etc.) were identified, the Fire Inspector requested the respective inspector to intervene to correct these code issues.**

It also should be remembered that the Municipal Code was modified some time ago to require the installation of sprinkler systems in all Greek housing by 2016. As a result, approximately 30 out of the 40 houses have made a significant investment to provide this superior level of life safety. **If rental housing inspections are re-initiated, we might identify problems related to S traps, access windows, etc., that heretofore have not been brought to the attention of officers of the Greek houses.**

The extent of the full compliance with the Rental Housing Code for fraternities and sororities is not known at this time. Our Rental Housing Inspectors have accompanied our Fire Inspector on a few Greek housing inspections this fall and did not identify any significant violations. However, these findings might not be indicative of all Greek housing.

Re-initiate Rental Housing Inspections – Option 1

The obvious next step would be to instruct our staff to reinstitute the Rental Housing Code inspections for all Greek houses. This direction may or may not result in additional corrective actions required at a fraternity or sorority, depending on what is identified by an inspection. **Obviously, Greek representatives will be upset if they are confronted for the first time with costly modifications identified during their next Rental Housing Code inspection.**

The positive aspect of holding Greek houses responsible under the Rental Housing Code is that it gives the City inspectors the ability to deal with property maintenance related issues that might be received related to fraternities and sororities. You will recall that while we do not have an external property maintenance code for owner-occupied residential units, there are regulations that allow us to address these types of complaints for properties under the Rental Housing Code. **Therefore, eliminating Greek houses from the jurisdiction of the Rental Housing Code**

would diminish our ability to respond to property maintenance related complaints involving fraternities or sororities.

Exclude Sororities And Fraternities From The Rental Housing Code – Option 2

This situation does provide the City Council with an opportunity to pursue another course of action and exclude sororities and fraternities from the Rental Housing Code. The argument in support of rental housing inspections revolves around a belief that government should protect third parties (tenants) from property owners who are operating a housing related business.

It could be argued that Greek houses are different than rental units. The inhabitants of fraternities and sororities are members of the organization that operates their housing. In fact, they participate in the management of these facilities and, therefore, can make sure that their own safety is protected. **Therefore, a case can be made that Greek housing should be added to the list of uses that are exempt from our Rental Housing Code (hotels, motels, university housing, state-licensed health and custodial facilities, owner-occupied single family housing dwellings, and other residential occupancies specifically regulated by state and federal authority).**

Assuming the City Council would like to know how other cities are dealing with inspection for Greek housing, staff completed the attached survey. These responses indicate that only two of the thirteen college communities surveyed perform rental inspections for Greek housing.

In addition, because the Greek Affairs Office at Iowa State University has substantial influence over the off-campus sororities and fraternities, it is staff's belief that we will be able to influence corrective actions for any exterior maintenance complaints received on these properties, even if they are exempted from the Rental Housing Code.

Staff Comments

The Inspection staff would benefit from Council direction regarding this situation, either in support of Option 1 or Option 2. Given how the current Rental Code is written, it is currently required that our inspectors enforce all aspects of the Rental Housing Code during inspections of fraternities and sororities.

If Option 2 is pursued, it would be advisable to maintain a \$100 inspection fee. The amount of time spent inspecting for the International Fire Code would justify this fee. The only question would be whether to credit this revenue to the General Fund or continue to use it to support the Rental Housing Inspection program. It should be noted that all other businesses in the City are not charged a fee for this type of fire safety inspection.

2012 Greek Housing Survey

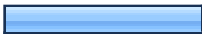
School	Town	University Enrollment	Number of Frat/Sor	Do you Inspect Greek Housing	Is There a Rental Program?	Who Inspects: Fire	Who Inspects: Rental	Fee
Iowa State U	Ames, Iowa (59,042)	31,040	40	?	X	X		?
Baylor	Waco, TX (126,697)	15,195			No Greek Housing			
U. of Kansas	Lawrence, KS (88,727)	30,004	30	X	X	X		
Kansas State U	Manhattan, KS (52,281)	23,588	20	X		X		
U of Oklahoma	Norman, OK (113,273)	29,721	28	X		X*		X
Oklahoma State U	Stillwater, Ok (46,048)	23,307	28	X		X		
Texas Christian U	Fort Worth, TX (758,738)	9,142	23	X		X		X
Texas Tech U	Lubbock, TX (233,740)	32,327			Has 25 houses inspected, but none are lived in			
West Virginia U	Morgantown, WV (30,293)	29,306	22	X	X	X		
U of Iowa	Iowa City, IA (68,947)	30,893		X	X		X	X
UNI	Cedar Falls, IA (39,387)	12,273	7	X	X	X		
U of Colorado	Boulder, CO (100,160)	30,128	30	X	X	X		
U of Missouri	Columbia, MO (110,438)	34,255	52	X	X	X		
U of Nebraska	Lincoln, NE (225,581)	24,100	40	X	X	X*		X

X* = Fire Inspector Inspects with a Code Enforcer

2012 City of Ames - Development Process Survey



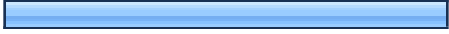
1. Please let us know what zip code your business is located in.

		Response Percent	Response Count
50010		56.0%	56
50014		17.0%	17
Other (please specify)		27.0%	27
		answered question	100
		skipped question	1

2. You were selected to receive this survey due to your recent interaction with the City of Ames. Which of the following departments were you primarily working with on your project (s)?

		Response Percent	Response Count
Planning (e.g., site plan review, subdivisions, variances, special use permits, historic preservation, etc.)		24.2%	24
Building Inspections (includes: building, electrical, plumbing, mechanical and construction plans review)		75.8%	75
		answered question	99
		skipped question	2

3. Which Inspection staff member(s) assisted you with your most recent proposal(s)/project(s)? (please select all that apply)

		Response Percent	Response Count
David Brown (Building Official)		10.8%	7
Bruce Kinkaid (Inspections Supervisor)		30.8%	20
Craig Hageman (Building)		35.4%	23
Adam Ostert (Building)		20.0%	13
Mike Makelbust (Plumbing)		38.5%	25
Nick Patterson (Electrical)		29.2%	19
Scott Ripperger (Plans)		24.6%	16
Tom Henriksen (Fire)		12.3%	8
Unknown		1.5%	1
Other (please type name below)		6.2%	4
		answered question	65
		skipped question	36

4. How would you describe the Inspection staff's courteousness while assisting you with your proposal(s)/project(s)?

	Very Courteous		Courteous		Not Courteous	Rating Average	Response Count
Please select the most appropriate choice.	73.8% (48)	9.2% (6)	12.3% (8)	4.6% (3)	0.0% (0)	4.52	65

Use this space to explain your choice

11

answered question

65

skipped question

36

5. How would you describe the Inspection staff's helpfulness while assisting you with your proposal(s)/project(s)?

	Very Helpful		Helpful		Not Helpful	Rating Average	Response Count
Please select the most appropriate choice.	67.2% (43)	17.2% (11)	12.5% (8)	3.1% (2)	0.0% (0)	4.48	64

Use this space to explain your choice

5

answered question

64

skipped question

37

6. How would you describe the Inspection staff's professional knowledge while assisting you with your proposal(s)/project (s)?

	Very Knowledgeable		Knowledgeable		Not Knowledgeable	Rating Average	Response Count
Please select the most appropriate choice.	67.2% (43)	17.2% (11)	14.1% (9)	1.6% (1)	0.0% (0)	4.50	64

Use this space to explain your choice

7

answered question	64
skipped question	37

7. Did your project(s) require you to have interaction with counter help at City Hall?

		Response Percent	Response Count
Yes		69.2%	45
No		30.8%	20
	answered question		65
	skipped question		36

8. Were you met with a "welcoming" attitude by our front counter staff?

		Response Percent	Response Count
Yes		100.0%	43
No		0.0%	0

Use this space to explain your choice

3

answered question

43

skipped question

58

9. How would you describe the helpfulness of our front counter staff?

	Very Helpful		Helpful		Not Helpful	N/A	Rating Average	Response Count
Please select the most appropriate choice.	62.2% (28)	20.0% (9)	11.1% (5)	6.7% (3)	0.0% (0)	0.0% (0)	4.38	45

Use this space to explain your choice

4

answered question

45

skipped question

56

10. Which of the following best describes the final outcome of your proposal(s)/project(s)? (please select all that apply)

		Response Percent	Response Count
Approved by City staff		95.4%	62
Approved by Building Board of Appeals		3.1%	2
Approved by City Council		0.0%	0
Denied by City staff		1.5%	1
Denied by Building Board of Appeals		0.0%	0
Denied by City Council		0.0%	0
Other (please specify below)		3.1%	2
answered question			65
skipped question			36

11. Overall, how would you describe your experience with the Inspection Division?

		Response Percent	Response Count
Excellent		64.6%	42
Satisfactory		30.8%	20
Unsatisfactory		4.6%	3
		answered question	65
		skipped question	36

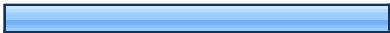
12. Which of the following contributed to your satisfaction level with the City of Ames' Inspection Division? (please select all that apply)

		Response Percent	Response Count
Clearly written local ordinances		20.7%	12
City staff's helpful, "can do" attitude		63.8%	37
Reasonable cost of permit(s)		27.6%	16
Timeliness of response		72.4%	42
Clear policies and/or procedures		39.7%	23
Accurate billing process		29.3%	17
Early communication of expectations		41.4%	24
City staff's willingness to help identify solutions to help facilitate your project		60.3%	35
Other (please specify below)		3.4%	2
answered question			58
skipped question			43

13. What comments or suggestions could you share to help us improve your next overall experience?

Response Count	
9	
answered question	9
skipped question	92

14. Which of the following could help improve your satisfaction level with our Inspection Division? (please select all that apply)

		Response Percent	Response Count
Change the Local ordinances		33.3%	1
Display a more helpful, "can-do" attitude		33.3%	1
Reduce the cost of permit(s)		0.0%	0
Improve the timeliness of response		66.7%	2
Add clarity to the policies or procedures		33.3%	1
Increase accuracy in the billing process		0.0%	0
Show more willingness to identify potential solutions		33.3%	1
Early communications of expectations		0.0%	0
Other (please specify below)		33.3%	1
answered question			3
skipped question			98

15. How can we improve your next overall experience?

Response
Count

2

answered question

2

skipped question

99

16. Which Planning staff member(s) assisted you with your most recent proposal(s)/project(s)? (please select all that apply)

		Response Percent	Response Count
Ray Anderson		36.4%	8
Jeff Benson		31.8%	7
Charlie Kuester		45.5%	10
Sam Perry		9.1%	2
Steve Osguthorpe		27.3%	6
Cindy Hollar		4.5%	1
Tami Moen		4.5%	1
Unknown		9.1%	2
Other (please type name below)		13.6%	3
		answered question	22
		skipped question	79

17. How would you describe the Planning staff's courteousness while assisting you with your proposal(s)/project(s)?

	Very Courteous		Courteous		Not Courteous	Rating Average	Response Count
Please check your response by number.	57.1% (12)	19.0% (4)	23.8% (5)	0.0% (0)	0.0% (0)	4.33	21

Use this space to explain your choice

6

answered question

21

skipped question

80

18. How would you describe the Planning staff's helpfulness while assisting you with your proposal(s)/project(s)?

	Very Helpful		Helpful		Not Helpful	Rating Average	Response Count
Please check the appropriate rating.	28.6% (6)	38.1% (8)	19.0% (4)	14.3% (3)	0.0% (0)	3.81	21

Use this space to explain your choice

6

answered question

21

skipped question

80

19. How would you describe the Planning staff's professional knowledge while assisting you with your proposal(s)/project (s)?

	Very Knowledgeable		Knowledgeable		Not Knowledgeable	Rating Average	Response Count
Please select the most appropriate choice.	28.6% (6)	28.6% (6)	33.3% (7)	9.5% (2)	0.0% (0)	3.76	21

Use this space to explain your choice

6

answered question	21
skipped question	80

20. Did your issue require you to have interaction with counter help at City Hall?

		Response Percent	Response Count
Yes		54.5%	12
No		45.5%	10
answered question			22
skipped question			79

21. Were you met with a "welcoming" attitude by our front counter staff?

		Response Percent	Response Count
Yes		100.0%	11
No		0.0%	0

Use this space to explain your choice

2

answered question

11

skipped question

90

22. How would you describe the helpfulness of the City staff's front counter staff?

	Very Helpful		Helpful		Not Helpful	N/A	Rating Average	Response Count
Please select the most appropriate choice.	36.4% (4)	36.4% (4)	27.3% (3)	0.0% (0)	0.0% (0)	0.0% (0)	4.09	11

Use this space to explain your choice

2

answered question

11

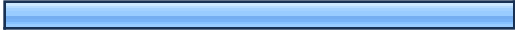
skipped question

90

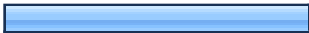
23. What type of application did you submit? (please select all that apply)

		Response Percent	Response Count
Certificate of Appropriateness (historic preservation)		5.3%	1
Major Site Plan or Planned Residential Development(PRD)Plan		10.5%	2
Special Use Permit		31.6%	6
Minor Site Plan		42.1%	8
Preliminary or Final Plat		31.6%	6
Flood Plain Development Permit		5.3%	1
Rezoning		15.8%	3
Land Use Policy Plan change		21.1%	4
Other (please specify below)		10.5%	2
answered question			19
skipped question			82

24. Which of the following best describes the final outcome of your proposal(s)/project(s)?

		Response Percent	Response Count
Approved by City staff		38.9%	7
Approved by the Zoning Board of Adjustment		11.1%	2
Approved by the Historic Preservation Commission		0.0%	0
Approved by City Council		44.4%	8
Denied by City staff		0.0%	0
Denied by the Zoning Board of Adjustment		5.6%	1
Denied by the Historic Preservation Commission		0.0%	0
Denied by City Council		0.0%	0
		answered question	18
		skipped question	83

25. Overall, were you satisfied with your experience with the Planning Division?

		Response Percent	Response Count
Excellent		26.3%	5
Satisfactory		68.4%	13
Unsatisfactory		5.3%	1
		answered question	19
		skipped question	82

26. Which of the following contributed to your satisfaction level with our Planning Division? (please select all that apply)

		Response Percent	Response Count
Well written local ordinances		11.8%	2
City staff's helpful, "can do" attitude		47.1%	8
Timeliness of response		47.1%	8
Clear policies and/or procedures		23.5%	4
Early communication of expectations		23.5%	4
City staff's willingness to help identify solutions to help facilitate your project		58.8%	10
Other (please specify below)		17.6%	3
		answered question	17
		skipped question	84

27. How can we improve your next overall experience?

**Response
Count**

10

answered question

10

skipped question

91

28. Which of the following could help improve your satisfaction level with the City's Planning Division? (please select all that apply)

		Response Percent	Response Count
Change the Local ordinances		100.0%	1
Display a more helpful, "can-do" attitude		100.0%	1
Improve the timeliness of response		100.0%	1
Add clarity to the policies or procedures		0.0%	0
Show more willingness to identify potential solutions		100.0%	1
Early communication of expectations		0.0%	0
Other (please specify below)		100.0%	1
answered question			1
skipped question			100

29. What comments or suggestions could you share to help us improve your next overall experience?

	Response Count
	1
answered question	1
skipped question	100

30. Did you find the Application Packet useful, clear, and understandable?

		Response Percent	Response Count
Yes		89.5%	17
No		5.3%	1
N/A		5.3%	1

Use this space to explain your choice

4

answered question	19
skipped question	82

31. Did your project follow the processing schedule that was included in the Planning Application packet for the project?

		Response Percent	Response Count
Yes		76.5%	13
No		23.5%	4

Use this space to explain your choice

5

answered question	17
skipped question	84

32. A Council goal is for the City to display a "can-do" attitude to customers, promoting Ames as a welcoming place to do business. In your opinion, how well did we accomplish this?

	Excellent		Satisfactory		Unsatisfactory		N/A	Rating Average	Response Count
Planning and Zoning Commission	9.7% (6)	14.5% (9)	24.2% (15)	3.2% (2)	6.5% (4)	41.9% (26)		3.31	62
Building Board of Appeals	8.8% (5)	8.8% (5)	14.0% (8)	1.8% (1)	5.3% (3)	61.4% (35)		3.36	57
Historic Preservation Commission	1.8% (1)	9.1% (5)	14.5% (8)	1.8% (1)	3.6% (2)	69.1% (38)		3.12	55
Zoning Board of Adjustment	3.4% (2)	8.6% (5)	15.5% (9)	1.7% (1)	13.8% (8)	56.9% (33)		2.68	58
City Council	5.0% (3)	13.3% (8)	18.3% (11)	10.0% (6)	3.3% (2)	50.0% (30)		3.13	60
City Staff	33.8% (24)	35.2% (25)	19.7% (14)	5.6% (4)	2.8% (2)	2.8% (2)		3.94	71
answered question									74
skipped question									27

33. Please provide us with any suggestions for how we can best display a "can-do" attitude.

	Response Count
	18
answered question	18
skipped question	83

Page 2, Q1. Please let us know what zip code your business is located in.

1	50208	Oct 26, 2012 9:00 AM
2	50021	Oct 26, 2012 5:49 AM
3	50428	Oct 26, 2012 5:15 AM
4	52351	Oct 25, 2012 4:49 PM
5	50322	Oct 25, 2012 3:58 PM
6	50248	Oct 25, 2012 3:57 PM
7	50156	Oct 22, 2012 8:42 PM
8	43081	Oct 19, 2012 3:00 PM
9	53562	Oct 16, 2012 7:40 AM
10	50111	Oct 11, 2012 3:51 PM
11	50124	Oct 10, 2012 7:38 AM
12	50248	Oct 9, 2012 2:27 PM
13	68801	Oct 9, 2012 10:45 AM
14	53807	Oct 9, 2012 8:56 AM
15	50313	Oct 9, 2012 8:18 AM
16	54307	Oct 9, 2012 8:09 AM
17	50266	Oct 9, 2012 7:47 AM
18	50265	Oct 9, 2012 6:50 AM
19	50011	Oct 9, 2012 6:46 AM

Page 2, Q1. Please let us know what zip code your business is located in.

20	50322	Oct 9, 2012 6:33 AM
21	50613	Oct 9, 2012 6:21 AM
22	50021	Oct 9, 2012 6:13 AM
23	50315	Oct 9, 2012 6:13 AM
24	50208	Oct 9, 2012 5:14 AM
25	50134	Oct 8, 2012 9:06 PM
26	50124	Oct 8, 2012 6:59 PM
27	50130	Oct 8, 2012 5:57 PM

Page 4, Q1. Which Inspection staff member(s) assisted you with your most recent proposal(s)/project(s)? (please select all that apply)

1	Sara Kramer	Oct 10, 2012 9:01 AM
2	Ann Campbell	Oct 9, 2012 10:47 AM
3	Sara Kramer	Oct 9, 2012 5:17 AM
4	rental and neighborhood inspectors	Oct 8, 2012 7:09 PM

Page 4, Q2. How would you describe the Inspection staff's courteousness while assisting you with your proposal(s)/project(s)?

1	In the many projects I've been involved with along side this staff member, he has consistently had an attitude of arrogance and superiority. It is a very poor representation of the City of Ames. I won't comment on the other staff person as he has left City Employment. I look forward to working with a new building official who has the ability to represent Ames appropriately.	Oct 26, 2012 1:10 PM
2	First impression not too good. He said we would have to stop our project.	Oct 14, 2012 1:19 PM
3	I appreciate her timeliness in response and I can usually reach her by phone--not v/m	Oct 10, 2012 9:01 AM
4	Always very helpful, honest and I felt he wanted to be helpful. He knows the codes and that saves time.	Oct 9, 2012 6:35 PM
5	All comunicaton followed my expected protocol	Oct 9, 2012 5:11 PM
6	Staff was Excellent to Work With!!!! Is by the Book but went above and Beyond to accomidate oue needs! Thoroughly impressed.	Oct 9, 2012 10:47 AM
7	One of the nicest inspectors we have had to deal with.	Oct 9, 2012 8:57 AM
8	I have always recieved call backs and assistance when needed	Oct 9, 2012 5:47 AM
9	I find staff in field very hard to work with	Oct 9, 2012 5:40 AM
10	All of them were very polite	Oct 8, 2012 8:58 PM
11	He alway is very informative and easy to work with. We had an issue that required me to revise the project a bit. He explained why the change was needed in a professional manner and in a way that allowed me to understand how to make the changes properly.	Oct 8, 2012 7:11 PM

Page 4, Q3. How would you describe the Inspection staff's helpfulness while assisting you with your proposal(s)/project(s)?

1	They delayed a project by almost 1 month	Oct 14, 2012 1:19 PM
2	Instead of saying NO and spewing code she tries to find a way	Oct 10, 2012 9:01 AM
3	The inspector did not call me when he was ready to preform the inspection but did wait for me when he could not gain access to the site.	Oct 9, 2012 5:11 PM
4	Everyone on the office was extremely helpful and pleasant.	Oct 9, 2012 8:57 AM
5	Helped with specifications so that I could bid on a project.	Oct 8, 2012 5:07 PM

Page 4, Q4. How would you describe the Inspection staff's professional knowledge while assisting you with your proposal(s)/project(s)?

1	Their knowledge was sufficient, however, code has areas that must be taken on a case by base basis and this has never been the case. Knowledge of the code does not equate to interpreting it correctly.	Oct 26, 2012 1:10 PM
2	The project didn't need to be delayed but the person didn't seem to know this	Oct 14, 2012 1:19 PM
3	Knows all the code details	Oct 9, 2012 5:11 PM
4	Had answers to all of our questions.	Oct 9, 2012 8:57 AM
5	If there is doubt on a particular situation, they have always looked into it before rendiering a decision	Oct 9, 2012 5:47 AM
6	They were helpful but on the issue but not prompt on getting back to me I sometime had to call them what was decided on some questions	Oct 8, 2012 8:58 PM
7	they seem to comunicate between them to get the answers	Oct 8, 2012 5:49 PM

Page 6, Q1. Were you met with a "welcoming" attitude by our front counter staff?

1	the desk is far away and customers aren't always noticed immediately.	Oct 10, 2012 9:08 AM
2	They are always cheerful and helpful	Oct 9, 2012 5:12 PM
3	The staff in always helpful and quick to get my questions answerd.	Oct 8, 2012 7:12 PM

Page 6, Q2. How would you describe the helpfulness of our front counter staff?

1	they take messages...but it seems if you have a question--they defer to the inspectors	Oct 10, 2012 9:08 AM
2	Some things are beyound the counter staff's control and they admit that.	Oct 9, 2012 5:12 PM
3	Some are very helpful and some are not so helpful.	Oct 8, 2012 7:10 PM
4	She is the most curtious person who has ever answered the phone when I have called down to the office.	Oct 8, 2012 6:11 PM

Page 7, Q1. Which of the following best describes the final outcome of your proposal(s)/project(s)? (please select all that apply)

1	Still in the process on a couple of them that need answers on	Oct 8, 2012 9:00 PM
2	Denied by the Planning dept.	Oct 8, 2012 7:11 PM

Page 8, Q1. Which of the following contributed to your satisfaction level with the City of Ames' Inspection Division? (please select all that apply)

1	very willing to go the extra mile if needed	Oct 31, 2012 3:22 PM
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Page 8, Q1. Which of the following contributed to your satisfaction level with the City of Ames' Inspection Division? (please select all that apply)

2 I find City of Ames to be Excellent to Work With !!

Oct 9, 2012 10:52 AM

Page 8, Q2. What comments or suggestions could you share to help us improve your next overall experience?

1	permits are to costly now.	Oct 31, 2012 3:22 PM
2	Would like to apply and pay for permits online	Oct 29, 2012 6:51 PM
3	The 24 hour response time to get an inspection is to long. Many projects require a simple inspection to keep it moving along but the 24 hour wait can drag these projects out making them more costly to both the homeowner and the contractor.	Oct 26, 2012 5:28 PM
4	There could be more comunication about when new versions of codes will start being inforced. On line application for permits. scheduled inspection times.	Oct 9, 2012 5:23 PM
5	Keep up the great work-so many inspectors/city halls are very unpleasant & hard to work/communicate with-this was not the case with the City of Ames!	Oct 9, 2012 8:59 AM
6	only thing that would make the process better is online bill paying. Online permit submitting and inspection scheduling would be icing on the cake (or at least let me do it by email).	Oct 9, 2012 5:54 AM
7	The city to be more clear on what they want. The inspection department needs to learn that without building projects we wouldn't need an inspection department. A better approach to a can do attitude.	Oct 9, 2012 4:34 AM
8	I had a project that only had two small walls added and four electrical box outlets and had to have two people inspect the rough in part and two people do the final seams like a little waste of time by the staff time. I understand one was for framing and one was for electrical but with that small amount of work I sure would think one person could have done both inspections?	Oct 8, 2012 9:05 PM
9	Scheduling procedures could be improved. Permit fees are much higher in Ames compared to Ankeny and other jurisdictions that I am familiar with.	Oct 8, 2012 7:13 PM

Page 9, Q1. Which of the following could help improve your satisfaction level with our Inspection Division? (please select all that apply)

1	There are aspects to the code that go beyond the 2006 IBC. Many of these aspects are unnecessary and growth prohibiting. This needs to be looked at and certain addendums need to be attached to the existing code.	Oct 26, 2012 1:16 PM
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Page 9, Q2. How can we improve your next overall experience?

1	I hope I don't have another experience.	Oct 14, 2012 1:21 PM
2	staff needs to be more fixable incodes an gray areas	Oct 9, 2012 5:42 AM

Page 10, Q1. Which Planning staff member(s) assisted you with your most recent proposal(s)/project(s)? (please select all that apply)

1	Corey Mellies	Oct 17, 2012 7:08 AM
2	Karen Marren	Oct 10, 2012 7:39 AM
3	Karen	Oct 9, 2012 7:27 AM

Page 10, Q2. How would you describe the Planning staff's courteousness while assisting you with your proposal(s)/project(s)?

1	staff always returned my calls and discussed any issues i had	Oct 17, 2012 7:08 AM
2	He was very professional and has a "can-do" attitude. He cares about Ames and is not needlessly bureaucratic	Oct 16, 2012 7:42 AM
3	both staff members have been very responsive to my questions and inquiries about the process	Oct 9, 2012 2:45 PM
4	Everyone was always courteous and professional even if the process was not all that smooth	Oct 9, 2012 7:50 AM
5	Both are generally courteous through the process	Oct 9, 2012 6:57 AM
6	He makes me feel that he really wants my projects to advance.	Oct 8, 2012 6:21 PM

Page 10, Q3. How would you describe the Planning staff's helpfulness while assisting you with your proposal(s)/project(s)?

1	The majority of staff was very helpful. One brought the ranking down.	Nov 12, 2012 9:10 AM
2	He was pleasant but I felt like he didn't work to help us. Just to do his job	Oct 31, 2012 11:50 AM
3	see above	Oct 9, 2012 2:45 PM
4	City Departments lack internal communication. These issues cause unnecessary delays and lack of coordination between various public and private projects.	Oct 9, 2012 7:50 AM
5	He is always helpful, this staff member is if helpful if he likes the project and some times tries to put his own ideas into the projects	Oct 9, 2012 6:57 AM
6	When he directed the activities of the DRC I felt he was being more than conservative but actually negative toward growth and expansion.	Oct 8, 2012 6:21 PM

Page 10, Q4. How would you describe the Planning staff's professional knowledge while assisting you with your proposal(s)/project(s)?

1	No checking into solutions	Oct 31, 2012 11:50 AM
2	every one was knowledgeable but sometimes had to speak to more than one person to get all information	Oct 17, 2012 7:08 AM
3	i appreciated the input from staff and willingness to provide information	Oct 9, 2012 2:45 PM
4	Certain procedures were not well known or discussed amongst staff. Decisions previously conveyed were later revoked causing delays and re-work.	Oct 9, 2012 7:50 AM
5	The staff understands the codes, now that the director is gone hopefully they won't try to look for things wrong with the code or change the code for every project.	Oct 9, 2012 6:57 AM
6	I don't question the knowledge of the decision makers, I question the desire of some staff to make a project happen. These staff members strike me as people who really want both Ames and the developer to win.	Oct 8, 2012 6:21 PM

Page 12, Q1. Were you met with a "welcoming" attitude by our front counter staff?

1	The front staff is always very welcoming and knows my name every time I go there. Great staff!	Nov 12, 2012 9:11 AM
2	the counter staff is always willing to help with a friendly smile	Oct 9, 2012 6:58 AM

Page 12, Q2. How would you describe the helpfulness of the City staff's front counter staff?

1	Super front counter staff!	Nov 12, 2012 9:11 AM
2	they are as helpful as they need to be. Most of the stuff is done with the planners	Oct 9, 2012 6:58 AM

Page 13, Q1. What type of application did you submit? (please select all that apply)

1	no application, worked with staff on street project	Oct 17, 2012 2:09 PM
2	Plat of Survey	Oct 9, 2012 7:29 AM

Page 14, Q1. Which of the following contributed to your satisfaction level with our Planning Division? (please select all that apply)

1	I feel like the staff tries to be helpful, but I don't believe the "Department" has a "can do" attitude.	Oct 10, 2012 7:48 AM
2	Project was fairly straightforward.	Oct 9, 2012 7:33 AM
3	As was discussed in earlier comments I do not feel that the staff are looking for a way to say "yes".	Oct 8, 2012 6:26 PM

Page 14, Q2. How can we improve your next overall experience?

1	Staff is great--should be much better now. Please have clear policies. Does anyone understand the flow chart?	Nov 12, 2012 9:12 AM
2	Lack of coordination between City of Ames departments delayed the project slightly.	Oct 10, 2012 10:44 AM
3	The Planning Department has appeared to complicate procedures by their Director's interpretation or mis-interpretation of code. Their "completeness reviews" and other vague process timelines result in my inability to ever know what the submittal schedule and process for a project will be. When a client asks me how long a review and approval process with the City of Ames will take, I generally can't answer	Oct 10, 2012 7:48 AM
4	update applications for LUPP and zoning	Oct 9, 2012 2:47 PM
5	The staff did not have a "can do" attitude and overall the project team felt like there were many unnecessary roadblocks because of the Planning staff. Also, after an initial project meeting we were told one thing and when we applied for a MSDP we were told another and had to backtrack and rework some items. Therefore the initial meeting proved to be unhelpful.	Oct 9, 2012 8:45 AM
6	Better internal communication.	Oct 9, 2012 7:52 AM
7	Less regulation. Quit trying to regulate every possible situation when it's not what the public wants.	Oct 9, 2012 7:33 AM
8	a new director will hopefully set the right tone for the department. He was more interested in rewriting the code for every small issue then he was in getting things done. He was not well respected by others within the department or other departments	Oct 9, 2012 7:04 AM
9	These staff members are trying to set expectations for development without compromising the public expectations for oversight.	Oct 8, 2012 6:26 PM
10	The City of Ames did not seem to have a clear policy to address home-based businesses that are entirely internet-based. I recommend the Council look at such businesses and draft such a policy to streamline the permit process when such considerations as parking and traffic flow are irrelevant.	Oct 8, 2012 4:46 PM

Page 15, Q1. Which of the following could help improve your satisfaction level with the City's Planning Division? (please select all that apply)

1	I felt like one person on the board had an additude and was not will to hear or work with anything that was said. He was	Oct 31, 2012 12:09 PM
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Page 15, Q1. Which of the following could help improve your satisfaction level with the City's Planning Division? (please select all that apply)

particularly rude to the bussiness owner before us. Very unperfessional. He was willing to put 10 people out of a job that are now abled to support there families. a couple which just got off of state aid. I had other city people come up to me and say they were upset with the outcome and could they help to let them know.

Page 15, Q2. What comments or suggestions could you share to help us improve your next overall experience?

1	Work with what is best for the Ames people.	Oct 31, 2012 12:09 PM
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Page 16, Q1. Did you find the Application Packet useful, clear, and understandable?

1	All except the 'schedule'	Nov 12, 2012 9:13 AM
2	did not fill out any applications	Oct 17, 2012 2:11 PM
3	Except for City review timeline.	Oct 10, 2012 7:50 AM
4	i had to ask for clarification	Oct 9, 2012 2:48 PM

Page 16, Q2. Did your project follow the processing schedule that was included in the Planning Application packet for the project?

1	How can I answer that? What is the schedule?	Nov 12, 2012 9:13 AM
2	no packet	Oct 17, 2012 2:11 PM
3	We were short of time and accelerated the process.	Oct 16, 2012 7:48 AM
4	Sometimes.	Oct 10, 2012 7:50 AM
5	I had both, some have and some have not	Oct 9, 2012 7:05 AM

Page 17, Q2. Please provide us with any suggestions for how we can best display a "can-do" attitude.

1	allow several new businesses to come in like Ankeny is	Oct 31, 2012 3:23 PM
2	Listen to the people before having a negative attitude. be more helpful.	Oct 31, 2012 12:18 PM
3	The code is the determining factor. City staff pulls the curtain of "code" in front of them when they are confronted with something that is debilitatingly costly. They inform that they have to "stick to code" but the City is the entity that wrote a large portion of it. The City of Ames is known all over Iowa by contractors, building owners, Realtors etc... for being incredibly suffocating to growth and it stems from code.	Oct 26, 2012 1:26 PM
4	Professional and timely responses to questions asked with the department that I worked with. He was a pleasure to communicate with.	Oct 19, 2012 3:08 PM
5	Give this staff member a promotion.	Oct 16, 2012 7:49 AM
6	your rules on landscaping are ridiculous and should vary depending on the location of the business	Oct 11, 2012 6:48 PM
7	be more development friendly	Oct 11, 2012 3:56 PM
8	Give guidance to the P&Z and ZBA so they understand what is their purpose. I've attended many meeting where they take it upon themselves to consider "quality of life" tangent issues that have nothing to do with review of the project at hand to determine whether it meets goals and code.	Oct 10, 2012 7:53 AM
9	DO! Be available. Make the online stuff clear and easy. Have the online stuff check for errors and gently indicate the errors and possible solutions.	Oct 9, 2012 5:28 PM
10	council members need to be visioning for the future of Ames and not be so short sighted	Oct 9, 2012 2:51 PM
11	Keep doing what you are doing-	Oct 9, 2012 8:59 AM
12	City agencies should cooperate with each other. If the goal is to have something built in the city of Ames than it doesn't look good when different agencies are refusing to cooperate with each other during the process. It is frustrating when the customer has to try and soothe over issues between department personnel to keep the process moving forward.	Oct 9, 2012 8:48 AM
13	Make an effort to have all staff on board with a decision (including the department director) so that previously stated requirements are not retracted.	Oct 9, 2012 7:55 AM
14	The council has made some great strides but as a city we still struggle with wanting to grow. There are many times we still seem to be afraid of our own shadow and debate things for hours that should be resolved more quickly. Ames still	Oct 9, 2012 7:10 AM

Page 17, Q2. Please provide us with any suggestions for how we can best display a "can-do" attitude.

	has a lousy reputation in the development community and projects like Deerey's don't help	
15	when you take plans to be reviewed and approved , you get the feeling the city of ames doe not want you to build here	Oct 9, 2012 5:44 AM
16	Please continue to maintain law and order by enforcing building and zoning codes for normal everyday straight forward occurrences. However, try and adopt a more reasonable approach to some common every day problems that do not always have a perfect code/zoning answer . These types of issues can not always be solved by verbatim text in the building or zoning codes. Be willing to display a "can-do" attitude and help solve the problem. In other words, "lighten up a little bit".	Oct 8, 2012 7:33 PM
17	I want the Planning staff to understand that I don't want to go around them to council. I do business in Ames because it has strict development rules. I think that protects all citizens and I don't mind working harder than others to have the opportunity to do work in the city. I do think the "no growth" minority has permeated some of the decision makers in town. If a project is to be a true "win-win" then sometimes the City will have to take a small amount of risk to balance the developers significant risk.	Oct 8, 2012 6:31 PM
18	Update the businesses that do not require submission of proposals to ZBA to include internet-based businesses and direct sales companies.	Oct 8, 2012 4:48 PM

Development Process Survey

Results Interpretation

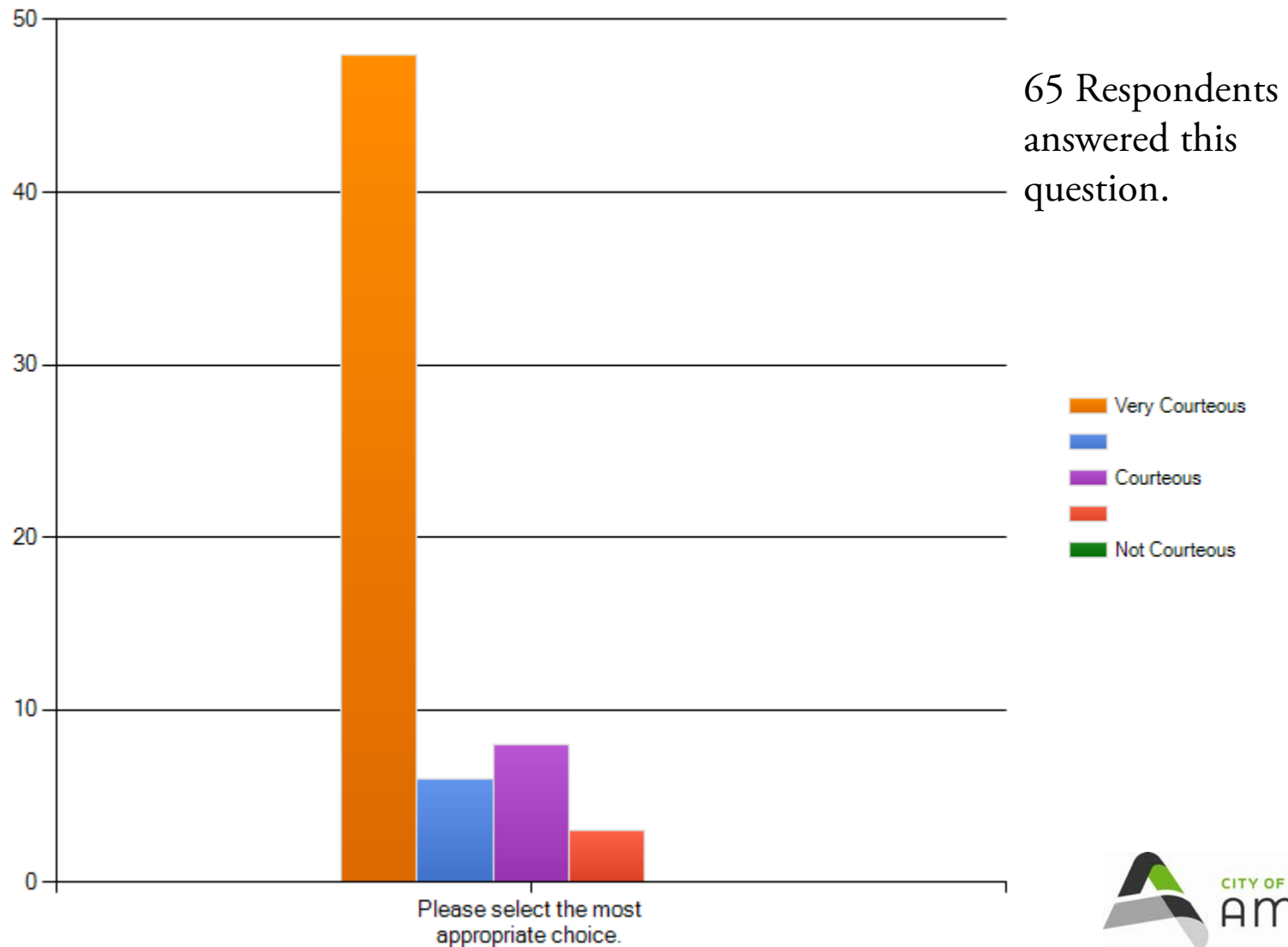
Response Summary

- 67 Planning Survey's E-mailed
- 303 Building Inspections Survey's E-mailed

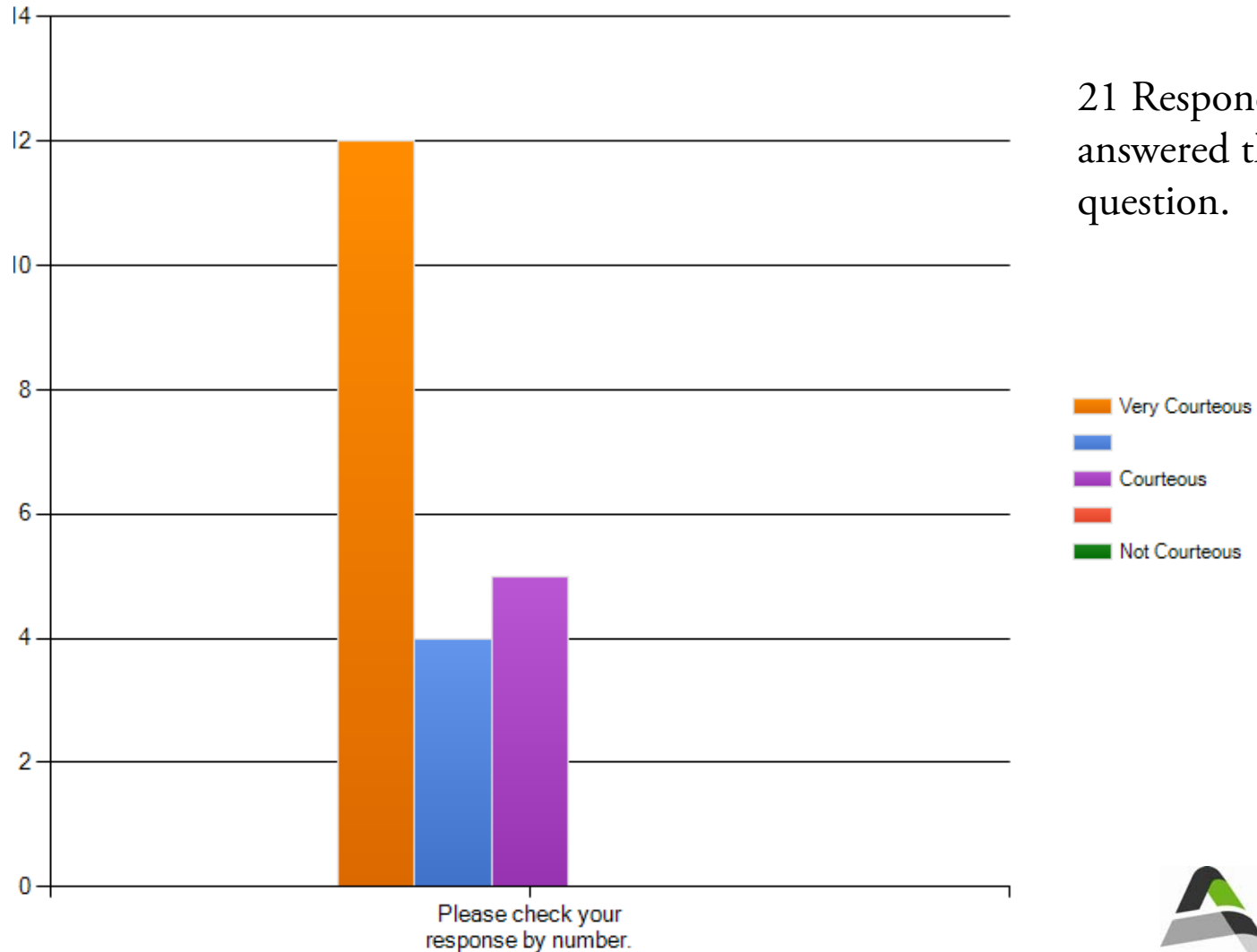
You were selected to receive this survey due to your recent interaction with the City of Ames. Which of the following departments were you primarily working with on your project(s)? (Building Inspections or Planning)

Answer Options	Percent of Total	Response Count
Building Inspections	24.8%	75
Planning	35.8%	24

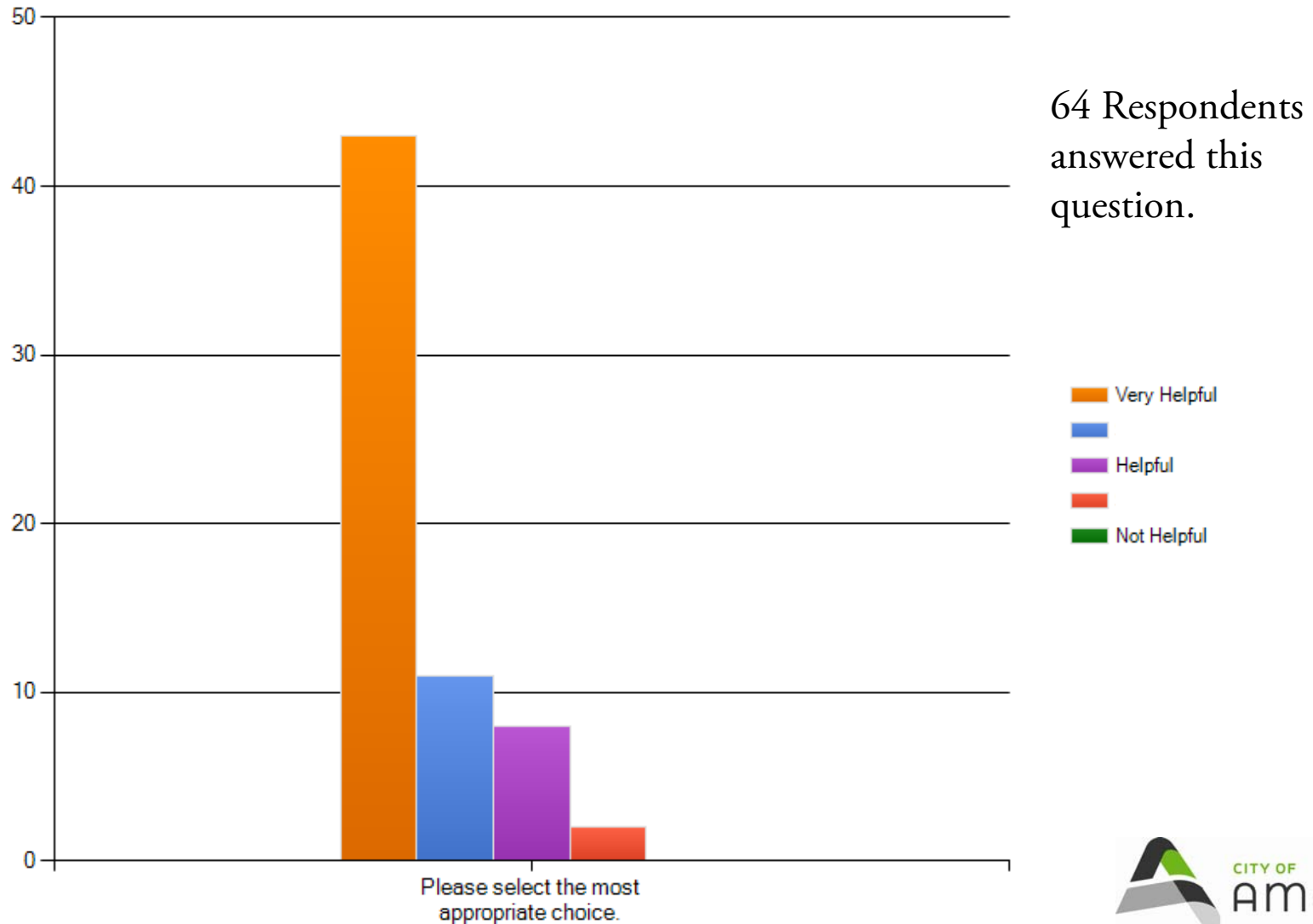
How would you describe the Inspection staff's courteousness while assisting you with your proposal(s)/project(s)?



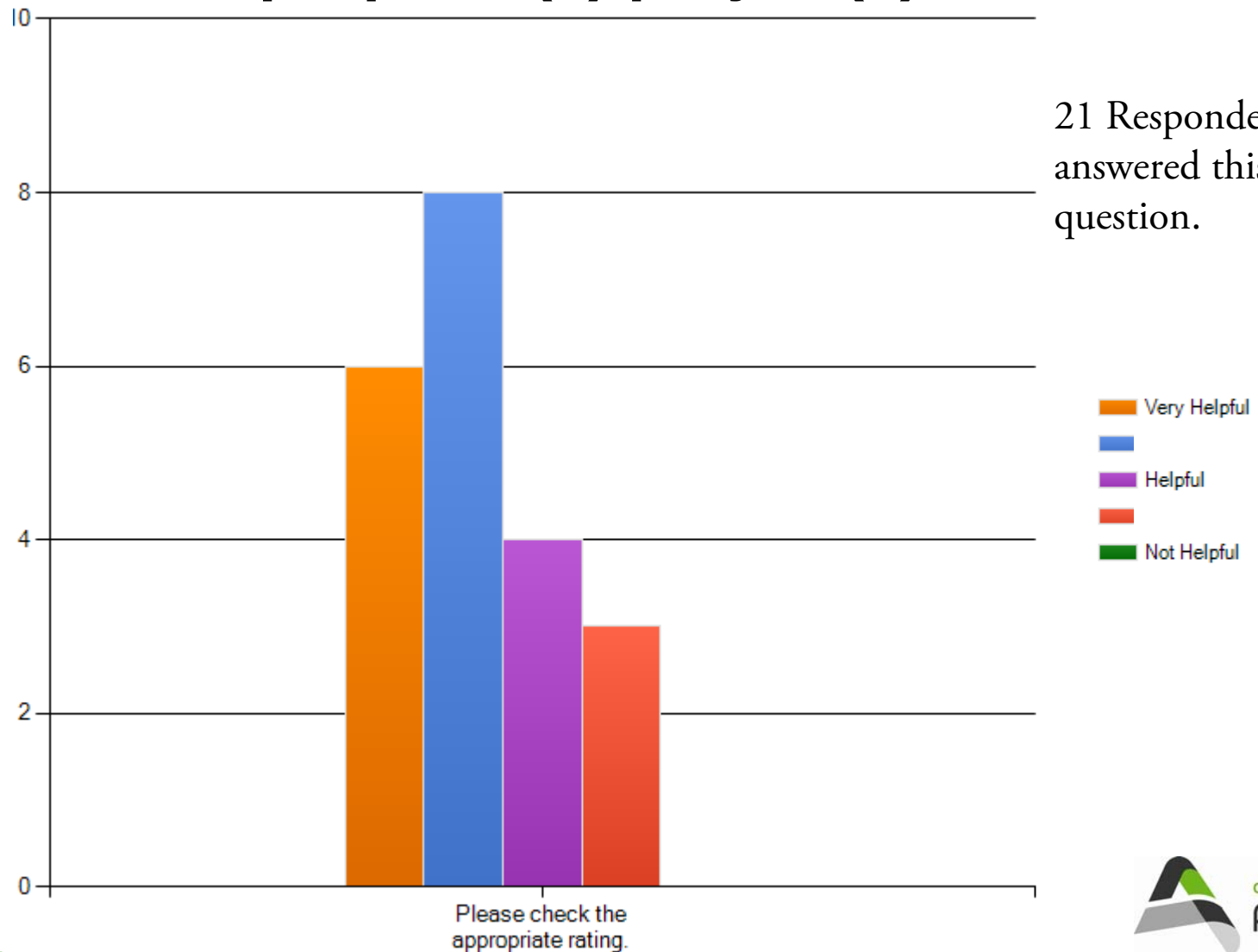
How would you describe the Planning staff's courteousness while assisting you with your proposal(s)/project(s)?



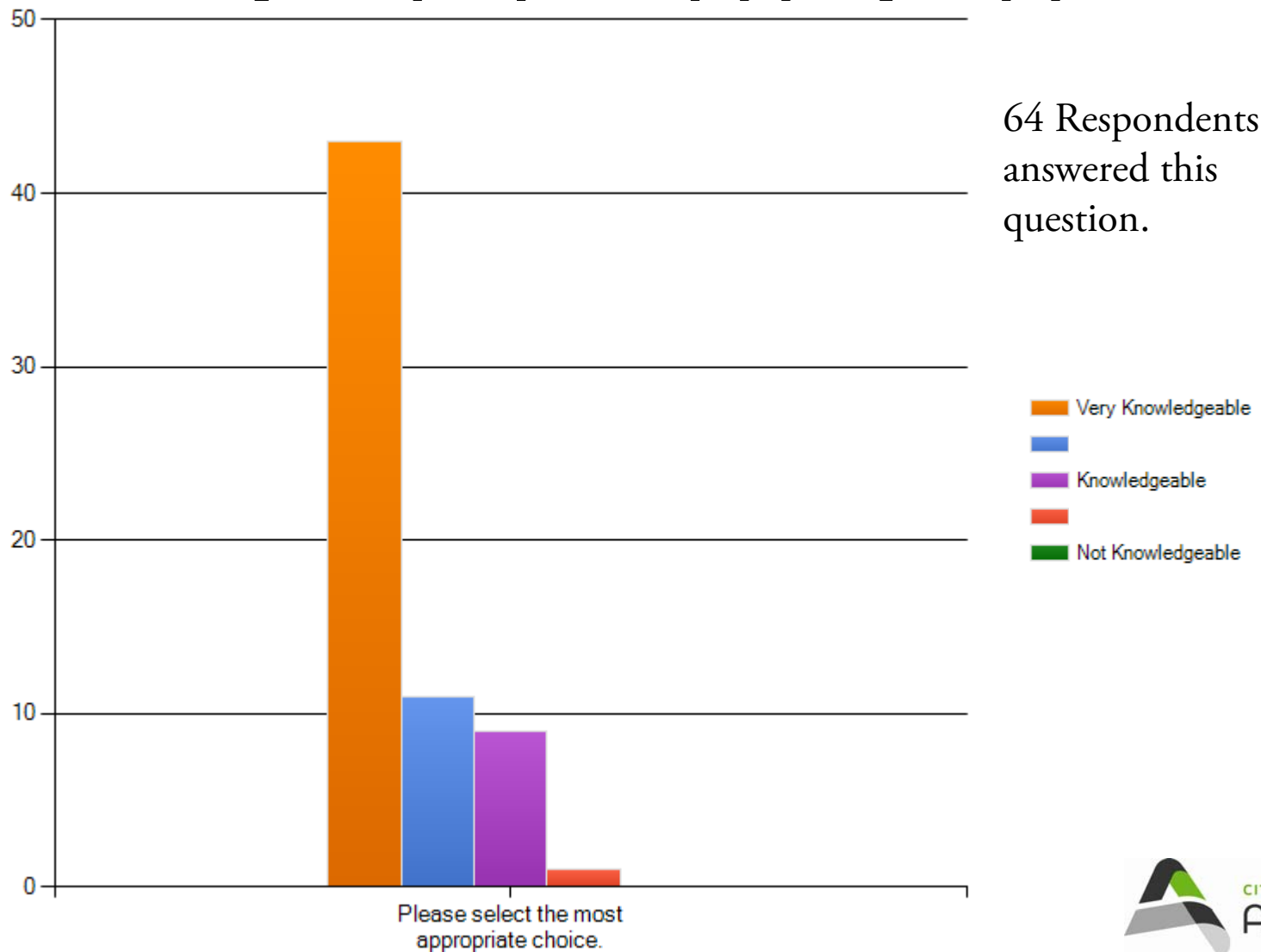
How would you describe the Inspection staff's helpfulness while assisting you with your proposal(s)/project(s)?



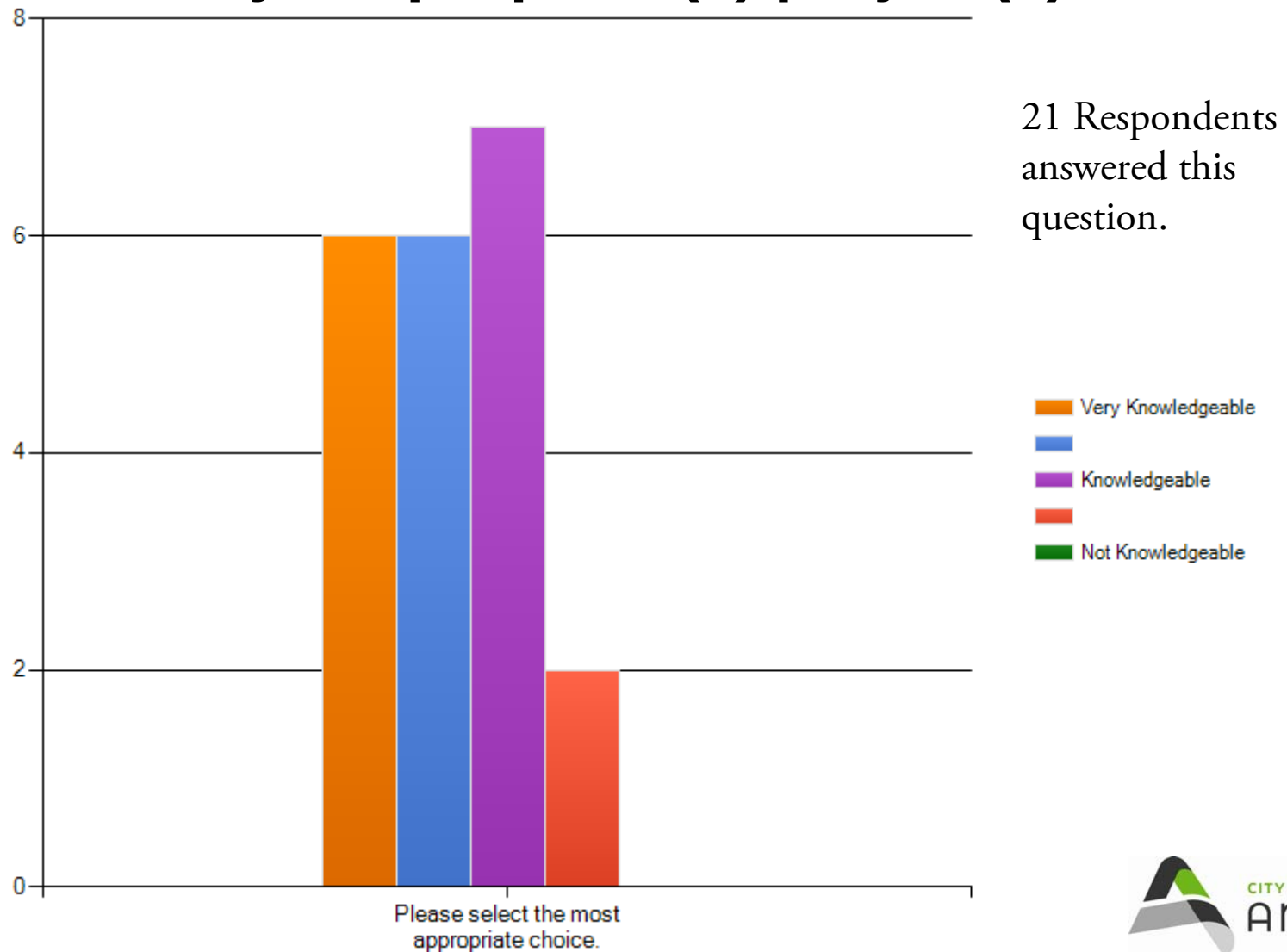
How would you describe the Planning staff's helpfulness while assisting you with your proposal(s)/project(s)?



How would you describe the Inspection staff's professional knowledge while assisting you with your proposal(s)/project(s)?

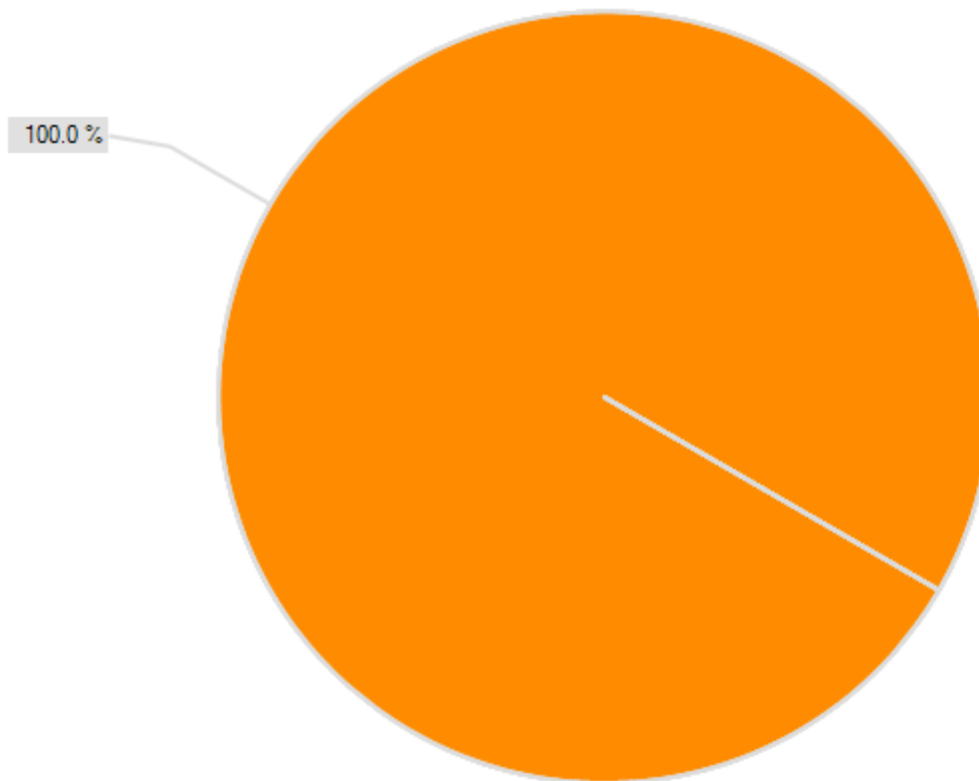


How would you describe the Planning staff's professional knowledge while assisting you with your proposal(s)/project(s)?



Were you met with a "welcoming" attitude by our front counter staff? (Inspections Division)

43 Respondents
answered this
question.

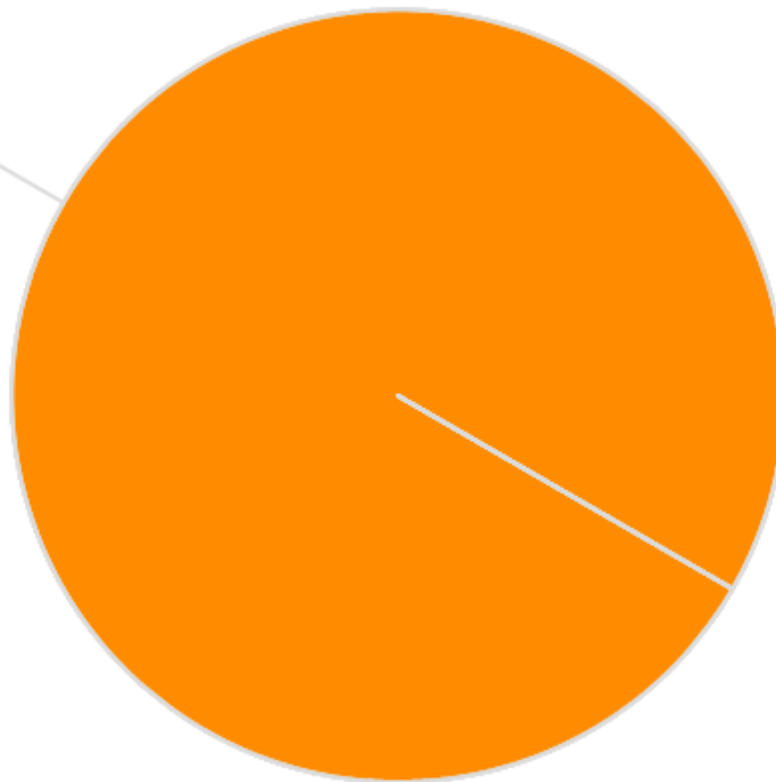


Yes
No

Were you met with a "welcoming" attitude by our front counter staff? (Planning Division)

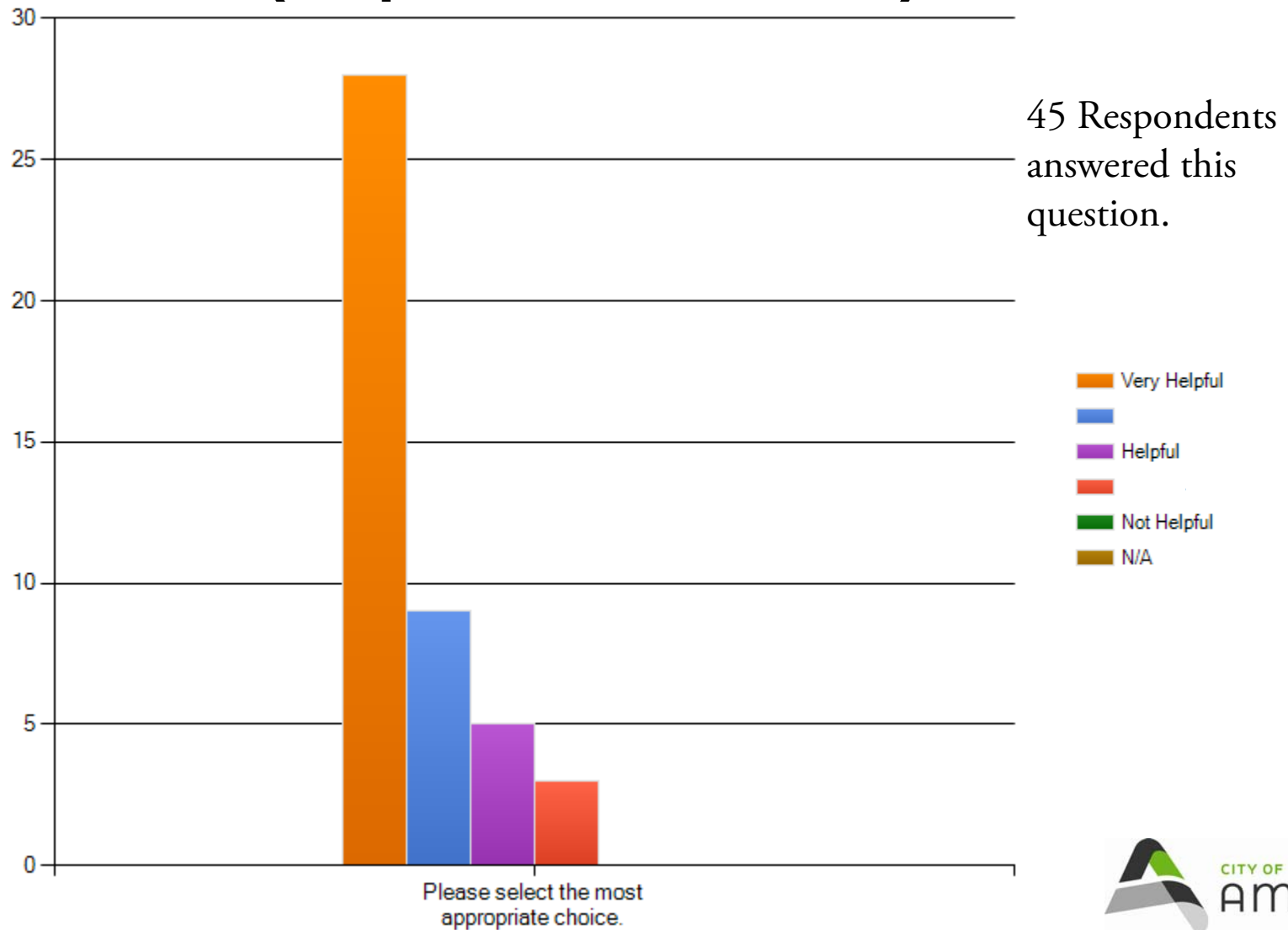
11 Respondents
answered this
question.

100.0 %

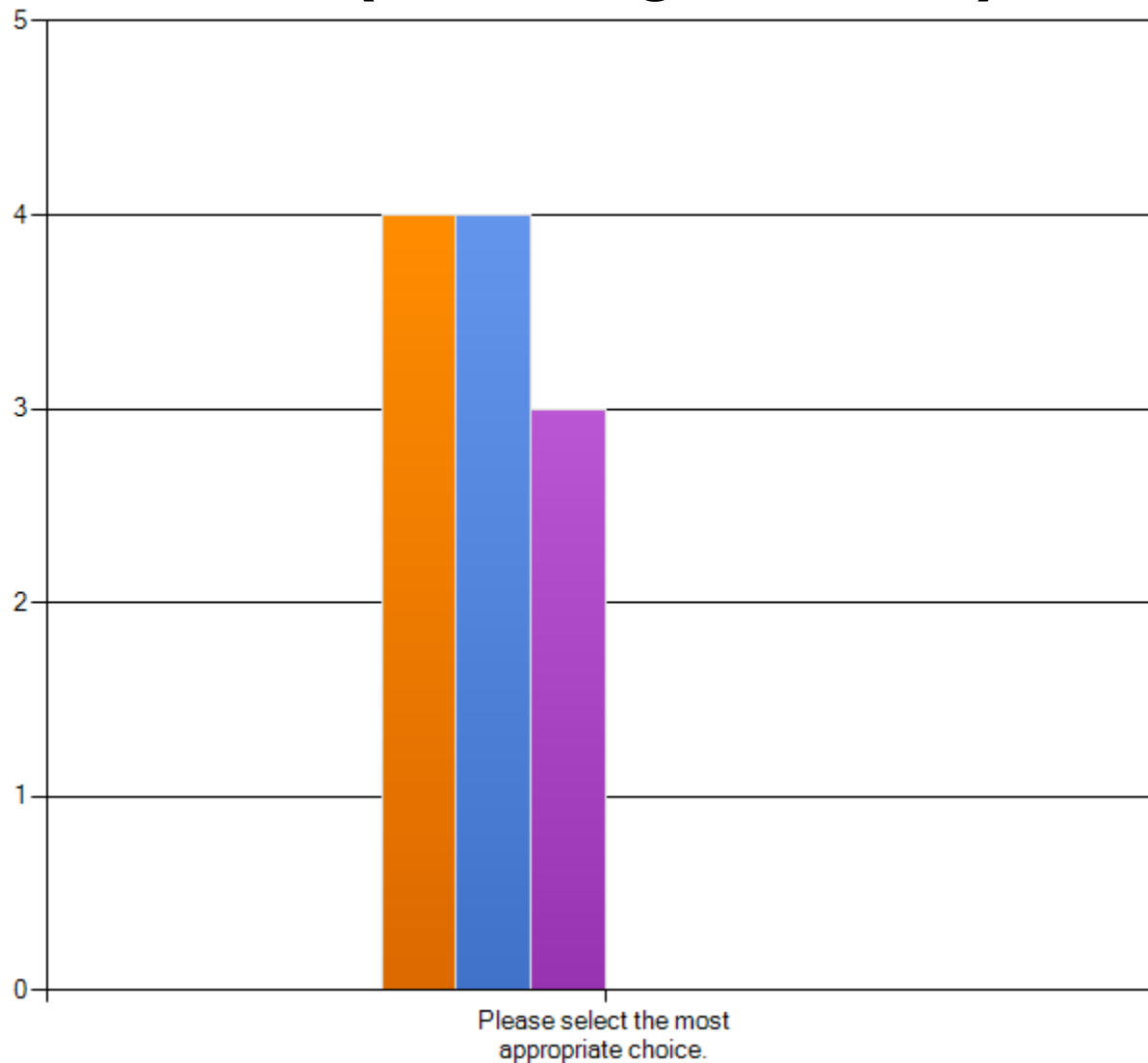


Yes
No

How would you describe the helpfulness of our front counter staff? (Inspections Division)



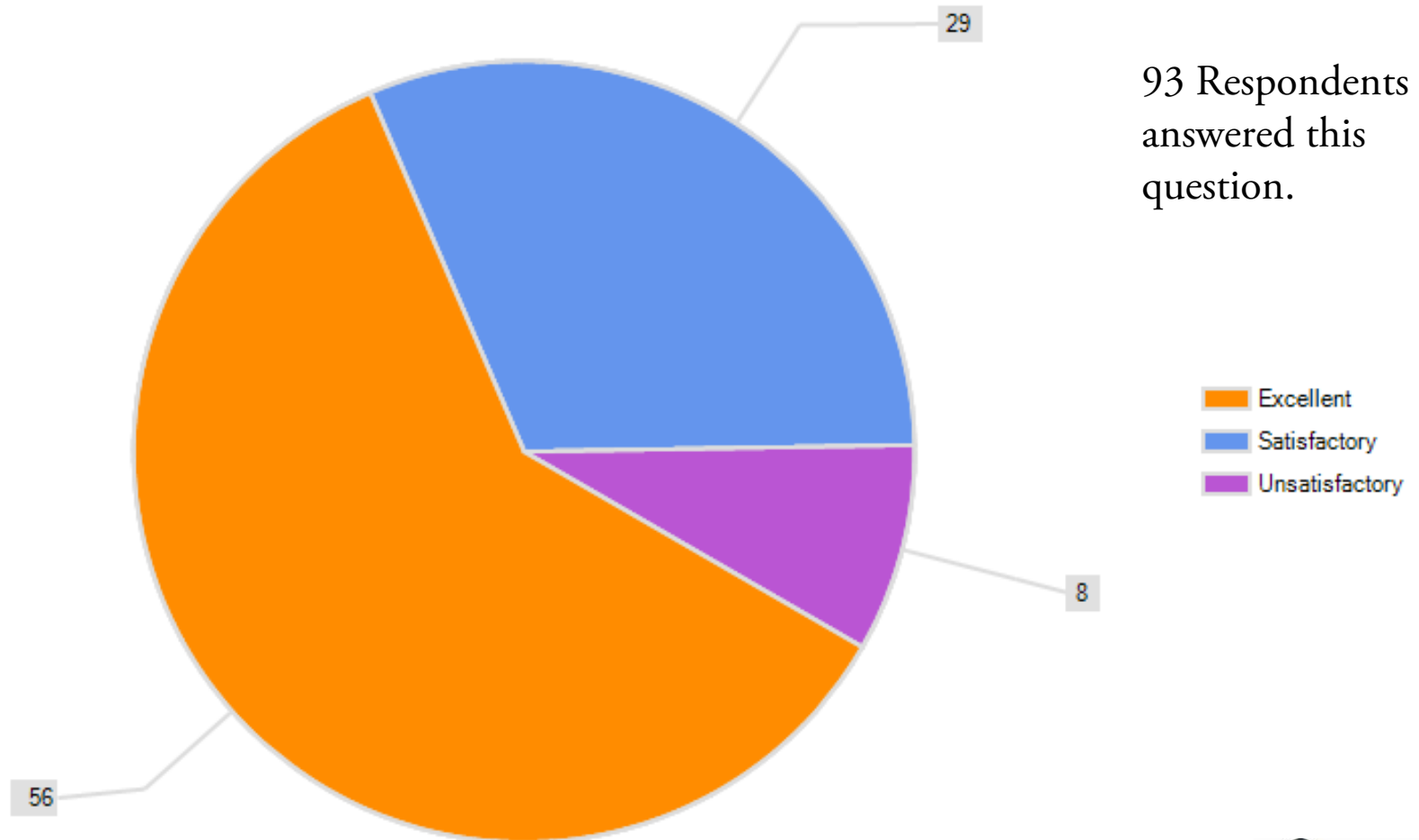
How would you describe the helpfulness of the City staff's front counter staff? (Planning Division)



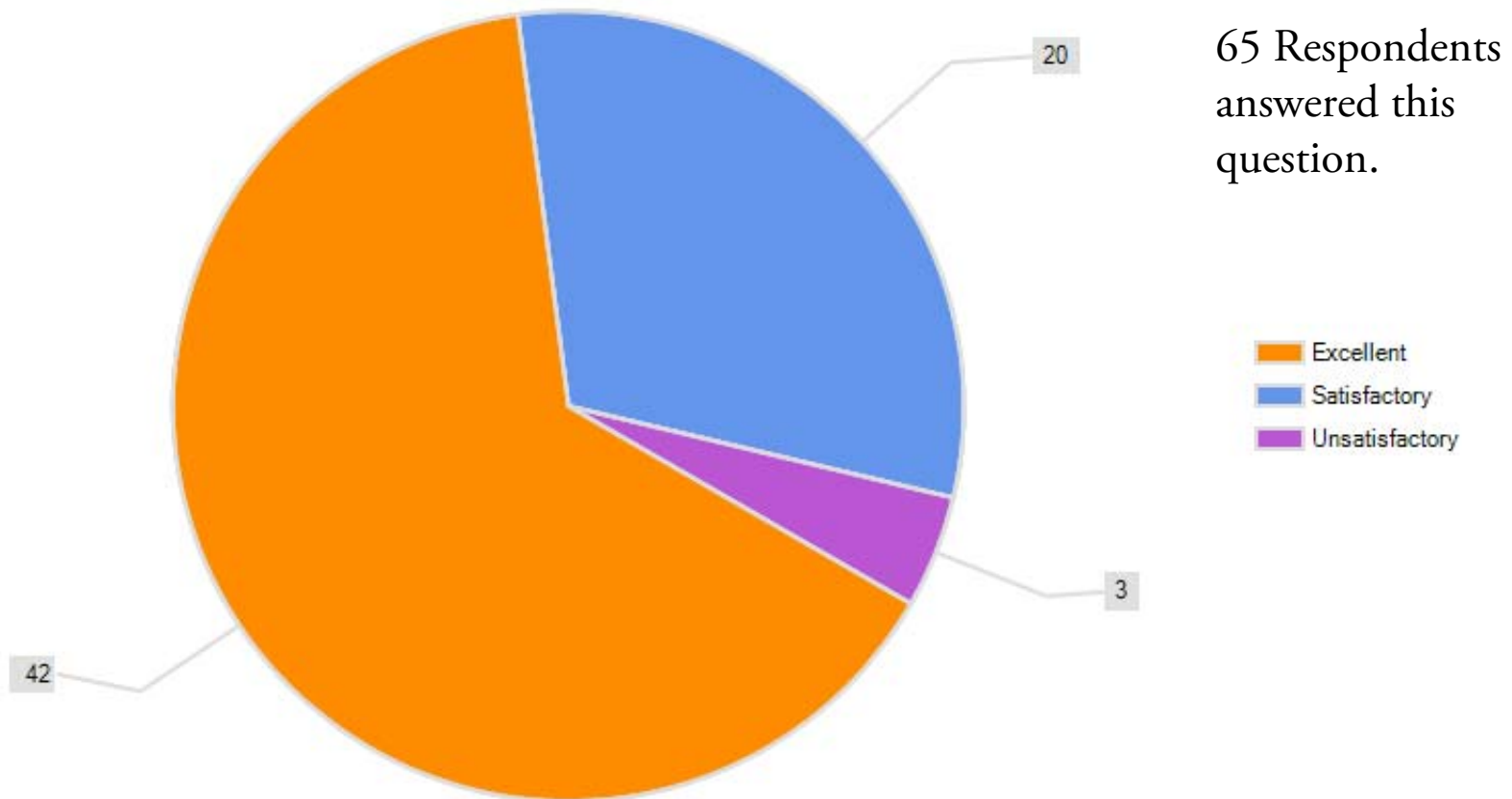
11 Respondents
answered this
question.

- Very Helpful
- Helpful
- Not Helpful
- N/A

-2011- Overall, how would you describe your experience with the Inspection Division?



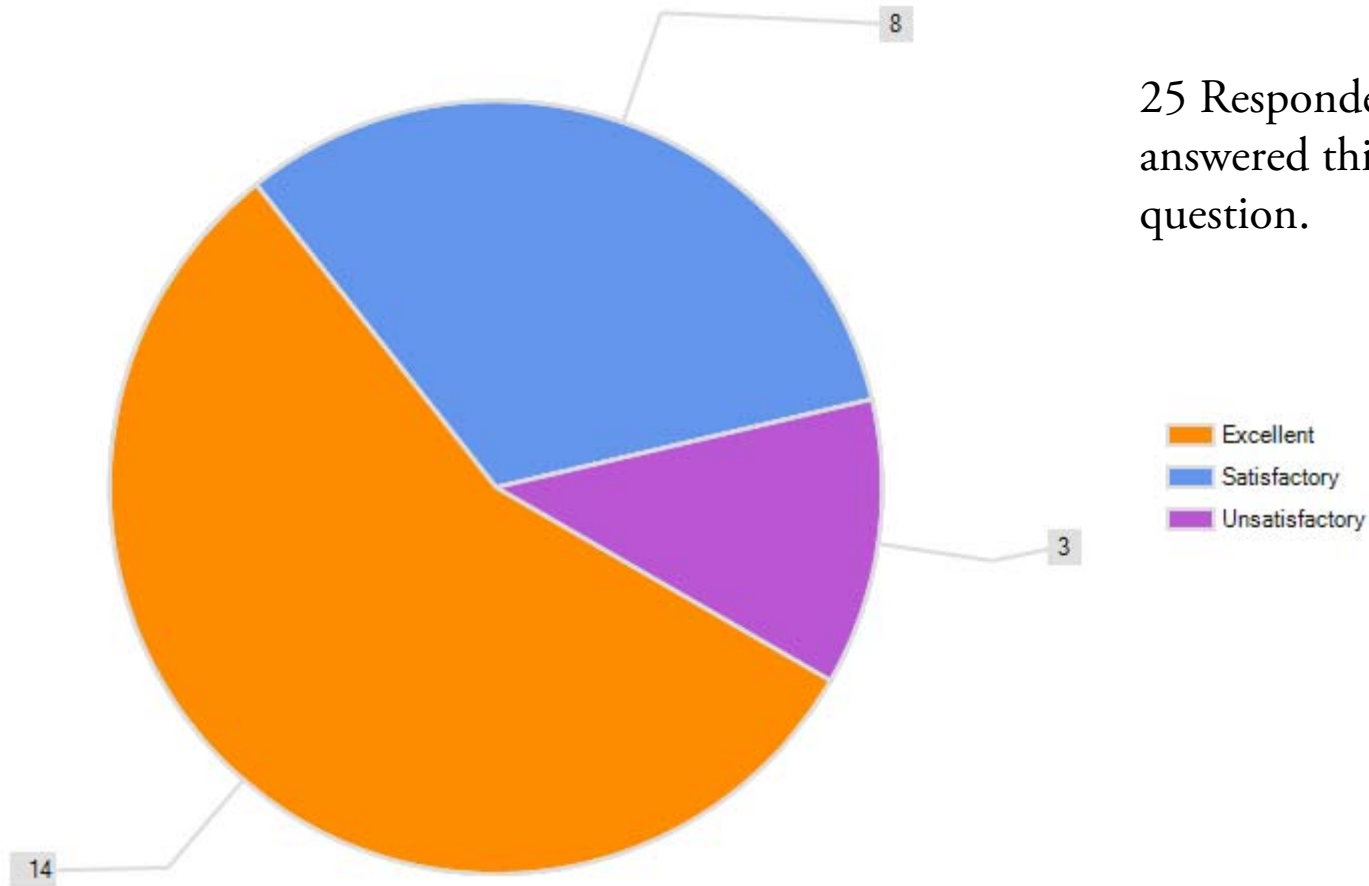
-2012- Overall, how would you describe your experience with the Inspection Division?



-2011-

Overall, were you satisfied with your experience with the Planning Division?

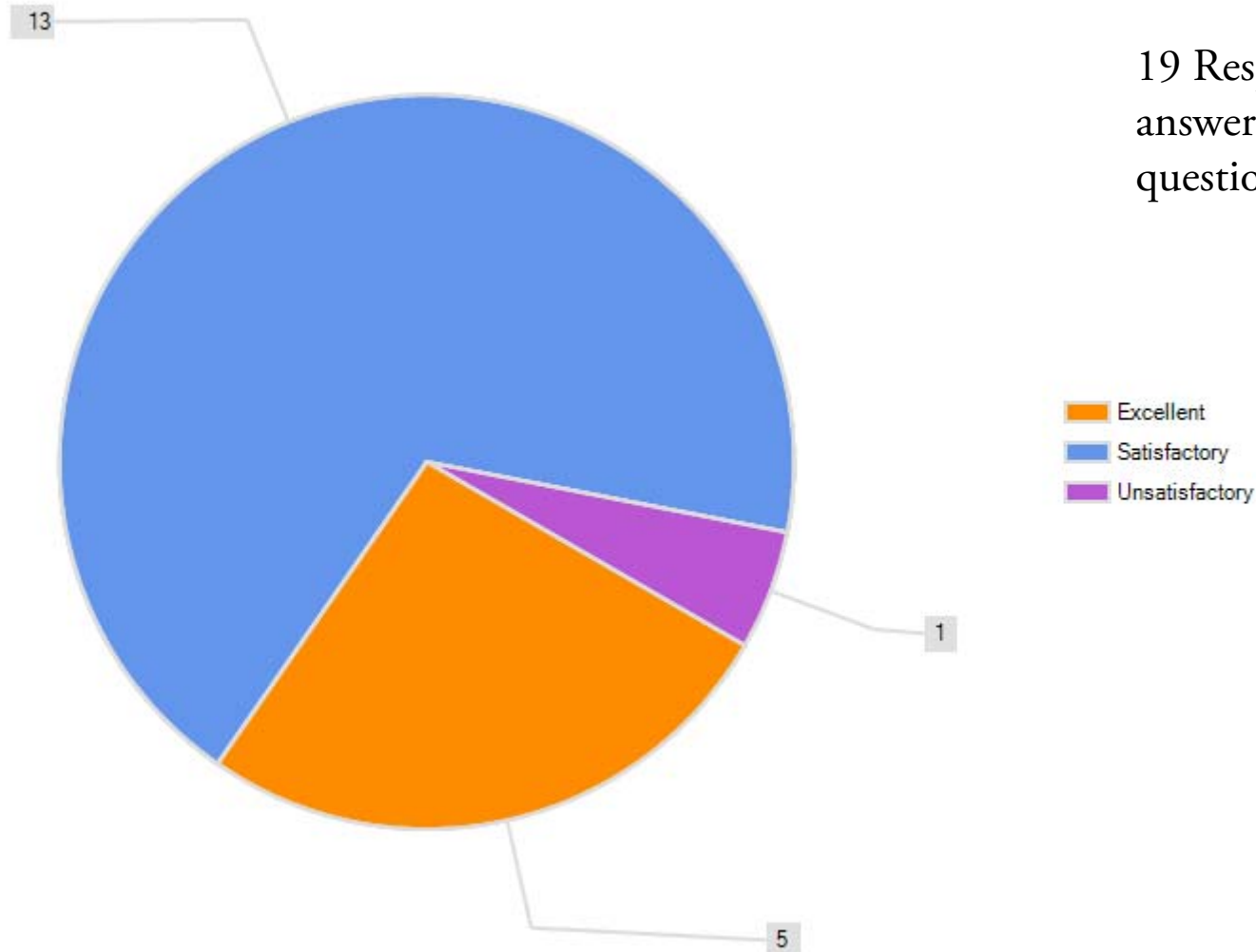
25 Respondents answered this question.



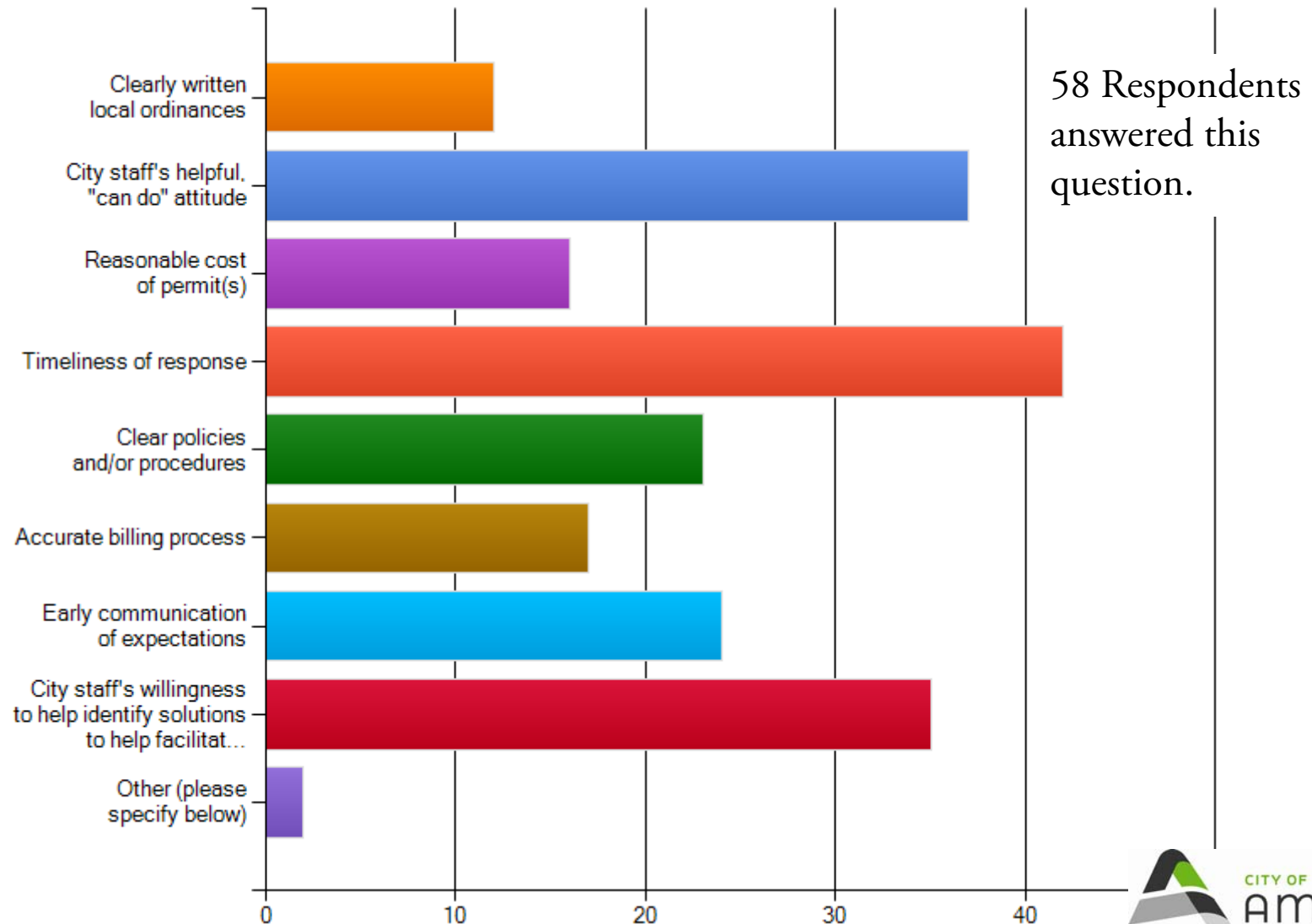
-2012-

Overall, were you satisfied with your experience with the Planning Division?

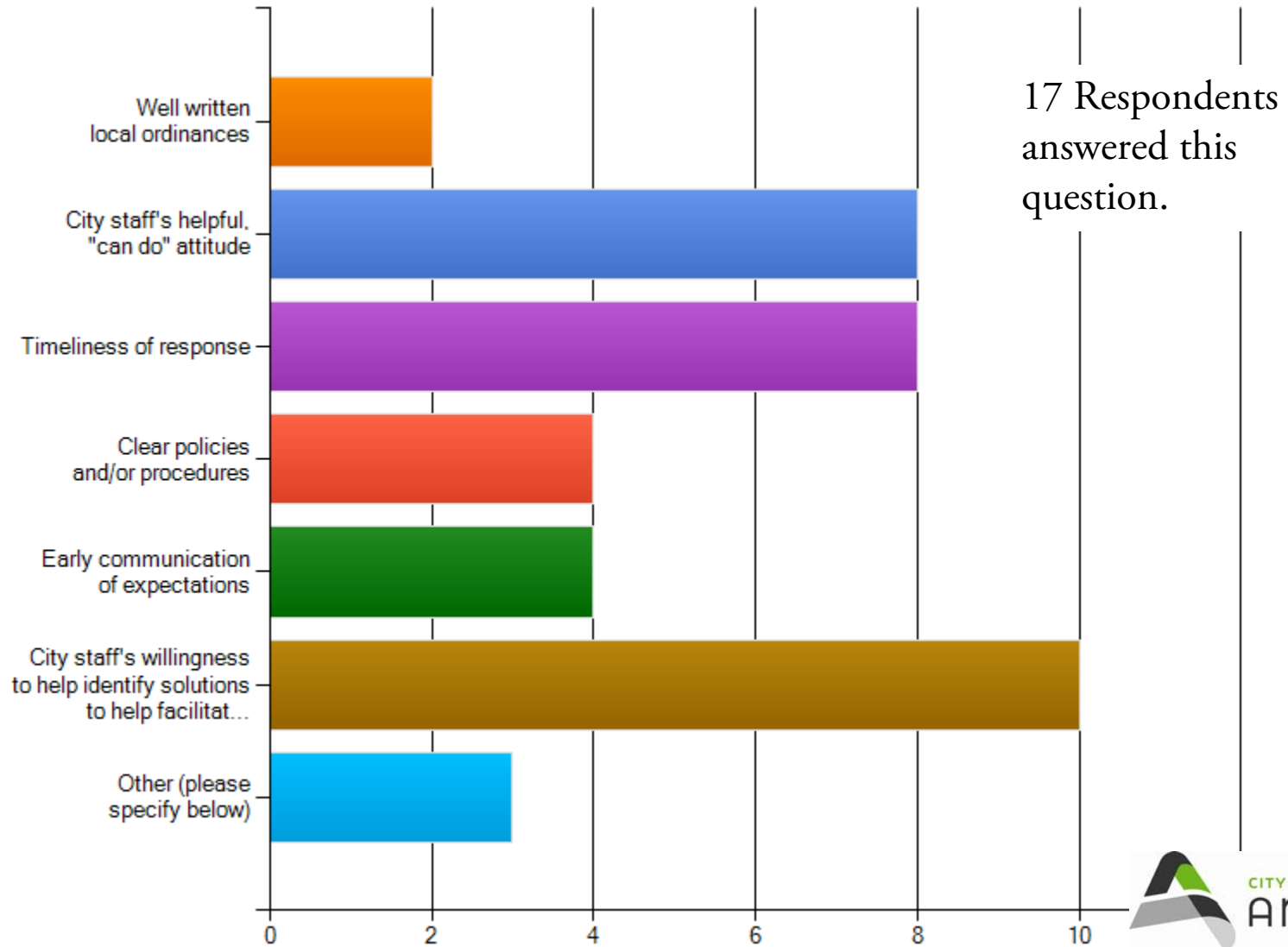
19 Respondents
answered this
question.



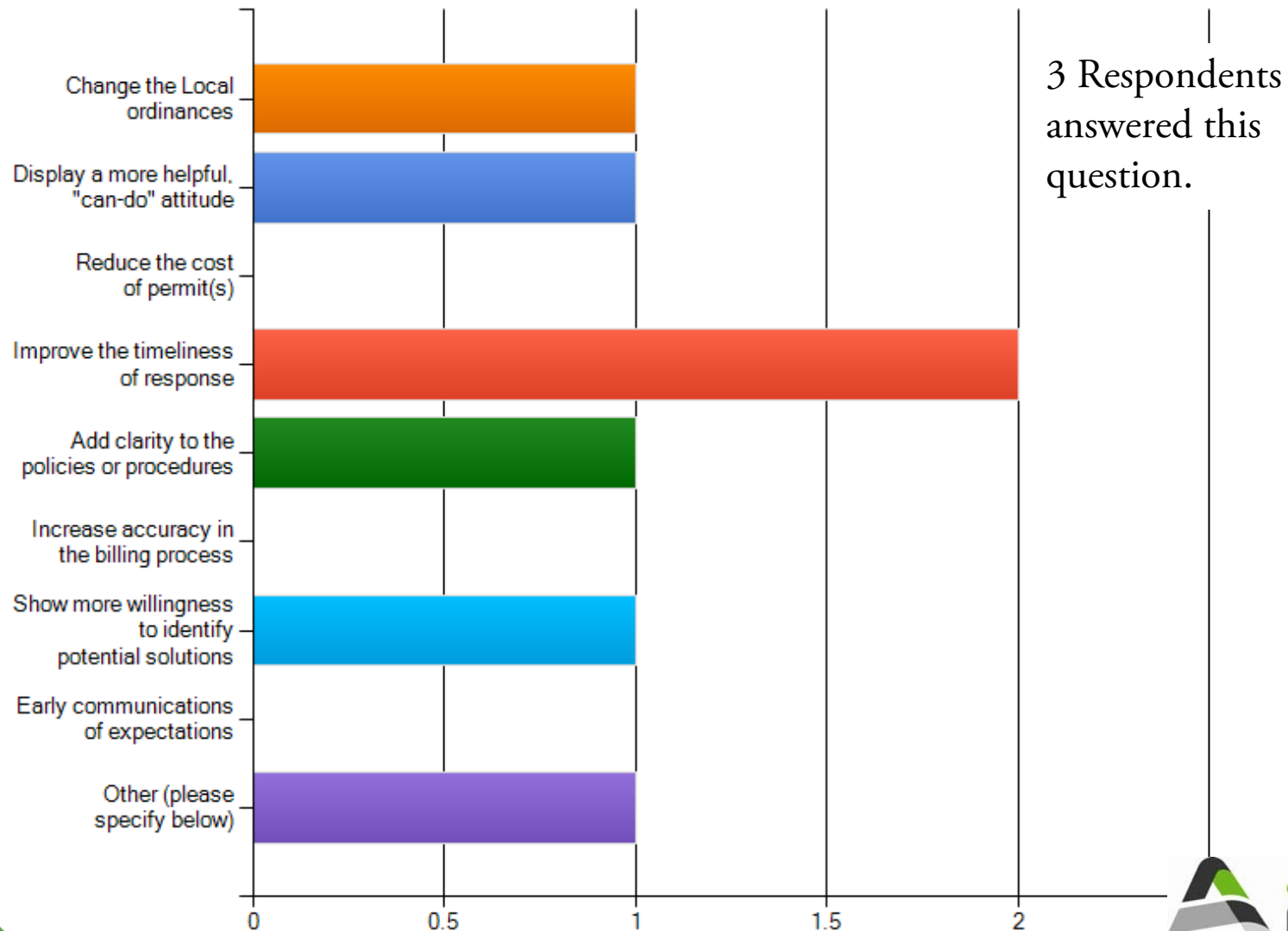
Which of the following contributed to your satisfaction level with the City of Ames' Inspection Division? (please select all that apply)



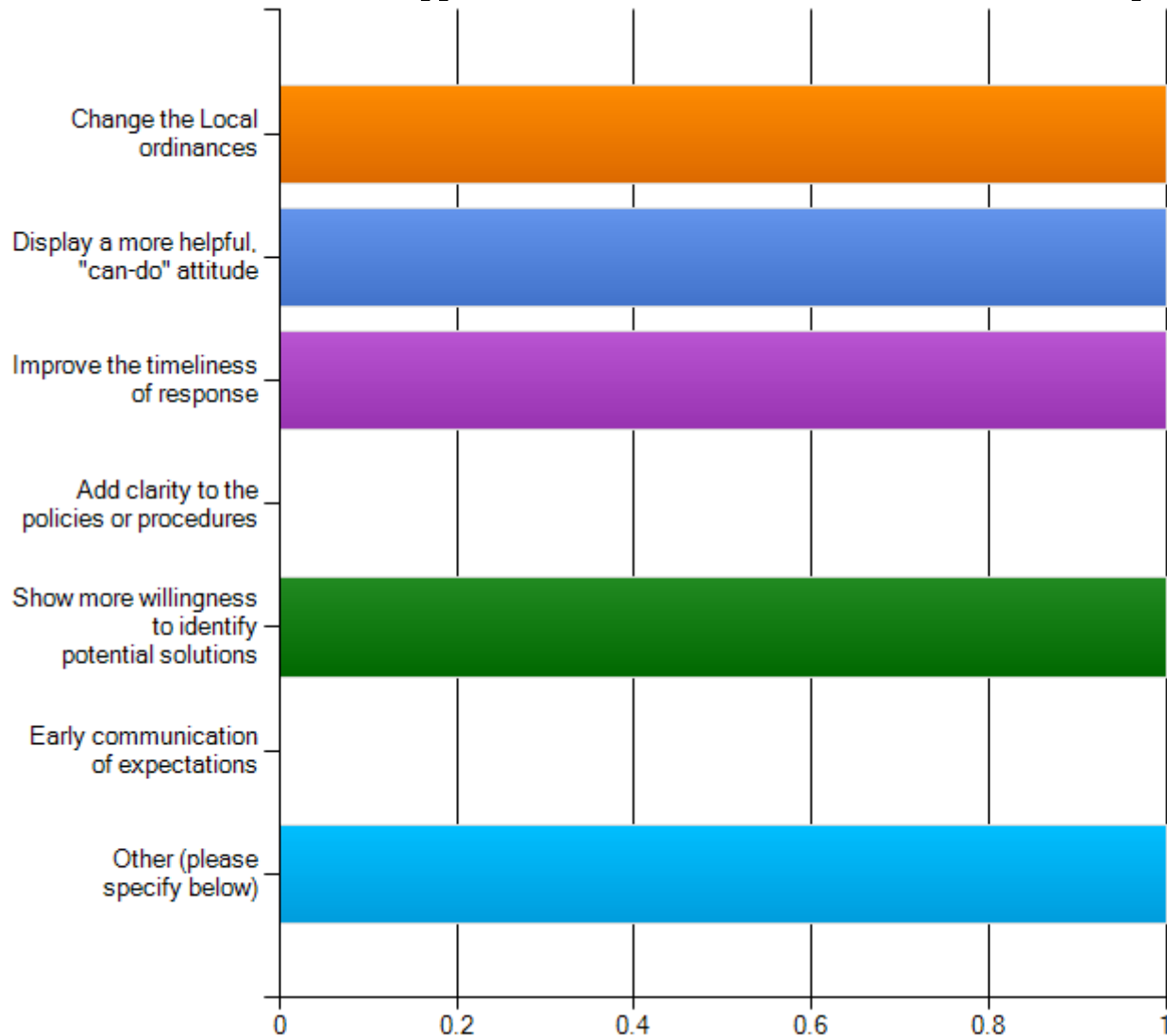
Which of the following contributed to your satisfaction level with our Planning Division? (please select all that apply)



Which of the following could help improve your satisfaction level with our Inspection Division? (please select all that apply)

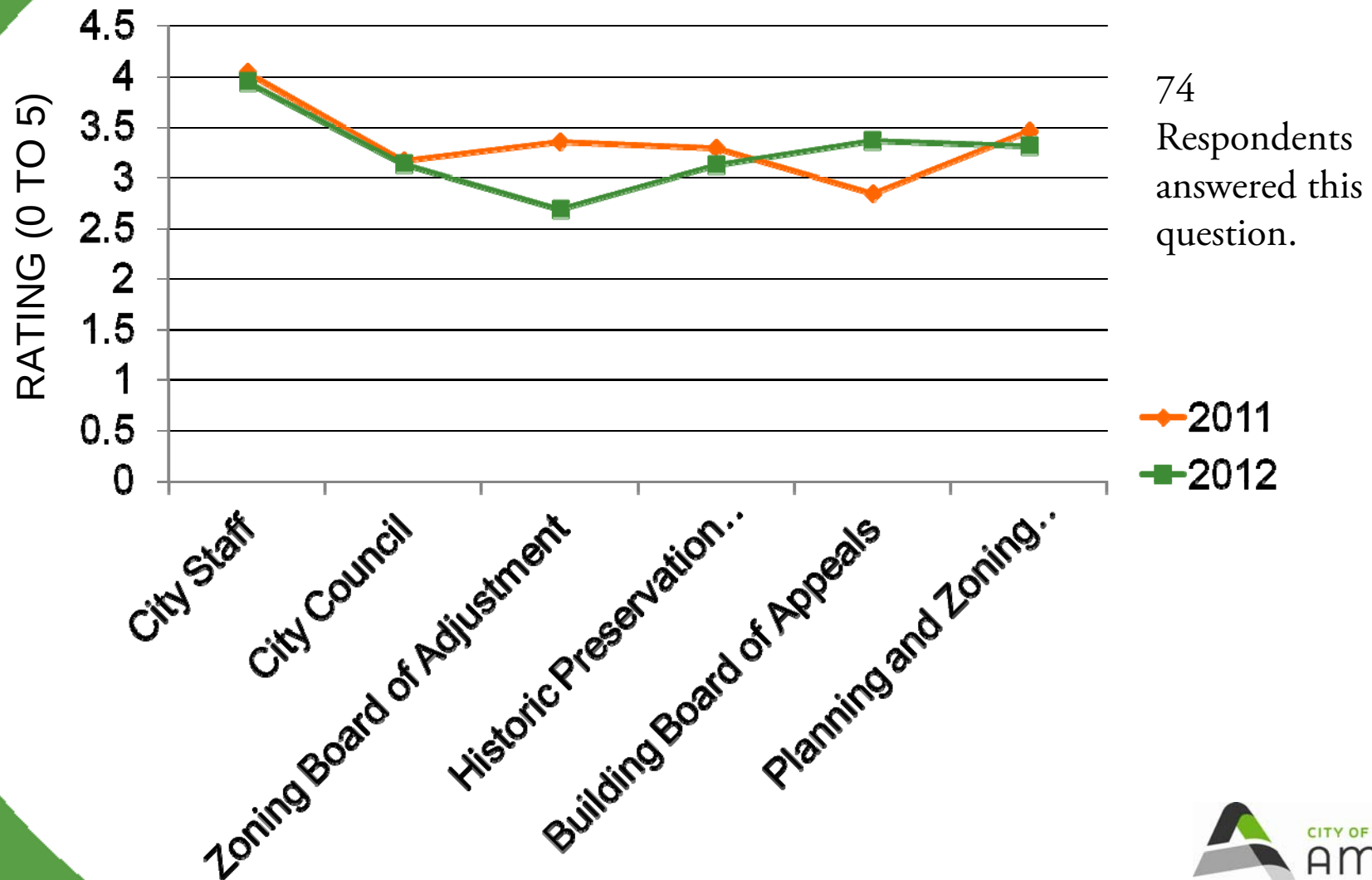


Which of the following could help improve your satisfaction level with the City's Planning Division? (please select all that apply)



1 Respondent answered this question.

A Council goal is for the City to display a "can-do" attitude to customers, promoting Ames as a welcoming place to do business.
In your opinion, how well did we accomplish this?



Continuous Improvement Themes

Improved technology to enable online permit application submittal, payment and inspection scheduling.

Review and update online applications and information to make it easy to understand.

Continue to work toward timeliness of inspections, responses to inquiries, and approval decisions, including a proactive approach to solving development dilemmas.

Clearly communicate the Planning process and the anticipated timeframe.

Display a “Can Do” attitude by helping to identify solutions that facilitate a project’s approval.

Improve the internal communication and cooperation within and between City Departments when reviewing projects to help streamline the process.



Questions?

NEED FOR NEW SOFTWARE IN INSPECTIONS DIVISION

From permitting and licensing to inspections and work orders, a new system is needed to help provide essential tools to increase productivity and better manage administrative operations. There is a need to find an easy to use content management system to conduct daily inspections, permitting, various reports, and integrate with Finance billing functions. The software would be common to the building, rental, plumbing, and mechanical inspections.

Currently, the Inspections Division does not have field access to information; but this new system would create fully mobile inspectors, with the ability to access information in the field and on job sites, to e-mail violations notices/letters/certificates of occupancy/etc. immediately to the responsible party, and to be notified remotely of newly scheduled inspections. Inspectors would have access to local ordinances and national codes on their field devices, providing more complete and accurate information to the customer on the job site.

New inspections/permitting hardware and software would facilitate the Inspection Division's efforts to better manage its operations. Inspection clerks, inspectors, and supervisors would be afforded better ease of use with report writing and customized query building. Electronic plan review would be possible, as well as the option to better track project progress across departmental jurisdictions (e.g., Inspections, Public Works, Planning, etc.).

Besides administrative efficiency, the customers would be better served if they had Internet access to their permits and other related data. This system provides a full range of e-government solutions, including remote permit requests submissions, project tracking, and e-commerce cashiering ability.

Staff Report

INTERNET BASED RETAIL ANALYSIS PROVIDED BY BUXTON

December 11, 2012

Background:

At the March 6, 2012 meeting, the City Council voted unanimously to share equally with the Ames Economic Development Commission (AEDC) in the cost (\$35,000) of hiring Buxton to build the Retail Matching Model, deploy the model, and provide a 12-month access to the data through SCOUT (Buxton's web-based, client specific analytic portal). The purpose of this presentation is to inform the City Council of the type of information that can be generated from this service.

Retail Matching Model:

Buxton has created a retail matching model for Ames which is accessible via the Buxton website. The retail matching model reviews and accesses retail opportunities with the selection by the user of the following items:

Site selection – The Site is selected utilizing Geographic Information Systems (GIS) that is available through the Buxton website.

Geographic area - Three geographic areas are available; State, Regional (Midwest), or National. The geographic area selection identifies which retailers that Scout will use to select from. For instance, if State is chosen, then only those retailers that are located within the State of Iowa would show up.

Type of retail –

The following is the list of retail types that are available to choose from:

Retailer	Movie Theater	Services
Auto Supply	Warehouse Club	Hardware
Printing Photo	Restaurant	Payday Loan
Fast Food	Clothing	Ice Cream Smoothie
Pharmacy	Pet	Coffee
Rent to Own	Flooring	Discount
Furniture	Office	Gym
Grocery	Electronics	Bookstore
Shoes	Jewelry	Sporting Goods
Department Store	Beer Wine Spirits	Discount Department Store

Drive time - The drive times range from one minute to 20 minutes. The 20 minute drive time includes all of Ames and the surrounding area, down to Ankeny. Please see the attached map to view the 20 minute drive time.

Residential or Workplace – The demographic data that is utilized is either from the citizens who live in the drive time area or who work in the drive time area.

Once all of the selections are made, SCOUT produces a document that includes all of the matches for the site that were chosen based upon the parameters that were selected. The Retail Match Report includes all of the available retailers and then further identifies if they are a good match by reviewing the Match Quality and the Consumer Density.

The **Match Quality** is the correlation of the trade area with the retailer's trade area composition. This correlation is based on a scale of 0-100, with 100 being an identical match. The Match Quality also includes a quick way to gauge the match strength by designating the match as Low, Average or High. Typically any match that is Average or High is worth further consideration by assessing the potential sites overall Consumer Density.

The **Consumer Density** is measured whether evaluating based upon households or on workplace populations. Consumer Density is expressed as a percentage as well as Low, Comparable, or High. If the Consumer Density is Comparable or High, this retailer could be a good fit for the Ames community.

Retailers with Match Reports which pass both the Profile Match Quality and Consumer Density criteria are good candidates for successful retail recruitment.

As an example, a Retail Matching Model report has been created for a site located at Duff Avenue and Lincoln Way. Restaurant was selected at a national level and the residential demographic was selected. For illustration, the first ten pages of the report has been attached for your review. The results indicate six good matches that would be worth some follow-up due to their score of comparable or average and better.

Comparables Report:

Once a retailer is found that has a Match Quality designation that is Average or High and a Consumer Density that is Comparable or High, a Comparables Report can be created. A Comparables Report is based upon the same criteria that the Retail Match Report is based upon, except that this report allows the user to select the retailer. The end result is an Excel spreadsheet that provides a list of all of the comparable locations that this retailer has on a State, Regional or National level. The Comparables Report and the Retail Matching Report can be provided to the retailer to support their location in Ames.

Retail Leakage and Surplus Analysis:

Another report that is available to assess retail opportunities in Ames is the Retail Leakage and Surplus Analysis Report. This report identifies the following:

- Indicates how well the retail needs of local residents are being met.
- Uncovers unmet demand and possible opportunities.
- Helps to create an understanding of the strengths and weaknesses of the local retail sector.
- Measures the difference between actual and potential retail sales.

Retail leakage means that residents are spending more for products than local businesses capture. Retail sales leakage suggests that there is unmet demand in the trade area and that the community can support additional store space for that type of business.

Retail surplus means that the Ames trade area is capturing the local market plus attracting non-local shoppers.

Please note that even though this report could indicate retail leakage, there could be a strong competitor in a neighboring community that dominates the market for that type of product or store. Likewise, a retail surplus does not necessarily mean that Ames cannot support additional business. Many communities have developed strong clusters of stores that have broad geographic appeal, such as sporting goods stores and home furnishing stores. It is important to analyze this fully.

The Retail Leakage and Surplus Analysis report is, as are the other reports that have been previously discussed, based upon a selected site and the drive time from that site. The report includes 11 major store types and identifies the leakage/surplus in those primary categories and breaks down those major store types into subcategories. The following includes all of the major store types:

- Motor Vehicle Parts & Dealers
- Furniture & Home Furnishing Stores
- Electronics & Appliance Stores
- Building Material & Garden Equipment & Supply Dealers
- Food & Beverage Stores
- Health & Personal Care Stores
- Clothing & Clothing Accessories Stores
- Sporting Goods, Hobby, Book, & Music Stores
- General Merchandise Stores
- Miscellaneous Store Retailers
- Foodservice & Drinking Places

The attached example of a Retail Leakage and Surplus Analysis is based upon a 10 minute drive time taken from a site located at Duff Avenue and Lincoln Highway. As

shown, there is significant leakage in Electronics & Appliance Stores and Health & Personal Care Stores.

Consumer Propensity Report (CPR):

The CPR report analyzes an area that is determined by a drive time, radius, or by a created shape from point selected on a map. The CPR report then analyzes each pre-selected item and assigns a propensity index score with 100 being average. For example, if the consumers within the selected area score a 120 for a given analysis item you know that those consumers are 20% more likely to participate in or purchase that item than the average American household. A propensity index score of 80 would indicate that those consumers would be 20% less likely than the average American household to participate in or purchase that item. An excerpt of this report, based upon a ten minute drive time, from the intersection of Duff Avenue and Lincoln Way has been attached to this report.

Site Match Report - Au Bon Pain

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

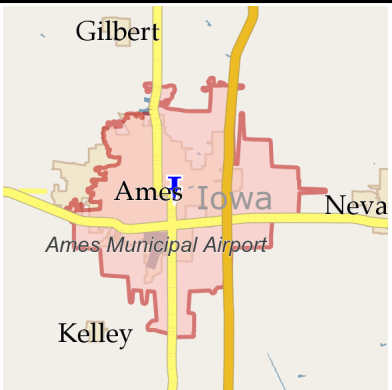
Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Au Bon Pain

Number of Matched Locations: 9

Profile Match Quality

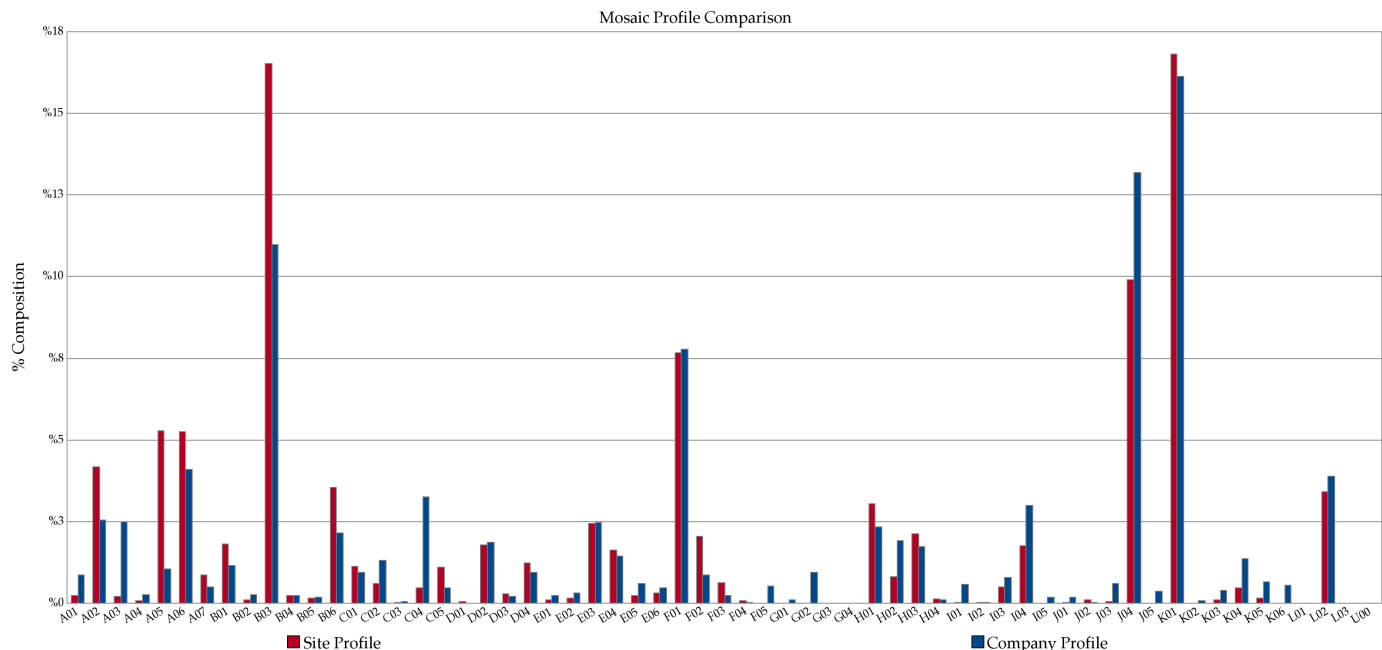
Match Score: **93.30** - Match Quality: **High**

Consumer Density

Consumer Density Score: **140.60 %** - Density Quality: **High**

Site Consumers: **16,205**

Company Average Consumers: **11,526**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Hu Hot

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Hu Hot

Number of Matched Locations: 6

Profile Match Quality

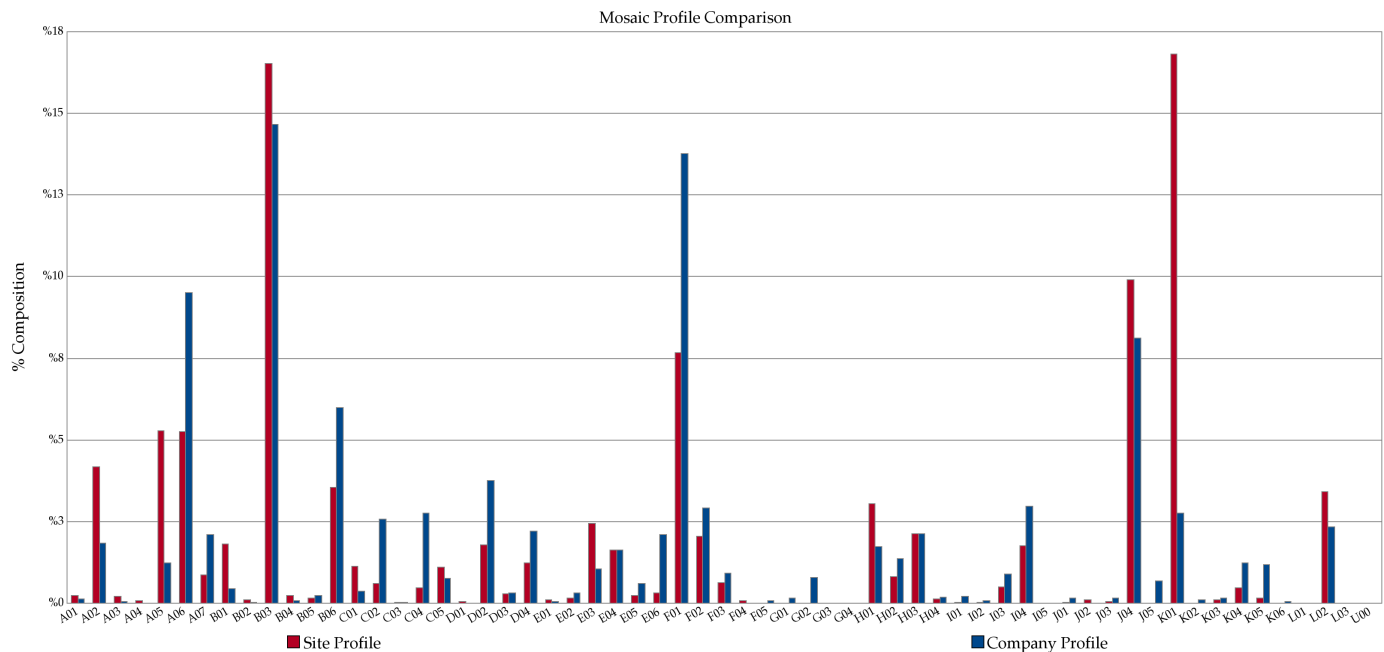
Match Score: **74.47** - Match Quality: **Average**

Consumer Density

Consumer Density Score: **105.43 %** - Density Quality: **Comparable**

Site Consumers: **16,205**

Company Average Consumers: **15,371**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Cracker Barrel

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

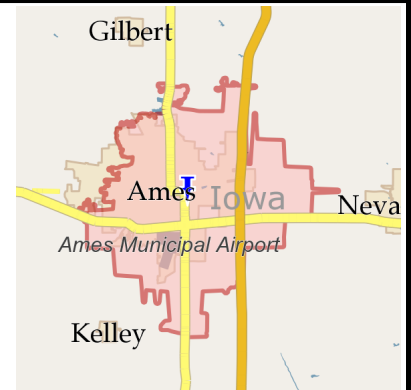
Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Cracker Barrel

Number of Matched Locations: **306**

Profile Match Quality

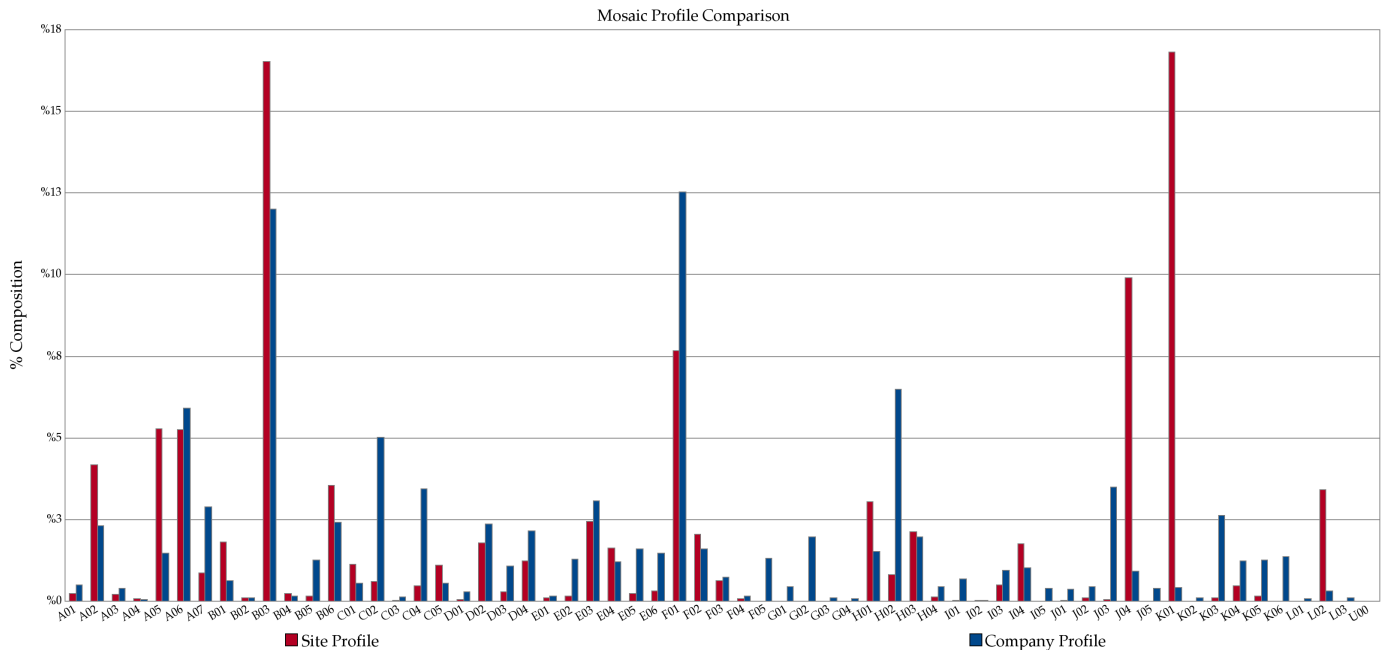
Match Score: **51.86** - Match Quality: **Average**

Consumer Density

Consumer Density Score: **103.01 %** - Density Quality: **Comparable**

Site Consumers: **16,205**

Company Average Consumers: **15,731**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Round Table

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

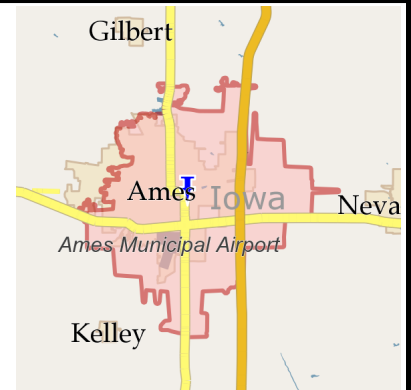
Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Round Table

Number of Matched Locations: **67**

Profile Match Quality

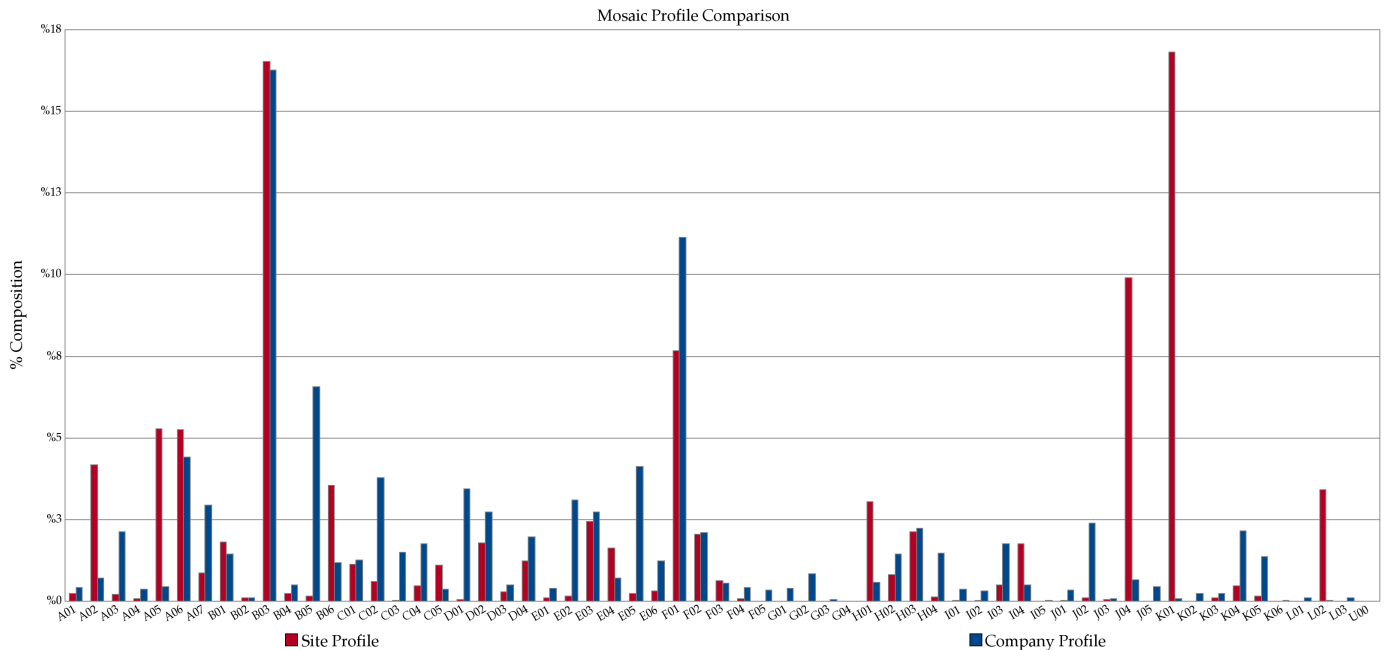
Match Score: **51.43** - Match Quality: **Average**

Consumer Density

Consumer Density Score: **134.44 %** - Density Quality: **High**

Site Consumers: **16,205**

Company Average Consumers: **12,054**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Dennys

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

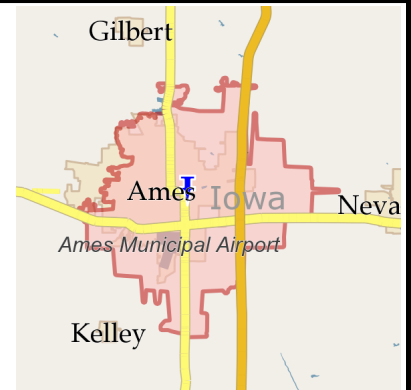
Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Dennys

Number of Matched Locations: **428**

Profile Match Quality

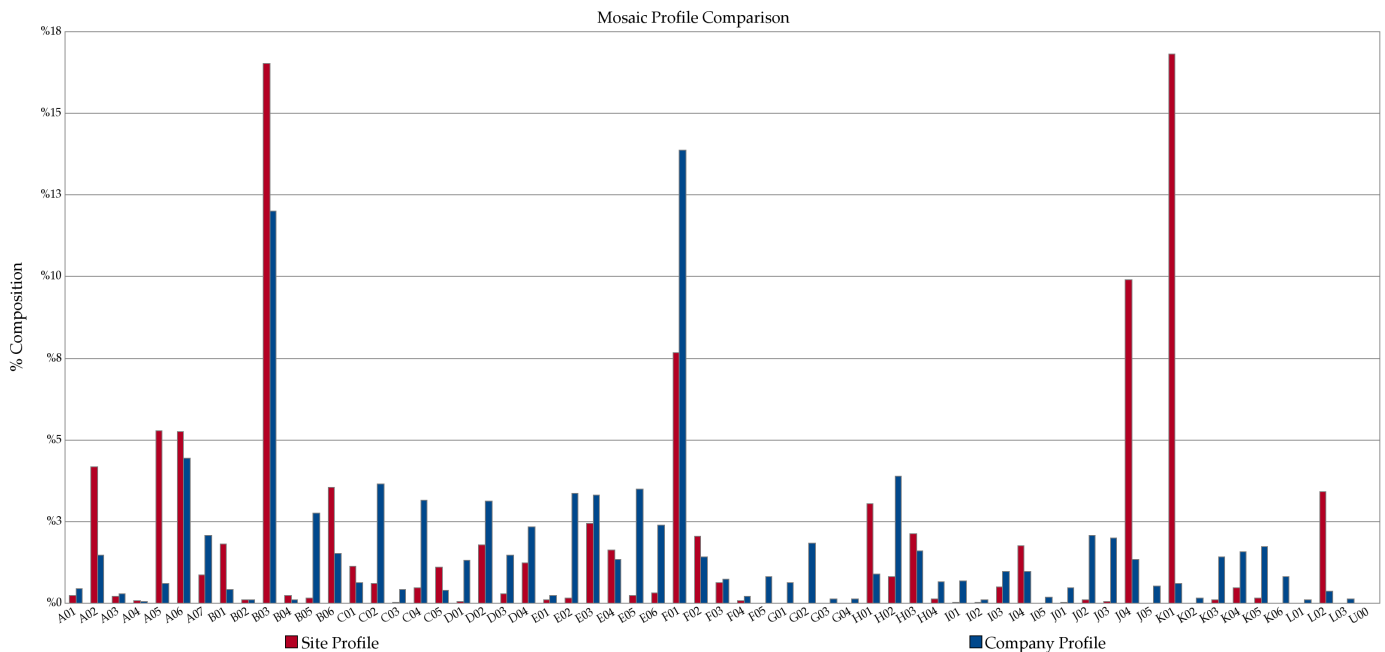
Match Score: **51.35** - Match Quality: **Average**

Consumer Density

Consumer Density Score: **115.12 %** - Density Quality: **Comparable**

Site Consumers: **16,205**

Company Average Consumers: **14,077**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Ihop

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

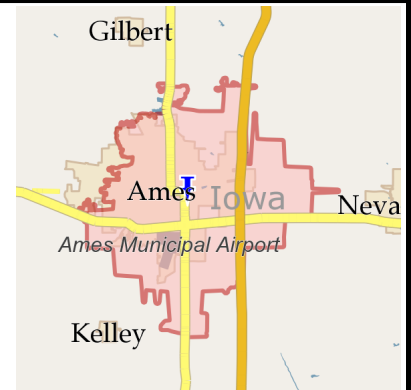
Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Ihop

Number of Matched Locations: **362**

Profile Match Quality

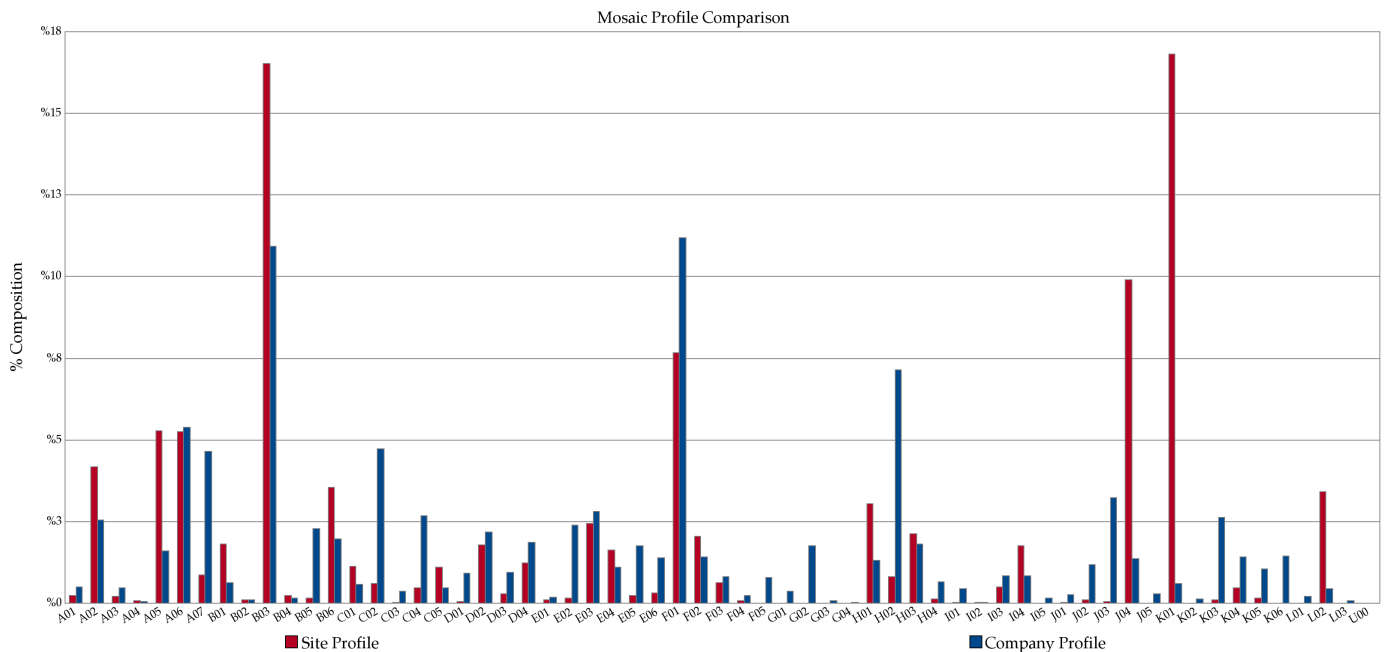
Match Score: **50.48** - Match Quality: **Average**

Consumer Density

Consumer Density Score: **89.59 %** - Density Quality: **Comparable**

Site Consumers: **16,205**

Company Average Consumers: **18,088**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Smashburger

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Smashburger

Number of Matched Locations: 13

Profile Match Quality

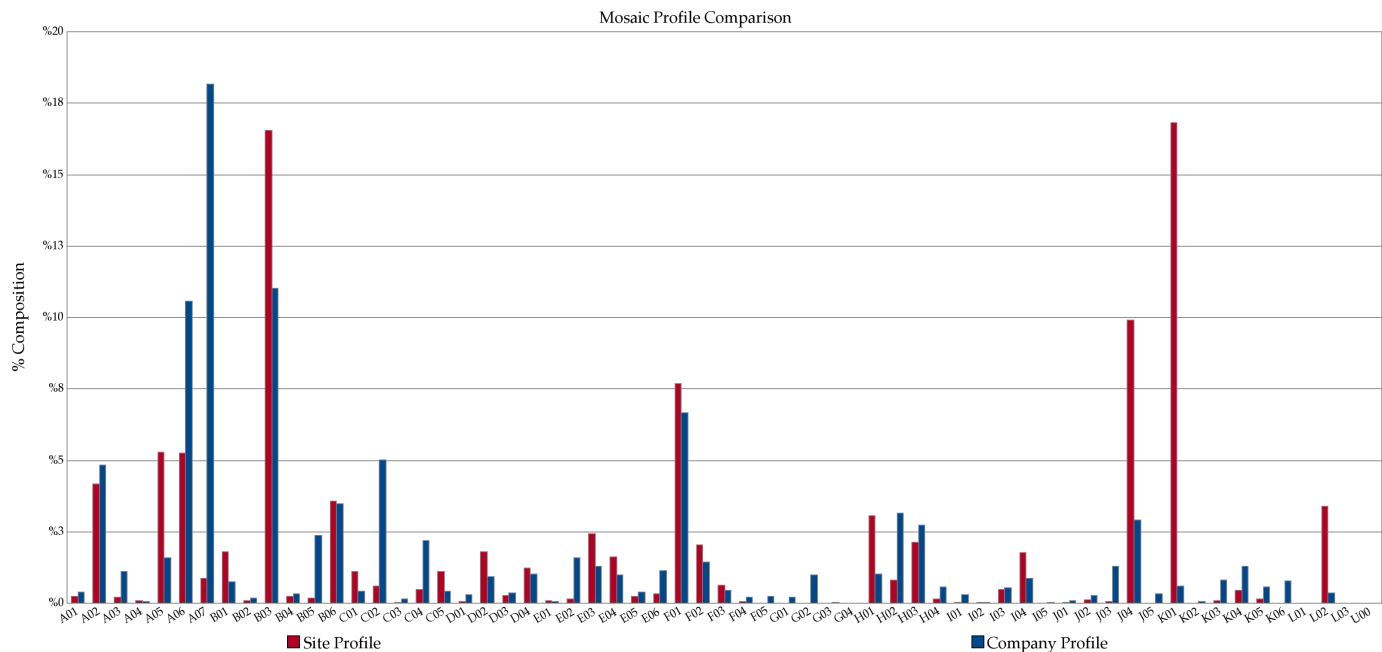
Match Score: **40.75** - Match Quality: **Low**

Consumer Density

Consumer Density Score: **80.06 %** - Density Quality: **Comparable**

Site Consumers: **16,205**

Company Average Consumers: **20,240**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Macaroni Grill

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Macaroni Grill

Number of Matched Locations: 16

Profile Match Quality

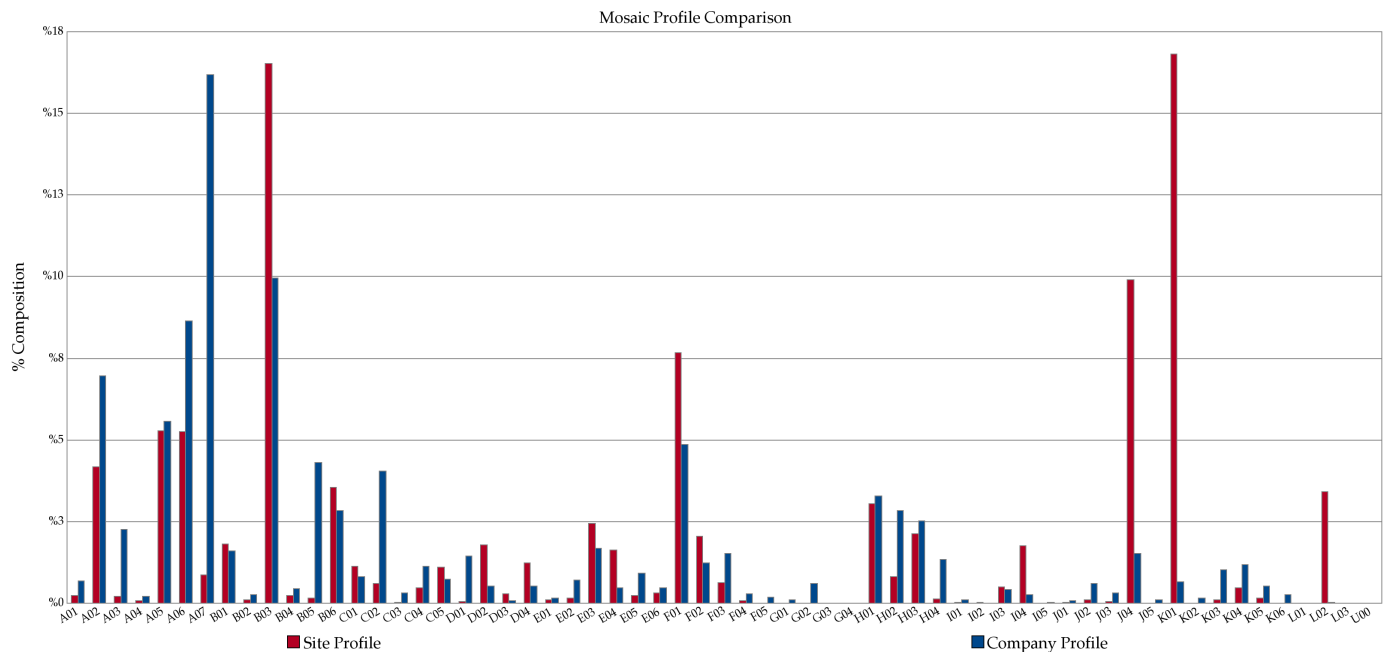
Match Score: **40.49** - Match Quality: **Low**

Consumer Density

Consumer Density Score: **66.15 %** - Density Quality: **Low**

Site Consumers: **16,205**

Company Average Consumers: **24,496**



Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Cheesecake Factory

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**

Latitude: 42.023197 Longitude: -93.610897

State: IA

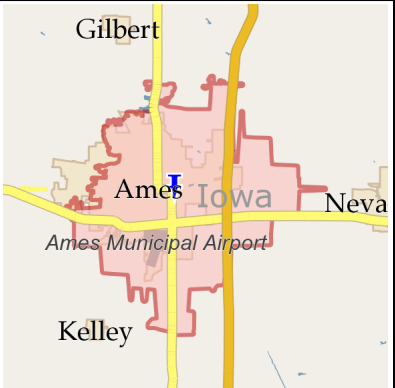
Region: WNC

Buxton Urban Density Score (BUDS): 2

Drivetime: 10 Minutes

Match Level: National

Profile Match: Households



Cheesecake Factory

Number of Matched Locations: 3

Profile Match Quality

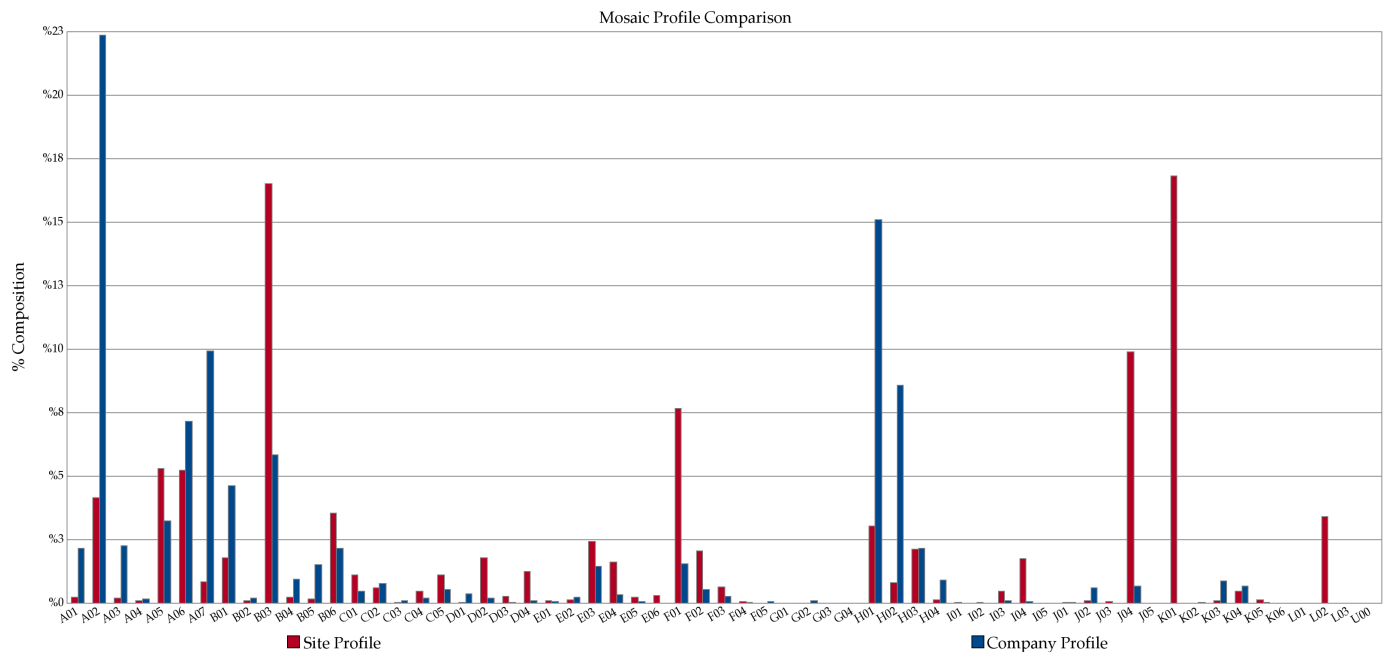
Match Score: **24.49** - Match Quality: **Low**

Consumer Density

Consumer Density Score: **100.78 %** - Density Quality: **Comparable**

Site Consumers: **16,205**

Company Average Consumers: **16,080**



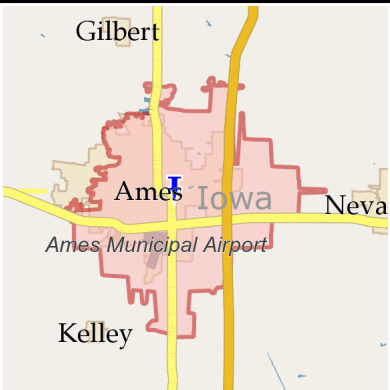
Data Sources: Mosaic® USA is a registered trademark of Experian

Site Match Report - Yardhouse

Date: Wednesday, 28 November, 2012

Site Description: **42.02320, -93.61090**
Latitude: 42.023197 Longitude: -93.610897
State: IA
Region: WNC

Buxton Urban Density Score (BUDS): 2
Drivetime: 10 Minutes
Match Level: National
Profile Match: Households



Yardhouse

Number of Matched Locations: 1

Profile Match Quality

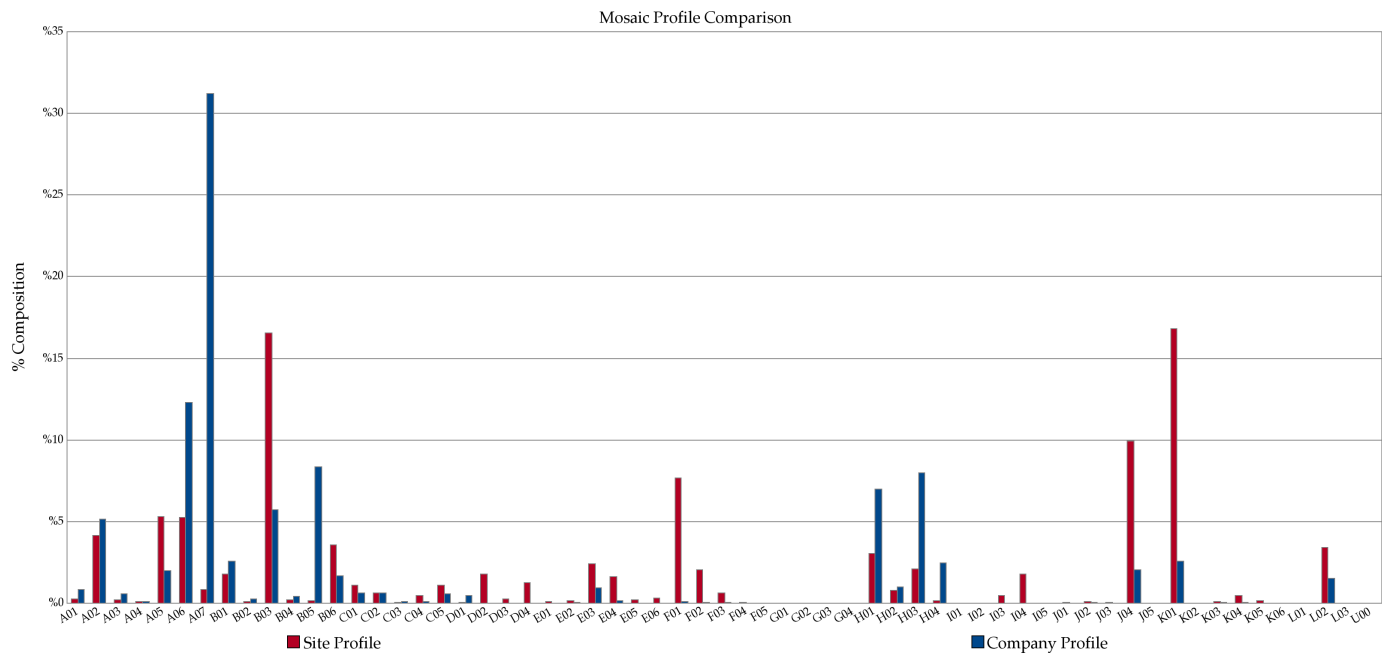
Match Score: **19.44** - Match Quality: **Low**

Consumer Density

Consumer Density Score: **101.82 %** - Density Quality: **Comparable**

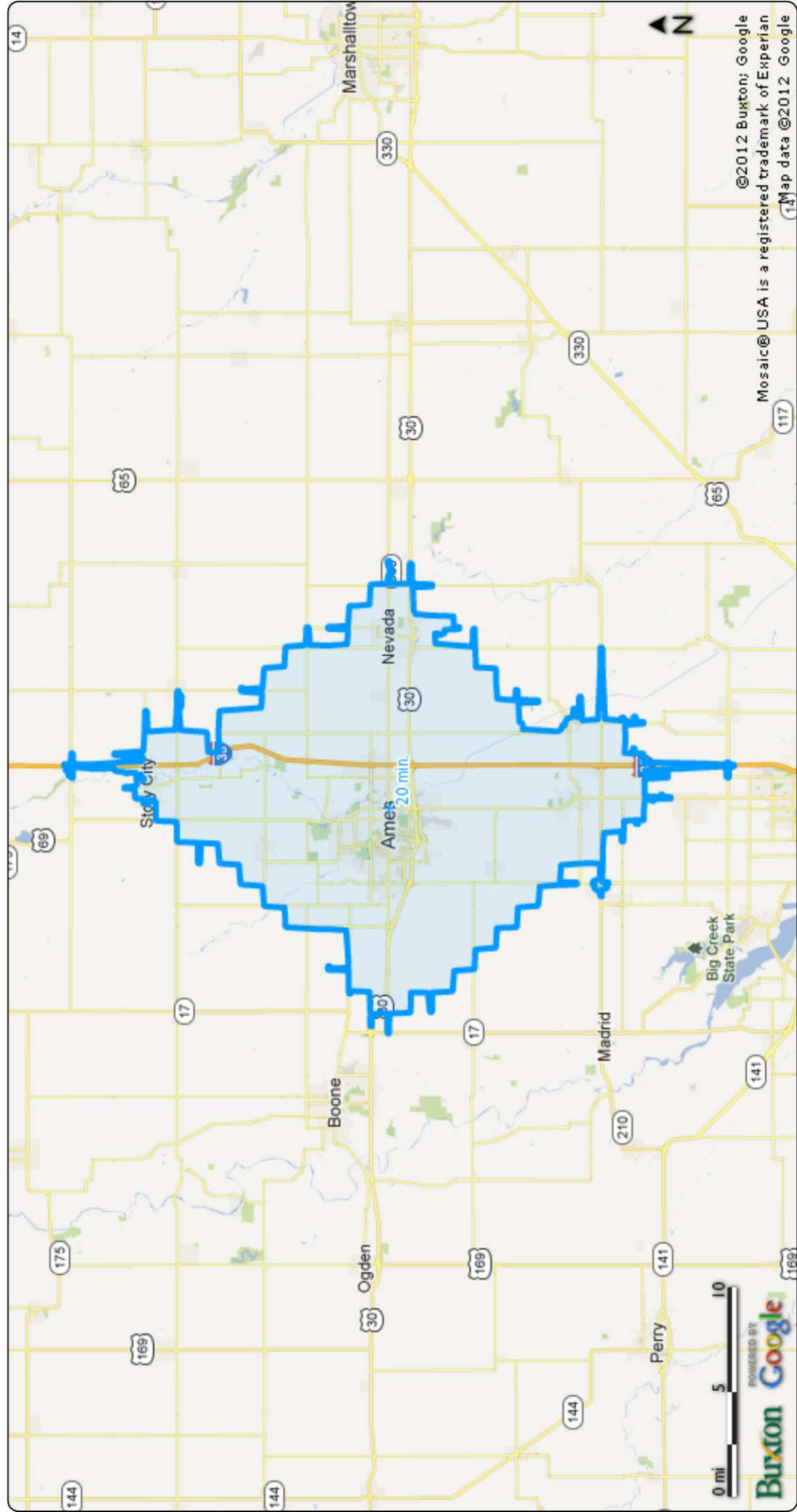
Site Consumers: **16,205**

Company Average Consumers: **15,915**



Data Sources: Mosaic® USA is a registered trademark of Experian

20 Minute Drive Time Map



Retail Leakage and Surplus Analysis

The Retail Leakage and Surplus Analysis examines the quantitative aspect of the community's retail opportunities. It is a guide to understanding retail opportunities but it is not an analysis that indicates unconditional opportunities. The analysis is sometimes called "a gap analysis" or "a supply and demand analysis" and can aid in the following:

- Indicating how well the retail needs of local residents are being met
- Uncovering unmet demand and possible opportunities
- Understanding the strengths and weaknesses of the local retail sector
- Measuring the difference between actual and potential retail sales

Understanding Retail Leakage

Retail leakage means that residents are spending more for products than local businesses capture. Retail sales leakage suggests that there is unmet demand in the trade area and that the community can support additional store space for that type of business.

However, retail leakage does not necessarily translate into opportunity. For example, there could be a strong competitor in a neighboring community that dominates the market for that type of product or store.

Understanding Retail Surplus

A retail surplus means that the community's trade area is capturing the local market plus attracting non-local shoppers. A retail surplus does not necessarily mean that the community cannot support additional business. Many communities have developed strong clusters of stores that have broad geographic appeal. Examples of these types of retailers include: sporting goods stores, home furnishing stores, restaurants, and other specialty operations that become destination retailers and draw customers from outside the trade area.

Examining the quantitative aspects (Leakage/Surplus) is only part of the evaluation of community's retail opportunities. Before any conclusions can be drawn about potential business expansion or recruitment opportunities, qualitative considerations such as trade area psychographics and buying habits must be analyzed in context of other market factors.

Interpreting Leakage Index

1.0 = equilibrium, meaning that demand and sales in the area being analyzed are in balance.

.80 = demand exceeds sales by 20%, meaning that consumers are leaving the area being analyzed.

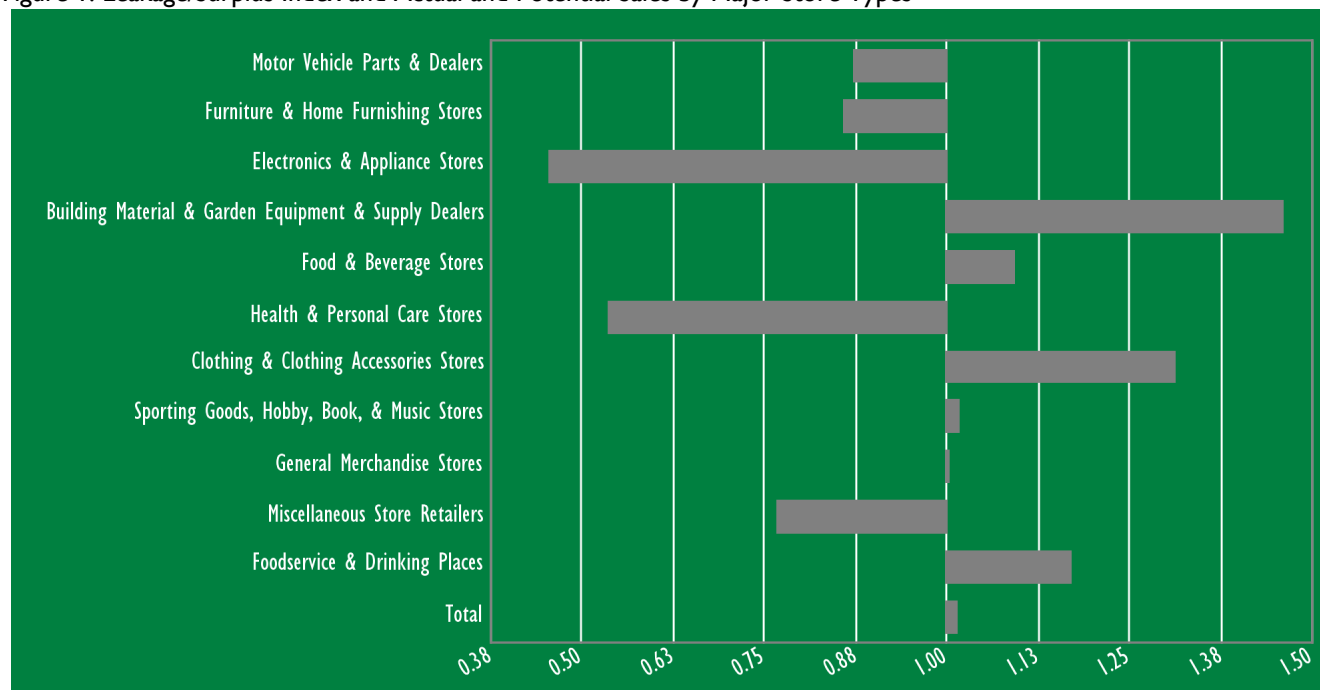
1.2 = sales exceed demand by 20%, meaning that consumers are coming from outside the area being analyzed.

Leakage/Surplus Index by Major Store Type

The quantitative comparison of retail leakage and surplus in the twelve major store types shown in the chart and table below provides an initial measure of market opportunities. Combining this analysis with the knowledge of the local retail situation will take the process of identifying retail possibilities one step further.

Figure 1 provides the leakage/surplus indices and following is the sales potential and actual sales for major store types.

Figure 1. Leakage/Surplus Index and Actual and Potential Sales by Major Store Types



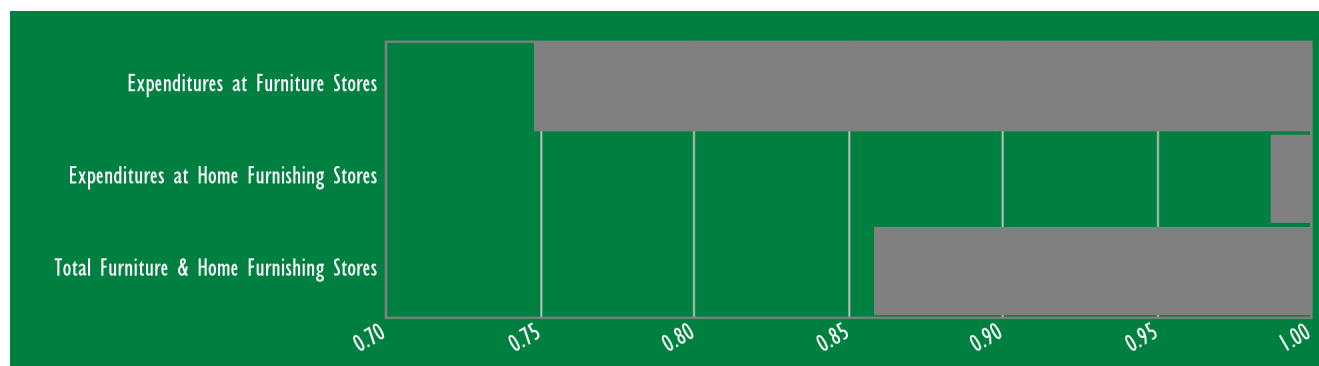
Store Type	Potential	Actual Sales	Leakage
Motor Vehicle Parts & Dealers	136,327,903	119,064,283	0.9
Furniture & Home Furnishing Stores	14,615,921	12,547,203	0.9
Electronics & Appliance Stores	16,991,143	7,749,344	0.5
Building Material & Garden Equipment & Supply Dealers	58,279,824	85,032,073	1.5
Food & Beverage Stores	68,759,806	74,949,878	1.1
Health & Personal Care Stores	30,362,535	16,314,487	0.5
Clothing & Clothing Accessories Stores	34,397,916	45,082,590	1.3
Sporting Goods, Hobby, Book, & Music Stores	18,608,713	18,914,301	1.0
General Merchandise Stores	79,430,063	79,499,581	1.0
Miscellaneous Store Retailers	17,118,837	13,159,616	0.8
Foodservice & Drinking Places	60,042,236	70,113,666	1.2
Total	534,934,897	542,427,022	1.0

Sub-Categories of Motor Vehicle Parts & Dealers



Store Type	Potential	Actual Sales	Leakage
Expenditures at Automotive Dealers	117,230,818	94,606,586	0.8
Expenditures at Other Motor Vehicle Dealers	8,624,024	9,329,107	1.1
Expenditures at Automotive Parts, Accessories, and Tire Stores	10,473,061	15,128,591	1.4
Total Motor Vehicle Parts & Dealers	136,327,903	119,064,283	0.9

Sub-Categories of Furniture & Home Furnishing Stores



Store Type	Potential	Actual Sales	Leakage
Expenditures at Furniture Stores	7,882,345	5,900,092	0.7
Expenditures at Home Furnishing Stores	6,733,576	6,647,111	1.0
Total Furniture & Home Furnishing Stores	14,615,921	12,547,203	0.9

Sub-Categories of Electronics & Appliance Stores



Store Type	Potential	Actual Sales	Leakage
Expenditures at Appliance, Television, and Other Electronics Stores	12,330,379	5,356,409	0.4
Expenditures at Computer and Software Stores	4,029,577	2,392,935	0.6
Expenditures at Camera and Photographic Equipment Stores	631,187	0	0.0
Total Electronics & Appliance Stores	16,991,143	7,749,344	0.5

Sub-Categories of Building Material & Garden Equipment & Supply Dealers



Store Type	Potential	Actual Sales	Leakage
Expenditures at Home Centers	21,561,241	6,329,506	0.3
Expenditures at Paint and Wallpaper Stores	1,232,692	9,438,876	7.7
Expenditures at Hardware Stores	4,753,999	29,174,875	6.1
Expenditures at Other Building Materials Dealers	25,681,086	34,202,843	1.3
Expenditures at Outdoor Power Equipment Stores	710,018	280,601	0.4
Expenditures at Nursery and Garden Centers	4,340,789	5,605,373	1.3
Total Building Material & Garden Equipment & Supply Dealers	58,279,824	85,032,073	1.5

Sub-Categories of Food & Beverage Stores



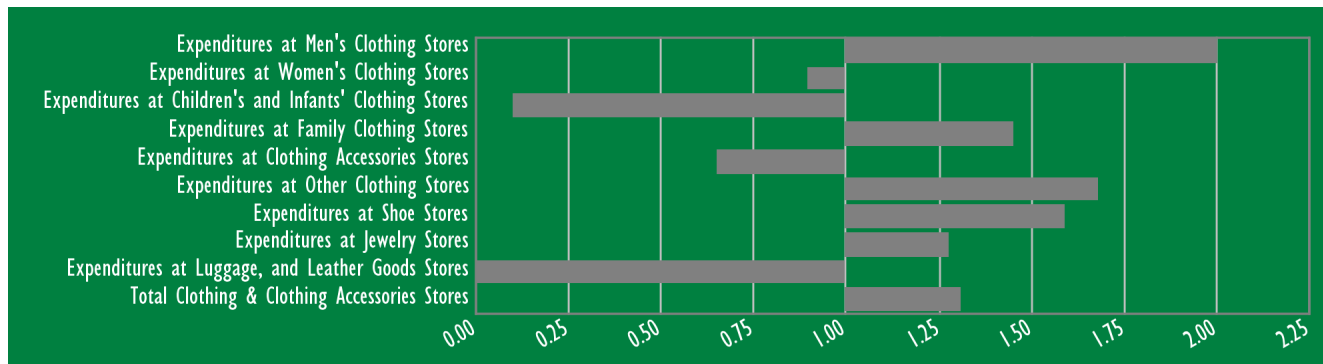
Store Type	Potential	Actual Sales	Leakage
Expenditures at Supermarkets and Other Grocery (except Convenience) Stores	58,421,438	68,115,455	1.2
Expenditures at Convenience Stores	3,391,459	2,200,966	0.6
Expenditures at Specialty Food Stores	1,852,573	3,728,179	2.0
Expenditures at Beer, Wine, and Liquor Stores	5,094,336	905,278	0.2
Total Food & Beverage Stores	68,759,806	74,949,878	1.1

Sub-Categories of Health & Personal Care Stores



Store Type	Potential	Actual Sales	Leakage
Expenditures at Pharmacies and Drug Stores	26,263,836	12,066,884	0.5
Expenditures at Cosmetics, Beauty Supplies and Perfume Stores	1,027,536	1,712,133	1.7
Expenditures at Optical Goods Stores	1,242,936	745,323	0.6
Expenditures at Other Health and Personal Care Stores	1,828,227	1,790,146	1.0
Total Health & Personal Care Stores	30,362,535	16,314,487	0.5

Sub-Categories of Clothing & Clothing Accessories Stores



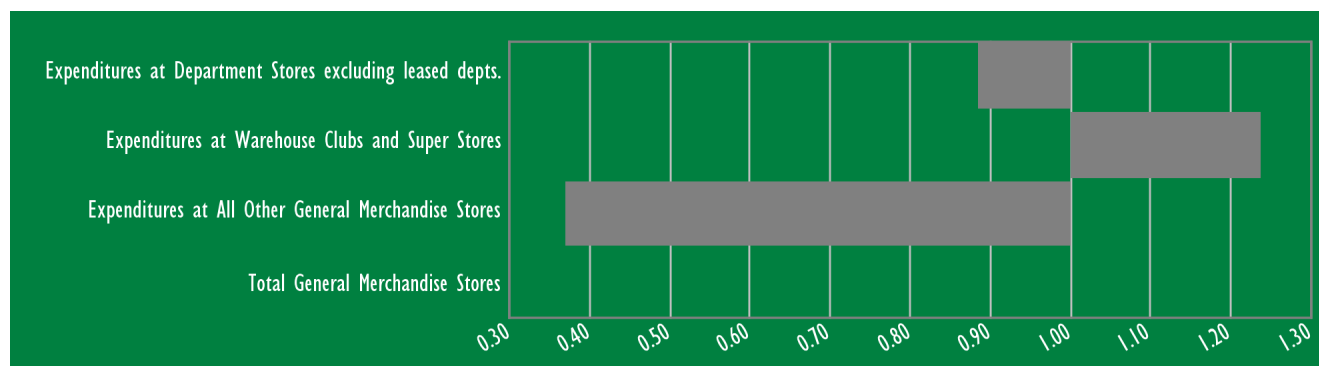
Store Type	Potential	Actual Sales	Leakage
Expenditures at Men's Clothing Stores	1,674,104	3,354,688	2.0
Expenditures at Women's Clothing Stores	7,054,689	6,313,058	0.9
Expenditures at Children's and Infants' Clothing Stores	953,654	97,058	0.1
Expenditures at Family Clothing Stores	13,632,190	19,802,559	1.5
Expenditures at Clothing Accessories Stores	556,426	363,999	0.7
Expenditures at Other Clothing Stores	1,742,193	2,933,671	1.7
Expenditures at Shoe Stores	4,528,768	7,208,345	1.6
Expenditures at Jewelry Stores	3,913,179	5,009,213	1.3
Expenditures at Luggage, and Leather Goods Stores	342,712	0	0.0
Total Clothing & Clothing Accessories Stores	34,397,916	45,082,590	1.3

Sub-Categories of Sporting Goods, Hobby, Book, & Music Stores



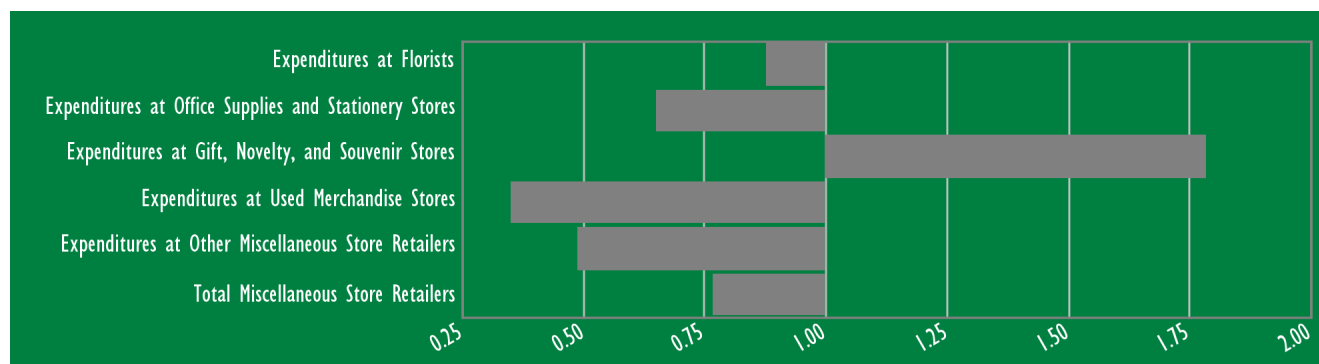
Store Type	Potential	Actual Sales	Leakage
Expenditures at Sporting Goods Stores	5,279,208	2,021,130	0.4
Expenditures at Hobby, Toys and Games Stores	2,609,596	3,248,975	1.2
Expenditures at Sew/Needlework/Piece Goods Stores	696,925	1,267,054	1.8
Expenditures at Musical Instrument and Supplies Stores	1,012,017	434,016	0.4
Expenditures at Book Stores and News Dealers	7,272,075	8,336,305	1.1
Expenditures at Prerecorded Tape, Compact Disc, and Record Stores	1,738,893	3,606,820	2.1
Total Sporting Goods, Hobby, Book, & Music Stores	18,608,713	18,914,301	1.0

Sub-Categories of General Merchandise Stores



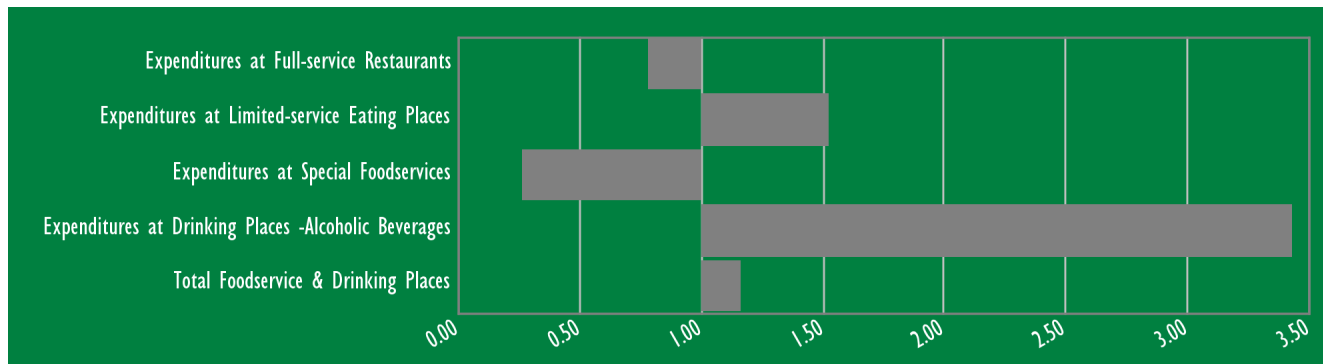
Store Type	Potential	Actual Sales	Leakage
Expenditures at Department Stores excluding leased depts.	39,173,884	34,670,666	0.9
Expenditures at Warehouse Clubs and Super Stores	34,455,802	42,674,864	1.2
Expenditures at All Other General Merchandise Stores	5,800,377	2,154,051	0.4
Total General Merchandise Stores	79,430,063	79,499,581	1.0

Sub-Categories of Miscellaneous Store Retailers



Store Type	Potential	Actual Sales	Leakage
Expenditures at Florists	1,095,650	960,223	0.9
Expenditures at Office Supplies and Stationery Stores	4,023,481	2,623,682	0.7
Expenditures at Gift, Novelty, and Souvenir Stores	3,038,354	5,419,347	1.8
Expenditures at Used Merchandise Stores	1,679,581	592,158	0.4
Expenditures at Other Miscellaneous Store Retailers	7,281,771	3,564,206	0.5
Total Miscellaneous Store Retailers	17,118,837	13,159,616	0.8

Sub-Categories of Foodservice & Drinking Places



Store Type	Potential	Actual Sales	Leakage
Expenditures at Full-service Restaurants	27,583,757	21,630,700	0.8
Expenditures at Limited-service Eating Places	24,617,927	37,572,512	1.5
Expenditures at Special Foodservices	5,058,327	1,355,488	0.3
Expenditures at Drinking Places -Alcoholic Beverages	2,782,225	9,554,965	3.4
Total Foodservice & Drinking Places	60,042,236	70,113,666	1.2

Sources and Methodology

The primary data sources used in the construction of the database include:

- Current year AGS (Applied Geographic Solutions) Consumer Expenditure Estimates
- Census of Retail Trade, Merchandise Line Sales
- Census Bureau Monthly Retail Trade

The Census of Retail Trade presents a table known as the Merchandise Line summary, which relates approximately 120 merchandise lines (e.g. hardware) to each of the store types. For each merchandise line, the distribution of sales by store type can be computed, yielding a conversion table which apportions merchandise line sales by store type.

The AGS (Applied Geographic Solutions) Consumer Expenditure database was re-computed to these merchandise lines by aggregating both whole and partial categories, yielding, at the block group level, a series of merchandise line estimates which are consistent with the AGS Consumer Expenditure database.

These two components were then combined in order to derive estimated potential by store type. The results were then compared to current retail trade statistics to ensure consistency and completeness.

CATEGORY	DESCRIPTION	RESIDENTIAL	WORKPLACE
APPAREL	SPEND \$150+ ON OTHER SHOES KID LESS THAN 1 YEAR	31.2494909	30.14579581
APPAREL	USE DRYPERS BRAND DISP DIAPERS/TRAIN PANTS	22.53557544	23.09452386
APPAREL	USE HUGGIES LITTLE SWIMMERS DISP DIAPERS/TRAIN PANTS	39.36649182	41.02391941
APPAREL	USE HUGGIES PULL-UPS DISP DIAPERS/TRAIN PANTS	49.82733724	68.58217019
APPAREL	USE HUGGIES ULTRA TRIM DISP DIAPERS/TRAIN PANTS	52.90212897	54.48055493
APPAREL	USE STORE BRANDS DISP DIAPERS/TRAIN PANTS	94.46596729	84.41144192
APPAREL	USE OTHER BRANDS DISP DIAPERS/TRAIN PANTS	97.41900648	76.91782981
APPAREL	USE HUGGIES OVERNITES DISP DIAPERS/TRAIN PANTS	32.99327368	43.12539397
APPAREL	USE HUGGIES SUPREME DISP DIAPERS/TRAIN PANTS	37.97895711	47.70086673
APPAREL	USE PAMPERS BABY DRY DISP DIAPERS/TRAIN PANTS	95.76377661	84.20762044
APPAREL	USE PAMPERS CRUISERS DISP DIAPERS/TRAIN PANTS	105.8217217	95.10656799
APPAREL	USE LUVS ULTRA LEAK GUARDS DISP DIAPERS/TRAIN PANTS	106.4070349	98.73716794
APPAREL	BOUGHT MENS JEANS WITHIN LAST 12 MONTHS	109.5904968	108.8072377
APPAREL	BOUGHT MENS ATHLETIC SHOES WITHIN LAST 12 MONTHS	93.48701018	95.89444507
APPAREL	BOUGHT MENS OVERCOAT/TOPCOAT WITHIN LAST 12 MONTHS	165.7115705	133.8582846
APPAREL	BOUGHT MENS LEATHER JACKET WITHIN LAST 12 MONTHS	116.3945079	100.0028703
APPAREL	BOUGHT MENS LEATHER COAT OR ALL-WEATHER COAT WITHIN LAST 12 MONTHS	94.39993829	102.5101024
APPAREL	BOUGHT MENS SPORT COAT OR BLAZER WITHIN LAST 12 MONTHS	92.65560012	91.90069226
APPAREL	BOUGHT MENS SWEATER WITHIN LAST 12 MONTHS	102.5727862	110.11259
APPAREL	BOUGHT MENS NECKTIE WITHIN LAST 12 MONTHS	80.64492441	91.45038834
APPAREL	BOUGHT MENS REGULAR OR DRESS SHIRT WITHIN LAST 12 MONTHS	92.54723851	98.88915466
APPAREL	BOUGHT MENS SPORT SHIRT (ALL TYPES)WITHIN LAST 12 MONTHS	89.83239741	97.34784444
APPAREL	BOUGHT MENS UNDERWEAR WITHIN LAST 12 MONTHS	96.52730639	100.6074403
APPAREL	BOUGHT MENS T-SHIRT (OUTERWEAR) WITHIN LAST 12 MONTHS	99.87750694	97.61036695
APPAREL	BOUGHT MENS OTHER GYM/JOGGING/WORKOUT CLOTHES WITHIN LAST 12 MONTHS	132.6680037	114.0709421
APPAREL	BOUGHT MENS UNDERWEAR WITHIN LAST 12 MONTHS	60.3452021	80.16338361
APPAREL	BOUGHT MENS SWIMSUIT WITHIN LAST 12 MONTHS	117.5613699	110.6186403
APPAREL	BOUGHT MENS SUIT WITHIN LAST 12 MONTHS	97.14316569	125.5558588
APPAREL	BOUGHT MENS SLACKS/PANTS (NOT JEANS) WITHIN LAST 12 MONTHS	102.4254243	112.5152803
APPAREL	BOUGHT MENS OTHER SHOES WITHIN LAST 12 MONTHS	110.8388769	99.34725349
APPAREL	BOUGHT MENS BOOTS (EXCLUDING WORK BOOTS) WITHIN LAST 12 MONTHS	70.07837087	86.33656011
APPAREL	BOUGHT WOMENS JEANS WITHIN PAST 12 MONTHS	92.85430423	94.8829919
APPAREL	BOUGHT WOMENS ATHLETIC SHOES WITHIN PAST 12 MONTHS	86.15914841	97.05743471
APPAREL	BOUGHT WOMENS BOOTS (EXCLUDING WORK BOOTS) WITHIN PAST 12 MONTHS	89.4646714	90.78148919
APPAREL	BOUGHT WOMENS SUIT WITHIN PAST 12 MONTHS	77.69910521	86.03616051
APPAREL	BOUGHT WOMENS OTHER SHOES WITHIN PAST 12 MONTHS	86.02690528	92.35198109
APPAREL	BOUGHT WOMENS OVERCOAT/JACKET WITHIN PAST 12 MONTHS	109.7866091	108.0878827
APPAREL	BOUGHT WOMENS DRESS WITHIN PAST 12 MONTHS	85.37179883	88.30929199
APPAREL	BOUGHT WOMENSSLACKS/PANTS (NOT JEANS) WITHIN PAST 12 MONTHS	88.33755014	99.64357271
APPAREL	BOUGHT WOMENS SWEATS WITHIN PAST 12 MONTHS	80.51589016	92.82960941
APPAREL	BOUGHT WOMENS FUR JACKET OR COAT (REAL) WITHIN PAST 12 MONTHS	102.2518976	93.26452049
APPAREL	BOUGHT WOMENS BLAZER OR JACKET (SUIT TYPE) WITHIN PAST 12 MONTHS	87.41221845	97.77943494
APPAREL	BOUGHT WOMENS RAINCOAT OR ALL-WEATHER COAT WITHIN PAST 12 MONTHS	156.9538414	128.1184151
APPAREL	BOUGHT WOMENS LEATHER JACKET WITHIN PAST 12 MONTHS	68.29139155	68.89537371
APPAREL	BOUGHT WOMENS HEAVY WEIGHT/SKI TYPE JACKET WITHIN PAST 12 MONTHS	82.58531317	100.7028647
APPAREL	BOUGHT WOMENS SWIMSUIT WITHIN PAST 12 MONTHS	109.8974391	110.4128489
APPAREL	BOUGHT WOMENS SKIRT WITHIN PAST 12 MONTHS	87.18648565	87.68417942
APPAREL	BOUGHT WOMENS SWEATER WITHIN PAST 12 MONTHS	96.47349583	102.8462123
APPAREL	BOUGHT WOMENS PURSE/HANDBAG WITHIN PAST 12 MONTHS	99.68997223	103.0492177
APPAREL	BOUGHT WOMENS T-SHIRT WITHIN PAST 12 MONTHS	86.92798519	95.57721747
APPAREL	BOUGHT WOMENS UTILITY/WORK CLOTHES/WORK BOOTS WITHIN PAST 12 MONTHS	58.06275841	67.29615038



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MEMO

27

To: Ames City Council

From: Seana Perkins, Business Development Coordinator

Date: December 11, 2012

Subject: Business Development Coordinator - Update

Discussion about the Business Development Coordinator position occurred at the February 28, 2012 City Council meeting. At that time, feedback, process improvement, research, toolkit, involvement, education and future plans were highlighted. Since the February 28th meeting, the Business Development Coordinator position has continued to conduct outreach, request feedback from the Planning Division and Inspection Division customers, complete the Business Development Toolkit and to initiate the update of the Economic Development portion of the City's website.

FEEDBACK

Customer feedback is received in the following ways:

Survey: At the City Council's December 11, 2012 regular meeting, the 2012 Development Process Survey will be presented. This survey is an anonymous survey that collected feedback from customers of the Planning and Inspection Divisions who had a project processed within the previous year. From this survey, several continuous improvement themes were identified, as follows:

1. Improved technology to enable online permit application submittal, payment and inspection scheduling.
2. Review and update online applications and information to make it easy to understand.
3. Continue to work toward timeliness of inspections, responses to inquiries, and approval decisions, including a proactive approach to solving development dilemmas.

4. Clearly communicate the Planning process and the anticipated timeframe.
5. Display a “Can Do” attitude by helping to identify solutions that facilitate a project’s approval.
6. Improve the internal communication and cooperation within and between City Departments when reviewing projects to help streamline the process.

It is anticipated that this survey will continue on an annual basis.

On-going Feedback: On-going feedback is obtained for industrial, commercial and multi-family projects. Once a project is finalized, for example the site plan is approved or a certificate of occupancy is issued, the project contact person and project location are forwarded from either the Inspection Division or from the Planning Division to the Business Development Coordinator. The listed contact person is then called to obtain feedback on their project and their experience with the City of Ames. Feedback is then forwarded to the City Manager, who then forwards the feedback on to the City Council. The feedback is also copied to the Assistant City Manager, the Department Director and the Division Manager, as appropriate. The feedback is then kept in a database that resides in the Ames Economic Development Commission system. The last step in the process is a thank you card, with the City of Ames logo, that is mailed to the contact person along with the Business Development Coordinator’s business card. The following is a list of the feedback received from February 28, 2012 to date:

This customer has worked with the Inspections Division on two projects recently. He stated that both of the projects were completed without any concerns. He also stated that he and his staff will often contact Inspections early in the project to bounce ideas off of them so that there are no surprises later on. He said that the Inspectors are good to work with. When asked what we can do to make his job easier, he suggested that an on-line inspection request program that would allow his office to schedule inspections several days in advance would be very helpful.

This customer stated that all of the Inspections staff were "excellent to work with" and he had no problems. He is an out of town contractor and this was his first experience working in Ames. He had three suggestions: 1. Better signage on the interior and exterior of the building. He stated that it was difficult to identify City Hall on the north and south sides of the building when he was driving by in his vehicle and once he got inside, he was unsure where the Inspections Division was located. 2. Suggested a pamphlet that explains the process and the expectations to contractors who are new to Ames. 3. Suggested an inspection lead time that is less than 24 hours. He stated that since he is from out of town and some of the work only takes four to six hours until an inspection is needed, that it is difficult to keep his crew busy. He also mentioned that the Inspections Division provided flexibility in

the inspection lead time knowing that he was not aware of the required 24 hour notice and he was very appreciative of that.

This customer stated that there weren't any major concerns with his project. He shared the following feedback: 1. It would be beneficial if staff could clarify when a site plan is needed for the entire site and when a site plan for just the modified area is allowed. It is important to know when the full site plan is needed since it adds cost and time to the project. 2. It would also be beneficial to be allowed to submit applications with an electronic version of the property owner's signature rather than the hard copy of the actual signature. He understands the need for an original signature on legal documents that will need to be recorded, however for applications such as a Minor Site Development Plan, it seems reasonable to accept an electronic version of the property owner's signature. 3. Staff has allowed him to submit electronic revisions for review and approval prior to making hard copies of the full plan sets. Reviewing the revised pages electronically saves time and cost.

This customer stated that the process was easy and everything went fine. The only concern was at the final inspection when a previous inspection hadn't been inputted into the system. This was quickly and easily remedied by the Inspections staff. He does a lot of work in Des Moines and West Des Moines and stated that the City of Ames is much better to work with.

This customer has no concerns on his project and stated that the Inspections Division has been, and continues to be "reliable, professional and accommodating". He feels that they are "doing a great job". When he gets into a timing problem, he can contact Inspections and they will be flexible and accommodating. He further mentioned that Inspections is even contacting him after an inspection to let him know how it went. He does not have any suggestions on how to improve his experience.

This customer thought that the project went fairly well. She did think that the communication could be better. She felt that there was some lost time in waiting two weeks for a response on submittals and resubmittals. Also, there was a miscommunication regarding a process/procedure that she felt could have been averted if someone would have contacted her about it as soon as it was identified. This would have allowed her to provide the needed clarification and would have saved time and significant stress from her staff and her client. When asked how we can improve the process she stated that it would be beneficial if we could simplify the online information (i.e. forms and process checklists) so that it is easier to understand.

This customer stated that his initial proposal included a cul-de-sac and through the review process, which was lengthy due to waiting for ISU input, the cul-de-sac was changed to a through street. He had initially proposed a cul-de-sac with a pedestrian connection because he felt that the connectivity of a through street could be created by utilizing existing streets. He further stated that cul-de-sacs are attractive to many home buyers and are appropriate in certain circumstances. His project planner knows what he is doing and always takes time to explain processes/procedures/Codes.

This customer stated that this was a straight forward Site Plan, however the landscaping standards associated with this site were different than with the site located directly to the south. Landscaping was a concern on this site due to the conflict with wanting to retain several existing healthy street trees along the frontage, yet needing to comply with the required on-site landscaping. Although the existing trees are street trees, their canopy extends significantly into the front yard. Further, this site is subject to the regular landscaping standards as well as the landscaping standards in the overlay district, which is confusing to determine which standards to use. This customer was pleased with the process and did not have suggested changes.

This customer had an opportunity to schedule a kick-off meeting early on with City staff. He stated that the kick-off meeting and the overall early involvement really helped to streamline the process. He stated that there were a couple of "hiccups" toward the end of the project, but that they were all resolved. This customer's firm works all around the upper Midwest and he shared that the initial Kick-off meeting is unique and very helpful. Most jurisdictions that he works in do not allow this initial discussion to occur.

This customer said that he has nothing to complain about, and he stated that he would if there was anything. He is very pleased with his inspector. His inspector is very accessible and timely on his inspections. The inspector also has gone out of his way to remind him when he has outstanding inspections or when a permit is about to expire. This customer further stated that the plans examiner is a great source of information which really helps when he is trying to estimate project costs.

This customer didn't have any concerns or particular feedback regarding this specific project, however he does have a concern with how the permit fees are determined. He typically works as a general contractor and he started doing work in Ames in 1994. He stated that as a general contractor he is required to obtain a permit for the entire project and the permit fee is based upon the valuation of the entire project. He further stated that his subcontractors are also required to take out permits, e.g. Electrical Permit, and pay a fee in addition to the permit that he took out for the entire project, which seems like a duplication of fees. He stated that he doesn't think that this is typical in other towns.

This customer stated that everything went well.

This customer stated that his project involved a Code amendment to the City's parking requirements. He felt that the Code change will benefit the community overall.

This customer stated that this is one of the few projects in the last couple of years that did not include a Code amendment. This was a straight forward project without any surprises.

This customer needed a Zoning Confirmation letter which required a Site Plan to legalize the entire site. This project was straight forward. He did not have any other specific feedback.

This customer explained that the property owner has been approved for a one year extension on parking lot improvements, therefore the Final CO cannot be issued until the required parking has been constructed. The customer had complied with all of the Inspections Division requirements, however he is obligated since he took out the building permit, to pay the monthly Temporary CO fee. As soon as the Inspections Division realized this they were able to remedy it and he stated that he couldn't ask for anything more. He was thankful for the quick resolution to this issue. He also stated that through his building permit, all of the inspectors were great to work with. He stated that it was a great experience and he is looking forward to doing more work in the Ames area.

This customer said that the process was extremely fast and that he has no complaints. He also stated that the City can view these projects as examples of what we can accomplish when we work together and that we can get things done in a timely manner.

This customer stated that everything went fine overall. She suggested that it would be helpful to have a checklist of items that are typically missing from plans for certain types of projects. This would assist the City to confirm that everything is on the plans prior to construction and would alert the architect of what is typically missing from a set of plans.

This customer works on projects all over the United States. He said that the Inspections Division was very professional and good to work with. When I asked how we can improve, he responded that he couldn't think of anything.

This customer said that from the first meeting, everything was set-up and all of the questions were answered, so there were no surprises during the process. Everything went very well and the project was well coordinated between the Planning and the Inspections Divisions. It helped that the main staff who were working on the project has some background on his project. The project planner left employment with the City midway through the project, however since the project was so well coordinated between the departments early on, this transition did not cause any problems.

This customer stated that the project went fine and Inspections did a good job. They communicated well and were professional.

This customer stated that the project went really well and that our Inspections staff were easy to work with. He felt that they worked together to get the job done. He didn't have any concerns or suggestions for improvement.

This customer stated that everyone was helpful at Inspections. Someone always answered the phone and was courteous. The inspections were timely and the inspectors worked with his team to find solutions. He was very impressed and looks forward to coming back to Ames in the future. He also was impressed that we contacted him for feedback.

This customer stated that the Inspections staff is always very helpful. He stated that he works in a lot of City's and has found that his interaction with

the Ames Inspections Division is a collaborative effort to figure out how to get a project done.

This customer stated that everything went fine and that there were no concerns.

This customer stated that it went very well. He has worked with the Planning Department on Final Plats before, so he understands the process.

This customer's project was recently approved through the Planning Division. He said that staff was great. He really needed to get the Final Plat recorded and when he realized that he needed a bond, staff provided him the bond amount, he provided the bond the next day and staff was able to keep the Final Plat on the same City Council agenda. This customer then sold 1/3 of the available lots within three weeks of having the plat recorded and noted that the subdivision is in the Ames School District.

This customer stated that the process went fairly well and that staff were good to work with. The only suggestion that he had was to move toward accepting plans and applications electronically.

This customer shared that the project went really well and that his staff planner did a fantastic job!

This was this customer's first experience working with the Ames Planning Division on a project. He was unsure of the process/procedure, however City staff were able to get his project back on track and approved so that his contractor could start work. Everything proceeded in a timely manner and everyone was good to work with. Jim had no suggestions of how to improve his experience.

This customer stated that the City staff were pleasant to work with. She also mentioned that the site plans were minor modifications to recently approved Site Plans and that she was surprised that she was required to go through the entire process for the minor changes. She also mentioned that she had received a phone call from City staff asking why she was going through this process again and asking what the changes were. She stated that it would be great if there was a minor modification process that could be utilized in the future to be more efficient with staff time and with overall resources.

This customer didn't have any concerns pertaining to the Planning process.

This customer specifically wanted to state that his project planner is always good to work with and really figures out how to get the project done within the constraints of the Code.

This customer stated that the project went just fine and that he didn't have any concerns or suggestions on how to make the process better.

This customer said that he does do business in Ames a lot, but also works in the Des Moines metro area. He said that he doesn't have any problems working with our Inspections Division. The Inspections Division has a quick

and easy process that is more user friendly than other cities. He further stated that the greatest benefit is how accessible our staff is. He rarely feels that way in the other jurisdictions that he works with.

This customer shared that his project planner was helpful and good to work with. Everything went fine and there were no concerns stated.

This customer's experience was positive and he wanted to share that he always enjoys working with his staff planner. He stated that his staff planner knows what he is doing and is great to work with. When asked what the City can learn from his experience on this project, he responded that the City process can run quickly when needed and his client appreciated it very much.

PROCESS IMPROVEMENT

As feedback is obtained from the customer and forwarded to the individual department, opportunities are created for process improvement to occur. Much of the feedback is positive, however there have been some instances where we have been able to provide clarification of process, Code standards, and timelines for the customer on individual projects and for future projects. Please note that improvements are also occurring within the individual divisions and within the Development Review Committee.

TOOLKIT

The Business Development Toolkit was introduced at the February 28, 2012 City Council meeting. At that time, the Toolkit had been created, but not deployed. The Toolkit has been revised to reflect the current City of Ames branding requirements and has been provided to all of the listed Departments and Divisions. Further, the Business Development Coordinator has worked with the Departments and Divisions to obtain the correct answers to the listed questions, so that we can move onto the next step of including the Toolkit on the website with the associated answers and links.

WEBSITE

Revision of the economic development portion of the City's website is underway. Content is being created and designed to provide the business community with resources and links to information that is beneficial to business development.

INVOLVEMENT

The Inspections Division and the Planning Division staff involve the Business Development Coordinator in site visits for courtesy inspections and kick-off meetings (pre-application meetings). The City staff also forwards new business information to the Business Development Coordinator for follow-up and provides opportunities to attend other informational meetings. The Business Development Coordinator is also involved in the Development Review Committee (DRC) and is acting as the facilitator when available.

FUTURE PLANS

The Business Development Coordinator will continue to work toward the update of the economic development portion of the City of Ames website. Updating and confirming correct information on an on-going basis will be needed as we move forward.

As feedback is obtained and process improvement opportunities arise, the Business Development Coordinator will continue to work with the applicable Division or Department to effect needed changes.

Continued community education about the Business Development Coordinator position and the assistance offered will be on-going. This information will be provided through attendance at meetings and providing additional information on the City's website and on-going feedback contacts.

BUSINESS DEVELOPMENT TOOLKIT

City of Ames, IA *Smart Choice*

You have

QUESTIONS!

- ☐ How do I obtain a map of my property?
 - ☐ How can I estimate my property taxes?
 - ☐ How do I protest my assessment?
 - ☐ How can I obtain current assessment and tax information on a property that I am interested in?
-
- ☐ Does the City of Ames issue business licenses?
 - ☐ I would like to install an awning/canopy or a sign that extends past my property line into the public right-of-way. What type of permit will I need to obtain?
 - ☐ I will need a Liquor License for my business. What application, process and timeline will be required?
 - ☐ I want to run a business out of my home. What do I need to do?
-
- ☐ What is the zoning designation of my property?
 - ☐ Is my proposed business allowed at this location?
 - ☐ Is there enough parking for my proposed use?
 - ☐ Is the property located in the floodplain?
 - ☐ What applications are required (e.g. Site Plan)?
 - ☐ What information is needed to schedule a Kick-off (pre-application) meeting?
-
- ☐ Where are the public utilities located? (Water, Sanitary and Storm Sewers)
 - ☐ When is a traffic signal/traffic study required?
 - ☐ What improvements will I need to make to my street frontage prior to opening a business at this location?
 - ☐ What stormwater concerns need to be addressed on this site?
 - ☐ Will there be impacts to the Ames Municipal Airport?
 - ☐ Are there any other regulatory agencies that will need to provide input (Iowa DOT, Iowa DNR, Army Corps of Engineers, etc.)?
-
- ☐ What City Codes are currently used for plan review?
 - ☐ What information do I need to submit for a building permit?
 - ☐ What permits are required?
 - ☐ What permit fees will I incur?
 - ☐ What is the permitting process and how long does it take?
 - ☐ Do I need an architect or an engineer?
 - ☐ What portions of the building need to be brought up to Code for my proposed use?
 - ☐ Is a grease interceptor required for my business? (food service uses)
 - ☐ For food service, what other requirements do I need to be aware of?
 - ☐ What type of signage is allowed?
 - ☐ If there is an existing fire sprinkler system that serves the building, does it have backflow protection?
 - ☐ Do I need an automatic fire sprinkler system?

We have

ANSWERS!

City Assessor

515 Clark Avenue, Room 256
Ames, Iowa 50010
Phone: 515.239.5370
Fax: 515.239.5376
www.cityofames.org/assessor

City Clerk

515 Clark Avenue, Room 238
Ames, Iowa 50010
Phone: 515.239.5105
Fax: 515.239.5142
www.cityofames.org/cityclerk

Planning

515 Clark Avenue, Room 214
Ames, Iowa 50010
Phone: 515.239.5400
Fax: 515.239.5404
www.cityofames.org/planning

Public Works/Stormwater

515 Clark Avenue, Room 212
Ames, Iowa 50010
Phone: 515.239.5160
Fax: 515.239.5404
www.cityofames.org/publicworks

Building Inspections

515 Clark Avenue, Room 205
Ames, Iowa 50010
Phone: 515.239.5153
Fax: 515.239.5261
www.cityofames.org/inspections



BUSINESS DEVELOPMENT TOOLKIT

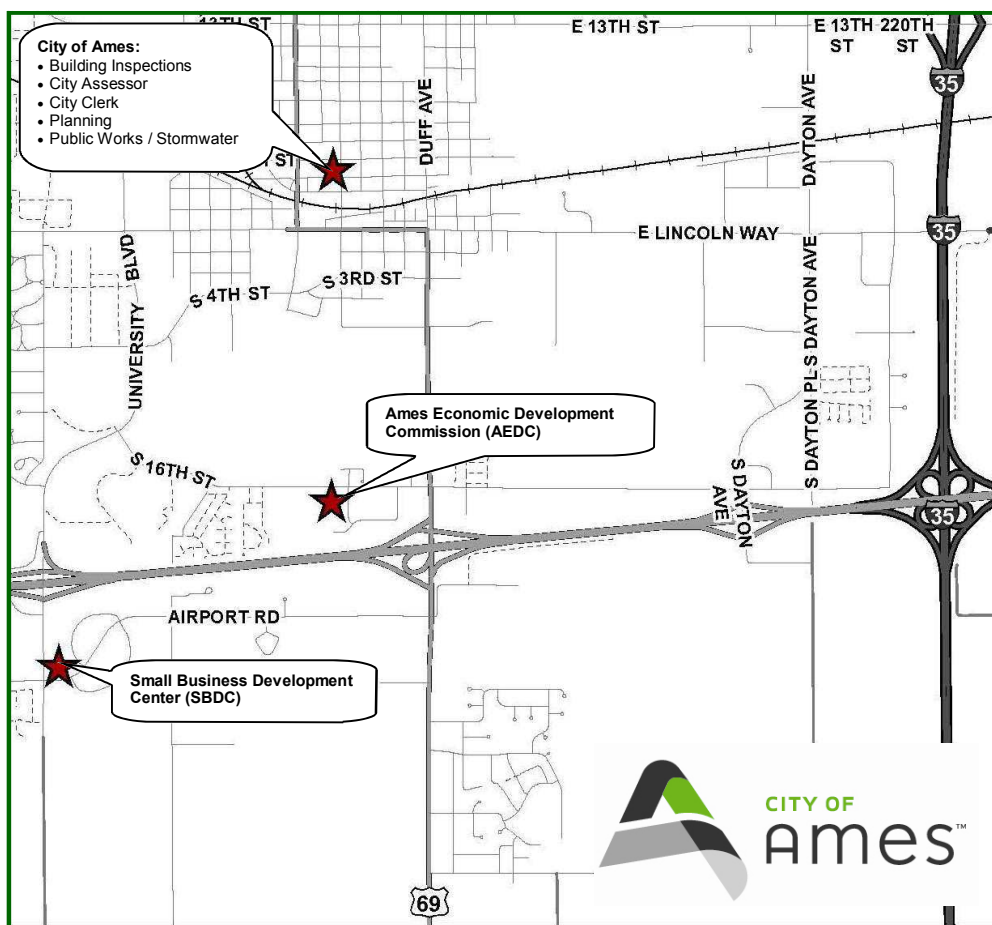
City of Ames, IA *Smart Choice*

BUSINESS DEVELOPMENT COORDINATOR

The Ames City Council has introduced a new position to assist in business development. Business Development Coordinator Seana Perkins is available to assist at any point in the process.

Business Development Coordinator:

Seana Perkins
sperkins@city.ames.ia.us
515.239.5101



OTHER OPPORTUNITIES

Ames Economic Development Commission (AEDC)

The Ames Economic Development Commission (AEDC) stands ready to provide you with timely assistance in learning more about Ames and Story County as first-class locations for doing business. Whether it is site location assistance, packaging financial incentives, or demonstrating an available workforce, you can rely on the AEDC for all of this and more as you contemplate investment in new or expanding operations.

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

Small Business Development Center (SBDC)

The Small Business Development Center (SBDC) helps individuals looking at new businesses and guides them through the questions and issues on getting the business started including grant and loan opportunities.

<http://www.iowasbdc.org/regional-centers/ames.aspx>

City of Ames

515 Clark Avenue
Ames, IA 50010
Phone: 515.239.5101
Fax: 515.239.5142
www.cityofames.org

Ames Economic Development Commission (AEDC)

1601 Golden Aspen Drive
Suite 110
Ames, IA 50010
Phone: 515.232.2310
Fax: 515.232.6716
<http://www.amesedc.com/>

Small Business Development Center (SBDC)

2625 N. Loop Drive
Building 2, Suite 2610
Ames, IA 50010
Phone: 515.296.7828
Fax: 515.296.6714
<http://www.iowasbdc.org/regional-centers/ames.aspx>

Proposed
RECRUITMENT PLAN
City Attorney

ADVERTISING:

ADVERTISING

Postings: City website
All regular City Postings
Affirmative Action Mailing List

Special: Iowa Municipal Attorney's Association
The Iowa Lawyer (website and print publication)
Iowa Bar Association website
Iowa League of Cities Cityscape (print publication)
American Bar Association website
International Municipal Attorney's Association

TIMEFRAMES:

Doug's last day: December 7, 2012

Review plan with City Council: December 11, 2012

Advertising: January 4 – February 15, 2013 or Until Filled

Review of Applications: Human Resources will determine candidates who meets minimum qualifications

Decide on phone interviewees: Mid February: Council Search Committee
(Ann Campbell, Matthew Goodman, Jami Larson
Campbell, Steve Schainker, Julie Huisman)

Phone Interviews: Late February: Ann Campbell, Matthew Goodman,
Jami Larson, Steve Schainker, Julie Huisman

Select on-site candidates: Late February: Ann Campbell, Matthew Goodman,
Jami Larson, Steve Schainker, Julie Huisman

On Site Interviews: March 2013 – Process detailed below

Reference Checks: Human Resources, Ann Campbell, Steve Schainker

Offer Period: April 1 - 15, 2013

Target Start Date: May, 2013

ON-SITE INTERVIEW PROCESS:

Based on review of applications and supplemental questionnaires, the most qualified applicants (5-10) will have phone interviews. After the phone interviews, 3-5 will be invited for on site interviews.

The on-site Interview components will include:

- Closed session oral interview with all current City Council members who choose to participate
- Oral Board Interview with city staff (Julie Huisman, Brian Trower, Diane Voss, Melissa Mundt), Brian Dieter, and a local attorney recommended by Story County Attorney Association
- Public presentation by finalists with opportunity for questions from local attorneys, judges, MGMC administrators, commission members, press members, and other citizens who want to attend
- Lunch meeting with city department heads
- Dinner meeting with Ann Campbell, Matthew Goodman, Jami Larson, and Steve Schainker
- Meeting with Legal Department staff
- City tour (with Legal staff members)
- Psychological assessment
- Written exercise

Following the onsite interviews, references and background checks will be completed. In a closed session, Council members will rank the finalists and subsequently will take action to approve the top candidate in open session. Steve Schainker will then be empowered to negotiate with the candidate. Finally, the City Council will then approve a resolution to hire the new City Attorney.

EDUCATION AND EXPERIENCE REQUIREMENTS:

JD from an accredited law school; admission to practice law in Iowa state and federal courts; experience in legal practice including litigation and negotiation, real estate, commercial and contract law is required. Experience in Iowa municipal and administrative law and management/supervisory experience preferred. Minimum of five years of public sector professional legal experience required.

COUNCIL ACTION FORM

SUBJECT: AMENDMENT TO MEMORANDUM OF AGREEMENT FOR SOUTH FORK SUBDIVISION

BACKGROUND:

The South Fork Subdivision, which includes two lots (Outlot R and Outlot U), is located approximately south of the west Hy-Vee grocery store and north of the Ames Middle School. **The 2001 Memorandum of Agreement (or “Developer’s Agreement”) for South Fork Subdivision requires the developer to pay 50% of the costs of construction only for installation of left turn lane improvements at the intersection of Lincoln Way and Franklin Avenue. The City will pay for the remaining 50%, as well as any engineering design and right-of-way costs as needed to complete the project.**

The agreement further stipulates that these improvements will not be constructed until such time as the intersection has fallen below the Institute of Traffic Engineers Level of Service “C” or a final plat is sought for a part of the site east of Dotson Drive and not abutting Dotson Drive, whichever occurs first. Neither of these triggers has been met.

The developer is required to guarantee this financial obligation by providing security in an amount equal to 50% of the estimated costs of construction, as specified by the City. The most recent estimate from June 2012, estimates construction costs at \$900,000, thus requiring the developer to post security equivalent to \$450,000. This obligation is typically secured through a letter of credit.

On October 25, 2010, City Council approved the developer’s request to use security interest in the developer’s real property as an alternative to the letter of credit. The developer provided the City with security interest in two lots; Outlot R in South Fork Subdivision, 1st Addition (3908 Marigold Drive), and Outlot U in South Fork Subdivision, 2nd Addition (500 Dotson Drive). Outlot R is a nine acre parcel containing a 4,000 square foot residence. Outlot U is an unimproved four acre parcel.

Back in October 2010, the City Attorney reviewed abstracts, appraisals, and titles to both properties. It was determined that Outlot R (3908 Marigold Drive) had an appraised value of \$700,000 and was encumbered by a mortgage in the amount of \$420,000, thus having an unencumbered value of \$280,000. Outlot U (500 Dotson Drive) has an assessed value of \$175,100, and was encumbered only by the mortgage securing the current letter of credit. **Based on the abstracts, appraisal report, and Assessor’s information, the Council concluded that there was unencumbered value in the**

two lots (approximately \$455,100) to exchange the form of security from a letter of credit to a mortgage on Outlots R and U.

City staff has recently been approached by Pinnacle Properties, expressing a desire to purchase and further develop Outlot U (500 Dotson Drive). In order to facilitate the development of this property, a number of issues will be need to be addressed by City Council:

- Because this property is being held as security for the Lincoln Way and Franklin Avenue improvements, a replacement form of security would need to be provided to the City. Pinnacle Properties has offered to provide a \$175,100 letter of credit at the time when a new final plat is sought for a portion of 500 Dotson Avenue.
- Due to this parcel connecting to Dotson Drive rather than leading east to Franklin Avenue, the Developer's Agreement needs to be modified so that developing this area doesn't initiate the requirement for the Lincoln Way and Franklin Avenue improvements. However, further development of 3908 Marigold Drive or this intersection falling below a Level of Service "C" would still initiate the requirement for these improvements.
- Using recent estimates from the City Assessor, the combined value of these two parcels is approximately \$560,014. Outlot U (500 Dotson Drive), which is estimated at \$175,100, represents 31% of that overall value while Outlot R (908 Marigold), which is estimated at \$384,914, represents 69% of the overall value.

As noted, these parcels are being held as security for the Lincoln Way and Franklin Avenue improvements. The developer is obligated for 50% of the construction costs for these improvements. The developer's agreement will need to be modified to reflect that Pinnacle Properties is responsible for 31% of that cost share and that Terra Firma, L.P. remain responsible for 69% of that cost share.

- Pinnacle Properties will be responsible for all other requirements and provisions of the Developer's Agreement that are related to or necessitated by development of Outlot U (500 Dotson Drive).

ALTERNATIVES:

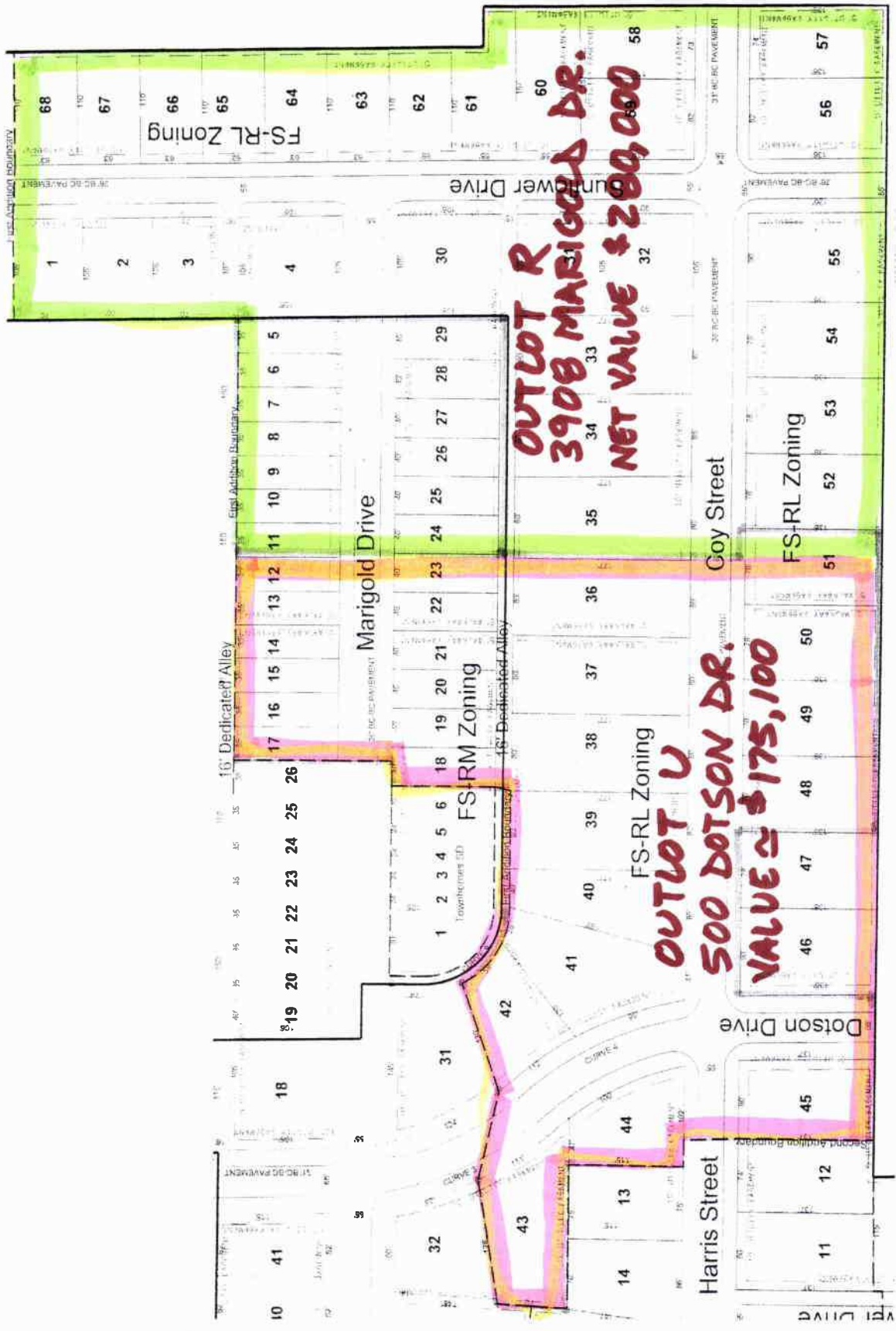
1. Direct the City Attorney to make appropriate modifications to the Memorandum of Agreement so that:
 - a. Construction of the improvements at Lincoln Way and Franklin Avenue shall be done and completed at such time as it is determined the overall intersection has fallen below the Institute of Traffic Engineers Level of Service "C" or a final plat is sought for any portion of 3908 Marigold Drive.

- b. Pinnacle Properties is responsible for 31% and Terra Firma, L.P. is responsible for 69% of the developer's share (50%) of the actual cost of construction improvements at Lincoln Way and Franklin Avenue.
 - c. Pinnacle Properties will be responsible for providing a letter of credit to the City in the amount of \$175,100, which should be adjusted periodically, to secure 31% of half the estimated cost of the intersection improvements at Lincoln Way and Franklin Avenue.
 - c. Pinnacle Properties is responsible for the provisions of said agreement that are necessitated by or pertain to the further development of 500 Dotson Drive.
 - d. Terra Firma L.P. will be responsible to pay 69% of half the cost of the intersection improvements at Lincoln Way and Franklin Avenue. The security for this responsibility will continue to be in the current form of mortgage on the land in Outlot R, which previously had a net value of \$280,000.
2. Maintain the current Memorandum of Agreement and security interest in 500 Dotson Drive and 3908 Marigold Drive.

MANAGER'S RECOMMENDED ACTION:

Currently, the security being held by the City for the developer's share of future improvements at Lincoln Way and Franklin Avenue is security interest in two lots: \$175,100 on 500 Dotson Avenue (Outlot U) and \$280,000 on 3908 Marigold Avenue (Outlot R). **Accepting a letter of credit for \$175,100 to replace the land interest in 500 Dotson Drive provides a much more stable and potentially liquid form of security. This letter of credit along with modifying the timing requirements for construction of said improvements will facilitate the renewed development of the area at 500 Dotson Drive.**

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby directing the City Attorney to make appropriate modifications to the Memorandum of Agreement and accept a letter of credit from Pinnacle Properties in the amount of \$175,100 as replacement for the current security land interest on 500 Dotson Drive at the time of further platting this parcel. The agreement will be brought back to the City Council at a future meeting for approval.



OUTLOT R
3908 MARIGOLD DR.
NET VALUE ~ \$280,000

OUTLOT U
500 DOTSON DR.
VALUE ~ \$175,100

FS-RL Zoning

Marigold Drive

FS-RL Zoning

FS-RM Zoning

Dedicated Alley

Coy Street

Harris Street

Dotson Drive

Dedicated Alley

Marigold Drive

FS-RL Zoning

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

Recent Addition Boundary

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Recent Addition Boundary



November 28, 2012

Mayor Campbell
Ames City Council

This letter is given in assurance that we, the owners of South Fork Subdivision, have authorized Keith Arneson to serve as our representative in negotiating an amendment to the existing South Fork development agreement that guarantees equitable participation in costs for off-site intersection improvements at Lincoln Way and Franklin Avenue.

Respectfully,

A handwritten signature in blue ink, appearing to read "Ev Cochrane".

Ev Cochrane III
4611 Mortensen, #107
Ames, IA 50010

November 28, 2012

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Ames City Council

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Ev Cochrane III
4611 Mortensen, #107
Ames, IA 50010

COUNCIL ACTION FORM

SUBJECT: OUTDOOR WARNING SYSTEM ACTIVATION CRITERIA

BACKGROUND:

The City of Ames updated the siren equipment in the City's 15 outdoor warning system sirens (OWS) approximately five years ago. This system is designed to provide a warning of severe weather to citizens who may be **outside** their homes. Modern home construction methods often limit the ability to hear sirens indoors. It is not practical to have outdoor warning devices that can consistently penetrate today's homes or workplaces with a warning tone. **Indoor warnings are best achieved through household use of a weather radio.**

The outdoor warning sirens are controlled through the City Emergency Communications Center with backup control at Iowa State University. ISU has installed several outdoor devices that can broadcast voice messages on central campus and near the stadium.

Historically, the sirens have been activated when a tornado has been forecast for the city or when a tornado has been identified by a trained spotter and is approaching the city. The specific criteria for activating the sirens are:

1. The National Weather Service upgrades a tornado watch to a tornado warning for the City of Ames.
2. The receipt of information from a legitimate weather forecaster who has indicated a radar report showing a tornado affecting Ames.
3. An actual sighting that would threaten Ames is received from the Story County Sheriff's Office or their deputies, ISU DPS Communications (Dispatch) Center or their officers, Des Moines State Radio, or the State Patrol, the Emergency Management Coordinator, Ames patrol units; or reports from private citizens when there is some supportive evidence available.

Therefore, the sirens have meant that a tornado is imminent and citizens should immediately seek cover and obtain additional information from their weather radio or local media.

In 2010 Polk County (Iowa) adopted a policy of activating the outdoor warning system in the event of winds over 70 mph. Across the country there has been a trend toward OWS activation in the event of high winds or potentially dangerous hail. An EF0 tornado contains winds of 65-85 mph so this threshold is, in principle, consistent with the risk associated with tornadoes.

The Story County Emergency Management Commission considered these factors and, on October 17, 2012, recommended that activation criteria include forecast winds in excess of 70 mph or hail in excess of 1.75 inches. The concept driving this change is to assist in warning citizens who might be outside or at least out of their homes when high winds or hail are forecast.

It is important to note that our warning system is dependent on the ability of forecasters and storm spotters to anticipate the behavior of these storms. Currently, this information is included in NWS teletypes to the Communications Center. Unfortunately, it is embedded at the conclusion of the narrative forecast. In addition, the affected areas are generally described as a geographic polygon rather than as cities or towns. Even with careful interpretation, history suggests that we will be unable to warn citizens of every wind or hail event due to the limitations of the forecast capabilities.

In reviewing this recommendation, it must be noted that the most recent high wind events within the City of Ames were not forecast with sufficient advance warning to allow utilization of the OWS. The storm of July 1, 2011, built right over Story County and the NWS did not have time to issue a warning. The May 2012 storm warning did not meet the threshold for OWS activation. Over the previous years there were no events that met these criteria in 2012, one in 2011, four in 2010, and six in 2009. Nonetheless, it seems prudent to provide a public warning if we are notified of wind or hail that could be injurious.

Ames and Iowa State University have coordinated their use of the OWS for many years. The shared system allows control from either the city or the university. Because of the close working relationship and the proximity of our service areas, we have also had very similar policies. Public safety staff from Ames and ISU have discussed this policy change and support the proposed additional activation criteria. There is value in having a policy that is consistent across the community, county, or even across the region.

The challenges in implementing the additional high wind and hail criteria include obtaining and interpreting good forecast information from the NWS and developing public understanding of the OWS. **While more warning is generally thought to be a benefit, these criteria will require more detailed monitoring of NWS forecasts and more time in the Communications Center interpreting the forecast information. It will also be important to collaborate with our public safety partners and media partners to educate the public about the new meaning of the sirens.**

ALTERNATIVES:

1. Direct staff to add Outdoor Warning System activation criteria for winds in excess of 70 mph and hail in excess of 1.75 inches.

2. Direct staff to add Outdoor Warning System activation criteria for either:
 - a. winds in excess of 70 mph
 - or
 - b. hail in excess of 1.75 inches.
3. Do not change the OWS activation criteria at this time.

MANAGER'S RECOMMENDED ACTION:

The Outdoor Warning System is intended to alert residents and visitors to the potential of hazardous weather conditions and the need to take immediate protective action. The key to this warning system is prediction of the severe event with some degree of advance notice. Although history suggest that this is not always possible, activation of the sirens may still be of benefit even though we may not have sufficient forecast information to allow this to occur every time. **The trend toward warning citizens of high wind and hail events has been considered by public safety personnel and the net benefit to citizens seems to be of value.**

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby directing staff to add high wind and hail events to the existing Outdoor Warning System activation policy.

COUNCIL ACTION FORM

SUBJECT: AIRPORT TERMINAL BUILDING - SCHEMATIC DESIGN CONCEPT FOR PROJECT BUDGET/SCOPE

BACKGROUND:

In August of 2012, staff presented a report to City Council about the various types of airport funding available, which outlined a framework for the budgeting of a new terminal building. That report also contained recommendations regarding public input meetings with airport and business users to help define the scale and scope for a new terminal facility.

Since those meetings have concluded, the next step is to take the input from our users to create a conceptual layout that can be used first and foremost for refining the overall project budget, but also to meet State and Federal requirements of providing definitions of the proposed spaces within the terminal. These definitions are used by the Iowa Department of Transportation (State funding) and Regional Federal Aviation Administration (Federal funding) staff to determine "eligibility" of each space.

The City's current airport consultant, Bolton & Menk, along with Architectural Alliance of Minneapolis, Minnesota, will meet with City staff to develop this schematic design and refine the budget. Architectural Alliance specializes in aviation design. Drawing from their expertise, City staff will present on December 18, 2012, the findings of the airport user meetings, a conceptual terminal layout, proposed budget alternatives, and graphical examples of "Gateway" level terminal building design. This information will then serve as the basis for a revised CIP project page.

The cost for this conceptual work is estimated not to exceed \$7,000 and could be funded from City Council Contingency Account.

ALTERNATIVES:

1. Approve \$7,000 from City Council Contingency Account to create a conceptual layout and budget for the new Airport Terminal Building project.
2. Approve the hiring of outside consultants, but Identify other funding sources for the \$7,000 expenditure.
3. Not to engage the services of outside consultants and rely on the staff's previous estimate for a new terminal. It should be emphasized that this original estimate was not based on feedback from the Airport users.

MANAGER'S RECOMMENDED ACTION:

Over the last several months airport/business users have provided key input and insight into how they envision the future of the Ames Airport. Utilizing their feedback and the experience of our airport consultant team will be critical when moving forward with the design of a new terminal building.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative No. 1, thereby approving \$7,000 from City Council Contingency Account to create a conceptual layout and budget for the new Airport Terminal Building project. This information will be shared with the Council on November 18th and will service as the basis for a revised CIP project page regarding the Airport Terminal.

COUNCIL ACTION FORM

SUBJECT: **6TH STREET BRIDGE DESIGN ALTERNATIVES**

BACKGROUND:

The bridge inspections in 2010 and 2012 both recommended the replacement of the 6th Street Bridge over Squaw Creek due to the current condition; a feasibility study in 2009 also recommended replacement. The replacement of the bridge was placed in the Capital Improvements Plan as a multi-year project to allow time for study, design, procurement of grants, and construction.

The first step was identified in FY 2012/13 for a design alternatives study. This study refines the type, layout, and style of the bridge. City staff retained the firm WHKS for this study (see attached final report). A meeting was held with representatives from Public Works and Parks & Recreation Departments to discuss options and the layout in the area. A public meeting was then held to gain feedback from the public on the options presented.

This information and input is included in the report from WHKS. The report identifies **Alternate D as the preferred alternative** based on cost and the feedback received on the alternatives and aesthetics. This alternative calls for a concrete bridge having two vehicular travel lanes and on-street bike lanes, a shared use path on the south side, and a sidewalk on the north. This alternate also includes the aesthetic elements identified through the public input process. As stated in the report, the total costs shown (\$2,286,000) include the aesthetics; however, costs could be reduced by choosing only certain aesthetic treatments.

The following table shows the corresponding estimated costs of each aesthetic treatment identified in that input process.

Aesthetic Premiums (handrail on separation rail)	
	Total
Structural Steel Pedestrian Hand Railing	\$ 78,000
Steel Pipe Pedestrian Hand Railing	\$ 28,600
Structural Concrete (oversize west abutment)	\$ 18,000
Concrete Texturing (abutment & piers)	\$ 140,000
Concrete Texturing (rails)	\$ 26,000
Colored Concrete Sealer (including exterior beams)	\$ 36,300
Roadway Lighting	\$ 4,000
Sidewalk Lighting	\$ 16,800
Underdeck Lighting	\$ 1,800
Total	\$ 349,500

The direction given by the City Council as to the preferred design alternative (either Alternative A,B, C, or D) along with the selected aesthetic features will be used by WHKS as they move forward to complete the design of the bridge.

ALTERNATIVES:

1. Accept the 6th Street Bridge Design Alternative Study with Alternate D (which includes two traffic lanes, two on-street bike lanes, a separated shared-use path, and a separated sidewalk along with all nine of the \$349,500 of aesthetic features identified above.
2. Accept the 6th Street Bridge Design Alternative Study with Alternate D (which includes two traffic lanes, two on-street bike lanes, a separated shared-use path, and a separated sidewalk along with a lesser number of aesthetic features identified above.
3. Direct staff to move ahead with a different design alternative and combination of aesthetic features as reflected on page 9 of the attached Design Alternative Study.
4. Do not move forward with the project which will result in the eventual closure of the bridge due to its further deterioration.

MANAGER'S RECOMMENDED ACTION:

While most costly, Alternative D best accommodates all of the users within the corridor. It continues to extend the on-street bike lanes from the east to accommodate the more experienced bikers. It also provides connectivity of the shared-use path system as well as a sidewalk access to Brookside Park. Because it meets federal design guidelines, this design will enable us to receive federal construction grants.

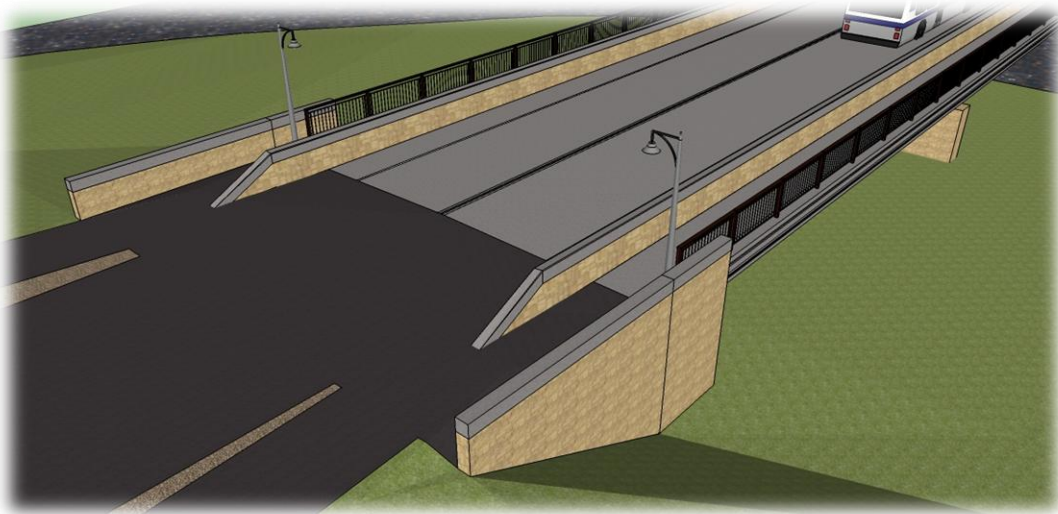
Incorporating all of the nine suggested aesthetic features will better assure the bridge will blend with the look and feel of Brookside Park. The three aesthetic lighting features also enhance safety.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the 6th Street Bridge Design Alternative Study with Alternate D as the preferred design layout along with the nine aesthetic elements noted in the report.

DESIGN ALTERNATIVE STUDY

SIXTH STREET OVER SQUAW CREEK BRIDGE REPLACEMENT

December 2012



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Joshua J. Opheim
Joshua J. Opheim, P.E.

12/4/2012
Date

License number 20567

My license renewal date is December 31, 2012.

Pages or sheets covered by this seal:

All

whks

engineers + planners + land surveyors

Contents

Introduction.....	1
Scope and Limitations.....	1
Background.....	1
Existing Bridge	2
Bridge Concepts.....	3
Superstructure Type.....	3
Pretensioned Prestressed Concrete Beam (PPCB) Bridge.....	3
Continuous Welded Plate Girder (CWPG) Bridge	4
Rolled Steel Beam (RSB) Bridge	4
Typical Section.....	5
Alternate A – 32’ roadway, 12’ shared-use path & 5’ sidewalk.....	5
Alternate B – 32’ roadway with bike lanes, 5’ sidewalks.....	6
Alternate C – 24’ roadway, 12’ shared-use path & 5’ sidewalk.....	7
Alternate D – 32’ roadway with 5’ bike lanes, 12’ shared-use path & 5’ sidewalk.....	7
Cost Comparisons.....	8
Bridge Design Criteria	9
Aesthetics.....	11
Bridge Elements.....	12
Railings	12
Beams	13
Abutments	13
Piers	14
Lighting.....	14
Cost Estimates.....	14
Accessibility	15
ADA Requirements	15
Railing/Fencing	16
Approaches & Traffic Control	17
Summary and Conclusions.....	18
Executive Summary	18
Recommendations	19
Next Phases.....	21

Introduction

This study will examine various design alternatives associated with the replacement of the bridge on 6th Street over Squaw Creek in the City of Ames, IA. In addition to presenting the options, detailed discussion, cost comparisons, and recommendations will be made. Some of the main areas of study include the bridge type, aesthetics, and accessibility from the standpoint of pedestrians and bicyclists.

Scope and Limitations

The main focus of the report is on the bridge type, size and proposed cross section. For each item, the following items are presented:

- Description
- Design features
- Estimated costs
- Advantages and disadvantages

In addition, the report will examine in detail many other aspects of the future bridge, including: preliminary right-of-way (ROW) impacts, bridge design criteria, aesthetic options and impacts, estimated aesthetic costs, railing options, requirements for Americans with Disability Act (ADA) compliance, accessibility for pedestrian/bicycle users, and approach roadway tie-in.

The study is preliminary in nature and involves limitations and unknowns. Survey, ROW easements/acquisition, utility coordination, permitting and other historical, archeological and/or environmental studies have not been conducted. The study should not be considered preliminary design; the actual sizing/location of the bridge will depend on future hydrology and hydraulic studies.

Cost estimates are based on information available at this time, and could vary depending on market factors and various design options that may alter the cost of the project. Costs are presented in present dollars and do not include any provision for inflation.

Background

The Sixth Street Bridge over Squaw Creek is located in the central portion of Ames near the west end of Sixth Street where it terminates at University Boulevard. The nearest intersection on the east side of the bridge is Brookridge Avenue and North Hazel Avenue. The roadway and shared use path is

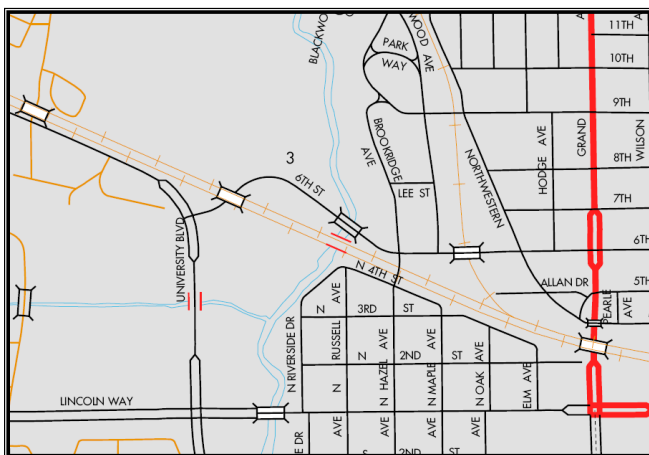


Figure 1. Location Map

heavily used as a connection between Iowa State University, downtown Ames, and residential areas between. Users of Brookside Park and the nearby skate park, which are north and west of the bridge, also frequently use the bridge. Brookside Park on the north side of the bridge is owned by the City of Ames, and property to the south of the bridge is owned by Iowa State University, according to City Assessor's records. The main Union Pacific Railroad east-west line is approximately 160-ft south (downstream) of the bridge. There is also a shared-use path that runs under the bridge on the west side of Squaw Creek.

In 2009, WHKS was commissioned by the City to conduct a feasibility study regarding the state of the existing bridge. The objective was to examine the existing condition of the bridge and determine what future action regarding repair or replacement, if any, should be taken. The need for the study

was based on the condition of the bridge, the type of construction, and the projected need for bridge maintenance.

The study determined that the bridge has exceeded its intended service life, is in the beginning stages of accelerated deterioration and will require substantial future maintenance to extend its service. Furthermore, the bridge superstructure is constructed in a non-redundant fracture critical configuration which is particularly susceptible to fatigue and fracture. To address these varied concerns, the report recommended further study of a prestressed, pretensioned concrete beam bridge replacement based on long-term viability and lowest cost.

Existing Bridge

The bridge on Sixth Street over Squaw Creek is a three span steel two-girder bridge with a cast-in-place concrete deck that was built in 1948. It was designed for H15 highway loading. A bridge deck overlay with sidewalk repair, railing modifications and steel painting was completed in 1987. In 1997, abutment backwall, bridge seat and approach pavement repairs were constructed. The bridge length is approximately 250'-0 and the roadway width is 25'-8 with 6-ft sidewalks on each side. The sidewalks are raised 1'-0 above the roadway with no separation rail. 43-in high steel picket rails protect users at the outside edge of each sidewalk. They were originally 34-in but were modified and raised in 1987. Decorative art deco-style post caps were removed as part of the rail height increase.

The approach roadway section is typically 25-ft (11-ft lanes with 1.5-ft shoulders) to the west, but widens to accommodate a left turn lane and curb and gutter east of the bridge. Beginning at Brookridge Avenue, the cross section consists of bike lanes, a two-way left turn lane and curb and gutter. The posted speed limit is 30 miles per hour. The shared-use paths leading to the bridge are generally 8- to 9-ft wide and narrow to 6-ft on the bridge. The path on the south side is more heavily used as a continuous link between residential areas, Downtown and Iowa State University. Traffic counts from 2011 show that approximately 4160 vehicles per day use the bridge.

There have been some safety concerns about the raised sidewalks for bicyclists when two or more bicycles or pedestrians are crossing the bridge. In response to concerns of the bicycle community and following discussion with the City Council, the City installed sharrows on the roadway in 2012 to direct bicyclists to use the roadway instead of the bridge sidewalks. They also alert motorists to share the roadway with bicyclists.

Due to the two-girder superstructure arrangement, the bridge is non-redundant and is classified as fracture critical. According to AASHTO, "fracture critical members or member components (FCMs) are steel tension members or steel tension components of members whose failure would be expected to result in collapse of the bridge".¹ Redundancy refers to the ability of other structural members that could temporarily take the load previously carried by a failed member, thereby potentially avoiding the collapse of the bridge. For this bridge, there are no other structural members that could temporarily take the load in the event of failure of one girder. This would likely lead to collapse of the span, which results in the classification of the bridge as fracture critical. The report from the recent 2012 bridge inspection reads as follows:

Hairline transverse cracks in top of deck and hairline cracks with leaching on bottom of deck. Edge of south curb is spalled and crumbling. Pack rust between cover plates and gusset plates, occasionally causing bulging and distortion of the flange plates. Other locations of bottom flange distortion include center span north girder and south girder near Pier 1 in center span. Ends of girders and bearings are very rusty with some section loss. Heavy leaf rust on bottom flange of north girder in the center span 10-15' from Pier 1, approximately 1/8" section loss in places. Leaf rust at horizontal bracing gusset plates

¹ American Association of State Highway and Transportation Officials (AASHTO), Manual for Condition Evaluation of Bridges, 1994 (Washington, DC: AASHTO, 2000)

and some transverse/bearing stiffener locations. Rockers at both abutments are tipped to expansion (2" on 10") at 85 deg. Minor erosion in west berm. Rip rap added to east bank in 2010.

Water and deicing chemicals are starting to leach through the deck as well as cause deterioration of the concrete fascia as well as steel beams and bearings below the joints. Pack rust is also causing a loss of section at the girder bottom flange cover plates and other locations.

Bridge Concepts

Superstructure Type

Pretensioned Prestressed Concrete Beam (PPCB) Bridge

This bridge type is a mainstay of Iowa bridges, combining a traditional form with economy and constructability. Long-term maintenance is generally very low, especially when integral abutments without joints are utilized.

Different Iowa DOT-designed standard beam lengths can be combined to create a custom bridge length and reduce costs. The bridge length should be maintained around the existing waterway opening of 250 ft. One possible span arrangement is 75'-100'-75'. Another possible arrangement is 100'-100'-50' which locates the piers near the existing stream banks. This later arrangement is favorable hydraulically but not as desirable aesthetically.

In either scenario, shifting the bridge approximately 10 feet to the east of the existing bridge to avoid the existing abutment piles and better center the bridge on Squaw Creek is recommended. This in turn allows a shallower berm slope at the east abutment with less potential for erosion. Some channel shaping may be required.

Applicable Iowa DOT Standard PPCB Types for Possible Use			
Beam Type	Beam Depth	Approx. Total Depth	Maximum Spacing
D	4'-6	5'-5	7'-6
BTC	3'-9	4'-8	9'-3

Based on a preliminary review of the profile grade and hydraulic data, it appears that D beams will provide adequate freeboard to meet DNR requirements. The deeper D beam is approximately 6.18 feet above the Q_{50} flood elevation, greater than the 3 feet required. BTC beams will also work for the proposed span lengths, and due to the higher strength and greater allowed spacing may provide substantial savings over D beams.

Advantages

- Standard Iowa DOT beam sections are familiar to contractors and fabricators, and easy to construct
- Faster construction with less impact to traffic
- Lower construction cost than steel girders
- Generally lower design cost
- Easy to apply colored concrete sealer for aesthetics
- BTC beams are cost effective depending on the cross section chosen. BTC beams save **two beam lines** when compared to D beams for Alternates A and D.

Disadvantages

- Site accessibility may be a concern due to the low railroad bridge clearance from the west
- Not as aesthetically pleasing as steel girders
- Requires two piers instead of one

Continuous Welded Plate Girder (CWPG) Bridge

This bridge type is commonly used in Iowa where span arrangements, horizontal alignment or vertical alignment do not allow the use of PPCB or other bridge types. It is generally more time consuming to design and fabricate, which can lead to higher design and construction costs. However, there are standards and guidelines for economical construction, and CWPG bridges are sometimes considered desirable for aesthetic or other preference reasons. CWPG bridges are generally constructed of weathering steel girders, which reduce long-term maintenance costs due to the lack of need for painting.

One possible span arrangement is 125'-125'. The overall bridge length will approximately match the existing, but the bridge will be shifted to the east to avoid existing abutments and center the bridge on Squaw Creek. Notably, only one pier is necessary. For this span arrangement, the probable beam depth is 3'-6, and the total depth is 4'-3, making it at least 5 inches shallower than the PPCB options. It is also more hydraulically efficient due to the fewer piers, making it possible that the overall bridge length could be shorter.

Advantages

- Possible cost savings and shorter construction time due to only one required pier
- Weathering steel reduces long-term painting costs and matches Brookside Park pedestrian truss bridge
- Increased aesthetic appeal

Disadvantages

- Higher material and fabrication costs
- Higher design cost
- Generally not economically feasible for this bridge size, layout and location
- Steel erection more complicated and time consuming than setting PPC beams

Rolled Steel Beam (RSB) Bridge

The Iowa DOT has a set of standards for RSB bridges for use in typical stream crossings. Use of the standards speeds up and makes the design process more economical. However, this is not a typical stream crossing and at a minimum some modifications to the width and beam spacing would need to be made. Further investigation during preliminary design would determine whether the standards could be modified or if a custom design would be required. Even in the case of the latter, some savings in design could still be realized by using a standard length/span and re-using standard details.

Applicable Iowa DOT RSB Standards for Possible Use				
Length (feet)	End Span (feet)	Interior Span (feet)	Beam Depth (ft-in)	Total Depth (ft-in)
240	72	96	3'-0	3'-11
260	78	104	3'-4	4'-3
280	84	112	3'-4	4'-3

Using a modified 260' RSB standard (78'-104'-78') would ensure the waterway opening is at least greater than existing. The bridge should be shifted approximately 10 feet to the east of the existing bridge to avoid the existing abutment piles and better center the bridge on Squaw Creek. This also allows a shallower berm slope at the east abutment with less potential for erosion. Some channel shaping may still be required.

Advantages

- Weathering steel reduces long-term painting costs and matches Brookside Park pedestrian truss bridge
- Smaller girder sections for easier delivery
- Shallower beams could allow reduction in bridge length during preliminary design

- Design cost savings if Iowa DOT standards are partially utilized
- Beam spacing can be varied and custom designed, allowing efficient use for any typical section

Disadvantages

- Incomplete historical cost data, but generally more expensive than equivalent PPCB bridge
- Steel erection time longer than PPC beams
- Two piers required
- Span arrangement not adjustable if using RSB standards

Typical Section

Four possible alternatives for the bridge typical cross section were developed, as shown and discussed below. In all cases, the current raised sidewalk configuration is eliminated and replaced with separation rails which provide increased safety and protection to pedestrians and bicyclists. Minimum Iowa Department of Transportation (Iowa DOT) and AASHTO design criteria were followed in developing the cross section geometry. Improvements and concerns are addressed with each alternative, with an attempt to emphasize one primary objective for each alternate while seeking to achieve a balance of benefits and costs. If desired, other alternatives may be possible by combining various elements from each alternative.

Alternate A – 32' roadway, 12' shared-use path & 5' sidewalk

This alternate is based on meeting the lane and gutter width criteria of the Iowa DOT Urban Design Aids, and providing the most protection for bicycle and pedestrian users. The bridge roadway width is 32'-0" (2-12' lanes and 2-4' gutters) with separation rails on both sides. Due to the concentration of bicycle traffic on the south side of the existing bridge, a 12'-0" shared-use path is provided on the south side only. It is also recommended to provide a path width greater than the 10'-0" minimum due to heavy use. The sidewalk on the north side for less frequent pedestrian use and park access is a minimum of 5'-0" wide to meet Americans with Disabilities Act (ADA) requirements, which will be discussed in more detail later. A 3'-6" pedestrian handrail is provided adjacent to the sidewalk and a 4'-6" bicycle railing is provided adjacent to the shared-use path.

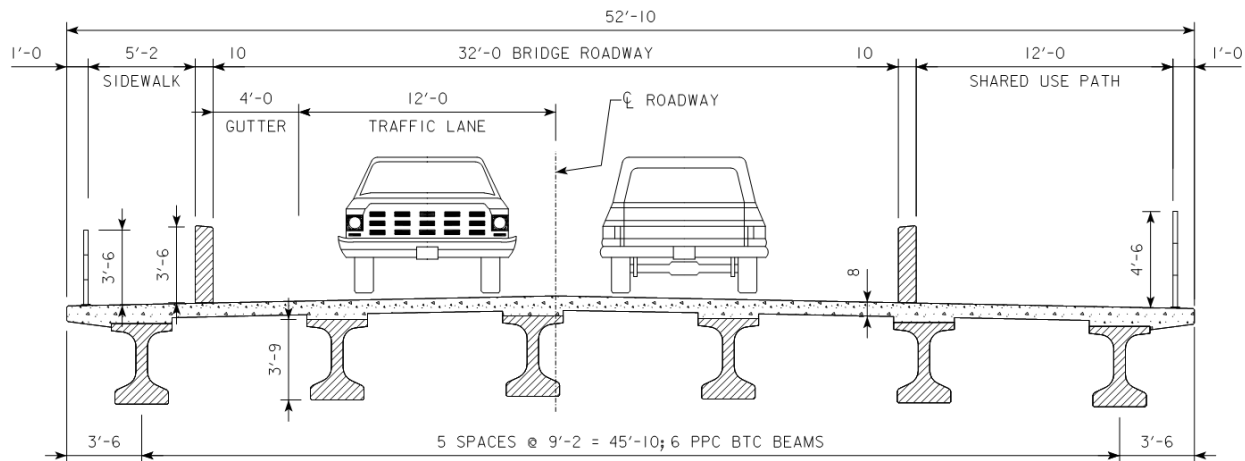


Figure 3. Alternate A Cross Section; Looking East.

Advantages

- Largest bridge roadway width (6-ft increase in width compared to existing roadway)
- Provides flexibility to allow for possible conversion to on-street bike lanes in the future
- Shared-use path exceeds required width (10-ft) due to heavy path use, and provides continuity with existing shared use path at bridge approaches
- Best option for snow removal (4-ft gutter storage for snow)

Disadvantages

- Encourages higher speed traffic with larger roadway width
- Requires a mix of pedestrian/bicycle traffic on shared-use path
- Requires westbound bicycles to cross Sixth Street prior to bridge to use shared-use path
- Highest cost alternate
- May require 10- to 15-ft additional easement/ROW at south side

Alternate B – 32' roadway with bike lanes, 5' sidewalks

This option utilizes alternative design practices and reduces cost by including 5'-0" bicycle lanes on the roadway. By providing the on-street bike lanes, the need for a shared-use path is eliminated and the overall bridge width is reduced. This alternative mimics and ties into the roadway typical section on Sixth Street just east of the bridge. The 32'-0" bridge roadway width is maintained, but the lanes are reduced to 11'-0" to accommodate the 5'-0" bike lanes. The lane and gutter widths do not meet the Urban Design Aids, but do meet the Iowa DOT Alternative Urban Design Criteria. There are also 5'-0" minimum width sidewalks on each side for pedestrian use, protected by separation rails.

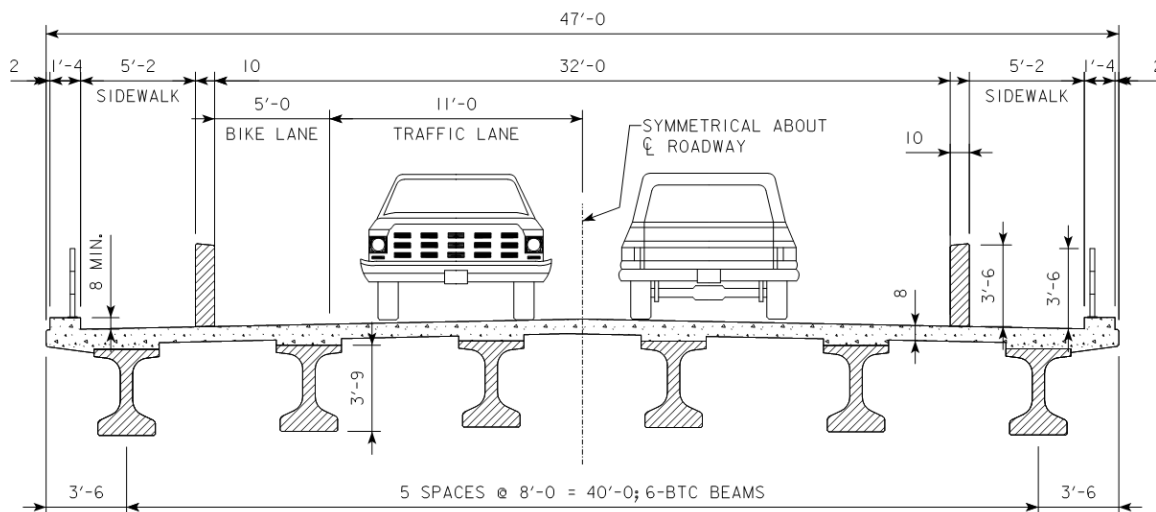


Figure 4. Alternate B Cross Section; Looking East.

Advantages

- Provides separate, continuous facilities for bicycle users and pedestrian users
- Consistent with the current lane/pavement markings and the use of bicycle lanes on Sixth Street from Brookridge Ave. to Grand Ave
- Additional width from bicycle lanes provides a 32'-0" "effective roadway width" at reduced cost
- Encourages roadway sharing and traffic calming

Disadvantages

- Does not provide physical separation of bicycles from vehicles (may not be comfortable for younger or inexperienced riders)
- Sidewalks are too narrow for mixed bicycle and pedestrian traffic
- Requires westbound bicycles to cross Sixth Street west of the bridge to cross the road to use the shared-use path or merge with traffic to pass under the narrow UPRR underpass bridge
- No gutter storage for snow if bike lanes will be maintained throughout the winter
- May require easement at south side

Alternate C – 24' roadway, 12' shared-use path & 5' sidewalk

This option seeks to minimize the bridge width and cost, while maintaining separate protected pedestrian and bicycle paths. The roadway and bridge width is reduced by 8-ft, making it similar in overall width to Alternate B. The bridge roadway width is 24'-0" (2-11' lanes and 2-1' gutters), which meets the Alternative Urban Design Criteria. However, the roadway width may disqualify the bridge from Federal funding; to ensure Federal funding the minimum roadway width should be 28'-0". There is a 12'-0" shared-use path on the south and a 5'-0" sidewalk on the north, both protected by separation rails. Again, the shared-use path was only deemed necessary on the south side due to the heavy use by bicyclists.

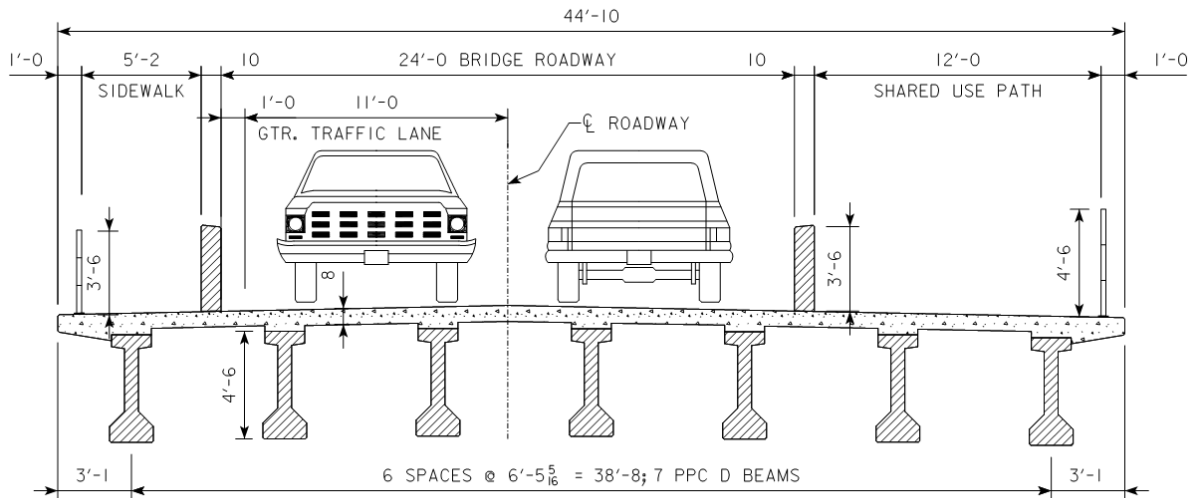


Figure 5. Alternate C Cross Section; Looking East

Advantages

- Minimizes overall cost
- Shared-use path exceeds required width (10') due to heavy path use, and provides continuity with existing shared use path at bridge approaches
- Provides a sidewalk for less frequent pedestrian and park access on the north side

Disadvantages

- Narrow roadway width may not be eligible for federal City Bridge Program since the bridge would still be classified as functionally obsolete
- Does not provide any flexibility for future
- No gutter storage for snow
- May require easement at south side

Alternate D – 32' roadway with 5' bike lanes, 12' shared-use path & 5' sidewalk

This alternate is a combination of Alternates A and B, and was developed in response to comments received during the public information meeting. The 32'-0" bridge roadway width is maintained, but the lanes are reduced to 11'-0" to accommodate the 5'-0" bike lanes. However, the 12'-0" shared-use path at the south side is retained to provide the most accommodation for all levels of bicycle and trail users. This alternative also mimics and ties into the roadway typical section on Sixth Street just east of the bridge. The lane and gutter widths do not meet the Urban Design Aids, but do meet the Iowa DOT Alternative Urban Design Criteria. A 3'-6" pedestrian handrail is provided at the north edge and a 4'-6" bicycle railing is provided at the south edge.

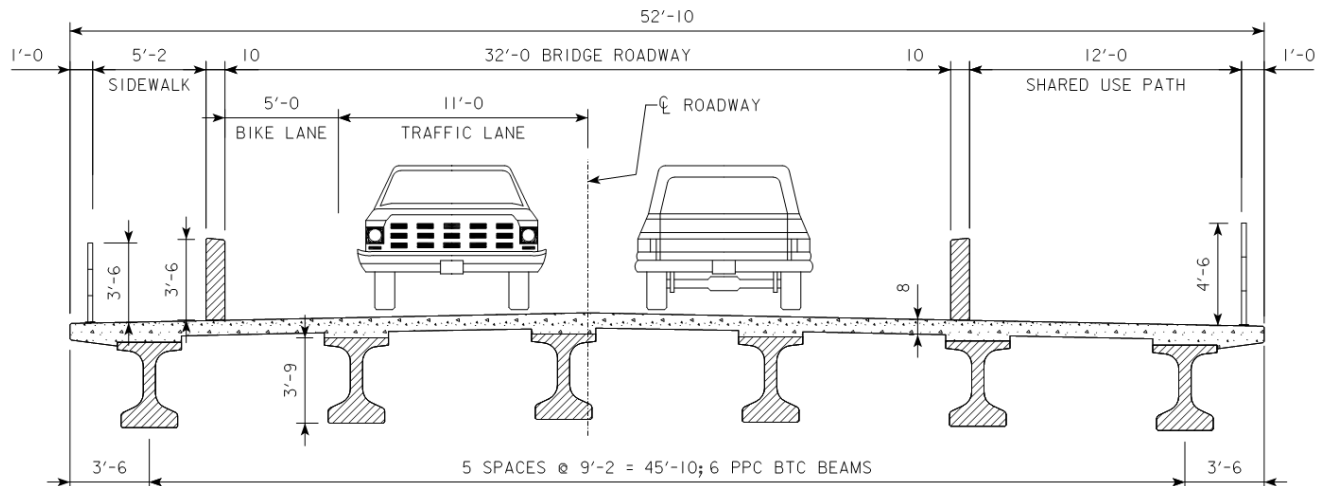


Figure 6. Alternate D Cross Section; Looking East

Advantages

- Provides most flexibility and accommodation for all types of users
- Provides on-street bike lanes for experienced bicyclists who prefer to use the road
- Shared-use path provided for continuity with existing shared-use path and to provide a facility for less experienced bicyclists, runners and skaters
- Consistent with the current lane/pavement markings and the bicycle lanes on Sixth Street from Brookridge Ave. to Grand Ave
- Encourages roadway sharing and traffic calming
- Additional width from bicycle lanes provides a 32'-0" "effective roadway width" at reduced cost

Disadvantages

- Highest cost alternative (similar to Alternate A)
- No gutter storage for snow if bike lanes will be maintained throughout the winter
- May require 10- to 15-ft additional easement/ROW at south side

Cost Comparisons

Five alternatives were considered for cost planning purposes. They included the four cross section alternates as described above, as well as subsets of each alternative to illustrate the differences in cost for different bridge types.

The Alternate A cross section was examined for a 254-ft long by 32-ft wide PPCB bridge utilizing BTC beams. The prices will be favorable for this option because of the efficient spacing of beams in the cross section, as noted earlier. Alternate A was also examined for a 250-ft long by 32-ft wide CWPG option as a comparison and illustration to show the relative price of using steel girders. Overall, this alternate was the most costly of all the alternates due to the width, and the CWPG option was 13% more than the PPCB option. Costs for Alternate D will be nearly identical to Alternate A since the overall width is the same.

Alternate B was analyzed for a similar PPCB BTC beam bridge 259-ft long by 32-ft wide. The cost savings of this option is only around \$130,000 as compared to Alternate A. Alternate B was also estimated for a 260-ft long by 32-ft wide RSB bridge, which turned out to be approximately 5% more expensive than the PPCB option.

Finally, Alternate C was analyzed for a PPCB D beam bridge, 253-ft long by 24-ft wide. Because of the numerous disadvantages of this option, it was not analyzed for any other superstructure type. It was the least costly of the alternates by over \$330,000.

Construction Cost Alternatives Cost Summary (excludes design and observation)									
Alternate	Description	Structure Type	Base Construction Cost	Estimated Aesthetics (25%)	Total (rounded)	¹ Cost Difference	%	² Cost Difference	%
A/D	254' x 32' w/ 12' Path & 5' Sidewalk	PPCB	\$1,957,000	\$329,000	\$2,286,000	--	--		
A/D	250' x 32' w/ 12' Path & 5' Sidewalk	CWPG	\$2,208,000	\$376,000	\$2,584,000	\$298,000	13%		
B	259' x 32' w/ Bike Lanes & 5' Sidewalks	PPCB	\$1,847,000	\$308,000	\$2,155,000	(\$131,000)	(6%)	--	--
B	260' x 32' w/ Bike Lanes & 5' Sidewalks	RSB	\$1,933,000	\$324,000	\$2,257,000	(\$29,000)	(1%)	\$102,000	5%
C	253' x 24' w/ 12' Path & 5' Sidewalk	PPCB	\$1,677,000	\$276,000	\$1,953,000	(\$333,000)	(15%)		

1. Cost difference of each alternative compared to Alternate A/D – PPCB
2. Cost difference of RSB vs. PPCB for Alternate B

The costs are based on per-square-foot bridge costs compiled by the Iowa DOT, and a preliminary estimate of the necessary roadway work items. Roadway work is assumed to include pavement removal, channel excavation and placement of revetment, bridge approach pavement, sidewalk/shared-use path pavement, concrete approach barriers, storm sewer intake and manhole, storm sewer, and traffic control. Detailed cost estimates for each alternative are presented in Appendix A.

Mobilization (10%) and contingency (20%) are included, but costs associated with right-of-way acquisition and utility relocation (beyond the storm sewer noted above) are not included. Design and construction observation costs are also not included in the table. For estimating purposes, that could be taken to be around \$250,000. An average aesthetics cost of 25% of the total bridge cost has been included. The actual cost of aesthetics could vary widely depending on the level of aesthetic treatments selected, as discussed later in this report.

Bridge Design Criteria

The primary purpose of the following design criteria is to summarize the information used in developing the cross sections above, and document and provide the basis for future preliminary design of the bridge. Other more general criteria applicable to final design are also included.

Hydrology and Hydraulics

The following information was taken from the existing plans and City of Ames Flood Insurance Study. It should be considered only as a guide to be verified during preliminary design.

Preliminary Hydraulic Information	
Existing Low Chord at Midspan	Elev. 900.9' ±
Drainage Area	204 square miles
50-year Flood	Elev. 898.9' ±
100-year Flood	Elev. 900.3' ±
High Water	Elev. 902.2' ± (1993)
Low Water	Elev. 884.6' ±
Floodway Width	230 ft. ±
50-yr Stream Velocity	5.0 ft/sec
Backwater	Max. 0.75 ft. (Q ₅₀), 1.5 ft. (Q ₁₀₀)
Freeboard	Min. 3 ft. above Elev. 898.9' ±
100-yr Flood Profile	No-rise required

Under Clearances (BDM 3.2.5)

Bridge Under Clearances (BDM 3.2.5)	
Minimum vertical clearance of the bridge	10 ft. preferred
superstructure over the shared-use path	8 ft. minimum
Horizontal shy distance to edge of pier column to edge of path	3 ft.
Horizontal shy distance to edge of berm to edge of path	2 ft.

Lane Configuration

The vehicular lane widths on the bridge are dependent on the typical cross section selected. However, the typical lane width for design is 12 feet. Based on the existing traffic and existing roadway configuration, a two lane roadway is recommended. Minimum widths for sidewalks, bicycle lanes and shared-use paths are shown below.

Sidewalk and Shared-use Path Width Guidelines	
Sidewalk (BDM 3.2.6.2.2)	5 ft. min. width
Bicycle Lanes (BDM 3.2.6.2.2)	5 ft. min. width
Shared-Use Path (BDM 3.2.6.2.2)	10 ft. min width; consider 12-14 ft. if heavy use (greater than 300 users within peak hour) 15 ft. min width if segregation of pedestrian and bicycle traffic is desired 12 ft. width for snooper access

The shared-use path should be designed as a Type 1 facility, meaning that it is adjacent to the roadway and functions similar to a sidewalk. Additionally, it should have bicycle-safe expansion joints and non-slip deck material.

Bridge Design

The governing design specifications for bridge design will be the AASHTO LRFD Bridge Design Specifications, 6th Edition – 2012 (AASHTO LRFD) and the current edition of the Iowa DOT Bridge Design Manual (Iowa BDM). Bridge construction will conform to the Iowa DOT Standard Specifications for Highway and Bridge Construction, 2012 (Iowa DOT SS).

The bridge deck shall be 8-in with ½-in integral wearing surface. Include provision for 20 psf future wearing surface.

The bridge live load shall be HL-93, as specified in AASHTO LRFD 3.6. The sidewalks and shared-use paths shall be designed for 75 psf uniform loading, as specified in AASHTO LRFD 3.6.1.6. A minimum H10 maintenance vehicle load shall be applied to shared-use paths over 10-ft wide, without impact. Live load deflection of the bridge superstructure shall be limited to 1/1000 of the span length due to the sidewalk and shared-use path on the bridge.

All other loads including dead, wind, thermal, braking, buoyancy, earth pressure, stream flow and ice shall be applied according to AASHTO LRFD and Iowa BDM. Pier foundations in the stream channel shall be a minimum of 6-ft below the streambed elevation, and scour shall be considered.

Steel and concrete design shall be according to the Iowa BDM. All reinforcing steel in the bridge deck, rails and abutments shall be epoxy coated.

Substructure Design

Integral abutments are preferable due to lower construction and maintenance costs. Utilizing integral abutments eliminates expansion joints, which prevents deck runoff from contacting and deteriorating below deck bridge components. For PPCB bridges, the maximum bridge length is 575-ft at 0-degree skew. For CWPG/RSB bridges, the maximum length is 400-ft at 0-degree skew (Iowa BDM Table 3.2.7.2). Therefore, integral abutments are feasible and recommended for this bridge.

Since the drainage area is greater than 50-sq mi, the Iowa DOT strongly recommends use of diaphragm (wall) or hammerhead (tee) piers. This helps reduce the chances of damage from ice and/or driftwood flow. Pier foundations in stream channels should be set so the bottom of footing is 6-ft below the streambed elevation.

Detailed recommendations for substructure and geotechnical design will be developed after the geotechnical report is completed. As a minimum, one soil boring should be performed at each proposed substructure location. It is anticipated that the abutments and piers will be supported on friction steel piling.

Aesthetics

Due to the proximity of the bridge to Brookside Park, developing a context sensitive and appealing bridge is a high priority for the City. The overall goal is to upgrade the look of a standard replacement bridge by incorporating aesthetics when economically feasible.

There are many considerations which go into the decisions surrounding bridge aesthetics. The first step in the process is to understand the goals of the proposed bridge, and just as importantly, understanding the site and context of the bridge. Following that, a design intent and vision is developed, which led to multiple alternatives which were shared with the City and public. After

Principles of Context Sensitive Aesthetic Design (Bridge Aesthetics Sourcebook, AASHTO, 2010)

- Simplicity
- Good proportions with an emphasis on thinness
- Clear demonstration of how the structure works
- Fits context and surroundings

one design vision is agreed upon, the process proceeds to conceptual engineering which will include further refinement of the aesthetic concepts, drawings, renderings and cost estimates. Finally, when the final aesthetic treatments are selected final design of the bridge can be initiated.

The process began by visiting the bridge and the surrounding area, including Brookside Park, to gain insight into the site and context of the bridge. The bridge is located in a highly wooded area of Squaw Creek and bordered on the north and west by the rustic and expansive Brookside Park. On the south it is bordered by an old limestone and steel Union Pacific Railroad bridge. The east side is bordered by the historic Brookridge and Ridgewood neighborhoods. This naturalistic setting led to the development of the preferred rustic and natural theme for aesthetic treatments on the proposed bridge. Several other themes and design visions were considered, including the formal/urban theme shown to the right with brick façade, but were considered inconsistent with the bridge location and context. The preferred aesthetic theme is highly influenced by the prevalence of limestone and weathered steel found in the park. The color scheme is subdued and uses dull, earth tones to blend with the natural environment. The details should be kept simple and avoid excessive ornamentation, allowing the bridge to fit in naturally to the site. Details of how the proposed theme affects the treatments of specific bridge elements are discussed in more detail below.

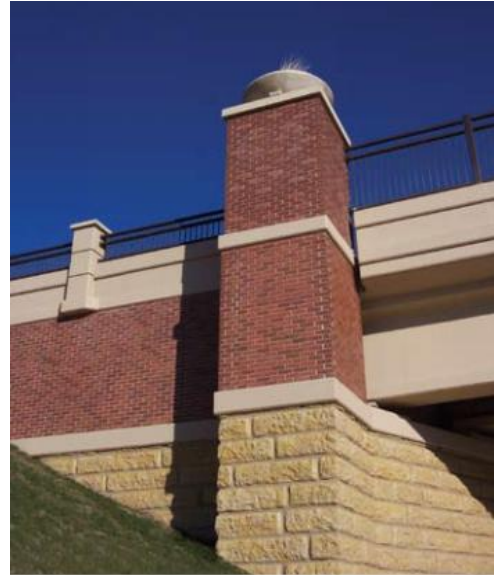


Figure 7. Example of formal/urban aesthetic theme.



Figure 8. The Brookside Park restroom building inspired the aesthetic treatment for bridge concrete.

Bridge Elements

Railings

The pedestrian railings will be one of the most visible portions of the bridge, and will receive a high level of attention to detail. The proposed rail draws influence from the existing picket railing, along with the picket railing used on the Lincoln Way bridge less than a mile to the south. The rail will be painted

a rustic reddish brown to replicate the look of weathering steel, which is a naturally occurring patina on the surface of steel which is used on the steel truss pedestrian footbridge upstream in Brookside Park. To add detail and interest to the rail as well as give a historical connection to the existing bridge, the rail posts could be capped with a replica of the art deco caps removed from the existing bridge in 1987 as shown below.



Figure 10. Proposed rendering of bridge railings.

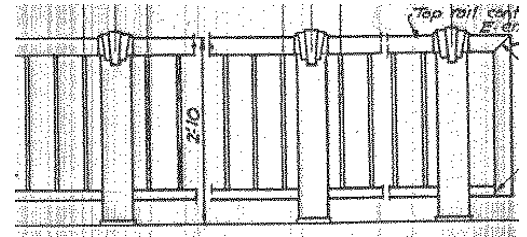


Figure 9. Art Deco Cap Detail

The concrete rails separating the roadway from the sidewalks can also be treated to improve their appearance. They could receive the same concrete texturing and staining proposed for the piers and abutments, discussed below. Optionally, a steel handrail with art deco themed caps could be installed on top of the separation rail to tie it together with the exterior rails and to prevent skateboarders from routinely using the rail.



Figure 11. Possible concrete texturing of separation rail.

Beams

Structural steel girders could be used to directly tie-in with the natural, rustic theme as well as the railings and steel truss footbridge. However, due to cost reasons prestressed concrete beams will likely be used for the superstructure. To give the appearance of weathering steel, they could be stained a reddish brown to match the color of the railings.

The beam depth and span lengths will be selected to achieve the appearance of a long, sleek structure. Further, using a dark coating on the exterior beams in combination with a large overhang will create shadows to give the bridge a thin, light appearance.

Abutments



Figure 12. Example of a massive abutment and wing.

Abutments are an important symbolic function where travelers begin and end their passage on the bridge. Thus, they are well-suited to a unique or visible aesthetic treatment. The proposed abutment at the west end of the bridge will utilize a long, massive wing at the northwest corner where it faces Brookside Park. This could be combined with terracing, plantings, or other landscaping to soften the bridge end and blend it with the natural surroundings. The height of the west abutment is also increased to allow more vertical clearance, openness, and light under the bridge for the shared-use path. Large, stone-like pilasters could be

used at each bridge corner to define the bridge ends and provide a space for planters or lights.

The proposed texturing of concrete includes a rustic random ashlar stone textured formliner to continue the limestone theme found throughout the site and replicate the Brookside Park restroom structure. Following concrete placement, it will be stained with a colored concrete sealer to give it an aged look more like the appearance of natural stone. This treatment can be applied to most of the exposed surfaces of the abutments, including the wings and end posts.

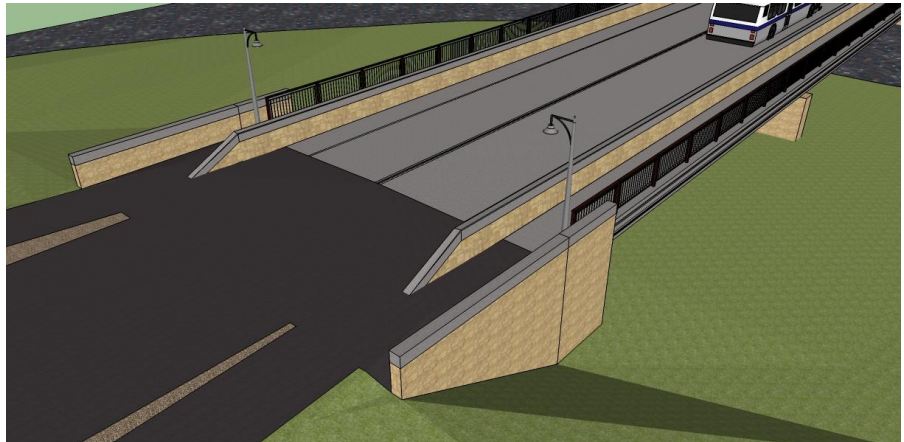


Figure 13. Proposed end view of the bridge abutment.

Piers

Use of three spans (two piers) is generally preferred for aesthetic reasons. Typically hammerhead (tee) pier would be used in this situation. However, to give the piers a simple appearance and remain consistent with the rustic theme, diaphragm (wall) piers are proposed. The piers are another recommended location to apply an aesthetic treatment since they will be visible to users on the shared-use path under the bridge. The pier walls can be textured and colored to give a random ashlar stone appearance, similar to the abutments.

Lighting

The main purpose of bridge lighting is to aid users, especially pedestrians, in safely crossing the bridge. LED lighting is gaining in popularity as the costs decrease and the awareness of the lifetime maintenance and energy savings is realized. LED lighting currently carries a 10-20% cost premium, but it will be used for the bridge lighting were possible. The proposed lighting scheme includes four street lights at each corner of the bridge. These light poles could be placed on small pilasters and could be similar in style to the lights used Downtown. For pedestrians and/or bicyclists crossing the bridge, small brick lights embedded in the concrete rails every 15- to 20-ft illuminate the walkways. Since the bridge is located over a shared-use path which is accessible at night, underbridge lighting over the shared-use path should also be provided. Underbridge lights help with security concerns and encourage path use at night. If desired, consideration could also be given to adding accent lighting to the abutments and piers to highlight the bridge for purely aesthetic purposes.

Cost Estimates

The cost premium for a bridge with a level of aesthetic treatments as described above is generally 15-25% of the base bridge cost. However, we have completed an individualized cost estimate for the proposed treatments described above, and determined a preliminary additional cost of around \$350,000. A detailed cost estimate is shown below.

Proposed Aesthetics Premium Cost Estimate				
Item	Quantity	Unit	Rate	Total
Structural Steel Pedestrian Hand Railing	520	LF	\$ 150.00	\$ 78,000
Steel Pipe Pedestrian Hand Railing	520	LF	\$ 55.00	\$ 28,600
Structural Concrete (oversize west abutment)	30	CY	\$ 600.00	\$ 18,100

Concrete Texturing (abut. & piers)	5600	SF	\$ 25.00	\$ 140,000
Concrete Texturing (rails)	2600	SF	\$ 10.00	\$ 26,000
Colored Concrete Sealer	12100	SF	\$ 3.00	\$ 36,300
Roadway Lighting	4	EA	\$ 1,000.00	\$ 4,000
Sidewalk Lighting	56	EA	\$ 300.00	\$ 16,800
Underdeck Lighting	2	EA	\$ 900.00	\$ 1,800
Total				\$ 349,500

Accessibility

One of the goals of this project is to maintain and improve pedestrian access through the area—both during and after construction—for pedestrians, bicyclists, public transit, park users and others. It is equal in importance to providing adequate traffic lanes and detours for vehicular traffic. Some of the issues related to providing adequate non-vehicle access to the bridge are discussed below.

ADA Requirements

References and Design Specifications for ADA Compliance
ADA Sidewalk Design Guidelines (BDM 2.5 and Office of Design Design Manual Chapter 12)
Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) of 2011
Americans with Disabilities Act Accessibility Guidelines (ADAAG) of 2010

The above references and specifications govern the design of pedestrian facilities for compliance with the Americans with Disabilities Act (ADA). The minimum ADA requirements applicable to sidewalks and bridges are as given below. The Iowa DOT requires bridges with "pedestrian access" to have ADA compliant facilities.

Minimum ADA Requirements for Pedestrian Facilities on Bridges	
Minimum sidewalk width	5 feet
Slip-resistant walking surface (Iowa DOT Standard Specifications for burlap drag or broom texture are adequate)	
Maximum cross slope	• 2% (1-1.5% target to balance between adequate drainage and not exceeding 2%) • Slope in one direction, usually toward street, instead of crowning
Running slope	• Matching but not exceeding the adjacent street grade (5% maximum preferred)
Cover all joints wider than 1/2" with galvanized floor plate with raised figures (checker plate)	
Maximum vertical surface discontinuity	• 1/2" • If greater than 1/4", bevel with a slope not exceeding 1 vertical to 2 horizontal
Handrail	• Required if safety rail taller than 42" is constructed next to a pedestrian path

Closure and/or detour of pedestrian facility during construction will also need to be addressed. This includes transit facilities and stops, including the CyRide Green route. PROWAG requires an alternate pedestrian access route when a pedestrian facility is closed. However, this is subject to the feasibility of providing such a route, and should be the subject of further study during preliminary design. At a

minimum, the sidewalks and shared-use paths leading up to and underneath the bridge will need to be closed, signed and barricaded. One alternative for maintaining pedestrian access is to detour CyRide and bicycle traffic to cross Squaw Creek at the Lincoln Way bridge approximately 0.3 mile south. Pedestrian and park users could continue to use the Brookside Park steel truss trail bridge to cross Squaw Creek. Any detour paths should also meet ADA guidelines.

Railing/Fencing

Depending on the typical section alternate selected, different options for railings and pedestrian handrails are available. However, there are several design guidelines for sidewalk and shared-use path protection determined by AASHTO, interpreted and modified by the Iowa DOT in BDM 5.8.1 and summarized below. These guidelines were used to develop, and are incorporated in, the typical sections alternatives given above.

Minimum Pedestrian Railing Guidelines	
Sidewalk (AASHTO LRFD 13.8.1)	• 42" minimum height at outer edge of sidewalks • Maximum 6" opening below 27" and maximum 8" opening in horizontal band 27" to 42" above sidewalk • Safety toe or curb should be provided
Bicycle (AASHTO LRFD 13.9)	• 42" minimum height (AASHTO LRFD 13.9.2) • Iowa DOT recommends 54" • Maximum openings same as sidewalk rails, as per AASHTO LRFD 13.8.1

As can be noted above, there are conflicting requirements for the height of bicycle railings. In an attempt to resolve the differences and determine a clear recommendation, a study was performed on the differing bicycle railing heights (Lewendon, Papile, & Leslie, 2004)². The study revealed the following issues related to a 42" vs. 54" bicycle railing:

- Perceived safety of falling: 54" provides a greater feeling of safety & protection from falls, feeling of insecurity with 42" rail
- Actual record of accidents or safety problems from 42" railing is very sparse
- Aesthetics & visibility is greatly improved by using a 42" railing
- 54" railing has greater impact on sign lines and reduction of views
- Price difference between 42" and 54" railing on both sides of a bridge is negligible to minor: approximately \$40/ft or less than one percent of the total cost of the bridge

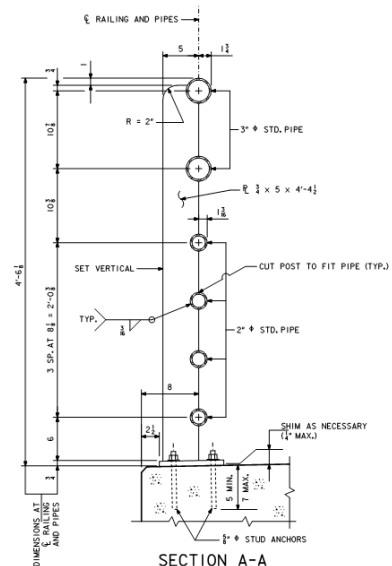


Figure 14. Example Pedestrian Handrail.

In the end, a 48" rail was recommended to balance the concerns of safety, visibility, and cost. This compromise height has not yet been adopted by any agency but could be considered if visibility is a significant concern.

² Lewendon, J. S., Papile, A., Leslie, R. (2004). Determination of Appropriate Railing Heights for Bicyclists. NCHRP Project 20-7 (168).

cross the street to enter the existing shared-use path. A logical place for this crossing would be at the existing cross walk near the entrance to Brookside Park. This option would require approximately 440 feet of pavement widening to extend the bicycle lane to the cross walk. On the east end of the bridge, the length of approach replacement would likely be sufficient to provide for the necessary extension of the bicycle lanes to tie in with the existing bicycle lanes, since the existing pavement immediately begins to widen at the bridge end to provide a left turn lane at Brookridge Avenue.

If Alternates A or C are preferred, there will be little to no additional work required to tie-in to the existing sidewalk and shared-use path at each end. Minor realignment of the paths could be contained within the area of approach replacement. Since major grade raise of the bridge is not anticipated, any adjustment in vertical alignment to ensure tie-in of the paths will likewise be minor.

The existing sidewalk going down the embankment into Brookside Park at the northwest corner of the bridge will likely need to be realigned due to the bridge construction. The north sidewalk may need to be extended west approximately 440 feet to the entrance of Brookside Park.

Since the roadway is low speed (less than 35 mph), separation rail (if used) can be terminated with a 30 foot concrete tapered/sloped end section, similar to Iowa DOT Standard BA-108. Guardrail is not anticipated, due to the low speed roadway and because it would also interfere with the sidewalk and shared-use path.

Due to the narrow bridge width and fracture critical construction of the bridge, staged construction is not possible. The bridge will need to be closed during construction and traffic detoured. Depending on the type of bridge construction, extent of aesthetics and other design choices made, construction time may take four to six months. The most logical detour route is the four-lane Lincoln Way bridge over Squaw Creek approximately 0.3-mi south. Brookside Park access will be maintained throughout construction via University Boulevard and Sixth Street from the west.



Figure 18. Bridge Approach at East End.

Summary and Conclusions

Executive Summary

In 2009, a feasibility study was completed to examine the condition of the existing Sixth Street bridge and recommend options for improvements. The study concluded that based on the age, condition, projected future maintenance, and fracture critical and functionally obsolete designations, replacement with a prestressed concrete beam bridge would be recommended. This study follows up on that report, and is intended to examine in detail the options and alternatives for the proposed bridge replacement, focusing on the bridge type, size and cross section. Among the items considered are:

- Right-of-way impacts
- Bridge design criteria
- Aesthetics
- Railings and pedestrian accessibility
- ADA compliance
- Accommodation for bicycles

- Roadway work and detours
- Estimated costs

Cost, constructability, and aesthetics of a bridge are largely dominated by the bridge superstructure type. The proposed bridge length is around 250-ft which is similar to the existing bridge. Three possible superstructure options considered for the Sixth Street bridge including a pretensioned, prestressed concrete beam (PPCB) bridge, continuous welded plate girder (CWPG) bridge, and a rolled steel beam (RSB) bridge. Different superstructure types are generally used for different situations, and there are various advantages and disadvantages for each option. The choice will be affected by the bridge length, pier location, beam depth and hydraulic capacity.

Four possible cross section alternates were developed for consideration, each attempting to address current concerns and balance benefits and costs. In order to eliminate the current raised sidewalk, each alternate includes separation of pedestrian/bicycle traffic with concrete separation rails. Cost estimates vary for each alternate and superstructure type, but generally range from \$1.7 million to \$2.2 million without any addition of aesthetics.

Typical Section Alternatives	
Alternate A	32' roadway, 12' shared-use path & 5' sidewalk
Alternate B	32' roadway with 5' bike lanes, 5' sidewalks
Alternate C	24' roadway, 12' shared-use path & 5' sidewalk
Alternate D	32' roadway with 5' bike lanes, 12' shared-use path & 5' sidewalk

Aesthetics are a prime consideration due to the location and setting of the bridge. Site and contextual studies were completed to assess how the proposed bridge should fit and complement the surroundings. Following meetings with City staff and the public, a preferred aesthetic theme was identified which gives the bridge a natural, rustic look. The preferred theme features a prevalence of textured concrete that gives the appearance of rustic limestone, steel picket railings which match the existing railings and other railings throughout Ames, and dull, earth tones to blend with the natural environment. Lighting and landscaping may also be incorporated into the bridge. Aesthetics may add up to \$350,000 to the bridge cost.

The proposed bridge must comply with the requirements of the Americans with Disabilities Act (ADA). Major elements which require compliance include the sidewalk width, cross slope, running slope, handrails and joint openings. Detour of pedestrian and bicycle traffic, in addition to vehicular traffic, will be maintained through the project.

Bridge approaches will also be reconstructed for approximately 70-ft on each side as part of the bridge replacement project. This will improve the riding surface and allow for proper alignment and tie-in of the sidewalks and shared-use path. The bridge will need to be closed and traffic detoured during construction, which may last up to six months.

Recommendations

Of the superstructure types considered, the **pretensioned, prestressed concrete beam (PPCB)** is the most cost effective and easy to construct. The PPCB option provides adequate clearance for hydraulic freeboard, and allows for staining of the exterior beam faces for improved aesthetics. The **rolled steel beam option** is a valid alternate if the look of steel is desired, but on average it has 5% higher construction costs than the PPCB option. The **welded plate girder** option is on average 13% more costly to construct; it also carries higher design costs and is more difficult to construct. Use of the PPCB superstructure type was recommended in the 2009 feasibility study, and it is again recommended here for use in the proposed bridge.

Choice of the bridge typical section requires a careful consideration of the extent of improvements desired, flexibility for the future, and consideration of stakeholder concerns. **Alternate A** provides a widened roadway adequate for the level of traffic on the bridge, along with a protected sidewalk and 12'-0" wide shared-use path for bicycle and pedestrian use. **Alternate B** seeks to separate bicycle and pedestrian traffic through the use of 5'-0" bicycle lanes on the road, while providing 5'-0" sidewalks for pedestrian use only. However, neither of these alternates completely address the concerns of all users, since Alternate A forces experienced bicyclists to use the shared-use path with mixed and slower paced users and Alternate B forces all bicyclists to use the roadway even if they do not feel comfortable doing so. Furthermore, the UPRR underpass just west of the bridge is not wide enough to allow bicycle lanes, so westbound bicyclists would be forced to choose to merge with traffic or cross Sixth Street to use the existing shared-use path. Less confident bicyclists such as children are more likely to cross the street to use the shared-use path, creating a possible dangerous conflict with traffic. **Alternate C** is considered unacceptable since it may not be eligible for federal funding because the roadway width is too narrow for the level of traffic on the bridge.

Alternate D combines the most desirable benefits of both Alternates A and B. It provides flexibility, safety, and accommodates the widest range of users. It provides bicycle lanes for bicyclists who prefer to share the road with traffic and are comfortable merging with traffic, and provides a separated shared-use path for skaters, joggers, children, and less experienced bicyclists. It also maintains continuity with the Sixth Street roadway section east of the bridge, shared-use path east and west of the bridge, and encourages some traffic calming. The cost increase over Alternate B is around \$130,000 (6%), which is a relatively minor increase for the flexibility and long-term benefits gained.



Figure 19. Proposed View of Bridge Looking Southeast

The **aesthetic rustic ashlar stone theme** as described earlier was the overwhelming favorite based on the comments received from City staff and the public. Based on its suitability for the site and attractive yet subtle details which will complement Brookside Park, it is recommended for selection and inclusion on the proposed bridge. The specific details, colors, and locations within the theme can still be varied during preliminary design and even

into final design; however, the preliminary recommended aesthetic details/locations are listed below:

- Structural steel picket rail at bridge edges painted reddish-brown
- Ornamental art deco cap on rail posts to give historical connection
- Ashlar stone concrete texturing/staining on the separation rails with optional steel handrail and art deco caps
- Reddish brown staining of exterior beam faces to match exterior rails
- Tall west abutment adjacent to underbridge shared-use path with “massive” wings
- Ashlar stone concrete texturing/staining on the face of piers and abutments
- LED lighting (bridge corners light poles, sidewalk lighting, underbridge trail lighting)

Element specific recommendations for other bridge components and bridge design criteria are noted previously in the report.

Next Phases

Should the City Council decide to pursue the recommended bridge alternatives the next phase in the design process would be preliminary design. The preliminary design phase would include the following: survey, final hydraulic design, obtaining all required permits from the Iowa Department of Natural Resources (DNR) and the US Army Corps of Engineers (USACE), determination of ROW impacts, bridge type, size and location (TS&L) drawings, preliminary roadway drawings, and more detailed construction cost estimates.

After completion of the preliminary design phase, final design consisting of bridge and roadway design and creation of final construction plans and specifications will take place. Funding for the project needs to be secured, and the necessary permits from the Iowa DNR and the USACE need to be approved before the project can be let. The current City of Ames Capital Improvement Plan lists preliminary design for fiscal year 2013/2014, final design for fiscal year 2014/2015 and construction occurring in fiscal year 2015/2016.

Appendix A

Alternate A/D

254' x 32' Bridge w/ 5' Sidewalk and 12' Shared Use Path

PPCB Bridge - 100'-100'-50' BTC Beams

Base Cost - No Aesthetics

Item	Quantity	Unit	Unit Price	Price
Removal of Existing Bridge	10200	SF	\$ 8.00	\$ 81,600.00
PPC BT Bridge - 257' x 52'-8	13535	SF	\$ 87.50	\$ 1,184,349.16
Cofferdams for Piers	2	EA	\$ 25,000.00	\$ 50,000.00
Removal of Pavement	676	SY	\$ 15.00	\$ 10,140.00
Revetment, Class E	488	TON	\$ 40.00	\$ 19,520.00
Excavation, Class 13, Channel	200	CY	\$ 12.00	\$ 2,400.00
Bridge Approach Pavement, RK-20	500	SY	\$ 180.00	\$ 90,000.00
Recreational Trail, PCC, 5-in	190	SY	\$ 40.00	\$ 7,600.00
Concrete Barrier, Tapered End	4	EA	\$ 2,300.00	\$ 9,200.00
Intake	2	EA	\$ 2,500.00	\$ 5,000.00
Manhole, Storm Sewer	1	EA	\$ 3,000.00	\$ 3,000.00
Storm Sewer, 15 in. RCP	100	LF	\$ 50.00	\$ 5,000.00
Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
Other Roadway Items	1	LS	\$ 10,000.00	\$ 10,000.00
Mobilization (10%)	1	LS	\$ 148,300.00	\$ 148,300.00
Contingency (20%)				\$ 326,200.00
Construction Cost Total =				\$ 1,957,000.00
Optional Aesthetics (25% of bridge)				\$ 329,000.00
Estimated Design & Observation				\$ 250,000.00
Project Budget Total =				\$ 2,536,000.00

Note:

Cost of additional ROW and utility relocations not included

Appendix A

Alternate A/D

250' x 32' Bridge w/ 5' Sidewalk and 12' Shared Use Path

CWPG - 125' x 125' Spans

Base Cost - No Aesthetics

Item	Quantity	Unit	Unit Price	Price
Removal of Existing Bridge	10200	SF	\$ 8.00	\$ 81,600.00
CWPG Bridge - 253' x 52'-8	13325	SF	\$ 105.00	\$ 1,399,098.86
Cofferdams for Piers	1	EA	\$ 25,000.00	\$ 25,000.00
Removal of Pavement	676	SY	\$ 15.00	\$ 10,140.00
Revetment, Class E	488	TON	\$ 40.00	\$ 19,520.00
Excavation, Class 13, Channel	200	CY	\$ 12.00	\$ 2,400.00
Bridge Approach Pavement, RK-20	500	SY	\$ 180.00	\$ 90,000.00
Recreational Trail, PCC, 5-in	190	SY	\$ 40.00	\$ 7,600.00
Concrete Barrier, Tapered End	4	EA	\$ 2,300.00	\$ 9,200.00
Intake	2	EA	\$ 2,500.00	\$ 5,000.00
Manhole, Storm Sewer	1	EA	\$ 3,000.00	\$ 3,000.00
Storm Sewer, 15 in. RCP	100	LF	\$ 50.00	\$ 5,000.00
Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
Other Roadway Items	1	LS	\$ 10,000.00	\$ 10,000.00
Mobilization (10%)	1	LS	\$ 167,300.00	\$ 167,300.00
Contingency (20%)				\$ 368,000.00
Construction Cost Total =				\$ 2,208,000.00
Optional Aesthetics (25% of bridge)				\$ 376,000.00
Estimated Design & Observation				\$ 250,000.00
Project Budget Total =				\$ 2,834,000.00

Note:

Cost of additional ROW and utility relocations not included

Appendix A

Alternate B

259' x 32' Bridge w/ 5' Sidewalks and 5' Bike Lanes

PPCB Bridge - 75'-105'-75' BTC Beams

Base Cost - No Aesthetics

Item	Quantity	Unit	Unit Price	Price
Removal of Existing Bridge	10200	SF	\$ 8.00	\$ 81,600.00
PPCB Bridge - 262' x 46'-8	12227	SF	\$ 90.00	\$ 1,100,407.86
Cofferdams for Piers	2	EA	\$ 25,000.00	\$ 50,000.00
Removal of Pavement	676	SY	\$ 15.00	\$ 10,140.00
Revetment, Class E	488	TON	\$ 40.00	\$ 19,520.00
Excavation, Class 13, Channel	200	CY	\$ 12.00	\$ 2,400.00
Bridge Approach Pavement, RK-20	500	SY	\$ 180.00	\$ 90,000.00
Recreational Trail, PCC, 5-in	190	SY	\$ 40.00	\$ 7,600.00
Concrete Barrier, Tapered End	4	EA	\$ 2,300.00	\$ 9,200.00
Intake	2	EA	\$ 2,500.00	\$ 5,000.00
Manhole, Storm Sewer	1	EA	\$ 3,000.00	\$ 3,000.00
Storm Sewer, 15 in. RCP	100	LF	\$ 50.00	\$ 5,000.00
Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
Other Roadway Items	1	LS	\$ 10,000.00	\$ 10,000.00
Mobilization (10%)	1	LS	\$ 139,900.00	\$ 139,900.00
Contingency (20%)				\$ 307,800.00
Construction Cost Total =				\$ 1,847,000.00
Optional Aesthetics (25% of bridge)				\$ 308,000.00
Estimated Design & Observation				\$ 250,000.00
Project Budget Total =				\$ 2,405,000.00

Note:

Cost of additional ROW and utility relocations not included

Appendix A

Alternate B

260' x 32' Bridge w/ 5' Sidewalks and 5' Bike Lanes

RSB Beams - 78'-104'-78' Spans

Base Cost - No Aesthetics

Item	Quantity	Unit	Unit Price	Price
Removal of Existing Bridge	10200	SF	\$ 8.00	\$ 81,600.00
RSB Bridge - 263' x 46'-8	12273	SF	\$ 95.00	\$ 1,165,975.00
Cofferdams for Piers	2	EA	\$ 25,000.00	\$ 50,000.00
Removal of Pavement	676	SY	\$ 15.00	\$ 10,140.00
Revetment, Class E	488	TON	\$ 40.00	\$ 19,520.00
Excavation, Class 13, Channel	200	CY	\$ 12.00	\$ 2,400.00
Bridge Approach Pavement, RK-20	500	SY	\$ 180.00	\$ 90,000.00
Recreational Trail, PCC, 5-in	190	SY	\$ 40.00	\$ 7,600.00
Concrete Barrier, Tapered End	4	EA	\$ 2,300.00	\$ 9,200.00
Intake	2	EA	\$ 2,500.00	\$ 5,000.00
Manhole, Storm Sewer	1	EA	\$ 3,000.00	\$ 3,000.00
Storm Sewer, 15 in. RCP	100	LF	\$ 50.00	\$ 5,000.00
Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
Other Roadway Items	1	LS	\$ 10,000.00	\$ 10,000.00
Mobilization (10%)	1	LS	\$ 146,400.00	\$ 146,400.00
Contingency (20%)				\$ 322,200.00
Construction Cost Total =				\$ 1,933,000.00
Optional Aesthetics (25% of bridge)				\$ 324,000.00
Estimated Design & Observation				\$ 250,000.00
Project Budget Total =				\$ 2,507,000.00

Note:

Cost of additional ROW and utility relocations not included

Appendix A

Alternate C

253' x 24' Bridge w/ 5' Sidewalk and 12' Shared Use Path

PPCB - 100'-100'-50' D Beams

Base Cost - No Aesthetics

Item	Quantity	Unit	Unit Price	Price
Removal of Existing Bridge	10200	SF	\$ 8.00	\$ 81,600.00
PPCB Bridge - 256' x 44'-8	11435	SF	\$ 85.00	\$ 971,953.92
Cofferdams for Piers	2	EA	\$ 25,000.00	\$ 50,000.00
Removal of Pavement	676	SY	\$ 15.00	\$ 10,140.00
Revetment, Class E	488	TON	\$ 40.00	\$ 19,520.00
Excavation, Class 13, Channel	200	CY	\$ 12.00	\$ 2,400.00
Bridge Approach Pavement, RK-20	500	SY	\$ 180.00	\$ 90,000.00
Recreational Trail, PCC, 5-in	190	SY	\$ 40.00	\$ 7,600.00
Concrete Barrier, Tapered End	4	EA	\$ 2,300.00	\$ 9,200.00
Intake	2	EA	\$ 2,500.00	\$ 5,000.00
Manhole, Storm Sewer	1	EA	\$ 3,000.00	\$ 3,000.00
Storm Sewer, 15 in. RCP	100	LF	\$ 50.00	\$ 5,000.00
Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
Other Roadway Items	1	LS	\$ 10,000.00	\$ 10,000.00
Mobilization (10%)	1	LS	\$ 127,000.00	\$ 127,000.00
Contingency (20%)				\$ 279,500.00
Construction Cost Total =				\$ 1,677,000.00
Optional Aesthetics (25% of bridge)				\$ 276,000.00
Estimated Design & Observation				\$ 250,000.00
Project Budget Total =				\$ 2,203,000.00

Note:

Cost of additional ROW and utility relocations not included

Appendix B – Public Comments

6th Street Bridge Public Meeting, November 5, 2012

- Have an off-street shared use path to avoid being on the street at UPRR bridge
- Have bike lanes on new bridge to avoid multiple crossovers
- Extend sidewalk on the north to Brookside driveway
- Have bike lanes and two sidewalks to separate kids, strollers, skaters
- Don't like width of Alt. A due to traffic calming need
- Favor the Brookside ashlar look; conveys sense of space and connection
- Brown beam & limestone to tie with neighborhood
- Be aware of creating attractive nuisance for skaters
- Creative use of lighting (LEDs)
- Be aware of snow removal concerns in sidewalk width selection
- Be able to see through outside railing
- Concerned park building will be torn down and bridge won't match
- Have the east end of the bridge define beginning of park; replicate feel on west side of UPRR bridge
- Brick doesn't fit in; gives a jarring look
- Enhance bike signing and sharrows

Public Meeting Participant List

<u>Name</u>	<u>Organization</u>	<u>Phone/Email</u>
Sandy Fleck	N/A	N/A
James Heggen	Ames Tribune	jheggen@amestrib.com
George Covert	N/A	George@covert.net
Jeri Neal	Iowa Bicycle Coalition/ Friends of Central Iowa Biking	leopold.ecology@gmail.com
Jim Wilcox	Friends of Central Iowa Biking	jwsknk@iastate.edu

Appendix B – Public Comments

Comments from Cathy Brown, Iowa State University Facilities Planning & Management

1. Cross Sections –

We tended to favor alternative A primarily because of the volume of bike trails in the area and the connectivity of this segment of 6th Street with trails to the east, west and south. It seems inconsistent to move bikes into the roadway for the limited length of this segment. We are also concerned that cyclists may shift randomly between the bike trail and road trails through the vehicular lanes. This bike trail seems to have heavy use by recreational as well as commuters. The connections to the park system and skate park are also noteworthy.

An additional consideration in support of alternative A is the limited width of the RR underpass to the west, where there is an insufficient opening to accommodate on street bike lanes in addition to pedestrian walks, so the connectivity of the bike facility would be compromised. Sixth Street has bike lanes on both the north and south sides of the roadway so there is the potential for head to head bike traffic on either trail. Limiting the trail width to 5 feet on the walks does not accommodate head to head bike traffic over the bridge.

2. Bridge Aesthetics

- a. Beams—the weathering steel girders are very acceptable, likely lower maintenance and resistant to graffiti
- b. Pedestrian rail—the SE 16th Street alternative offers two advantages, the protection offered by the concrete base from traffic and a setback that creates distance between the ‘pickets’ and bike handle bars. The rail style is visually appealing, accommodates visibility, yet safe for crossing the stream.
- c. Separation rail—materials should be easily maintained, resistant to snow removal or vehicular damage. Cast in place concrete to match other bridge finishes or similar to the S 16th street alternative would make sense.
- d. Abutments and Piers—the ashlar look for these elements and the separation rail would create a nice consistency for the bridge structure, that is also consistent with the appearance of the Park and UPRR structures in the area. One could also consider that if the bridge at Lincoln Way over Squaw Creek were to be reconstructed this material could be compatible as well. Extending the wing walls at the ends of the bridge is of interest, but likely a design detail that should be given some care in final design for scale.
- e. Color—the use of color in the Decorah 5th Ave structure seems to fit this area well.
- f. Lighting—we would encourage a holistic look at lighting for this area, downtown, campustown, Lincoln Way and south Duff that ties the community together—branding of Ames or trails on a larger scale—even if it takes many years to implement. The Decorah Trout Run Trail lighting of the underside of the bridge is interesting and seems to have some relevance to this area due to the proximity of the park and trail that extends under the Sixth Street bridge.
- g. Landscaping—it makes sense to consider landscaping as an extension of the streetscape and park landscape.

COUNCIL ACTION FORM

SUBJECT: STORMWATER UTILITY SYSTEM RATES – TIER STRUCTURE

BACKGROUND:

After several previous discussions concerning a new impervious based stormwater billing system, staff brought public feedback back to City Council on August 14, 2012. At that meeting, City Council reviewed the feedback and asked staff to provide a simplified three or four-tier system that still took impervious surface into account.

Storm Sewer Funding

The City's Storm Sewer Utility was established in FY 1994/95 to provide funding for the routine maintenance of storm sewers. The need in the Storm Sewer utility has grown over time as have regulations related to storm water management. Currently, stormwater fees fund all operations and some capital improvement projects. In the past, additional funding for stormwater management improvements has been provided through grant programs and general obligation bond capital improvement funding.

Existing Billing

At present, the City charges a flat fee per utility account for stormwater. This charge is currently \$3.45. There are approximately 25,325 utility accounts in the City. These accounts generate approximately \$87,370 per month or \$1,048,440 annually in revenue.

Simplified Billing Structure for Impervious Surface

To provide a tier structure, staff used the GIS system to review impervious area by parcel. To improve clarity of billing under the proposed tier structure, staff looked at the amount of impervious area per existing utility account. This information was then used as the basis to establish a simplified four-tier structure based on existing utility accounts.

Goals

The goal of the simplified tier structure is to provide an understandable stormwater fee that generates adequate revenue to fund the stormwater system serving Ames residents. Customers having larger impervious areas generally pay more than those with less impervious areas. Additionally, the cost to implement and administer the fee should not exceed the value of the new rate structure.

Tier Structure Rate System

Staff used the impervious area per account to establish the four tiers shown below. These ranges were then used to define the difference in cost for each tier as shown below. Staff then used the data to calculate the fee for each tier, assuming that the new

system was revenue neutral. The calculated values shown for Tier 1 were found to be close in value to the current flat fee of \$3.45 due to the high percentage of accounts in that tier. It was decided to leave Tier 1 at the current rate of \$3.45 and to use the difference in cost for each tier as shown in the table below. This resulted in a small overall increase in revenue, which may mitigate expected future rate increases.

The tier rate will be applied to all active accounts just as the current flat fee is applied. This means that no account in the City will pay less than the Tier 1 rate. This also means that apartment units and condos with individual accounts will continue to be charged no less than this rate.

Tier	Impervious Area/Account Range (SF)	Number of Accounts	Proposed Charge per Account	Total	Current Revenue \$3.45 per Account	Previous charge per account with ERU*
1	150 -10,000	24,490	\$ 3.45	\$84,490.50	\$84,490.05	\$1.00 - \$8.10
2	10,000.01 – 30,000	688	6.90	4,747.20	2,373.60	\$8.10 – \$24.30
3	30,000.01 – 90,000	309	10.35	3,198.15	134.55	\$24.30 - \$72.90
4	90,000.01 - Max	89	\$ 31.05	2,763.45	307.05	\$72.90 - \$699.84
				\$95,199.30	\$87,305.25	

*Assuming 5th year commercial charge of \$3.24 per ERU

Examples (per month charges)

Address	Tier	Number Of Accounts	Tier Charge Per Account	Total Tier Charge Per Parcel	ERU Charge Per Account	Total ERU Charge Per Parcel
2500 Northwestern Avenue (Single Family Residential)	1	1	\$3.45	\$3.45	\$2.80 to \$4.64	\$2.80 to \$4.64
1921 Ames High Drive Rear (Ames High School)	2	16	\$6.90	\$110.40	\$4.41 to \$10.53	\$70.56 to \$166.88
2801 Grand Avenue (North Grand Mall)	2	69	\$6.90	\$469.20	\$4.12 to \$9.75	\$284.28 to \$672.75
2900 Hoover Avenue (St. Cecilia Church)	3	3	\$10.35	\$31.05	\$25.11 to \$59.39	\$75.33 to \$178.17
3311 E. Lincoln Way (Barilla)	4	3	\$31.05	\$93.15	\$96.59 to \$228.42	\$289.77 to 685.26

Implementation Costs of Tier Structure Rate System

There will be some minimal administrative costs in switching from the current flat fee system. Implementation of the tier structure rate system will require staff to update parcels without planimetric (impervious) data. Staff time will also be required to verify calculated values for contested valuations.

Ongoing Costs for Tier Structure Rate System

While minimal overall, some staff time and resources will be required to maintain the tier structure rate system. This will be incorporated into existing work flow and will not require additional funding from the new fees. Considerations are outlined as follows:

- Ongoing staff time to value newly constructed properties
 - New construction impervious areas will be calculated by the Stormwater Specialist as permits are issued.
 - Tiers to be billed for new accounts will be provided to Utility Customer Services staff for billing.
- Recurring updates and audits to tier valuations
 - GIS Staff will carry out manual planimetric updates on an annual basis or as new aerial photography is acquired.
 - Whole system updates will be completed on an annual basis or as warranted.

Additional Comments

In order to keep the administration of this new approach understandable to our customers and to avoid additional administrative costs that would require higher rates, the proposed tier structure rate system will not offer credits for tier structure rate reduction. The only way to change the tier structure rate will be to reduce or increase impervious area (e.g., by reducing paved parking area or installing additional impervious surfaces) enough that a new tier is achieved.

As stated in the goals, the cost to implement and administer the new tier structure rate system should not exceed the value of the new rate structure. No stormwater fee would be applied to any impervious area without an associated utility account. **This goal resulted in a decision to not charge any stormwater fee to any impervious area without an associated account.** In reviewing the data, approximately 78% of impervious area without a utility account would be in Tier 1. It is also important to note that several of these parcels are homeowner association lots or park properties that have trails and other public amenities on them. The cost of these impervious areas would generally be covered by accounts that are already established.

Under the proposed fee structure, every property with impervious surface area over 150 square feet will be charged a stormwater fee. Currently, only properties with a utility account are charged the monthly fee. Currently 79 accounts show they

have less than 150 square feet of impervious area. We will continue to review these accounts to determine if they will have a storm water charge.

Iowa State University will not be charged stormwater fees, since the University is legally under their own Municipal Stormwater (MS4) permit from Iowa Department of Natural Resources.

ALTERNATIVES:

1. Direct staff to draft an ordinance amending the current stormwater code section 28.802 to:
 - a) Implement a four-tier based system based on impervious area as presented above;
 - b) Implement a public relations campaign to notify the public of the changes; and
 - c) Implement the new rates in February 2013.
2. Retain the existing stormwater flat-fee structure in place.
3. Proceed with the previously proposed ERU based fee structure.

MANAGER'S RECOMMENDED ACTION:

Since November 17, 2009, the City Council has reviewed at least seven different rate structures. Most recently, Council listened to the concerns expressed by the public and asked for a simpler fee system that still takes impervious area into account. The proposed four-tier system creates a fee structure that will be easier for customers to understand and for staff to manage.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, thereby directing staff to draft an ordinance creating the four-tier storm water rate system described above.

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING CHAPTER 28 "UTILITIES", DIVISION VIII "STORM WATER DRAINAGE SYSTEM", SECTION 28.802 "RATES ESTABLISHED"; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; 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 deleting ~~strike through~~ text and adding underline text as follows:

"SEC 28.802. RATES ESTABLISHED.

(1) The rate charged for the storm water drainage system provided to customers of City utility services to be billed on or after ~~July 1, 2009~~, February 1, 2013, is as follows: for each utility account which is billed for one or more City utility services, a monthly rate of three dollars (\$3.00) shall be charged, paid and collected as a rate for a storm water drainage system according to the following table:

<u>Tier</u>	<u>Impervious Area/Account Range (SF)</u>	<u>Charge per Account</u>
<u>1</u>	<u>150 - 10,000</u>	<u>\$3.45</u>
<u>2</u>	<u>10,000.01 - 30,000</u>	<u>\$6.90</u>
<u>3</u>	<u>30,000.01 - 90,000</u>	<u>\$10.35</u>
<u>4</u>	<u>90,000 and above</u>	<u>\$31.05</u>

(2) For purpose of this section "impervious area" means areas that have been paved and/or covered with buildings and materials, which include, but are not limited to, concrete, asphalt, rooftop, gravel and blacktop.

(3) A storm water utility customer may challenge their impervious area range calculation by filing an appeal with the director of public works for adjustment thereof, stating in writing the grounds for the appeal. The public works director shall cause appropriate investigation thereof and report the findings to the appellant. The public works director shall consider the appeal and determine whether an adjustment is necessary, and make such adjustment if appropriate. Said appeal must be filed within thirty days of notice of the initial establishment or change of the city's calculation of a property's impervious area being mailed to the customer's billing address as shown in the utility's records.

(4) A decision of the public works director which is adverse to an appellant may be further appealed to the City Council within thirty days of receipt of notice of the adverse decision. The appeal shall include a survey prepared by a registered Iowa land surveyor or professional engineer containing information on the total property area, the impervious surface area and any other features or conditions which influence the hydrologic response of the property to rainfall events. Notice of the appeal shall be served on the City Council by the appellant, stating the grounds for the appeal. The City Council shall schedule a public hearing within thirty days. All decisions of the City Council shall be served on the appellant by registered mail, sent to appellant's billing address. All decisions of the City Council shall be final.

(5) This section shall not apply to the utility accounts of a customer that has its own Storm Water Permit for its Municipal Separate Storm Sewer System.

(Ord. No. 3265, Sec. 1, 3-8-94; Ord. No. 3434, Sec. 1, 5-27-97; Ord. No. 3564, Sec. 1, 5-23-00; Ord. No. 3833, 5-24-05; Ord. No. 3917, 06-12-07; Ord. No. 3989, 05-12-09)”

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

Section Three. If any section, provisions, sentence, clause, phrase, or part of this Ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any provision, section, subsection, sentence, clause, phrase, or part hereof not adjudged invalid or unconstitutional.

Section Four. This ordinance shall be in full force and effect from and after February 1, 2013.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor