

AGENDA
MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE
AND REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
MARCH 26, 2013

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.**

AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE MEETING

CALL TO ORDER: 6:00 p.m.

1. Motion approving Draft FY 2014 Transportation Planning Work Program and setting May 28, 2013, as the date of public hearing
2. Motion approving Final FY 2014 Passenger Transportation Plan Update
3. Motion certifying that the AAMPO transportation planning process is being conducted in accordance with all applicable requirements
4. Motion approving Amendment to FY 13 Transportation Improvement Program
5. Motion approving Amendment to 2035 Long Range Transportation Plan
6. Motion approving Iowa Clean Air Attainment Program Project Support for Mortensen Road Improvements Grant Application
7. Motion approving Policy Committee member composition by amending the Bylaws of the Policy Committee

COMMITTEE COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING*

*The Regular City Council Meeting will immediately follow the meeting of the Ames Area Metropolitan Planning Organization Transportation Policy Committee.

PROCLAMATIONS:

1. Proclamation for "Eco Fair Day," March 30, 2013
2. Proclamation for "Good Neighbor Emergency Assistance Month," April 2013

PRESENTATIONS:

3. Presentation of Human Relations Commission Annual Report
4. Staff Report on Water and Sewer Rates

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

5. Motion approving payment of claims
6. Motion approving Minutes of the Regular Meeting of March 5, 2013, and Special Meeting of March 11, 2013
7. Motion approving Report of Contract Change Orders for March 1-15, 2013
8. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class C Liquor - Ge'Angelo's, 823 Wheeler Street, #9
 - b. Class C Liquor - Sips/Paddy's Irish Pub, 124 Welch Avenue
 - c. Class E Liquor, C Beer, and B Wine - Wal-Mart Store #749, 3015 Grand Avenue
9. Resolution approving and adopting Supplement No. 2013-2 to *Municipal Code*
10. Resolution authorizing *Smart Energy* rebate of \$19,669 to Mary Greeley Medical Center
11. Resolution approving expenditure from Contingency Fund for Mayor's visit to Kosshu City, Japan
12. Resolution approving appointment of Steve Goodhue to fill vacancy on Electric Utility Operations Review Advisory Board (EUORAB)
13. Resolution approving 28-E Agreement with Iowa Department of Transportation for use of Intelligent Transportation System Network
14. Resolution approving Community Development Block Grant Recovery (CDBG-R) Close-Out Agreement with Department of Housing and Urban Development (HUD)
15. Resolution approving preliminary plans and specifications for 2013/14 Resource Recovery Primary Shredder Replacement Project - Phase II: No. 1 Mill Replacement; setting April 17, 2013, as bid due date and April 23, 2013, as date of public hearing
16. Resolution approving preliminary plans and specifications for 2012/13 CyRide Route Pavement Improvements (Lincoln Way - Franklin Avenue to Hayward Avenue); setting April 17, 2013, as bid due date and April 23, 2013, as date of public hearing
17. Resolution awarding contract to Kaman Industrial Technologies of Grimes, Iowa, in the amount of \$64,938.82 for Replacement Conveyor Belts for Power Plant
18. Resolution approving Change Order No. 10 to the Professional Services Agreement with BrownWinick of Des Moines, Iowa, for legal services in connection with the 161kV Tie Line Franchise
19. Resolution approving contract and bond for 2012/13 Asphalt Street Reconstruction/Seal Coat Reconstruction and 2012/13 Water Main Replacement
20. Resolution approving contract and bond for Hickory Drive Improvements (Lincoln Way to Westbrook Drive)
21. Resolution approving contract and bond for Underground Trenching for Electric Services (Primary Contract)
22. Resolution approving contract and bond for Underground Trenching for Electric Services (Back-Up Contract)
23. Resolution approving Change Order No. 1 with A & P/Samuels Group pertaining to Historic Treatment Specialist for Library Renovation and Expansion Project
24. Resolution accepting completion of 2009/10 Concrete Pavement Improvements Project (South Hyland Avenue, Edison Street, Alexander Avenue, and Stanton Avenue)
25. Resolution accepting completion of 2012/13 CDBG Neighborhood Infrastructure Improvements Project (Beedle Drive and Aplin Road)
26. Resolution accepting completion of 2011/12 Collector Street Pavement Improvements Project (Ash Avenue from Mortensen Parkway to Knapp Street)

27. Resolution accepting completion of WPC Facility Raw Wastewater Pumping Station Pipe Supports and Check Valve Replacement Project

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.**

PERMITS, PETITIONS, & COMMUNICATIONS:

28. Greek Week 2013 Requests:
- a. Resolution approving closure of portions of Sunset Drive, Ash Avenue, Gray Avenue, Greeley Street, and Lynn Avenue from 5:00 p.m. to 10:00 p.m. on Friday, April 5 and 7:00 a.m. to 7:00 p.m. on Saturday, April 6
 - b. Resolution approving suspension of parking regulations for portions of Gray Avenue, Greeley Street, Pearson Avenue, Lynn Avenue, and Sunset Drive from 7:00 p.m. Thursday, April 4 to 7:00 p.m. Saturday, April 6
29. Motion approving 5-day licenses for Gateway Hotel at ISU Alumni Center, 420 Beach Avenue:
- a. Special Class C Liquor (March 31 - April 4)
 - b. Class C Liquor (April 27 - May 1)

PLANNING & HOUSING:

30. Issues relating to redevelopment of former Middle School:
- a. Staff report on rezoning process and options for former Middle School
 - b. Council direction regarding Master Plan
31. Staff report on request from Kingland Systems to modify set-back requirement in Campustown Service Center
32. Resolution approving Preliminary Plat for Bella Woods, generally located at 3491 Cameron School Road
33. Resolution approving Downtown Facade Grants
34. Motion referring Petition for Voluntary Annexation of 2212 Oakwood Road to Planning and Zoning Commission

PUBLIC WORKS:

35. Artistic Bike Racks in Main Street Cultural District (MSCD):
- a. Motion authorizing staff to enter into contracts with the Ames Community Arts Council and artists for artistic bike racks in the MSCD
 - b. Resolution approving the allocation of \$900 in City Hall Mechanical and Structural Improvements funding for cost of bike rack at City Hall

HEARINGS:

36. Hearing on Amendment to Preliminary Plat/Major Site Development Plan for Somerset Subdivision:
- a. Resolution approving revision to Preliminary Plat/Major Site Development Plan for Somerset Subdivision, 25th Addition with the condition that proposed Plan amendments be incorporated prior to Final Plat approval

37. Hearing on 2013 City Hall Renovation Project:
 - a. Resolution approving final plans and specifications and awarding contract to HPC, LLC, of Ames, Iowa, in the amount of \$770,000.00
 - b. Resolution approving contract and bond
38. Hearing on Asbestos Maintenance Services for Power Plant:
 - a. Report of bids
39. Hearing on 2012/13 Asphalt Street Reconstruction Program:
 - a. Resolution approving final plans and specifications and awarding contract to Manatt's, Inc., of Ames, Iowa, in the amount of \$770,765.63
40. Hearing on 2012/13 Low-Point Drainage Improvements (Oliver Circle):
 - a. Resolution approving final plans and specifications and awarding contract to J & K Contracting, LLC, of Ames, Iowa, in the amount of \$75,495.58
41. Hearing on 2012/13 Shared Use Path Maintenance Project (Bloomington Road - Hoover Road to Taft Avenue):
 - a. Resolution approving final plans and specifications and awarding contract to Manatt's, Inc., of Ames, Iowa, in the amount of \$67,614.45
42. Hearing on Nuisance Assessments:
 - a. Resolution assessing costs of sidewalk repair/replacement and certifying assessment to Story County Treasurer
 - b. Resolution assessing costs of snow and ice removal and certifying assessment to Story County Treasurer

ORDINANCES:

43. Third reading and adoption of ORDINANCE NO. 4142 making modifications to *Municipal Code* Chapter 21 (Sign Code)
44. Third reading and adoption of ORDINANCE NO. 4143 making modifications to *Municipal Code* Appendix N relating to titles of Chapters 5 and 21

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*.**

COUNCIL ACTION FORM

SUBJECT: ARTISTIC BIKE RACKS IN MAIN STREET CULTURAL DISTRICT

BACKGROUND:

In 2011, staff was approached by the Ames Community Arts Council (ACAC) about the possibility of placing artistic bike racks in the Main Street Cultural District (MSCD). Staff worked with ACAC and the MSCD to identify potential locations for the bike racks that would benefit bicyclists while also filling a need in the MSCD for additional bike racks. ACAC also presented their plans to the City's Public Art Commission (PAC) to receive their input and support for the project.

ACAC has also been working to identify outside funding for these bike racks, and took the initial step of putting out a call for artists for the design of six bike racks (see Attachment 1-Call for Entries). On November 11, 2012, City Council agreed to use \$1,600 of Public Art Commission funding for this project, and authorized staff to enter into contracts with ACAC and the selected artists for the bike racks.

ACAC received several entries and are working with a group of representatives from ACAC, MSCD, PAC and City staff for designs that were chosen (See Attachment 2). These designs were presented to the Public Art Commission meeting, where general support was expressed and no objections were raised to the designs. Some modifications dealing with height and secure anchoring were recommended by the City's Risk Manager to make sure the bike racks are as safe as possible. These recommendations were given to ACAC and will be incorporated into the artists' final designs.

As part of this project, a large bike rack will be placed at City Hall near the CyRide stop. Staff believes that an additional bike rack at this location meets a need for our facility and, therefore, recommends that the City pay for this one rack. Staff received a quote for a large *non-artistic* rack and the price was approximately \$900. That funding would come from money earmarked for City Hall mechanical and structural improvements in the Capital Improvements Plan. Funds for the remaining five artistic bike racks will come from monies raised by ACAC and from the \$1,600 of reprioritized Public Art Commission funding.

Under these contracts, the artists will fabricate the bike racks, ACAC is responsible for accumulating sufficient funding and for purchasing the artistic bike racks, and the City will accept ownership of, install and own the bike racks.

ALTERNATIVES:

- 1a. Authorize staff to enter into contracts with the Ames Community Arts Council and the respective artists to place artistic bike racks in the Main Street Cultural District at the locations identified on Attachment 3.
- b. Approve the use of City Hall Mechanical and Structural Improvements funding to pay \$900 towards the cost of a new artistic bike rack at City Hall.
2. Do not authorize staff to enter into these contracts.
3. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

This project will create a public/private partnership that will both add function to and beautify the Main Street Cultural District.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby authorizing staff to enter into contracts with the Ames Community Arts Council and the respective artists for the design and delivery of artistic bike racks in the Main Street Cultural District in accordance with Attachments 2 and 3, and approving the use of City Hall maintenance funding to pay \$900 towards the cost of one new bike rack at City Hall.



Ames Community Arts Council

BICYCLE RACK DESIGN COMPETITION (Phase I)

ARTISTS & DESIGNERS from Ames, Iowa and surrounding counties

Presented by Ames Community Arts Council

CALL FOR ENTRIES: DUE BY 5:00 PM, DECEMBER 31, 2012

INSTALL DEADLINE: May 31, 2013

Ames Community Arts Council, with the support of Main Street Cultural District, City of Ames and Community supporters are sponsoring a competition for six unique bicycle racks for the Ames community. This project seeks to add both visual appeal and functional utility. The City of Ames welcomes the creative energy of the greater community to assist in the creation of this important missing element – the bicycle rack.

SPECIFICATIONS FOR DESIGN:

This project will emphasize the balance between form and function. The bicycle rack must be designed to withstand the outdoor elements as well as heavy recreational use. We are asking for designs in three different size groups: large, medium and small. The design for a large rack must accommodate 6-8 bikes, the medium rack: 3-5 bikes, the small rack; 2 bikes and be user-friendly for a wide range of cyclists (child-adult).

- Locking points must be at least 1 inch thick and no more than 4 inches thick
- Minimum gap of ten inches at the bottom of the rack to allow space for the pedal
- Design must consider safety, no sharp edges or openings that would be dangerous. The design must comply accessibility standards (ADA). This means that there is no overhangs or protrusions that could be difficult for the visually impaired in the walking area
- Space gaps within the design shall be larger than nine inches and smaller than three and one half inches to avoid trapping children's heads
- Base plate shall be a minimum of 3/8" thick with bolts to secure into a concrete pad
- Constructed of durable materials for permanent exposure to the elements
- Painting* - If color is a part of the design, finished product should be primed and painted with high quality paint or powder coated (preferred).
- Fabrication will be the responsibility of selected artists/designers
- Installation, including slab, will be done in coordination with the City of Ames

Designers must approach the project as a permanent installation to be installed into a concrete surface, with a minimum 10-year life expectancy (excluding paint*).

Any weather-resistant, durable, non-abrasive material that can be easily maintained and does not scratch or damage bicycle frames will be considered.

All work must be safe to pedestrians and bicyclists. There must be a minimum two-point connection between the bicycle frame and the rack. In addition, artwork must allow for at least one wheel to be secured to the rack. Most sizes and shapes of bicycle frames and

bicycle wheels must be able to use the rack utilizing generic, commonly available u-locks and/or chains utilized by bicyclists.

Designs must reflect the spirit of Ames.

Also Designers must include a 4" x 6" space for a plaque that would include the designers name and who provided the rack, ACAC and major donor(s) for each

Ames Community Arts Council - Bicycle Rack Project (Phase I)
Title of Artwork/Rack
Designed by *Artist Name*
With funding by..... &

BICYCLE RACKS (Phase I) LOCATIONS:

Large racks: City Hall and Tom Evans Park

Medium racks: Main and Kellogg, Main and Douglas

Small racks: Between Douglas and Burnett on Main Street

Please see amesart.org for specific sites photos and map

DESIGN SELECTION:

The Selection Committee will be comprised of representatives from: Ames Community Arts Council, Main Street Cultural District, the City of Ames, Bicycle Advocates and Designers. This group will review all submissions.

Ames Community Arts Council reserves the right to refuse or return any bicycle rack that does not meet the given specifications or which is not in the spirit of the original accepted design.

The winning design will receive \$2,250 (large size) \$1,500 (medium size), \$750 (small size). Each selected artist will receive 25% deposit upon return of project agreement form sent at time of selection of project and 75% balance after completion/installation.

Notification of accepted designs sent out by February 1, 2013

Questions should be directed to:

Technical/Specific Questions: Jim Wilcox, ACAC Vice President, Bicycle Rack Committee Chair
jwsknk@iastate.edu

OR

General Questions: Barbara Walton, ACAC President
bewalton@iastate.edu

Nancy Brouard, Ames Community Arts Council Cultural Coordinator
coordinator@amesart.org Phone: 515-233-6110

Helpful Resources:

amesart.org

<http://www.bicyclinginfo.org/library/details.cfm?id=6>

http://www.dero.com/brochures/small_business/bike_parking_guide.pdf

Application form:

Explanation of design (max. one page typed)

Traditional drawing or digital drawing (color renderings encouraged)

Drawings or Images of models need to include - dimensions, explanation of materials, method to secure rack to the ground, finish materials if any, etc

May submit up to 3 designs – drawings must be on 11” x 17” sized paper. Each design must include views from the front, the side, and footprint plan (from above). One of these must show rack with 2 bicycles.

Contact Information:

First Name:

Last Name:

Address:

Phone:

Email:

Website (if you have one):

Submission Deadline:

All submissions must be postmarked by December 31, 2012

Submittals must be mailed or dropped off:

Ames Community Arts Council

Post Office Box 1842

312½ Main Street, Ames, Iowa 50010

Site location photos:



Large - south side city hall
Between trees, building & sidewalk



Large- Tom Evans Park
Between brick plaza, sidewalk & bench



Medium -131 Main
In the island, curb cut will be made in island



Medium -233 Main
Between flagpoles, island and street

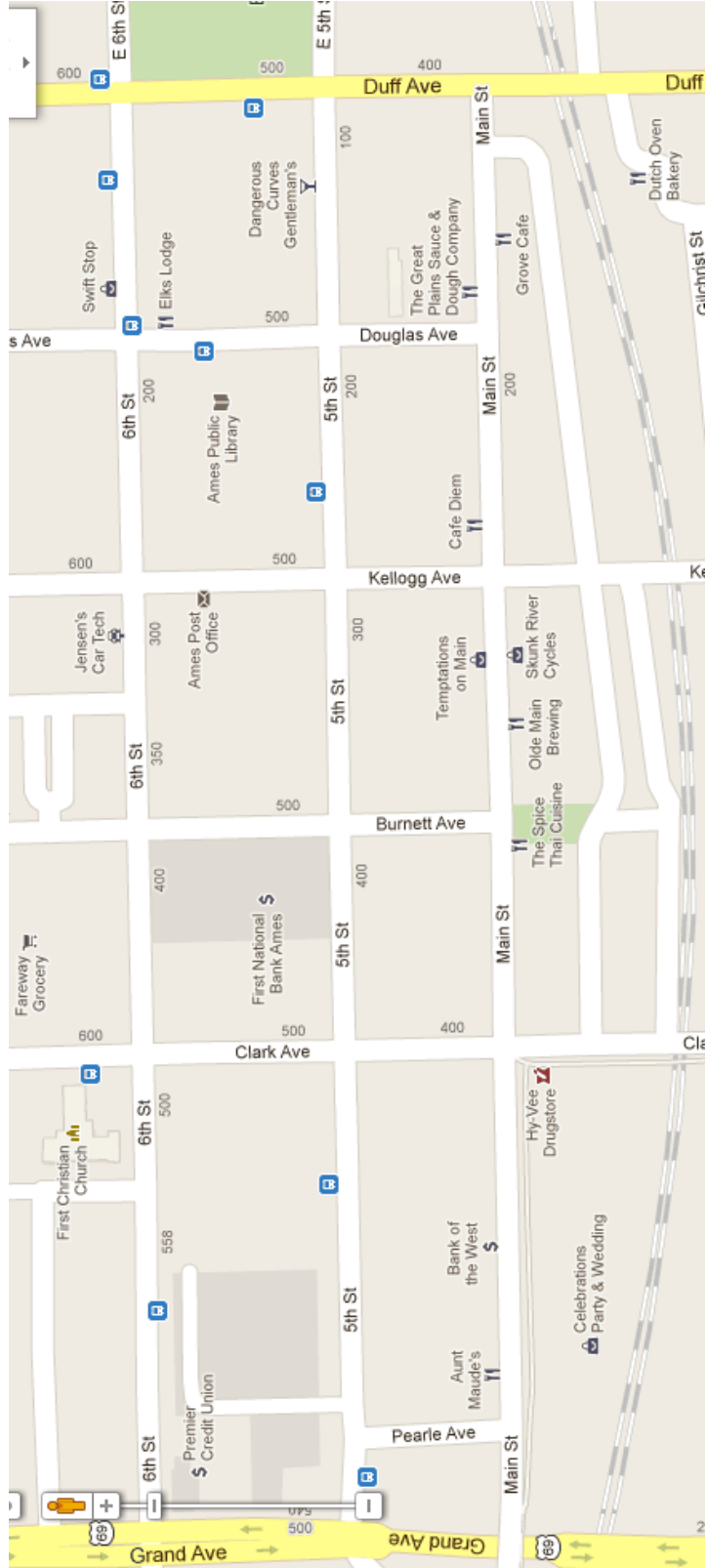
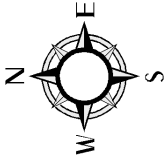


Small - 319 Main
Triangular space between planter & curb



Small – 228 Main
Triangular space between planter & curb

Downtown map:

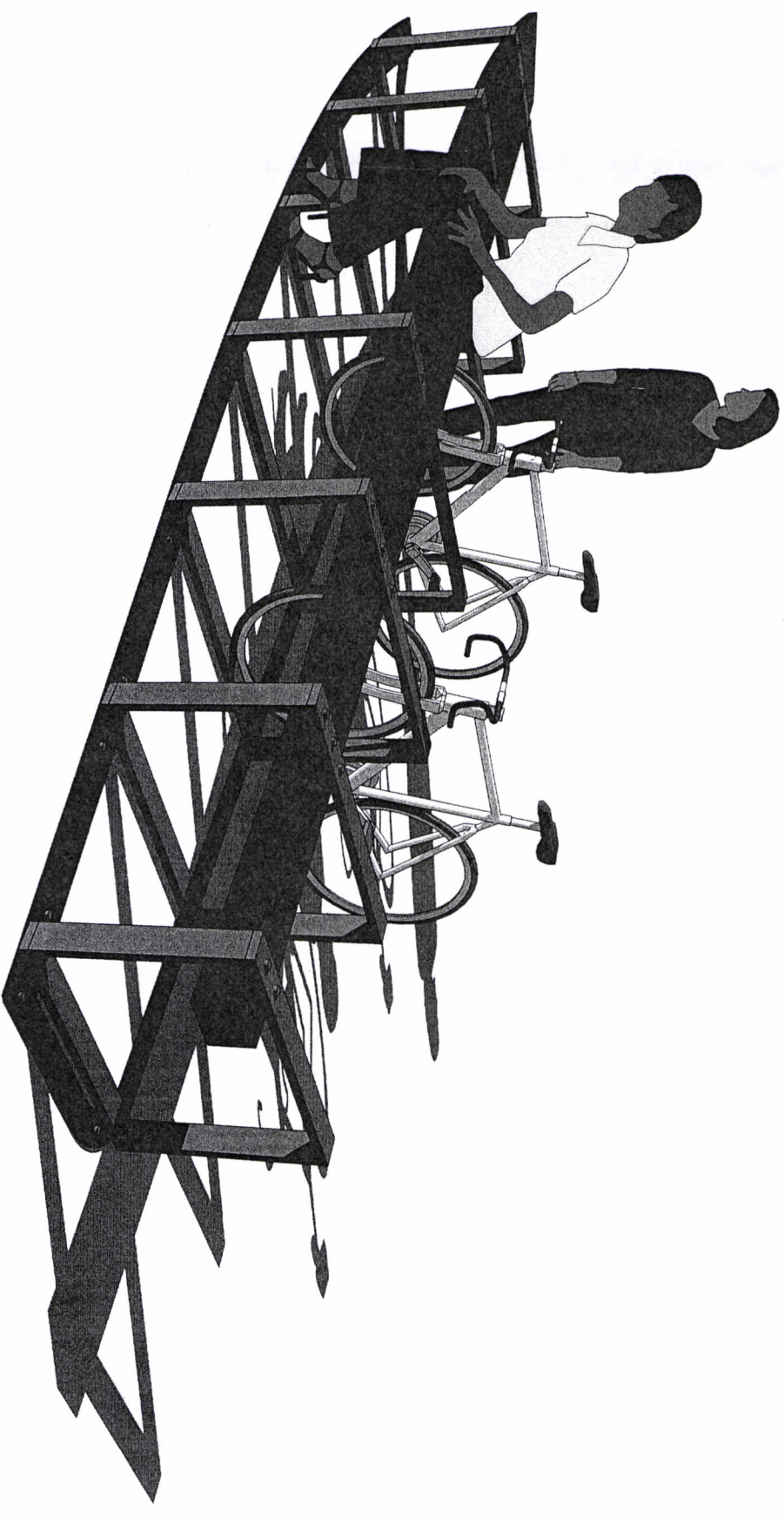
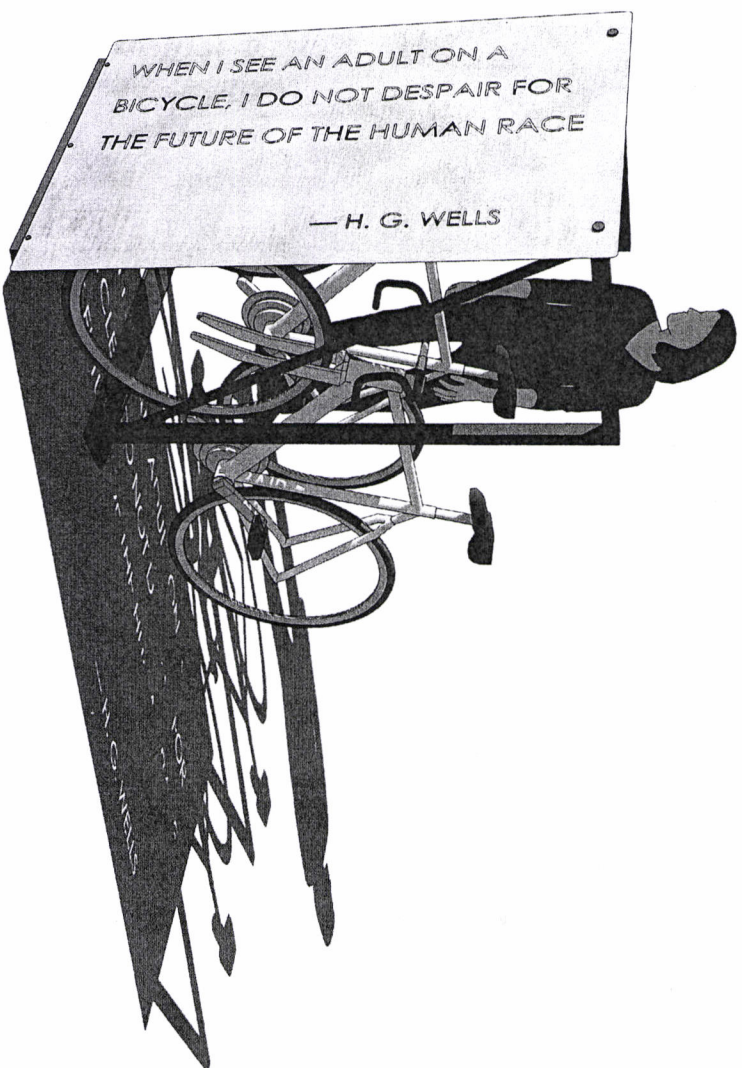


ames community arts council

BICYCLE RACK DESIGN COMPETITION

Ames, Iowa

December 31, 2012

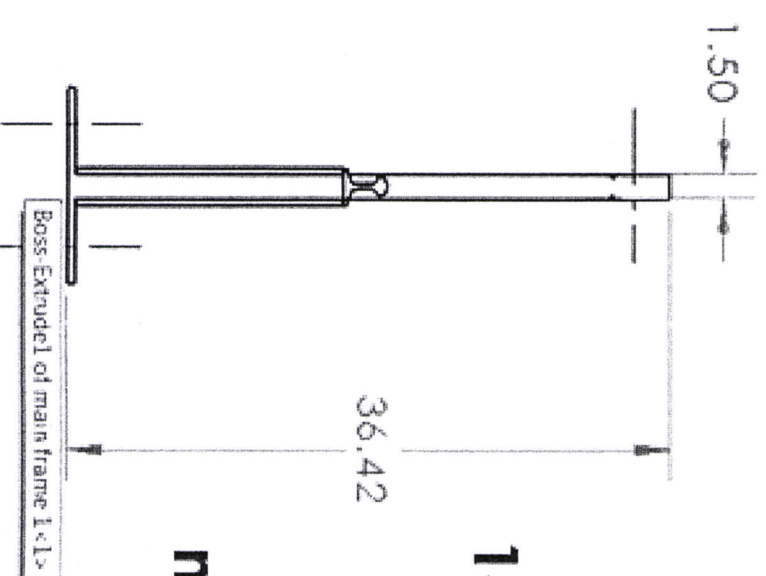
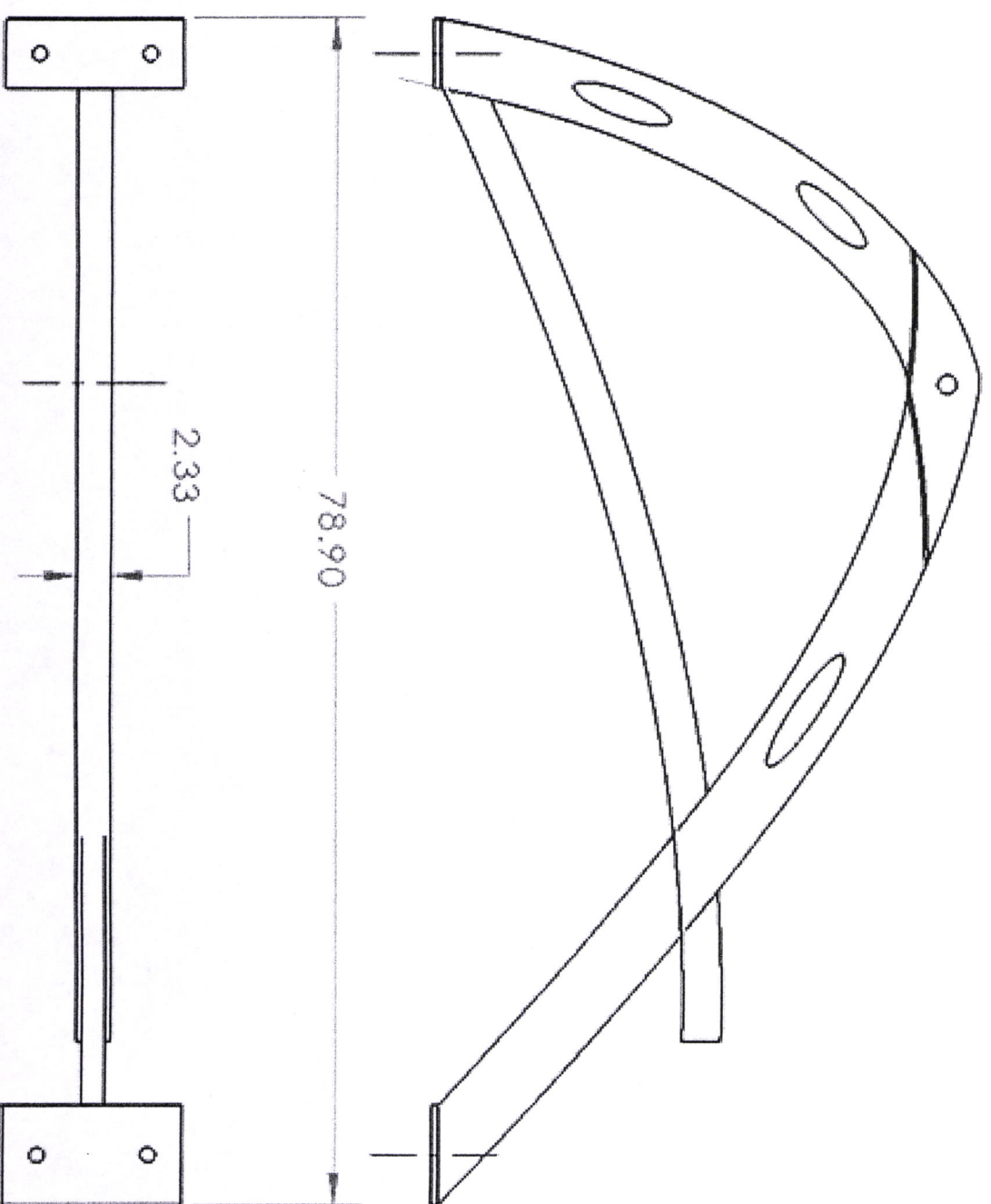


ASK
STUDIO

ARCHITECTS SCHIPPER KASTNER

contact: Brent Schipper, AIA, LEED AP | 3716 Ingersoll Ave. Ste. A, Des Moines, IA 50312
515.277.6707 | bschipper@askstudio.com | www.askstudio.com

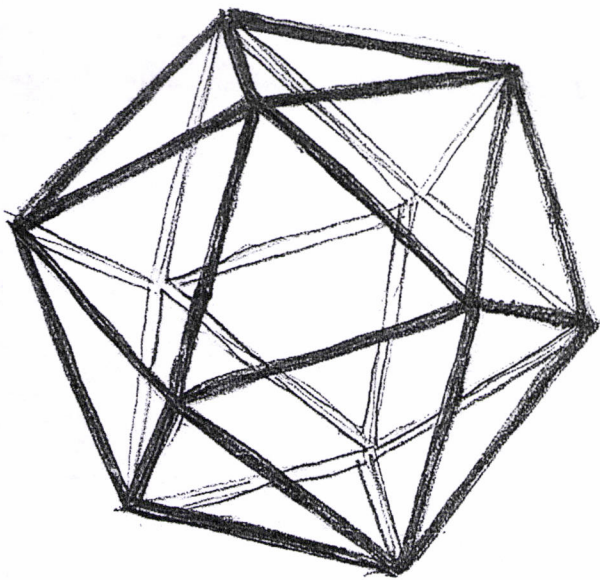
My design is an abstraction of the new logo for the City of Ames. When I was Designing this bike rack, I knew that I wanted to create a modular system, so that one rack could be utilized in series to fulfill all of the different bike rack sizes for the design contest. These racks would be bolted into the ground securely through $\frac{1}{2}$ " plate steel. The main structure is $1\frac{1}{2}$ " thick plate steel with either a real piece of rail from a railroad running through it, or a fabricated hollow rail to imitate the form. This rail is important because it is a subtle hint at the history of Ames and the significance of the railroad in Ames. This piece of rail is also a very strong structure that would allow for bikes to be attached securely. The finishing on this bike rack would just be paint. The reason that I chose to use paint as a coating is because it is easily touched up and is relatively inexpensive to use. On the rendering of the bike rack, only one bike is shown, and this is due to a recent computer malfunction that did not allow for the addition of another bike. Because of this I included a variety of the potential sizes that the bike rack could cover. I think that this could be a very successful and economical bike rack system for the City of Ames that would be enjoyed by the public for a long time to come.



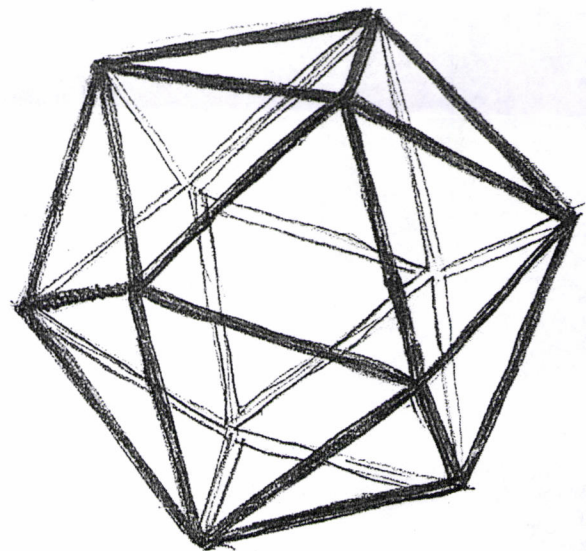
Mack Geggie
1300 Gateway Hills Park Drive
Apt. 106
(847)989-6984
msggegjie@iastate.edu
mackgegjie.wordpress.com

Units in Inches

Small Bike Rack Design - Michael Stanley



Front View



Side View

Dimensions:

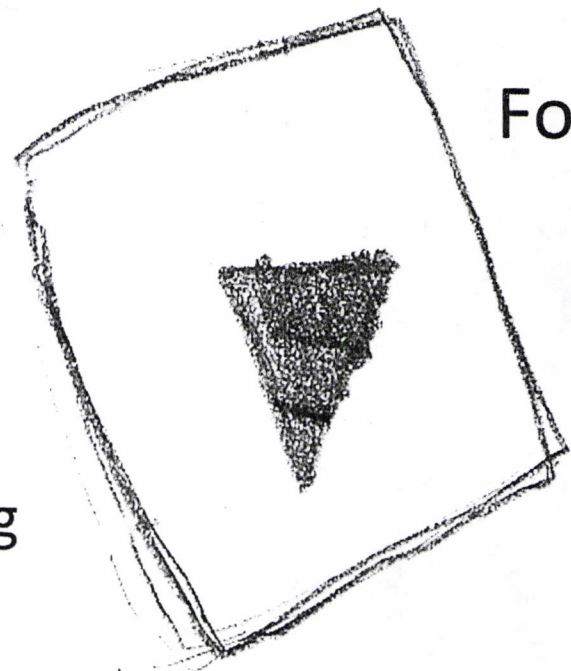
Height - 3 Feet

Width - 3 Feet

Depth - 3 Feet

Material:

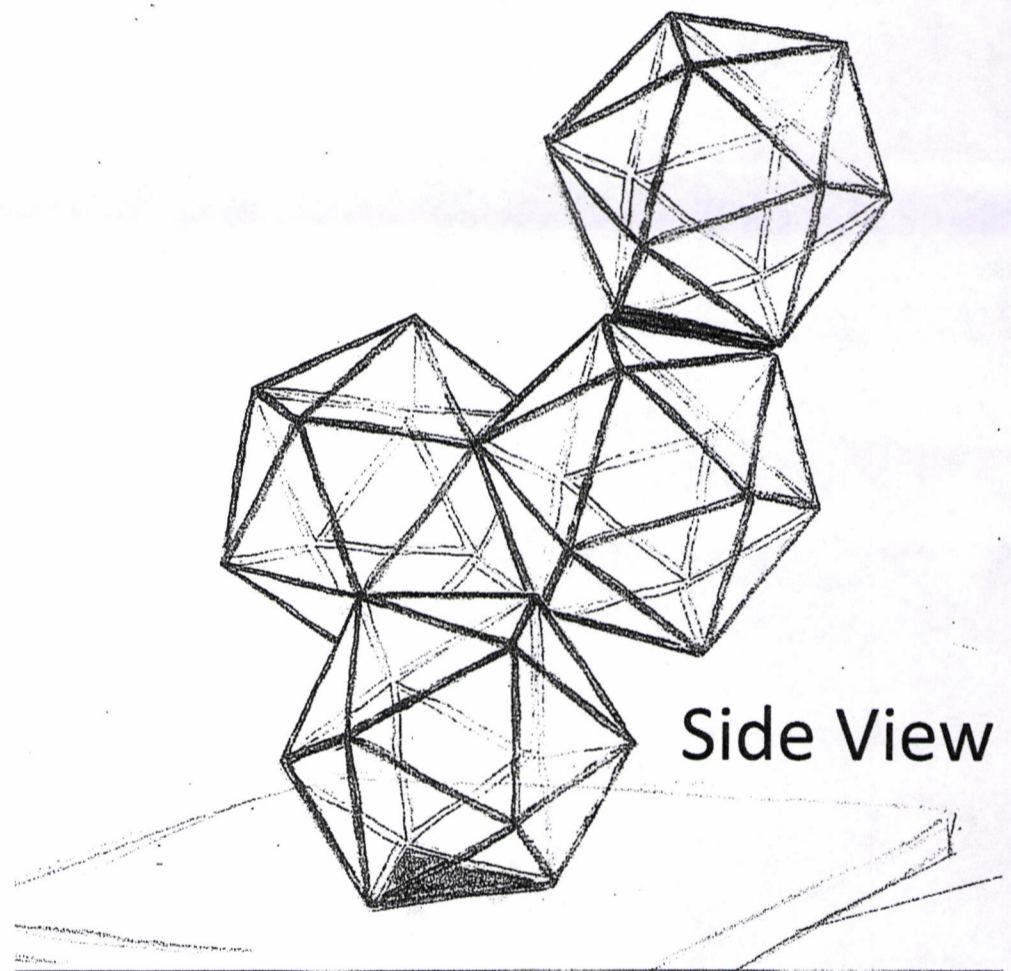
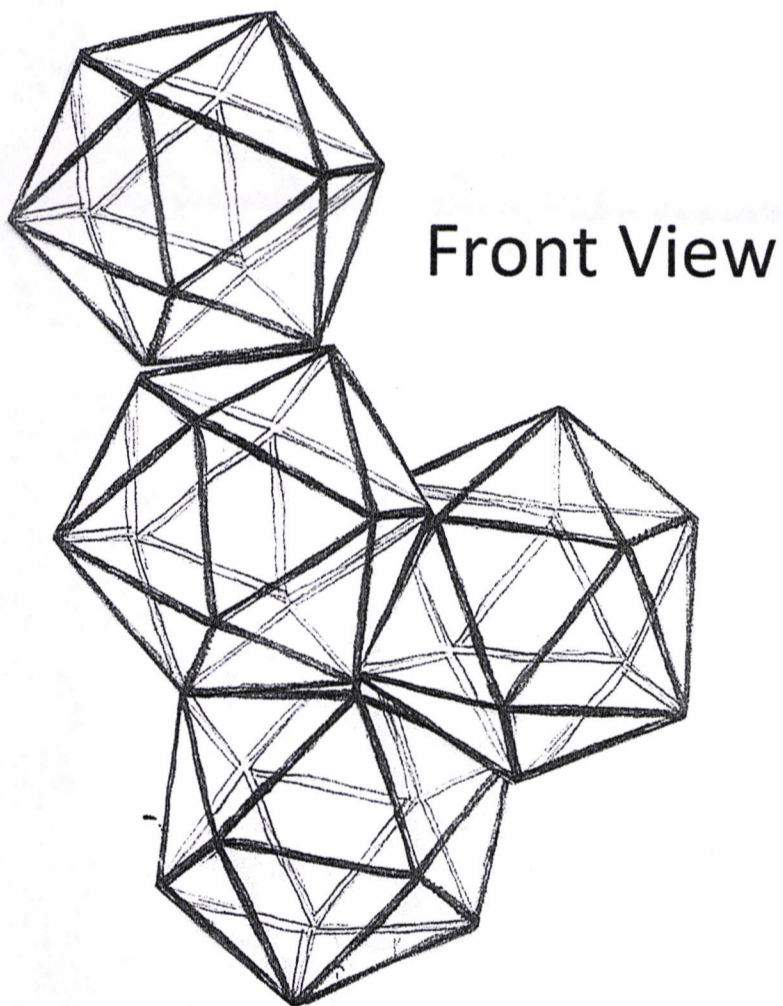
The module will be hollow and constructed using one inch steel tubing with a natural finish



Footprint

The triangle will be half inch steel plate and anchored with three bolts

Medium Bike Rack Design - Michael Stanley



Dimensions:

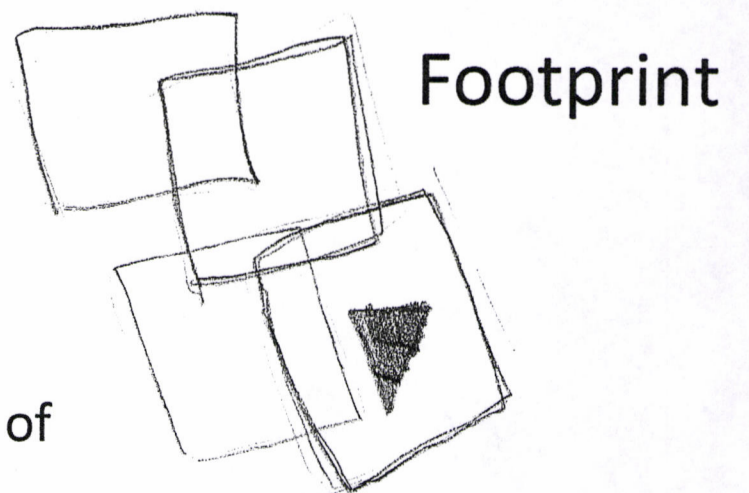
Height - 6 Feet

Width - 4 Feet

Depth - 4 Feet

Material:

Each module will be hollow and constructed out of one inch steel tubing with a natural finish

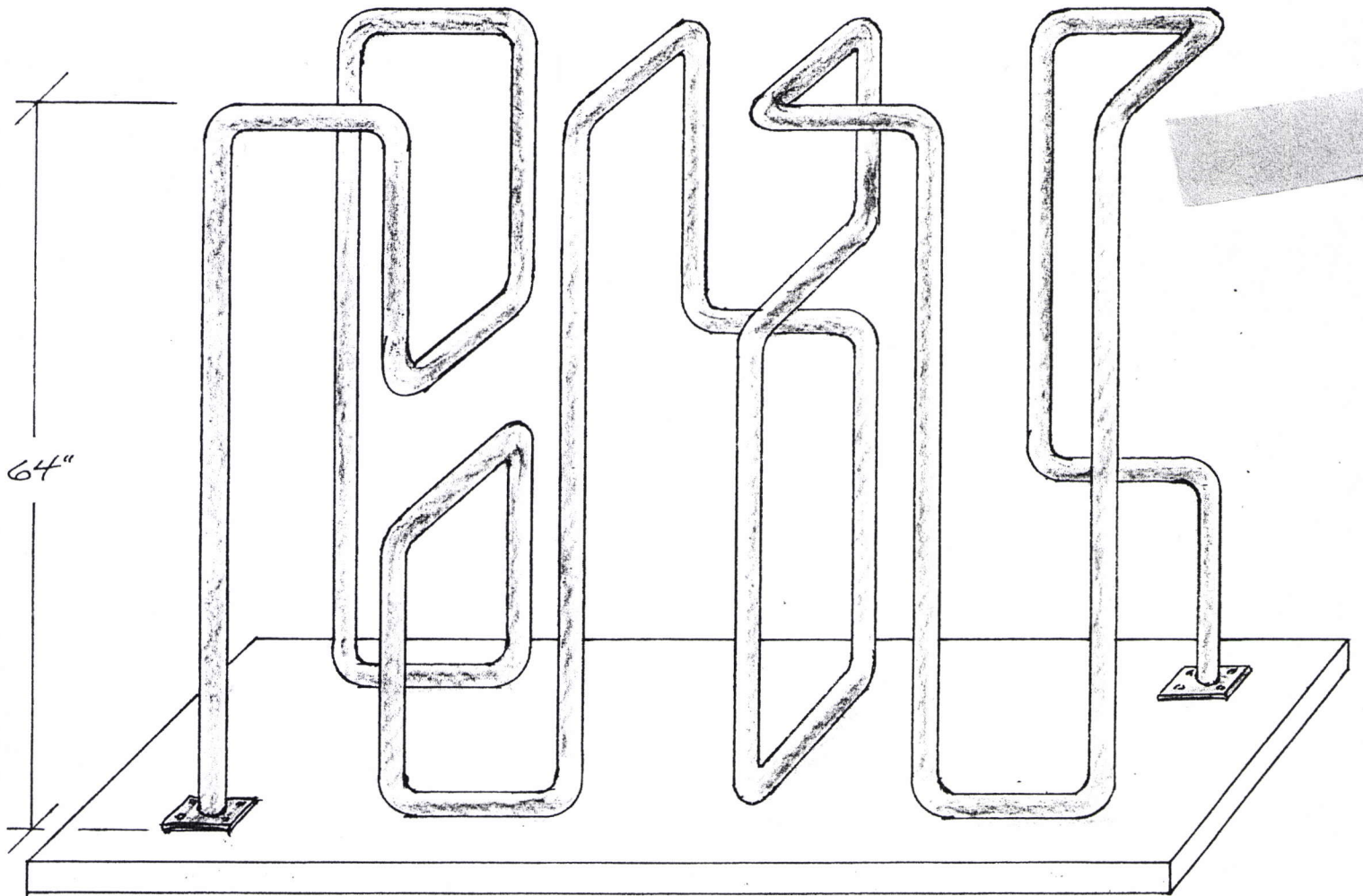


- The triangle will be half inch plate steel and anchored with three bolts

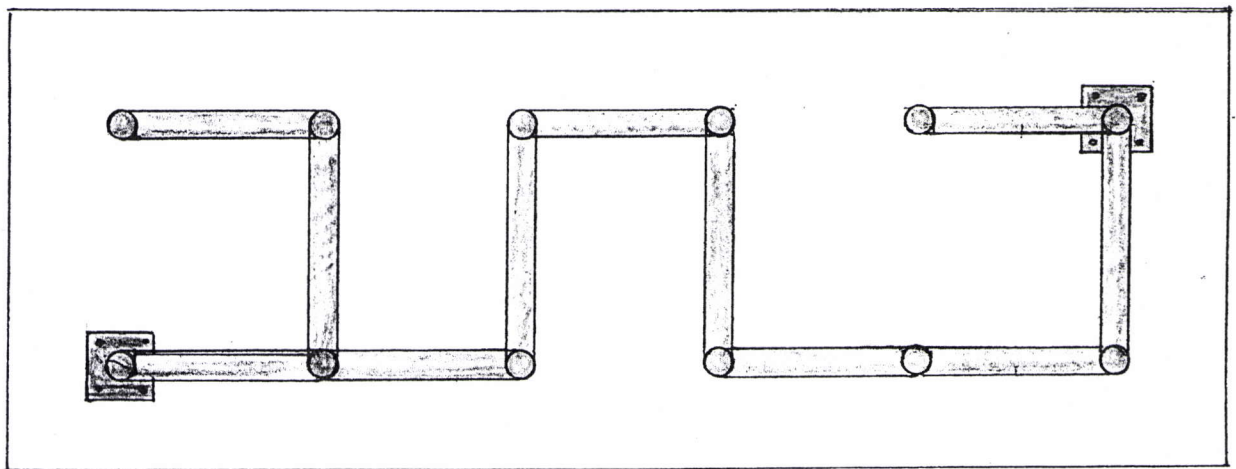
LARGE BIKE RACK DESIGN

JIM RUSSELL

FRONT/SIDE PERSPECTIVE



FOOTPRINT



22"

80"

Site location photos:



Large - south side city hall
Between trees, building & sidewalk



Large- Tom Evans Park
Between brick plaza, sidewalk & bench



Medium -131 Main
In the island, curb cut will be made in island



Medium -233 Main
Between flagpoles, island and street



Small - 319 Main
Triangular space between planter & curb



Small – 228 Main
Triangular space between planter & curb

COUNCIL ACTION FORM

SUBJECT: **SOMERSET SUBDIVISION 25TH ADDITION – PRELIMINARY
PLAT / MAJOR SITE DEVELOPMENT PLAN REVISION**

BACKGROUND:

From the time the Somerset development was first approved, it included an 11-acre area planned for a future public school. The Ames Community School Board recently determined that a school will not be built there and sold the property to Heartland Development L.C. In order to develop the property for residential use, Heartland Development is seeking approval of an amendment to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision. As described in the attached “Commission Action Form” prepared for the Planning and Zoning Commission’s March 6 meeting and its attachments, the development will consist of 73 dwelling units, which will include Country Houses, Side Yard Houses and Village Apartments of types that have been previously constructed in Somerset.

The Zoning and Subdivision Ordinances establishes the following standards for the City Council decisions on these amendments:

Zoning Standards

- Purpose of Village
- Village Residential Development Principles
- Village Residential Uses
- Design Standards for a Major Site Development Plan
- Village Residential Supplemental Development Standards
- Village Residential Park and Open Space Requirements
- Village Residential Street Standards
- Urban Regulations

Subdivision Standards

- Impact on existing public improvements
- Standards for design of the subdivision and required public improvements
- Land Use Policy Plan and City’s other adopted Plans

Based upon the findings of fact and analysis in the accompanying “Commission Action Form,” it can be concluded that the proposed Preliminary Plat/Major Site Development Plan complies with all relevant and applicable design and improvement standards of the Zoning Ordinance and Subdivision Regulations, to other City ordinances and standards, and to the City’s Land Use Policy Plan.

In that Commission action form, it can be noted that approval was conditioned on granting of a variance to the block length standards. At its meeting on March 13, 2013, the Zoning Board of Adjustment approved that variance.

The existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village consists of six large drawing sheets of the entire subdivision, which incorporate all of the previous plan amendments. If these proposed Plan amendments are approved, it will be necessary to update those documents before a Final Plat is approved for the 25th Addition.

Recommendation of the Planning & Zoning Commission. At its meeting of March 6, 2013, with a vote of 6-0, the Planning and Zoning Commission recommended that the City Council approve the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition with the following conditions:

- a) A variance is approved for the proposed public street with a length in excess of that allowed by the Village Residential Supplemental Development Standards; and
- b) The existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village is revised to incorporate the proposed Plan amendments before a Final Plat is approved for the 25th Addition.

Members of the Commission asked about the access to the Village Apartments, storm water management, the characteristics of the Country Houses to be built, and the lack of alley access for the Side Yard Houses. Rheiny Friedrich and Scott Renaud represented the developer in speaking for the proposal. There was no one present to speak against this proposal.

Action by the Zoning Board of Adjustment. At its meeting of March 13, 2013, the Zoning Board of Adjustment approved a variance to allow a block face length of 1000 feet for Somerset Subdivision 25th Addition. The approval of this variance satisfies the first condition of the Planning and Zoning Commission recommendation.

ALTERNATIVES:

1. The City Council can approve the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition with the condition that the existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village is revised to incorporate the proposed Plan amendments before a Final Plat is approved for the 25th Addition.
2. The City Council can deny the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition.
3. This request can be referred back to staff or the applicant for additional information.

CITY MANAGER'S RECOMMENDATION:

This revision complies with all of the City Council's policies for the Somerset Subdivision, and the required variance has been approved by the Zoning Board of Adjustment.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby approving the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition with the condition that the existing approved Preliminary Plat/Major Site Development Plan for Somerset Village be revised to incorporate the proposed Plan amendments before a Final Plat is approved for the 25th Addition.

COMMISSION ACTION FORM

DATE PREPARED: February 27, 2013

REQUEST: Preliminary Plat/Major Site Development Plan revision for Somerset Subdivision 25th Addition

PROPERTY OWNER: Heartland Development L.C.
619 East Lincoln Way
Ames, Iowa

CONTACT: Scott Renaud, P.E., FOX Engineering

PROPERTY LOCATION: 2714 & 2806 George W. Carver Avenue
(See Attachment A – Location Map)

ZONING: “F-VR” (Village Residential Floating Zone)

PROJECT DESCRIPTION:

History. On April 8, 1997, the City Council approved a Zoning Change Agreement that included a Conceptual Development Plan for Somerset Subdivision. (See Attachment A – Location Map) This subdivision included single family attached and detached residences and apartment buildings surrounding a commercial core, with many small park and green spaces throughout. The project included an 11-acre site for a future public school at the west side, northeast of the intersection Northridge Parkway and George W. Carver Avenue. In 2000 the City Council approved a new Zoning Ordinance that included a new zoning classification Village Residential Floating Zone (F-VR). The Zoning Ordinance standards for this new zoning district placed into the code the elements and characteristics of the Conceptual Development Plan for Somerset Subdivision.

Over the past 15 years a walkable, mixed use community has been built. During that time, the Plan (now called a Preliminary Plat/Major Site Development Plan) and the Village Zoning Ordinance have been modified as the project and the market for it have evolved. As it nears full build-out, attached townhouse residences have been built on the south of the “school site,” commercial buildings are built on the east side and detached residences are being built to the north.

In 2012 the Ames Community School District sold its 11-acre parcel to Heartland Development L.C., represented by Kurt Friedrich, who now proposes amending the Preliminary Plat/Major Site Development Plan so that it can develop as part of the

residential area. This development would consist of 73 residential dwelling units, including:

- three two-story apartment buildings (defined in the Zoning Ordinance as “Village Apartments”) with 16 units in each, and a new street with
- seven pairs of attached homes (“Side-Yard Houses”) on both sides of its south half, and
- 11 detached homes (“Country Houses”) on both sides of its north half. (See attached Floating Zone Uses, Sheet A.02 of proposed plans and Attachment E Sample Residences)

The F-VR zoning ordinance requires Planning and Zoning Commission review and City Council approval of an amendment to the Major Site Development Plan that changes the land use, number of lots or number of buildings in the development (see Ames *Municipal Code* Section 29.1201(12)). The Subdivision Ordinance requires Planning and Zoning Commission review and City Council approval of an amendment to the Preliminary Plat that changes the number of lots, adds streets or changes the layout of in the development (see Ames *Municipal Code* Section 23.306 (1)). Both of these required documents have been combined into the Major Site Development Plan/Preliminary Plat, referred to in this report as the Plan.

Criteria for Review. The Zoning and Subdivision Ordinances establish standards for the Planning and Zoning Commission to consider in order to make recommendations to the City Council on these amendments. This report addresses how the changes to the Plan relate to these standards, as follows:

Zoning Standards

- Purpose of Village
- Village Residential Development Principles
- Village Residential Uses
- Design Standards for a Major Site Development Plan
- Village Residential Supplemental Development Standards
- Village Residential Park and Open Space Requirements
- Village Residential Street Standards
- Urban Regulations

Subdivision Standards

- Impact on existing public improvements
- Standards for design of the subdivision and required public improvements
- Land Use Policy Plan and City’s other adopted Plans

This report provides the findings and conclusions of City staff regarding conformance with these various standards.

Purpose of Village. Amendments to the Plan must comply with the purpose of the Village Residential zoning designation as stated in the Zoning Ordinance:

Purpose: The Village Residential District is intended to allow for integration of uses and design with greater potential for social and physical interaction through a “village” concept. These villages will be adapted to the emerging suburban landscape by creating living areas designed to ensure the development of the land along the lines of traditional neighborhoods. (Ames Municipal Code Section 29.1201(1))

The Plan integrates on the 11-acre parcel three of land use types already developed in Somerset. The design of the lots and buildings will be required to comply with the same standards as other similar land use types in Somerset.

Village Residential Development Principles. Property developed under Village Residential zoning is to create neighborhoods with a development pattern that adheres to certain development principles (from Ames *Municipal Code* Section 29.1201(2)). Although eliminating a public school is a significant change in the land use mix that defines a development, the proposed uses for 11 acres of this 150-acre project does not change the conformance of Somerset to the following development principles:

- (a) Neighborhoods that are limited in area to that which can be traversed in a 10 to 15 minute walk (a distance not greater than ¼ mile) promoting pedestrian activity;*
- (b) Neighborhoods that have identifiable centers and edges;*
- (c) A mixture of housing, jobs, shopping, services and public facilities in close proximity to one another;*

The generally recognized “walkability” of Somerset carries out the following development principle:

- (d) Well defined and detailed system of interconnected streets creating small blocks that serve the needs of pedestrians, bicyclists, public transit and automobiles equitably;*

Where the proposed school previously would have separated traffic routes between the north and south parts of the west half of Somerset, the Plan now provides a public street and sidewalks to connect Cambridge Street on the north with Northridge Parkway on the south. In the middle of this block face, a pedestrian walk extends northwest connecting to the existing walk northward on George W. Carver Avenue. This system provides a pedestrian connection between the south and north parts of Somerset. (See attached Street Tree Plan, Sheet Z.01 of proposed plans)

The design of the built up portions of Somerset met the following design principles and the Plan does not change what is already there. The Plan includes a new, small private green space between the Village Apartments and the Country Houses. (See attached Floating Zone Uses, Sheet A.02 of proposed plans)

- (e) *Well defined squares, plazas, greens, landscaped streets, greenbelts and parks to provide places for formal social activity and recreation;*
- (f) *Civic buildings, open spaces and other visual features on prominent sites throughout the neighborhood that act as landmarks, symbols and focal points for assembly for social and cultural activities;*

All buildings proposed by the Plan will be required to follow the Village Residential Urban Regulations and the Architectural Design Guidelines, which will ensure that the following principles are met. Building design is reviewed when building permits are applied for.

- (g) *Visually compatible buildings and other improvements, as determined by their arrangement, bulk, form, character and landscaping;*
- (h) *Private buildings that reflect the unique character of the region, that form a consistent, distinct edge defining the border between the public streets and the private block interior; and*
- (i) *Provide building design standards that promote pedestrian mobility over vehicular mobility.*

Village Residential Uses. Ames *Municipal Code* Table 29.1201(5) sets forth the uses permitted in the F-VR Zone and in which of three districts each use proposed in the Plan is permitted (See Attachment B):

- Neighborhood Edge – Country House permitted
- Neighborhood General – Side-Yard House permitted
- Neighborhood Center – Village Apartment and Side-Yard House permitted

Floating Zone Uses, Sheet A.02 of proposed plans (attached) coordinates the permitted uses with the Neighborhood areas in conformance with Ames *Municipal Code* Table 29.1201(5).

Design Standards for a Major Site Development Plan. The criteria and standards for review of a Major Site Development Plan are found in Ames *Municipal Code* Section 29.1502(4)(d) which states:

When acting upon an application for Major Site Development Plan approval the City Council shall rely upon generally accepted site planning criteria and design standards. These criteria and standards are necessary to fulfill the intent of the Zoning Ordinance, the Land Use Policy Plan, and are the minimum necessary to safeguard the public health, safety, aesthetics, and general welfare.

1. *The design of the proposed development shall make adequate provisions for surface and subsurface drainage to limit the rate of increased runoff of surface water to adjacent and down stream property.*

The storm water management plan for the entire Somerset development, when first approved in 1997, was found to meet this standard. Generally, increased storm water runoff caused by greater proportion of hard surfaces than existed when the area was in

row crops is temporarily stored in detention areas to limit the rate at which it leaves the site to the pre-development runoff rate. Runoff from the 11-acre subject site is detained in the large pond at the southwest corner of Somerset. Staff has reviewed a Stormwater Management Plan, prepared by FOX Engineering and dated January 17, 2013, and determined that it is consistent with the current Somerset storm water management plan and that it documents that the southwest detention area is adequate, such that the project will continue to meet the above standard.

2. The design of the proposed development shall make adequate provision for connection to water, sanitary sewer, electrical, and other utility lines within the capacity limits of those utility lines.

City staff has determined that sufficient capacity exists in all existing utility lines to serve the 73 new residences proposed. Extensions and connection are proposed as follows:

An 8-inch water main and 8-inch sanitary sewer main in the right-of-way of the new public street connects to existing mains on Cambridge Avenue and Northridge Parkway and will service the Country Houses and Side-Yard Houses. (These are shown on Turnberry Drive Plan and Profile drawings, Sheets D.04-D.06 of proposed plans, available on request).

To serve the three Village Apartments, an 8-inch sanitary sewer is to be installed within a 20-foot wide public utility easement to the north of Northridge Parkway. (See Dimension Plan, Sheet D.02 of proposed plans. Also shown on Northridge Parkway Sanitary Extension, Sheet D.07 of proposed plans, available on request.)

Electric and private utilities will be installed in the 20-foot wide public utility easement to the north of Northridge Parkway to serve the Village Apartments. Service for the Country Houses and Side-Yard Houses will be from utilities installed in 10-foot wide public utility easements on both sides of the Turnberry Drive right-of-way.

3. The design of the proposed development shall make adequate provision for fire protection through building placement, acceptable location of flammable materials, and other measures to ensure fire safety.

The City Fire Inspector has reviewed and approved the Plan for compliance with the City's Fire Code. A fire truck turnaround is proposed on the north side of the Village Apartments. Staff will review further detail at the time of Minor Site Development Plan submittal for the Village Apartments and building permit review for all buildings.

4. The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property.

The proposed development is not located in a floodplain or on or near steep slopes. There is no indication that this development presents any danger to adjoining and surrounding property. Additional information about storm water management is provided above under Design Standard 1.

5. *Natural topographic and landscape features of the site shall be incorporated into the development design.*

The site does not contain any woody vegetation. It drains from northeast to southwest site at an average grade of 2%. The drainage pattern of the entire site directs most of the storm water runoff into approved collection systems at its southwest corner.

6. *The design of the interior vehicle and pedestrian circulation shall provide for convenient flow of vehicles and movement of pedestrians and shall prevent hazards to adjacent streets or property.*

The proposed public street provides access from two directions. The connection to Northridge Parkway is close enough to George W. Carver Avenue to make convenient connection to and from an arterial street. This connection of the new street is not aligned with Bristol Drive and therefore discourages using this as a through connection to Stange Road. Access for the Village Apartments is separated from the other new residences, directly to a street that connects to both George W. Carver Avenue and Stange Road. Sufficient sidewalks within the proposed development provide for convenient interior pedestrian flow and connect to the existing surrounding sidewalks at several locations.

Village Residential Supplemental Development Standards. These standards pertain to the overall development plan. (See Attachment C Ames *Municipal Code* Table 29.1201(5)) These standards are grouped into ten categories. The proposed amendments to the Plan do not affect the basis for Somerset's existing compliance with the standards in the following six categories:

- Size
- Location Along Arterial Streets
- Permitted Land Use Types in Village Residential Projects
- Residential Land Use Allocation
- Commercial Land Use Allocation
- Building Placement Standards

The Plan establishes new locations for uses and buildings that comply with the standards for Land Use Distribution. The grouping and location of the three residential building types with respect to other buildings is the same as in other parts of Somerset. For example, Row Houses (a type of attached residences) on Bristol Drive east of Stange Road are located across the street from Village Apartments and have Village Houses (a type of detached residences) next door and behind them. Also, the proposed Plan places similar uses across from each other on Turnberry Drive and the changes to the Village Apartments occur across the rear property line, as the standards for Land Use Distribution require.

The standards for Land Use Density/Intensity require residential uses to be developed at a net density of at least 8 units per acre. The calculation on Floating Zone Uses, Sheet A.02 of the proposed plan, documents that the net density of the subject site will

be 8.27 dwelling units per net acre. With the net area of the subject site added to the previous net area of residential uses throughout Somerset, the total residential component of the project will be 934 dwelling units at a net density of 9 dwelling units per acre.

The standard for Park/Open Space Land Allocation requires that this use comprise 10% of the gross area of the village. However, this standard was established in 2000, after the Plan for Somerset was first approved in 1997. Therefore, with park and open space comprising 5% of its total area, Somerset is not required to meet this standard. However, the subject site does provide 0.92 acres of new open space, which is 8.25% of its total 11.15 acres gross area. Adding 0.92 acres of new open space will improve the total Park/Open Space Land Allocation of Somerset to 5.5%.

Staff has determined that the proposed Plan conforms to the Lot and Block Design standards, with two exceptions. Blocks longer than 660 feet in length are not to be created. Turnberry Drive is 1000 feet in length, exceeding this standard. It should be noted, however, that another cross street is not possible in this area because of the existing commercial area to the east and George W. Carver Avenue to the west. The traffic volume on George W. Carver Avenue and the proximity to other cross street intersections prevent access to this site from the west. Therefore, application has been made for a variance from this zoning standard.

The Lot and Block Design standards also require an alley for property access for lots less than 60 feet in length and prevent access to such lots from a street. The lots for Side-Yard Houses are 45 feet wide and have access from the street. No alley is provided. This issue is discussed below under Urban Regulations.

Village Residential Park and Open Space Requirements. *Ames Municipal Code* Section 29.1201(8) states: "The plan for the Village Residential Project shall include an evenly distributed system of park and open space areas, that totals a minimum of 10% of the area of the project." The percentage requirement is addressed above. Somerset already includes an evenly distributed system of park areas, with one park across Northridge Parkway and a green space trail north of the subject site. The Plan provides one more green space, which will be landscaped and preserved by its designation as Private Green on the Floating Zone Uses drawing. These requirements also include standards for street trees, which are met by the Street Tree Plan, Sheet Z.01 of the proposed plans, attached.

Village Residential Street Standards. For the local residential street proposed, these standards require minimum right-of-way width of 55 feet and minimum street width with parking of 27 feet. The Plan meets these standards.

Urban Regulations are established for each building/land use type and address lot dimensions, build-to or setback lines standards and use requirements. They also address building design standards, for which building plans are reviewed at a later time. (See Attachment D). The Dimension Plan, Sheet D.02 of the proposed plans (attached) includes lot dimensions and build-to lines that conform to these Urban Regulations for

all three building/land use types. However, Table 29.1201(7)-4 requires that all single family attached dwelling lots have access from an alley.

The Plan proposes 14 single family attached dwelling lots, none with access from an alley. These units have both garages and front doors on the street. Attached dwelling units with both an alley and a street have garages on the alley and front doors and on-street guest parking on the street. This is not possible at the proposed location because George W. Carver Avenue is not an appropriate location for front doors and on-street guest parking nor should an alley to be adjacent and parallel to it. Changing these dwelling units to Country Houses would increase the net density above the minimum required 8 dwelling units per acre. Switching the location on the Side-Yard Houses and Village Apartments would not allow the apartments to be in the required Neighborhood Center location. The developer has stated to staff that various alternative land use arrangements were prepared, but did not meet the City standards for compatibility with adjacent land uses, street grades and other characteristics. No solution for the subject site has been identified that meets all of the standards.

It should be noted that a number of single family attached dwelling lots have been approved and built in Somerset without alley access, south of the subject site on the west side of Bradford Drive and on Buckingham Court (which is also adjacent George W. Carver Avenue). Also, as stated above, the Design Standards for a Major Site Development Plan are the criteria and standards necessary to fulfill the intent of the Zoning Ordinance, and will safeguard the public health, safety, aesthetics, and general welfare. The existence for several years of single family detached dwellings without alley access in Somerset supports a conclusion that the public has been safeguarded. Therefore, it could be concluded that if the Plan meets the Design Standards for a Major Site Development Plan, it may not be necessary for the proposed single family attached dwelling lots to have access from an alley.

Impact on existing public improvements. The original land use proposed for this site was a school that may have served up to 400 children. Therefore, the existing utilities that will serve this site and the street network were adequate for that use. Staff has determined that these public improvements will be adequate to serve 73 residential units. All utilities within the subject site necessary to accommodate 73 residences are included in the proposed plans. The proposed storm water management plan will divert a significant amount of existing storm drainage from the storm sewer system that serves the townhomes to the south. That drainage will still be discharged into the existing detention pond, thereby maintaining the pre-development runoff rate from the 11-acre site.

Standards for design of the subdivision and required public improvements. Staff reviewed the Plan for Somerset Subdivision 25th Addition and analyzed its conformance with the requirements of the Design and Improvement Standards of the subdivision regulations (*Ames Municipal Code Chapter 23, Division IV*). Staff has determined that the Plan meets these standards. (See above discussion regarding Design Standards for a Major Site Development Plan for a summary description of the proposed public improvements.)

Land Use Policy Plan and City's other adopted Plans. Staff analyzed conformance of the Plan for Somerset Subdivision 25th Addition with the Land Use Policy Plan and the existing Preliminary Plat/Major Site Development Plan for the Somerset Village. (See attached illustration of this overall plan with the proposed 25th Addition inserted.)

Staff concludes that the proposed division of land is consistent with the Land Use Policy Plan which designates this site as part of the larger "Village/Suburban Residential" area extending from 24th Street to Bloomington Road. The proposed uses and design are consistent with the Policy Options for Village Residential land use in the Land Use Policy Plan (Refer to pages 54 – 57 of the Land Use Policy Plan).

The existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village consists of six large drawing sheets of the entire subdivision, which incorporates all of the previous plan amendments. If these proposed Plan amendments are approved, it will be necessary to update those documents before a Final Plat is approved for the 25th Addition.

Conclusions. Based upon the above findings of fact and analysis it can be concluded that the proposed Preliminary Plat/Major Site Development Plan complies with all relevant and applicable design and improvement standards of the Zoning Ordinance and Subdivision Regulations, to other City ordinances and standards and to the City's Land Use Policy Plan, with the following conditions:

1. A variance is approved for the proposed public street with a length in excess of that allowed by the Village Residential Supplemental Development Standards
2. The existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village is revised to incorporate the proposed Plan amendments before a Final Plat is approved for the 25th Addition.

ALTERNATIVES:

2. The Planning and Zoning Commission can recommend that the City Council approve the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition with the following conditions:
 - a. A variance is approved for the proposed public street with a length in excess of that allowed by the Village Residential Supplemental Development Standards and
 - b. the existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village is revised to incorporate the proposed Plan amendments before a Final Plat is approved for the 25th Addition.
2. The Planning and Zoning Commission can recommend that the City Council deny the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition.

3. This request can be referred back to staff or the applicant for additional information.

DEPARTMENT RECOMMENDATION:

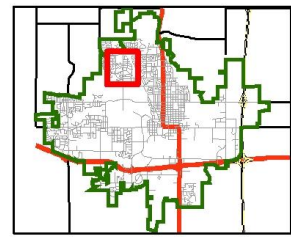
The Planning staff finds that this revision complies with the City Council's policies for the Somerset Subdivision. Therefore, it is recommended that the Planning & Zoning Commission act in accordance with Alternative #1, which is to recommend that the City Council approve the revision to the Preliminary Plat/Major Site Development Plan for the Somerset Subdivision 25th Addition with the following conditions:

- a. A variance is approved for the proposed public street with a length in excess of that allowed by the Village Residential Supplemental Development Standards, and
- b. The existing approved Preliminary Plat/Major Site Development Plan for the Somerset Village is revised to incorporate the proposed Plan amendments before a Final Plat is approved for the 25th Addition.

Attachment A



Location Map
2714 & 2806
George W. Carver Avenue



Attachment B

Table 29.1201(5)
Village Residential (F-VR) Floating Zone Uses

USE CATEGORY	NEIGHBORHOOD CENTER	NEIGHBORHOOD GENERAL	NEIGHBORHOOD EDGE
RESIDENTIAL			
Country House	N	N	Y
Village House	N	Y	Y
Village Cottage	Y	Y	N
Single Family Attached (Side-yard House)	Y	Y	N
Single Family Attached (Row-house)	Y	Y	N
Village Apartment	Y	N	N
Garden Apartments, if previously approved	N	Y	N
Assisted Living	N	Y	Y
COMMERCIAL			
Apothecary Shop	Y	N	N
Artist Studio and accessory gallery	Y	N	N
Banks	Y	N	N
Barber Shops	Y	N	N
Beauty Shops	Y	N	N
Car Wash	Y	N	N
Convenience store with gas	Y	N	N
Dance Studio	Y	N	N
Dry Cleaner	Y	N	N
Dwellings above the first floor	Y	N	N
Hardware store	Y	N	N
Kennels (indoor only)	Y	N	N
Grocery, bakery, delicatessen or similar retail stores	Y	N	N
Office Uses	Y	N	N
Pottery Shops	Y	N	N
Retail sales as defined in Section 29.502 of this ordinance	Y	N	N
Restaurants, excluding drive through service	Y	N	N
Veterinary Offices-small animal exclusive	Y	N	N
OTHER USES			
Child Day Care Facilities	Y	Y	N
Community Facilities, except vocational training for handicapped	Y	N	N
Essential Public Services	Y	N	N
Religious Institutions	Y	Y	N
Schools, limited to public and private day schools	N	Y	Y

Attachment C

**Table 29.1201(6)
Village Residential Floating Zone (F-VR) Supplemental Development Standards**

SUPPLEMENTAL DEVELOPMENT STANDARDS	F-VR ZONE
Size	Not less than 40 acres or more than 160 acres in size, except that parcels larger than 160 acres may be developed as multiple Village Residential Projects, each individually subject to all provision of this Article.
Location Along Arterial Streets	<ul style="list-style-type: none"> • Village residential projects shall be located adjacent to a street that is classified as an arterial street in the Transportation Plan of the City. • Arterial streets should not bisect a Village residential project to the extent practicable. • Where an arterial street does bisect a village residential project, the arterial street shall be designed with such features as center medians, curvilinear alignment, or other such features that will off set the negative impact of the arterial street.
Land Use Distribution	<p>Village residential projects shall contain three areas that have been defined as Neighborhood Center in Section 29.1201(3)(k), Neighborhood General in Section 29.1201(3)(m), and Neighborhood Edge 29.1201(3)(l).</p> <p>Land uses and buildings shall be grouped and located with respect to other buildings on the basis of design compatibility in contrast to land uses and buildings being grouped and related in relation to use.</p> <p>Land uses and buildings of similar design and use shall face each other across a street. Changes to building design and use shall occur at the rear lot line or along an alley.</p>
Land Use Density/Intensity	<p>Residential densities shall be the greatest in the Neighborhood Center with gradual less density occurring in the Neighborhood General and Neighborhood Edge.</p> <p>Residential land use shall be developed with an average net density of 8 dwelling units per acre for residential land use, where all residential use types are computed in the average.</p> <p>Commercial land use shall be developed where the intensity of development is at .70 ground coverage including buildings and other impervious surfaces.</p>
Permitted Land Use Types In Village Residential Projects	<p>Village residential projects shall contain a wide variety of residential use types; Residential Use types include:</p> <ul style="list-style-type: none"> Country Houses Village Houses Village Cottages Single Family Attached Dwellings (Side-yard House) Single Family Attached Dwellings (Row-houses) Village Apartments <p>Commercial Use types include:</p> <ul style="list-style-type: none"> Mixed Use/shop house buildings Commercial shop front buildings
Residential Land Use Allocation	<p>Village residential projects shall contain a minimum of five (5) residential use types selected from the residential use types listed in Table 29.1201(5) Permitted Land Use Types Village Residential Projects.</p> <p>Each residential use type shall contain a sufficient number of dwelling units to represent not less than 5% of all dwelling units in the village residential project. Row Houses in combination with Side-Yard Houses is considered to be one land use type for the purpose of calculating the required minimum residential land use allocation of not less than 5% of all dwelling units in the village residential project.</p>
Commercial Land Use Allocation	<p>Commercial land use be permitted to locate in a village residential project on the basis of projected population within the village residential project.</p> <p>Projected population shall be calculated according to the following formula:</p> <ol style="list-style-type: none"> a. Single family detached - 3.2 people per dwelling; b. Single family attached - 2.5 people per dwelling; and c. Apartment Dwelling - 2.0 people per dwelling. <p>Total commercial land use in a village residential project shall not occupy more than 8 acres in an individual project.</p>
Park/Open Space Land Allocation	A minimum of 10% of the gross area of the Village residential project shall be devoted to park and open space uses.
Building Placement Standards	The term “build-to-line” refers to the line on a lot upon which the front wall of a building is to sit and align with as lot configuration allows. The build-to-line is synonymous with the setback requirements. Unless otherwise specified, porches, stoops, balconies, and bay windows may project beyond the build-to-line.

SUPPLEMENTAL DEVELOPMENT STANDARDS	F-VR ZONE
Lot and Block Design	<p>All streets and alleys shall terminate at other streets within the project and shall connect to the existing and proposed through streets outside the project.</p> <p>Street layout and design shall create an open network that create blocks that shall not exceed 660 feet on block face.</p> <p>The street network shall create a hierarchical street system that establishes the overall structure of the Village Residential project.</p> <p>Cul-de-sacs shall not be permitted except where unusual physical or topographic conditions exists that make the use of a cul-de-sac an essential means of providing street frontage.</p> <p>Where the street design proposes a street to terminate at an intersection with another street, the termination vista shall be the location of a significant and carefully designed building, open space or public monument that creates a landmark or a focal point.</p> <p>Curved street design shall maintain one general directional orientation.</p> <p>Alleys shall be required for property access for lots that are less than 60 feet wide, and where an alley exists no access shall be permitted from the adjoining street.</p> <p>Lots that are less than 60 feet in width shall be subdivided into sub-lots of no less than 12 feet in width. Sub-lots may be consolidated into larger lots at the discretion of the property owner to create flexibility for a variety of residential housing types.</p> <p>A corner lot condition exists whenever a street intersects with another street or plaza.</p>

Attachment D

**Table 29.1201(7)-1
Village Residential (F-VR) Floating Zone Urban Regulations
Country Houses**

URBAN REGULATIONS	F-VR ZONE
General Requirements	Country Houses shall be permitted in the Neighborhood Edge. Country Houses shall be constructed on lots that are between 72 and 96 feet or larger in width.
Building Placement	There shall be a mandatory build to line of 20 feet for Country Houses in the Neighborhood Edge and 18 feet in the Neighborhood General. Where Country Houses have detached garages, the garage shall be located no closer than 3 feet nor more than 20 feet from the alley line. Where no alley exists a detached garage may be located a minimum of 3 feet from the rear yard lot lines. Attached and detached garages shall be located no closer than 5 feet to a side lot line for an interior lot. Attached and Detached garages with access from a street shall be set back 20 feet from the property line adjacent to that street. Attached garages with access from a street shall be set back a minimum of 5 feet from the rear lot line. Country Houses shall be located no closer than 5 feet to an interior side lot line and 20 feet to the side lot line in a corner condition in the Neighborhood Edge, and 18 feet to the side lot line in a corner condition in the Neighborhood General.
Design Elements	The front facade(s) of Country Houses shall be composed as a single plane with a minimal number of outside corners and articulation. Open porches, stoops, bay windows and or balconies, where constructed, shall encroach into the area between the build-to-line and the front property line. Where porches are constructed, they shall have a depth of between 6 feet and 8 feet. Fences and garden walls that may be constructed shall be constructed on the property lines and shall be constructed of a design and made of materials as proscribed in the Architectural Design Guidelines for the Village Residential Project. Openings in fences and walls shall be gated with a gate that conforms to the Architectural Design Guidelines. Trash containers shall be in the area of the lot where parking is permitted and shall be screened from view.
Use Requirements	Country Houses shall be used for residential use only.
Height Restrictions	The height of Country Houses shall not exceed two stories. The height of fences and walls shall not exceed 6 feet along the side and rear lot lines and not exceed 4 feet when constructed between the build-to-line and the front property line.
Parking Requirements	Each Country House shall be required to provide two parking spaces in an attached or detached garage located in conformance with the Building Placement requirements as provided in this Section. Where a Country House has an alley, the drive to the garage must extend from the alley and not the street.

Attachment D

**Table 29.1201(7)-4
Village Residential (F-VR) Floating Zone Urban Regulations
Single Family Attached/Side-Yard House**

URBAN REGULATIONS	F-VR ZONE
General Requirements	<p>All building design shall be submitted to and approved by the Town Architect.</p> <p>Single Family Attached Dwellings are permitted in the Neighborhood General and Neighborhood Central.</p> <p>Single Family Attached Dwellings shall be constructed on lots that are between 24 and 48 feet wide.</p>
Building Placement	<p>There shall be a mandatory build-to-line of 0 to 15 feet and the build-to-line shall be constant for a street face. The build-to-line shall be measured from a porch or stoop where a porch or stoop is a design element of the Single Family Attached Dwelling.</p> <p>Single Family Attached Dwellings shall have no required setback from side lot lines.</p> <p>Single Family Attached Dwellings built in attached groups shall not exceed 12 units in a single group.</p> <p>Where no building wall is present along the front property line, a fence or garden wall shall be constructed on the property line.</p> <p>Single Family Attached Dwellings may extend to meet garages if the extensions remain 5 feet from the side property line.</p> <p>All single family attached dwelling lots shall have access from an alley.</p> <p>Garages may be attached or detached to the principal single family attached dwelling structure.</p> <p>Garages shall be located no closer than 8 and more than 24 feet from the rear lot line.</p> <p>Garages may be constructed on the interior side lot line or 15 feet from the side lot line in a corner condition.</p>
Design Elements	<p>The front facade of Single Family Attached Dwellings shall be composed of a single plane and contain a minimum number of outside corners.</p> <p>Porches or stoops are required and shall encroach in the areas between the build-to-line and the front property line.</p> <p>Porches or stoops shall extend along the side of a Single Family Attached Dwelling in a corner condition and shall be a minimum of 40% of the length of the wall of the Single Family Attached Dwelling to which it is attached.</p> <p>Porches or stoops shall have a depth of between 6 and 8 feet.</p> <p>Walls of a Single Family Attached Dwelling facing the side of another Single Family Attached Dwelling shall not contain windows that will create visual access to the other Single Family Attached Dwelling structure.</p> <p>Fences and garden walls that may be constructed shall be constructed on the property lines and shall be constructed of a design and made of materials as proscribed in the Architectural Design Guidelines for the Village Residential Project.</p> <p>Openings in fences and walls shall be gated with a gate that is consistent with the Architectural Guidelines.</p> <p>Trash containers shall be in the area of the lot where parking is permitted and shall be screened from view.</p>
Use Requirements	Single Family Attached Dwellings shall be used for residential use only.
Height Restrictions	<p>Single Family Attached Dwellings may be either one or two stories in height. The height for single family attached dwellings in a single group shall be of the same height.</p> <p>The height of fences and walls shall not exceed 6 feet along the side and rear lot line. And not exceed 3 feet when constructed between the build-to-line and the front property line.</p>
Parking Requirements	Each Single Family Attached Dwelling shall be required to provide two parking spaces in the area of the lot from behind the principal Single Family Attached Dwelling structure and the rear lot line.

Attachment D

**Table 29.1201(7)-6
Village Residential (F-VR) Floating Zone Urban Regulations
Village Apartments**

URBAN REGULATIONS	F-VR ZONE
General Requirements	<p>All designs must be submitted to and approved by the Village Architect. Village Apartment shall be permitted in the Neighborhood Center only. Village Apartment shall be constructed on lots that are wider than 96 feet.</p>
Building Placement	<p>There shall be a mandatory build-to-line of 15 feet for two story Village Apartments and 20 feet for three story Village Apartments. Village Apartments shall locate no closer than 8 feet to the side lot line. Village Apartments shall be occupied for residential use only in the area of the Village Apartment structure that is constructed at and within 20 of the build-to-line. Parking use located within a Village Apartment structure may occur as long as the area for parking is no closer than 20 feet to the front of the structure. Surface parking shall be located to the interior of the lots and screened from the view by either the placement of apartment buildings that will screen the parking lots or a berm with landscaping that will screen the parking areas. Village Apartment structures shall extend along a minimum of 70% of the Frontage Lie, and a minimum of 30% of the side-street Frontage Line on corner lots. Where no building wall is constructed, a fence or garden wall shall be constructed on any side-street Frontage Line adjacent to a street. All exterior walls enclosing parking spaces shall be constructed with design detail as if the use of the interior space was residential.</p>
Design Elements	<p>Porches or balconies shall be required for a minimum of 40% of the built street frontage. Porches shall be constructed with a depth of between 6 and 8 feet. Balconies shall be 3 feet deep. Porches and balconies shall encroach in the area between the build-to-line and the front property line.</p>
Use Requirements	<p>Village Apartments shall be used for residential uses only.</p>
Height Restrictions	<p>Village Apartments shall be shall minimum of 2 stories and a maximum of three stories in height. Fences and garden walls shall not exceed 6 feet in height along the side and rear property lines and shall not exceed 3 feet in height when located between the build-to-line and the front property line.</p>
Parking Requirements	<p>Each dwelling in a Village Apartment shall be provided with 2 parking spaces located within or behind the Village Apartment. Parking for Village Apartments may be located below grade. Trash containers shall be located in the areas where parking is permitted behind the Village Apartment structure. Where parking is permitted on the street, the street parking on the side of the street adjacent to lots and only for the width of the lots that are developed as Village Apartments may be calculated towards the required parking for the Village Apartment.</p>

Attachment E
Sample Residences



Example of Country House



Example of Side-Yard House

Attachment E
Sample Residences



Example of Village Apartment

SOMERSET SUBDIVISION



SOMERSET	
A. MIDWESTERN VILLAGE	
USE	RESIDENTIAL
AREA (ACRES)	133.3
COUNTRY HOUSES	133.3
VILLAGE HOUSES	133.3
DETACHED SINGLE FAMILY	133.3
ATTACHED SINGLE FAMILY	133.3
FAMILY HOME	133.3
TOWNHOUSE	133.3
ASSISTED LIVING	133.3
SUBTOTAL	133.3
ATTACHED SINGLE FAMILY	133.3
SUBTOTAL	133.3
VILLAGE HOUSES	133.3
SUBTOTAL	133.3
COUNTRY HOUSES	133.3
SUBTOTAL	133.3
ASSISTED LIVING	133.3
SUBTOTAL	133.3
SCHOOL	133.3
SUBTOTAL	133.3
TOTAL	133.3

SOMERSET SUBDIVISION		
PRELIMINARY PLAT/MAJOR SITE PLAN		
REVISIONS		
NO.	DATE	DESCRIPTION
1	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
2	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
3	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
4	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
5	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
6	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
7	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
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11	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
12	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
13	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
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15	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
16	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
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24	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
25	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
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48	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
49	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS
50	02-25-13	REVISED FOR SUBMITTAL TO THE BOARD OF ZONING REGULATIONS

Bishop Engineering Company
 3501 104th Street
 Des Moines, Iowa

DATE: 12/17/2012 12:47:48 PM CDT

PROJECT: 2009-080023-CMPC-FPP.dwg

SCALE: AS SHOWN

REVISIONS: SEE REVISIONS

UTILITY SYMBOLS

WATER MAINS
 SANITARY SEWER
 STORM SEWER
 GAS
 ELECTRIC CABLES
 FIBER OPTIC

GRAPHIC SCALE
 1" = 100' (AS SHOWN)

DATE	BY	DESIGNED:	SJR	02/13
REVISION		DRAWN:	SAS	02/13
		CHECKED:		
		LAST UPDATE:		02/11/13

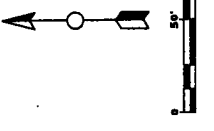
FOX Engineering
 414 South 17th Street, Suite 107
 Ames, Iowa 50010
 Phone: (515) 233-0000
 FAX: (515) 233-0103

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

FLOATING ZONE USES
 SOMERSET 25TH ADDITION
 AMES, IA
 2013

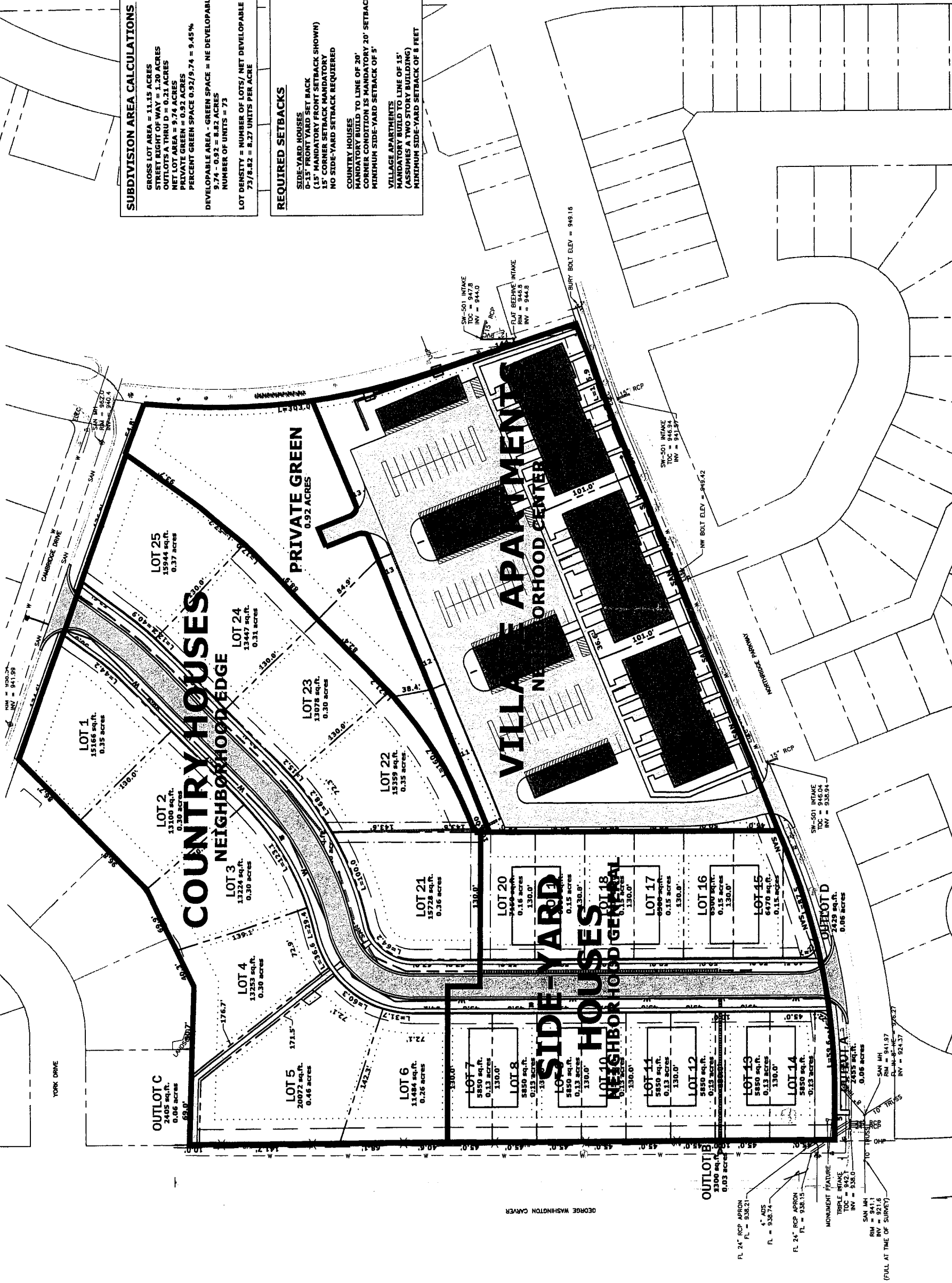
PROJECT NO.
 5000-12R
 SHEET
A.02

FLOATING ZONE USES



SUBDIVISION AREA CALCULATIONS
 GROSS LOT AREA = 11.15 ACRES
 STREET RIGHT OF WAY = 1.20 ACRES
 OUTLOTS A THRU D = 0.21 ACRES
 NET LOT AREA = 9.74 ACRES
 PRIVATE GREEN SPACE = 0.52 ACRES
 PERCENT GREEN SPACE $0.52/5.74 = 9.45\%$
 DEVELOPABLE AREA - GREEN SPACE = NE DEVELOPABLE AREA
 $9.74 - 0.92 = 8.82$ ACRES
 NUMBER OF UNITS = 73
 LOT DENSITY = NUMBER OF LOTS / NET DEVELOPABLE AREA
 $73/8.82 = 8.27$ UNITS PER ACRE

REQUIRED SETBACKS
SIDE-YARD HOUSES
 FRONT YARD SETBACK
 (15' MANDATORY FRONT SETBACK SHOWN)
 15' CORNER SETBACK MANDATORY
 NO SIDE-YARD SETBACK REQUIRED
COUNTRY HOUSES
 MANDATORY BUILD TO LINE OF 20'
 CORNER CONDITION IS MANDATORY 20' SETBACK
 MINIMUM SIDE-YARD SETBACK OF 5'
VILLAGE APARTMENTS
 MANDATORY BUILD TO LINE OF 15'
 (ASSUMES A TWO STORY BUILDING)
 MINIMUM SIDE-YARD SETBACK OF 8 FEET



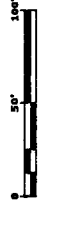
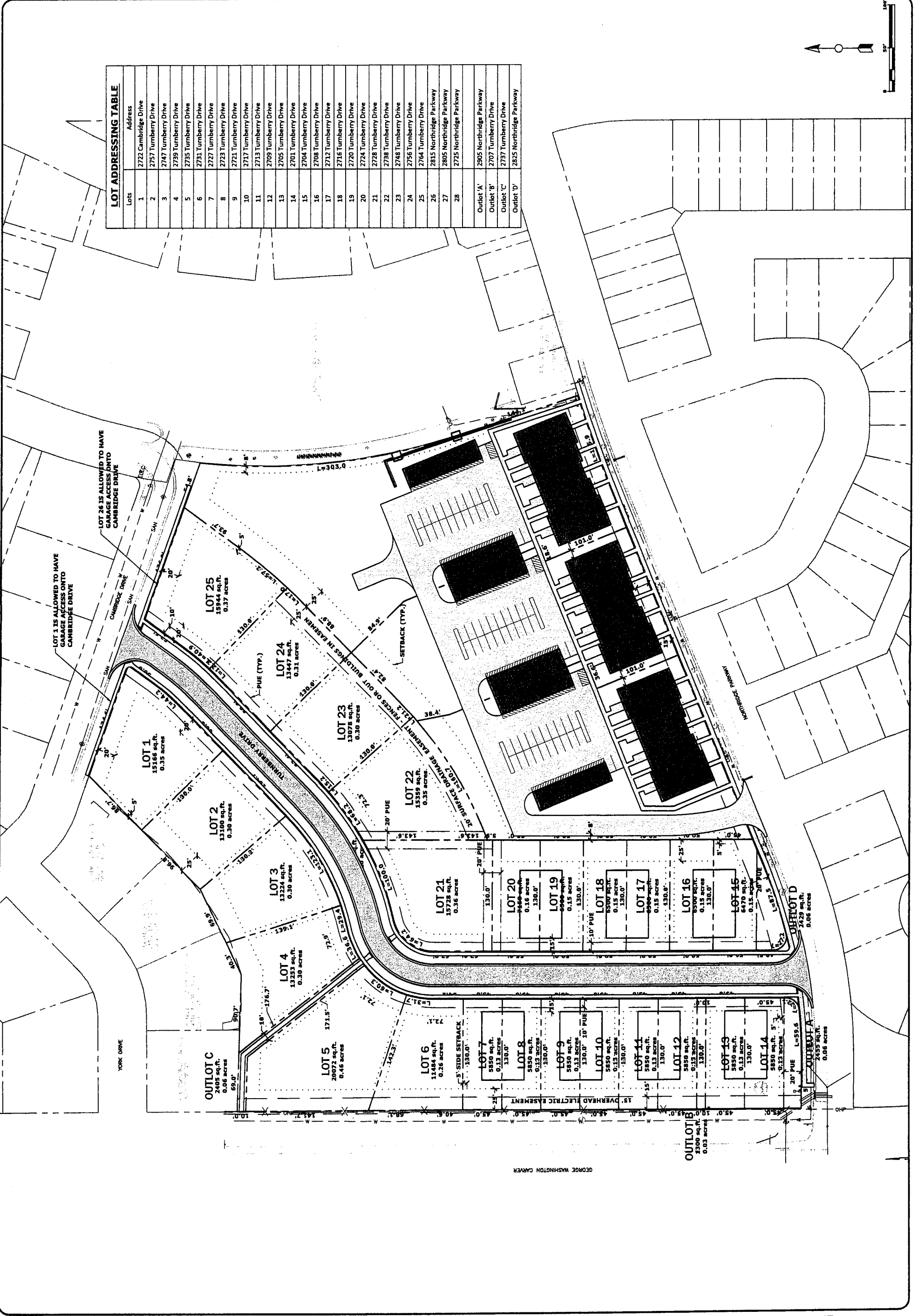
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LAUNCH NAME	

DATE	BY	DESIGNED	SLR	02/13
DATE	BY	DESIGNED	SR5	02/13
DATE	BY	DESIGNED	SR5	02/13
DATE	BY	DESIGNED	SR5	02/13

REVISION

LAST UPDATE: 02/11/13

Lots	Address
1	2722 Cambridge Drive
2	2757 Turberry Drive
3	2747 Turberry Drive
4	2739 Turberry Drive
5	2735 Turberry Drive
6	2731 Turberry Drive
7	2727 Turberry Drive
8	2723 Turberry Drive
9	2721 Turberry Drive
10	2717 Turberry Drive
11	2713 Turberry Drive
12	2709 Turberry Drive
13	2705 Turberry Drive
14	2701 Turberry Drive
15	2704 Turberry Drive
16	2708 Turberry Drive
17	2712 Turberry Drive
18	2716 Turberry Drive
19	2720 Turberry Drive
20	2724 Turberry Drive
21	2728 Turberry Drive
22	2738 Turberry Drive
23	2748 Turberry Drive
24	2756 Turberry Drive
25	2764 Turberry Drive
26	2815 Northridge Parkway
27	2805 Northridge Parkway
28	2725 Northridge Parkway
Outlot 'A'	2905 Northridge Parkway
Outlot 'B'	2707 Turberry Drive
Outlot 'C'	2737 Turberry Drive
Outlot 'D'	2825 Northridge Parkway



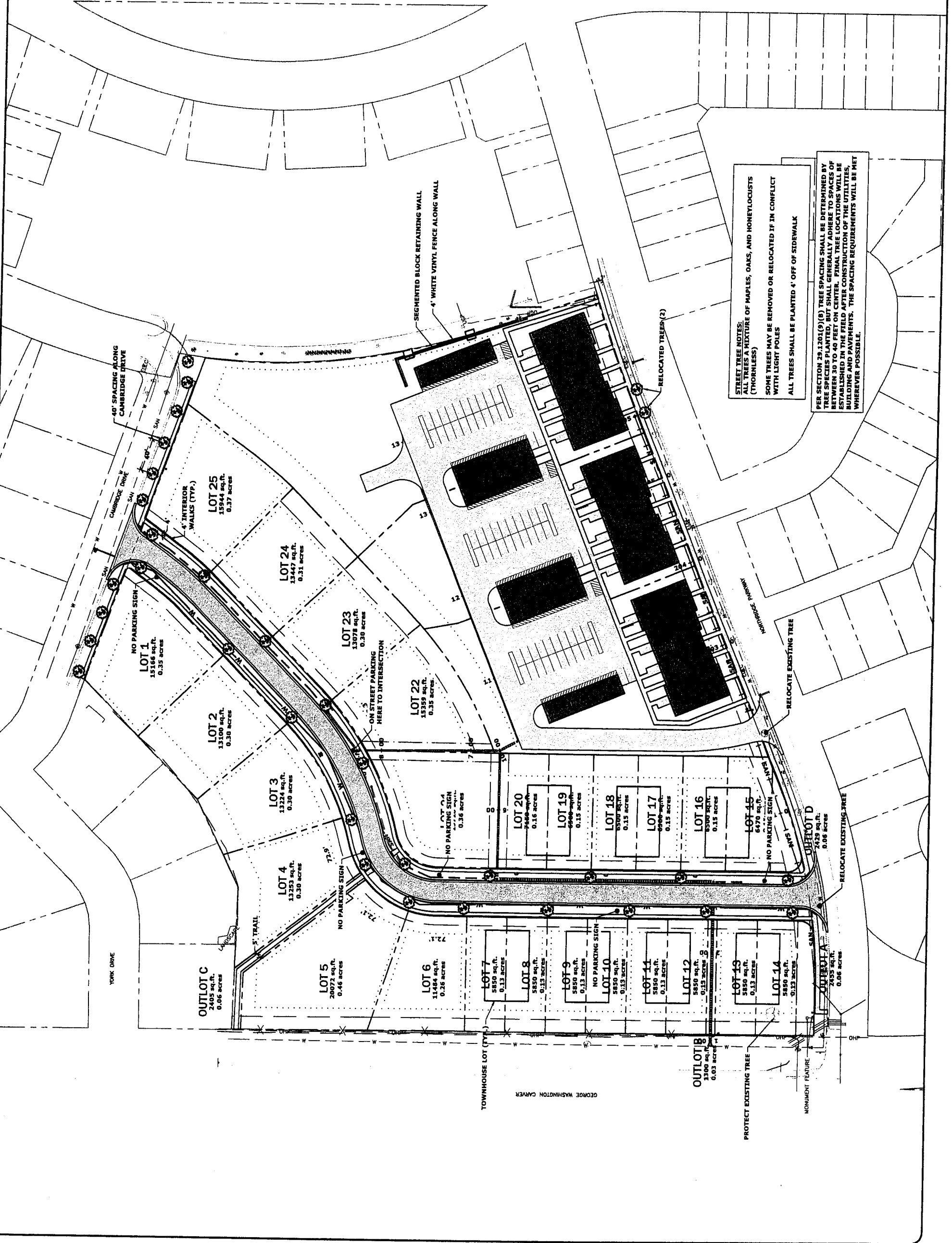
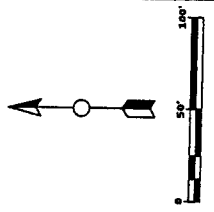
DATE	BY	DESIGNED	SLK	02/13
REVISION				
CHECKED				
LAST UPDATE:	02/11/13			

DATE	BY	DESIGNED	SLK	02/13
REVISION				
CHECKED				
LAST UPDATE:	02/11/13			

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

FOX Engineering
 STREET TREE PLAN
 SOMERSET 25TH ADDITION
 AMES, IA
 2013

PROJECT NO.
5000-12R
SHEET
Z.01



STREET TREE NOTES:
 ALL TREES A MIXTURE OF MAPLES, OAKS, AND HONEYLOCUSTS (THORNLESS)
 SOME TREES MAY BE REMOVED OR RELOCATED IF IN CONFLICT WITH LIGHT POLES
 ALL TREES SHALL BE PLANTED 4' OFF OF SIDEWALK

PER SECTION 25.1.201(9)(B) TREE SPACING SHALL BE DETERMINED BY TREE SPECIES PLANTED, BUT SHALL GENERALLY ADHERE TO SPACES OF BETWEEN 30 TO 40 FEET ON CENTER. FINAL TREE LOCATIONS WILL BE ESTABLISHED IN THE FIELD AFTER CONSTRUCTION OF THE UTILITIES, BUILDING AND PAVEMENTS. THE SPACING REQUIREMENTS WILL BE MET WHEREVER POSSIBLE.

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LAYER MGR NAME	Z.01
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COUNCIL ACTION FORM

SUBJECT: CITY HALL RENOVATION PROJECT

BACKGROUND:

Following two unsuccessful attempts to bid out improvements to City Hall, on February 19th the City Council approved preliminary plans and specifications for a scaled back renovation project of the Police Department, including construction of a new, larger Emergency Operations Center (EOC). Council set the bid due date for March 20th, and the public hearing for March 26th.

This project involves the renovation of 6,500 sq feet of space occupied by the Police Department on the ground floor of City Hall and the addition of one doorway in the north exterior wall by the sallyport overhead doors. It includes a completely new (EOC, as well as relocation and upgrade of the Dispatch area, Police Records, evidence processing and storage, and affiliated offices.

Cost estimates for this project were as follows:

Design & Construction Mgmt.	\$ 150,955
Construction Advisory Service	\$ 30,000
Construction	\$ 875,000
5% Design Contingency*	\$ 43,750
10% Construction Contingency	<u>\$ 87,500</u>
Total	\$1,187,205

(* The design contingency has been increased from 4% to 5%)

Funding for the project is as follows:

Homeland Security Grant	\$ 600,000
General Fund	<u>\$ 587,205</u>
Total	\$ 1,187,205

Forty-nine sets of plans were distributed to prospective bidders, the bid was advertised on the Current Bid Opportunities section of the Purchasing website, and a legal notice was published in the Ames Tribune. The bid was also sent to five plan rooms.

On March 20th, five bids were received as shown below:

Contractor	Base Bid	Carpet Tile Allowance
HPC, LLC, Ames, IA	\$770,000	\$15,744
Edge Commercial, Grimes, IA	\$816,500	\$15,520
Dean Snyder Construction, Clear Lake, IA	\$858,972	\$12,800
Henkel Construction, Mason City, IA	\$869,399	\$10,825
Bergstrom Construction, Des Moines, IA	\$874,000	\$14,000

Staff and the consulting architectural/engineering firm, Shive-Hattery, have concluded that the apparent low bid submitted by HPC, LLC of Ames is the lowest responsive, responsible bid. HPC provided all the required forms and certifications. The carpet tile allowance shown above is only to identify the value of the product, and does not increase the amount of the contract.

ALTERNATIVES:

1. a. Award the construction contract to HPC, LLC, Ames, IA, for the 2013 City Hall Renovation project in the amount of \$770,000.
- b. Approve the contract and bond for the project.
2. Reject all bids and direct staff to modify the project.

MANAGER'S RECOMMENDED ACTION:

After two unsuccessful efforts to renovate City Hall, it is very encouraging that all five bids came in under the construction estimate. The low bid is actually \$105,000 under that amount. These highly competitive bids were solicited through the combined efforts of City staff, Shive-Hattery, and a large number of private contractors.

Awarding this bid now will allow the City to utilize the \$600,000 Homeland Security grant to construct a new EOC. The local funding also allows for the renovation of associated Police spaces. This will improve the efficiency of space utilization within the current footprint of the building and improve the public safety services provided by the Police.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby awarding the construction contract to HPC, LLC, Ames, IA, for the 2013 City Hall Renovation project in the amount of \$770,000. Since time is of the essence with this project, it is also recommended that Council approve the contract and bond. This will allow the contractor to begin work on the renovation immediately.

Additional areas of City Hall's first floor and basement are still in need of renovation to meet other pressing needs of the Police, Finance and Public Works Departments. This includes preparing space to move Information Technology into the basement of City Hall from rented space off-site. The City Council has approved a total of \$1,023,573 from the General Fund for this larger project. Since this significantly exceeds the apparent needs of the EOC project, it may now be possible to also proceed with the remaining phase of these renovations.

COUNCIL ACTION FORM

SUBJECT: POWER PLANT ASBESTOS MAINTENANCE SERVICES CONTRACT

BACKGROUND:

On February 12, 2013, City Council approved preliminary plans and specifications for a asbestos maintenance services contract. This contract involves the removal and proper disposal of asbestos insulation at the City's Power Plant. This work would consist of both emergency and routine asbestos remediation services

This contract would be to provide asbestos maintenance services for the period from early-April 2013 (or after final City Council approval of contract and performance bond) through June 30, 2013, which would enable future renewals to coincide with the City's fiscal year. The contract includes a provision that would allow the City to renew the contract for up to four additional one-year terms.

Bid documents were issued to eighteen potential bidders. The bid was advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published in the Ames Tribune. It was also sent to two plan rooms. On March 13, 2013, bids were received from two firms as shown on the attached bid report.

Staff reviewed the bids and determined that both were non-responsive, since neither one met the critical specification requirement for a four hour response time. Instead, the response time for both bidders was 24 hours. Furthermore, neither bidder described how they would respond to the Power Plant's requests for service.

If there is an emergency at the plant where asbestos remediation is needed, the response time is critical. Any asbestos removal during an emergency would be needed to prevent a unit shutdown, allow a unit start up, or for health and safety issues. For the above reasons, an asbestos services contract without adequate response will have marginal value to plant operations. Without such a contract, if there is an urgent need staff will contact local qualified asbestos contractors and see which one can meet the Power Plant's needs on any given day and incident.

Funding for this work in the amount of \$25,000 was identified from savings in the 2012/13 Electric Production operating budget for Gas Turbine repairs. These funds will continue to be available for any needed asbestos remediation services.

ALTERNATIVES:

1. Reject both bids for the FY 2012-13 asbestos maintenance services contract, and direct staff to procure these services on an as needed basis based on availability of contractors.
2. Rebid the asbestos maintenance services contract.

MANAGER'S RECOMMENDED ACTION:

There were no responsive bids for this asbestos maintenance services contract due to the inability of meeting some critical requirements. As a result, when an emergency for asbestos remediation arises, staff will need to procure these services by contacting a contractor pool and see which firm is available to conduct the service on as needed basis.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby rejecting both bids for this work.



**IFB 2013-087 Asbestos Maintenance Contract for
Power Plant Bid Summary**

Robinson Brothers Environmental, Inc. Waunakee, WI	Pro Environmental Abatement, Inc. Des Moines, IA
---	---

DESCRIPTION	Hourly Rate (ST)	Hourly Rate (OT)	Hourly Rate (DT)	Hourly Rate (ST)	Hourly Rate (OT)	Hourly Rate (DT)
Supervisor	\$46.00	\$69.00	\$92.00	\$68.00	\$102.00	\$136.00
Apprentice				\$56.00	\$84.00	\$112.00
Foreman				\$64.00	\$96.00	\$128.00
Journeyman				\$62.00	\$93.00	\$124.00
Technician				TBD		
Laborer	\$41.00	\$61.50	\$82.00			
Subsistence:	\$60.00 per day			\$62.00 per day		
Travel:	\$.56 per mile			\$48.00 per man hour		
Mileage:	\$.56 per mile			\$1.38 per mile		
Material Costs:	Cost Plus 15 %			Cost Plus 28 %		
Proposed Price Increase for Renewal Periods:						
Labor Rates:	2% per year			3.2% per year		
Travel & Subsistence:	2% per year			4.8% per year		

COUNCIL ACTION FORM

SUBJECT: 2012/13 ASPHALT STREET RECONSTRUCTION PROGRAM (PIERCE COURT, WESTBEND DRIVE, WESTBEND CIRCLE, SOUTHBEND DRIVE)

BACKGROUND:

This program was created in accordance with City Council’s goal of strengthening our neighborhoods; and is an 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 mid-1970. Full-depth replacement of these streets has become necessary due to structural pavement failure. The locations for this year are Pierce Court, Westbend Drive, Westbend Circle, and Southbend Drive.

Staff met with the neighborhood during their annual fall block party to inform them of the project and the potential impacts during construction. A second meeting was also held in January 2013 to provide information and receive feedback regarding the construction staging and access for the residents on Westbend (west of Southbend), since this is the only access for those residents. Only two of the 34 residents who were invited attended this meeting. Additional outreach through a mailing and an online virtual project meeting (now active and receiving positive feedback from the public) continues for coordination of the project staging during construction.

On March 20, 2013, bids on this project were received as follows:

Engineer’s Estimate	\$766,395.00
Manatt’s, Inc.	\$770,765.63

Engineering and construction administration are estimated at \$115,000, bringing total estimated project costs to \$885,765.63. The project is financed in the amount of \$928,000 with General Obligation Bonds.

ALTERNATIVES:

- 1a. Accept the report of bids for the 2012/13 Asphalt Street Reconstruction Program (Pierce Court, Westbend Drive, Westbend Circle, and Southbend Drive).

- b. Approve the final plans and specifications for the 2012/13 Asphalt Street Reconstruction Program (Pierce Court, Westbend Drive, Westbend Circle, and Southbend Drive).

- c. Award the 2012/13 Asphalt Street Reconstruction Program (Pierce Court, Westbend Drive, Westbend Circle, and Southbend Drive) to Manatt's, Inc., of Ames, Iowa, in the amount of \$770,765.63.
2. Reject the project.

MANAGER'S RECOMMENDED ACTION:

By accepting the report of bids, approving the final plans and specifications, and awarding the contract, it will be possible to move forward with the street reconstruction in these areas during the summer and fall of 2013.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the report of bids, approving the final plans and specifications, and awarding the 2012/13 Asphalt Street Reconstruction Program (Pierce Court, Westbend Drive, Westbend Circle, and Southbend Drive) to Manatt's, Inc., of Ames, Iowa, in the amount of \$770,765.63.

COUNCIL ACTION FORM

SUBJECT: 2012/2013 LOW POINT DRAINAGE IMPROVEMENTS (OLIVER CIRCLE)

BACKGROUND:

This annual program is for drainage improvements to decrease localized flooding at low points within the community. Low point drainage improvements are typically not focused on residential street locations, but rather on those locations most in need of the improvements as affected by standing water, flooding, and insufficient pipe capacity. The program identifies core locations for improvements each year. In addition, improvements are made at miscellaneous locations identified throughout the year. During heavy rain, some areas become flooded, and damage to private property occasionally occurs.

The 2012/13 project location identified in the Capital Improvements Plan is the drainage area to the northeast of Oliver Circle. The project consists of installation of new storm sewer, minor grading, and installation of an outflow dissipation device to slow the water velocity at the outlet.

A project informational meeting was held with area residents in order to receive feedback on the design. Staff has also worked directly with the resident most affected by this work to minimize the direct impact to his property and implemented some of the suggestions that were made.

On March 20, 2013, bids on this project were received as follows:

Engineer's Estimate	\$104,425.00
J&K Contracting LLC	\$ 75,495.58
Keller Excavating Inc.	\$ 75,925.00
Ames Trenching & Excavating, Inc.	\$ 88,888.00
Con-Struct, Inc.	\$106,999.00

A fifth bid proposal was received, but due to submitting the incorrect bid proposal form, it was determined to be non-responsive.

Engineering and construction administration are estimated at \$15,500, bringing total estimated project costs to \$90,996. This project is financed in an amount of \$125,000 from Storm Sewer Utility Funds. Remaining funds will be used for additional storm sewer and drainage projects in the community.

ALTERNATIVES:

- 1a. Accept the report of bids for the 2012/2013 Low Point Drainage Improvements (Oliver Circle).
 - b. Approve the final plans and specifications for the 2012/2013 Low Point Drainage Improvements (Oliver Circle).
 - c. Award the 2012/2013 Low Point Drainage Improvements (Oliver Circle) to J&K Contracting LLC of Ames, Iowa, in the amount of \$75,495.58.
2. Reject the project.

MANAGER'S RECOMMENDED ACTION:

By accepting the report of bids, approving the final plans and specifications, and awarding the project, the improvements to drainage in this area can be made during the 2013 construction season.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the report of bids, approving the final plans and specifications, and awarding the 2012/2013 Low Point Drainage Improvements (Oliver Circle) to J&K Contracting LLC of Ames, Iowa, in the amount of \$75,495.58.

COUNCIL ACTION FORM

**SUBJECT: 2012/13 SHARED USE PATH MAINTENANCE (BLOOMINGTON ROAD
– HOOVER AVENUE TO TAFT AVENUE)**

BACKGROUND:

The City's shared use path transportation system has continued to expand throughout the community. These shared use paths were typically constructed with five inches of asphalt or concrete pavement. Structural failure, drainage problems, and vegetation infringement are several of the causes for the need to improve these pavements. This annual program provides for those improvements.

This specific project involves reconstruction of the shared use path on Bloomington Road from Hoover Avenue to Taft Avenue. This section was identified as a priority in the community during a survey of shared use path pavement conditions throughout Ames. This information will also be used to identify future projects for shared use path improvements.

On March 20, 2013, bids on this project were received as follows:

Engineer's Estimate	\$69,000.00
Manatt's Inc.	\$67,614.45
MPS Engineers	\$72,226.50

Engineering and construction administration costs are estimated at \$12,000, bringing total estimated project costs to \$79,614. Budgeted funding includes \$50,000 from Local Option Sales Tax included in the 2012/13 Capital Improvements Plan, plus \$91,220 of Local Option Sales Tax funding carried over from previous years' allocations for shared use path maintenance. Any remaining funds after completion of this project will also be utilized for future projects.

ALTERNATIVES:

- 1a. Accept the report of bids for the 2012/13 Shared Use Path Maintenance (Bloomington Road: Hoover Avenue - Taft Avenue).
- b. Approve the final plans and specifications for the 2012/13 Shared Use Path Maintenance (Bloomington Road: Hoover Avenue - Taft Avenue).
- c. Award the 2012/13 Shared Use Path Maintenance (Bloomington Road: Hoover Avenue - Taft Avenue) to Manatt's Inc. of Ames, Iowa, in the amount of \$67,614.45.

2. Reject the project.

MANAGER'S RECOMMENDED ACTION:

By awarding this contract now, it will be possible to move forward with the shared use path reconstruction in this area during the 2013 construction season. This will improve the safety and usability of the shared use path along Bloomington Road.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the report of bids, approving the final plans and specifications, and awarding the 2012/13 Shared Use Path Maintenance (Bloomington Road: Hoover Avenue - Taft Avenue) to Manatt's Inc. of Ames, Iowa, in the amount of \$67,614.45.

COUNCIL ACTION FORM

SUBJECT: COST ASSESSMENTS FOR SIDEWALK REPAIR/REPLACEMENT

BACKGROUND:

Property owners are required by law to maintain the sidewalks abutting their properties. When unsafe conditions are brought to the City's attention, the property owner is notified of the need to repair or replace the unsafe section. If the sidewalk safety issue is still not addressed, the City arranges for the sidewalk to be repaired or replaced. The cost of that work is then assessed to the property owner.

A contractor hired by the City has repaired and/or replaced sidewalks on the properties listed below. Also shown are the names and addresses of the property owners and the costs associated with the sidewalk work. Bills for this work have been mailed to the respective property owners and, to date, the bills have not been paid. A certified notice of this hearing has been mailed to the property owners.

Russell Hesson	\$2,360.00
218 22 nd Street	
Ames, IA 50010	
Sidewalk replacement for property located at 218 22 nd Street	
Date of Service: November 9, 2012	

Larry Sorenson	\$ 950.00
1911 Clark Avenue	
Ames, IA 50010	
Sidewalk replacement for property located at 1911 Clark Avenue	
Date of Service: December 12, 2012	

In order to recoup the City's expense in making these repairs, the City Council can adopt a resolution assessing the costs to the property owners shown on the above list. The Finance Director will then prepare a spread sheet on the assessments, and the City Clerk's Office will file the assessments with the Story County Treasurer for collection in the same manner as property taxes as provided for by the *Code of Iowa*.

As a reminder, on December 11, 2012, the City Council referred the request of Russell Hesson to the Finance Director to spread the sidewalk assessment for 218-22nd Street over a period of up to ten annual installments.

ALTERNATIVES:

1. The City Council can adopt a resolution assessing the costs to the property owners shown above and initiate recovery of these costs from the respective property owners.
2. The City Council can choose to not initiate a recovery of these costs.

MANAGER'S RECOMMENDED ACTION:

The City's longstanding policy is to require abutting property owners to maintain sidewalks adjacent to their properties. When that is not done, the City maintains safe public passage by carrying out the repairs or replacement and by then assessing those costs to the respective property owners.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby adopting a resolution assessing the costs of the sidewalk repair to the property owners shown above.

COUNCIL ACTION FORM

SUBJECT: ASSESSMENT OF COSTS FOR SNOW AND ICE REMOVAL

BACKGROUND:

After a snowfall, abutting property owners have the responsibility of removing snow and ice accumulations from the sidewalks. According to the *Municipal Code*, owners must remove these accumulations within 10 daylight hours after the storm has stopped. If, after that time, sidewalks remain uncleared, the City may remove accumulations and assess the actual cost of the removal to the property owner.

This action is performed on a complaint basis. Once a complaint has been received, notice is given to the abutting property owner that the City will clear the sidewalks if the owner has not done so within 24 hours of that notice.

A hired contractor has removed snow and/or ice at the properties listed below. Also included in the list are the names and addresses of the property owners and the costs associated with the snow/ice removal. Bills have been mailed to these individuals; and to date the bills have not been paid. A certified notice of this hearing was mailed to the respective property owners.

Eric Freund 5002 Clemens Boulevard Ames, IA 50014 Snow/Ice removal at 5002 Clemens Boulevard Date of Service: January 3, 2013	\$ 125.00
Travis Huse 429 Hayward Avenue Ames, IA 50014 Snow/Ice removal at 429 Hayward Avenue Date of Service: December 28, 2013	\$ 143.75
Linda C. Angle 308 South 3 rd Street Ames, IA 50010 Snow/Ice removal at 308 South 3 rd Street Date of Service: December 28, 2013	\$ 137.50

To proceed with recovery of these costs, the City Council must adopt a resolution assessing the costs of the snow/ice removal to the property owners shown above. The Finance Director will then prepare a spread sheet on these assessments, and the City Clerk's Office will file the assessments with the Story County Treasurer for collection in

the same manner as property taxes as provided for by the *Code of Iowa*.

ALTERNATIVES:

1. The City Council can adopt a resolution assessing the costs to the property owners shown above and initiate recovery of these expenses from the respective property owners.
2. The City Council can choose to not initiate a recovery of these costs.

MANAGER'S RECOMMENDED ACTION:

These property owners failed to clear their sidewalks even after receiving notice to do so, and have neglected to pay the costs incurred by the City in making their sidewalks safe for public use.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby assessing the costs of the snow/ice removal to the property owners shown above.