

AGENDA
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
MAY 12, 2015

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

CALL TO ORDER: 7:00 p.m.

PROCLAMATIONS:

1. Proclamation for "Peace Officers' Memorial Day," May 15, 2015
2. Proclamation for "National Public Works Week," May 17-23, 2015

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.

3. Motion approving payment of claims
4. Motion approving minutes of Regular Meeting of April 28, 2015
5. Motion approving Report of Contract Change Orders for April 16-30, 2015
6. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Special Class C Liquor – Mongolian Buffet, 1620 South Kellogg Avenue, #103
 - b. Class E Liquor, C Beer, and B Wine – Walgreen's #12108, 2719 Grand Avenue
 - c. Class B Beer – Jeff's Pizza Shop, 2402 Lincoln Way
 - d. Class C Liquor – Mother's Pub, 2900 West Street
 - e. Class C Liquor – Bar La Tosca, 400 Main Street
 - f. Special Class C Liquor – Chicha Shack, 131 Welch Avenue
 - g. Class C Beer & B Native Wine – Tobacco Outlet Plus #530, 204 South Duff Avenue
 - h. Special Class C Liquor – Octagon Center for the Arts, 427 Douglas Avenue
7. Resolution approving appointment of Council Member Tim Gartin to Ames Transit Agency Board of Trustees
8. Requests from Ames Patriotic Council for Memorial Day Parade on Monday, May 25, 2015:
 - a. Resolution closing south half of Parking Lot M from 9:00 a.m. until approximately 11:00 a.m. for staging parade
 - b. Resolution approving closure of 5th Street from Grand Avenue to Clark Avenue from 9:00 a.m. until 11:00 a.m. for line-up and start of parade
 - c. Resolution approving temporary closure of Clark Avenue (from 5th Street to 9th Street), 9th Street (from Clark to Maxwell), 6th Street (at Clark) and Duff Avenue (at 9th Street), as parade moves through intersections
9. Motion approving temporary transfer of Class C Liquor License & Outdoor Service for Cyclone Liquors (back room only) from 626 Lincoln Way to 1800 South 4th Street
10. Motion approving Ownership Change of Class A Liquor License & Outdoor Service for Green Hills Residents' Association, 2200 Hamilton Drive, Suite 100
11. Motion approving Ownership Change of Class C Liquor License for Mother's Pub, 2900 West Street

12. Motion approving 5-day Special Class C Liquor License and Outdoor Service for Main Street Cultural District for the following events:
 - a. Firefly Country Night, July 7-July 11
 - b. Bike Night, June 18-June 22
 - c. Oktoberfest, September 18-September 22
13. Resolution approving 2015/16 Annual Commission on The Arts (COTA) Grants
14. Resolution approving purchase of sculptures for the Neighborhood Art Program
15. Resolution approving Agreement for temporary remote parking at 119 Stanton Avenue for apartment units at 111 Lynn Avenue
16. Resolution approving one-year Lease extension for Welch Avenue Parking Lot T
17. Resolution approving Ames Intermodal Facility Commercial Tenant Lease with Executive Express
18. Resolution approving Ames Intermodal Facility Commercial Tenant Lease with Jefferson Lines
19. Resolution approving Intergovernmental Agreement with HIRTA for CyRide Dial-A-Ride Bus Service
20. Resolution approving Agreement with Iowa Department of Transportation for Skunk River Trail Extension, Phase 2 (South River Valley Park to East Lincoln Way)
21. Resolution approving Engineering Services Agreement with Veenstra & Kimm of West Des Moines, Iowa, in an amount not-to-exceed \$76,700 for 2014/15 West Lincoln Way Intersection Improvements (Lincoln Way and Franklin Avenue)
22. Resolution awarding contract to ASK Studio for CyRide On-Call Architectural Services
23. Resolution approving preliminary plans and specifications for 2014/15 Seal Coat Street Pavement Improvements; setting June 3, 2015, as bid due date and June 9, 2015, as date of public hearing
24. Resolution awarding contract to Independent Salt Company of Kanopolis, Kansas, for Purchase of Rock Salt for 2015/16 Ice Control Program for Public Works Department in the amount of \$67.74/ton
25. Resolution awarding contract to Stock Equipment Company of Chagrin Falls, Ohio, for Precipitator Control Replacement in the amount of \$91,843 (inclusive of applicable Iowa sales tax)
26. Resolution approving renewal of contracts for purchase of Electric Distribution Padmounted Transformers with RESCO of Ankeny, Iowa, and for purchase of Overhead Transformers with Wesco Distribution of Des Moines, Iowa, for period from April 1, 2015, through March 31, 2016
27. Resolution approving new Task Order to HDR Engineering, Inc., of Des Moines, Iowa, for Pipeline Route Study (associated with Source Water Expansion Project) in an amount not to exceed \$37,500
28. Resolution approving contract and bond for 2014/15 Right-of-Way Restoration Program
29. Resolution approving contract and bond for 2013/14 Asphalt/Seal Coat Street Rehabilitation Program (Ashmore Drive, Ashmore Circle, Ashmore Court, and South Franklin Avenue)
30. Resolution approving contract and bond for 2012/13 Concrete Pavement Improvements Program #3 (Lincoln Way Frontage Road)
31. Resolution approving contract and bond for 2013/14 Concrete Pavement Improvements Program #2 (North 2nd Street)
32. Resolution approving contract and bond for WPC Facility Make-Up Air Unit and Heat Recovery Units Replacement
33. Resolution approving Change Order No 1 to Boone County Landfill for Waste Disposal Operations in the amount of \$110,490
34. Resolution approving Change Order No. 2 with Knutson Construction Services, Inc., for New Water Treatment Plant - Contract No. 2
35. Resolution approving Change Order No. 3 with Alstom Power, Inc., for Natural Gas Conversion Equipment, including Burners, Igniters, Scanners, Thermal Analysis, and Computer Modeling

36. Resolution accepting partial completion of public improvements and reducing security for Brookview Place West Subdivision, 4th Addition
37. Resolution accepting partial completion of public improvements and reducing security for South Fork Subdivision, 6th Addition
38. Resolution accepting partial completion of public improvements and reducing security for Somerset Subdivision, 25th Addition
39. Resolution accepting completion of MEC Interconnection 161-kV Line Construction
40. Resolution approving Plat of Survey for 2257 - 240th Street (Boone County)

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.**

ADMINISTRATION:

41. Franchise update from Alliant Energy

FIRE:

42. Report on curbside garbage container options

PLANNING & HOUSING:

43. Affordable housing redevelopment of 519 - 521 6th Street:
 - a. Motion authorizing staff to prepare and issue Request for Proposals
 - b. Motion directing staff to initiate rezoning to Residential Medium-Density (RM)
44. Staff Report on Right-of-Way Improvements

PUBLIC WORKS:

45. Staff Report regarding Arbor on the Green Pond
46. Resolution approving location for Ames Municipal Airport terminal building and hangar
47. Update on 1515 Indiana Avenue three-season porch construction and storm water retention easement:
 - a. Motion providing direction to staff

HEARINGS:

48. Hearing on revision to Major Site Development Plan for the Old Orchard Mobile Home Park to add a maintenance building at 97 Peach Lane:
 - a. Resolution approving Plan revision
49. Hearing on Iowa State University Research Park Phase III - Roadway Paving:
 - a. Resolution approving final plans and specifications and awarding contract to Manatt's, Inc., of Brooklyn, Iowa, in the amount of \$4,607,745.60
50. Hearing on Grant Avenue (Hyde Avenue) Pavement Improvements:
 - a. Motion accepting report of bids
51. Hearing on 2014/15 Downtown Pavement Improvements (5th Street - Burnett Avenue to Grand Avenue):
 - a. Motion accepting report of bids
52. Hearing on 2013/14 and 2014/15 Resource Recovery System Improvements (HVAC Improvements):
 - a. Motion accepting report of no bids
53. Hearing on Valve Maintenance and Related Services and Supplies for Power Plant:
 - a. Motion accepting report of bids

ORDINANCES:

54. First passage of ordinance revising Chapter 23 of the *Municipal Code* pertaining to subdivisions
55. First passage of ordinance pertaining to child restraint systems
56. Second passage of ordinance rezoning properties at 130 South Sheldon Avenue, 119 Hayward Avenue, and 2622 Lincoln Way
57. Third passage and adoption of Secondhand Goods ORDINANCE NO. 4214
58. Third passage and adoption of Water and Sewer Rate ORDINANCE NO. 4215
59. Third passage and adoption of ORDINANCE NO. 4216 to allow small production facilities, including micro breweries, in commercial zones

COUNCIL COMMENTS:

CLOSED SESSION:

60. Motion to hold Closed Session as provided by Section 21.5(1)(a) and (c), *Code of Iowa*, to discuss items pending litigation or presently in litigation

ADJOURNMENT:

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

**MINUTES OF THE AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY (AAMPO) COMMITTEE AND
REGULAR MEETING OF THE AMES CITY COUNCIL**

AMES, IOWA

APRIL 28, 2015

**MINUTES OF THE AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor Ann Campbell at 7:00 p.m. on the 28th day of April, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. The following voting members were also present: Gloria Betcher, City of Ames; Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Matthew Goodman, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames; Jonathan Popp, City of Gilbert; and Wayne Clinton, Story County.

HEARING ON AMENDMENT TO FY 2015-2018 DRAFT FISCAL YEAR (FY) TRANSPORTATION IMPROVEMENT PROGRAM (TIP): Mayor Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Corrieri, seconded by Clinton, to approve the Amendment to the FY 2015-2018 Transportation Improvement program to add guardrail on Interstate 35 from U. S. 30 to County Road E15.
Vote on Motion: 9-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Clinton, seconded by Goodman, to adjourn the AAMPO Transportation Policy Committee meeting at 7:04 p.m.
Vote on Motion: 9-0. Motion declared carried unanimously.

REGULAR MEETING OF THE AMES CITY COUNCIL

The Regular Meeting of the Ames City Council was called to order by Mayor Campbell at 7:05 p.m. on April 28, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue. Present from the Ames City Council were Gloria Betcher, Amber Corrieri, Tim Gartin, Matthew Goodman, Chris Nelson, and Peter Orazem.

PROCLAMATION FOR “NATIONAL PRESERVATION MONTH:” Mayor Campbell proclaimed May 2015 as “National Preservation Month.” Accepting the Proclamation was Kim Hanna, Chairperson of the Ames Historic Preservation Commission.

PROCLAMATION FOR “BIKE MONTH” AND “BIKE-TO-WORK WEEK:” May 2015 was proclaimed as “Bike Month” and May 11 - 15, 2015, was proclaimed as “Bike-to-Work Week.” Representatives of the Ames Bicycle Coalition (ABC) Steve Libbey, Jacob Nolte, Wayne Rohret, Jen Tillman, and Carol Williams accepting the Proclamation. Judie Hoffman, representing Healthiest Ames, announced activities that would be held in the Downtown area on May 3 as part of the Healthy Streets initiative.

RECOGNITION OF THE 25TH ANNIVERSARY OF CITY HALL: Former Mayor Ted Tedesco stated that 25 years ago today, citizens were awaiting the results of a \$6,850,000 bond issue to purchase the old Central Junior High building, which was formerly the Ames High School, to re-purpose it to become Ames City Hall. The bond issue passed by 85.1%.

Sharon Wirth stated that a couple of years ago, a small committee was formed to raise awareness of the possibilities of historic preservation. The project was called, "Plaques for Historic Buildings." Ms. Wirth said she represented the Ames Historical Society on the committee. She also introduced other members of the committee, i.e., Roberta Vann, representing the Historic Preservation Commission; Cheri Ure, representing Iowa State University; and Judy Gilger, representing the Main Street Cultural District. Ms. Wirth presented a plaque honoring City Hall as an historic building to Mayor Campbell and a plaque honoring the Baker Building at 236 Main Street (now Gilger Designs) to Judy and Mike Gilger.

PRESENTATION OF 2014 HISTORIC PRESERVATION AWARDS: Mayor Campbell presented the 2014 Historic Preservation Awards to the following:

First United Methodist Church for an Architecturally Compatible Building Addition to 516 Kellogg Avenue: This Award recognizes an "Architecturally Compatible Building Addition," through the 2015 Historic Preservation Awards Program. The Award recognizes new construction that is architecturally compatible with and sympathetic to historic structures in the vicinity. Accepting the Award were members of the Church Building Committee Dale VanderSchaaf, Rob Bodholdt, Don Snyder, Jerry Hall, and Jerry Gilbenstein.

Dean Jensen, RES Development, Inc. For Adaptive Reuse of the Former Roosevelt School at 921 - 9th Street: This Award recognizes the retention of the principal features of a building, and in a sympathetic way, modifying it for modern use. Luke Jensen and Tim Young, representing RES Development, accepted the Award.

Iowa State University Museums for Historic Rehabilitation and Restoration of Farm House Museum: This Award recognizes the repair and alteration of a building or a feature of a building so that the structure has the appearance that such a building would have had 50 or more years ago, as well as restoration that returns a building or a feature of a building to its own original appearance. David Faus, Interpretation Specialist, accepted the Award on behalf of Iowa State University.

David Grewell and Christine Strohm for Historic Rehabilitation of a Single-Family Dwelling at 3402 Oakland Street: This Award recognizes the repair and alteration of a building or a feature of a building so that the structure has the appearance that such a building would have had 50 or more years ago, based on historic documentation for similar buildings for that time in Ames. Roberta Vann accepted the Award on behalf of David Grewell and Christine Strohm.

CONSENT AGENDA: Moved by Nelson. seconded by Goodman, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving minutes of Regular Meeting of April 14, 2015, and Special Meeting of April 21, 2015
3. Motion approving certification of civil service applicants
4. Motion approving Report of Contract Change Orders for April 1-15, 2015
5. Motion authorizing Mayor to submit letter supporting HIRTA's application to Iowa Department of Transportation for State Transportation Assistance (STA) grant program
6. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class C Liquor w/Outdoor Service – Perfect Games, 1320 Dickinson Avenue
 - b. Class C Beer – Swift Stop #2, 3406 Lincoln Way
 - c. Special Class C Liquor – Great Plains Sauce & Dough, 129 Main Street

7. Motion approving 5-day (May 2-May 6) Special Class C Liquor License for Olde Main Brewing Company at ISU Alumni Center, 420 Beach Avenue
8. Motion approving 5-day (April 30-May 4) Special Class C Liquor License for Olde Main Brewing Company at Chamber of Commerce, 304 Main Street
9. Motion approving 5-day (May 15-May 19) Special Class C Liquor License for Olde Main Brewing Company at ISU Alumni Center, 420 Beach Avenue
10. Motion approving 5-day (May 7-May 11) Special Class C Liquor License for Olde Main Brewing Company at Iowa State University, 1128 Molecular Biology Building
11. Motion approving 5-day (May 24-May 28) Special Class C Liquor License and Outdoor Service Privilege for Gateway Market MLK at Reiman Gardens, 1407 University Boulevard
12. Motion approving Outdoor Service Privilege for Tip Top Lounge, 201 E. Lincoln Way, for outdoor concerts on the following dates:
 - a. May 6-7, 2015
 - b. May 20-21, 2015
 - c. June 3-4, 2015
 - d. June 17-18, 2015
 - e. July 1-2, 2015
 - f. July 15-16, 2015
 - g. July 29-30, 2015
 - h. August 12-13, 2015
 - i. August 26-27, 2015
13. Motion approving Encroachment Permit for vinyl photo at 416 Douglas Avenue, Suite #101 (Ames Historical Society)
14. Motion directing City Attorney to draft ordinance pertaining to child restraint systems
15. Requests for Hope Run on June 20, 2015:
 - a. RESOLUTION NO. 15-230 approving closure of portions of Dotson Drive, Mortensen Road, Hayward Avenue, Knapp Street, Sheldon Avenue, Arbor Street and State Avenue from 7:30 a.m. to approximately 9:00 a.m. on Saturday, June 20
 - b. RESOLUTION NO. 15-231 approving waiver of Road Race permit fee
16. Requests from Main Street Cultural District (MSCD) for spring/summer events:
 - a. ArtWalk on Friday, June 5:
 - i. Motion approving blanket Temporary Obstruction Permit for MSCD sidewalks from 3:30 p.m. to 8:00 p.m. and blanket Vending License from 8:00 a.m. to 8:00 p.m.
 - ii. RESOLUTION NO. 15-232 approving waiver of parking meter fees and enforcement for MSCD from 3:30 p.m. to 6:00 p.m.
 - iii. RESOLUTION NO. 15-233 approving waiver of fee for blanket Vending License
 - iv. RESOLUTION NO. 15-234 closing four parking spaces near intersection of Main Street and Kellogg Avenue for food vendors
 - b. Bike Night on Friday, June 19:
 - i. Motion approving blanket Temporary Obstruction Permit for closure of Douglas Avenue from Main Street to Fifth Street and blanket Vending License
 - ii. RESOLUTION NO. 15-235 closing six parking spaces on Douglas Avenue for motorcycle parking
 - iii. RESOLUTION NO. 15-236 approving waiver of parking meter fees and enforcement for MSCD from 12:00 p.m. on Friday, June 19, to 12:30 a.m. on Saturday, June 20
 - iv. RESOLUTION NO. 15-237 approving waiver of fee for blanket Vending License
 - c. Firefly Country Night on Wednesday, July 8:
 - i. RESOLUTION NO. 15-238 approving closure of 200 block of Main Street from 5:00 p.m. on Wednesday, July 8, to 2:00 a.m. on Friday, July 10
 - ii. RESOLUTION NO. 15-239 approving closure of 46 parking spaces on Main Street and 22

- parking spaces on Kellogg Avenue to reflect the time change
- iii. Motion approving modification of the Temporary Obstruction Permit to reflect the time change
 - d. Oktoberfest on Friday, September 18:
 - i. Motion approving blanket Temporary Obstruction Permit and blanket Vending License
 - ii. RESOLUTION NO. 15-240 approving closure of Main Street from Kellogg to Douglas from 5:00 p.m. Friday, September 18, to Sunday, September 20, at 1:00 a.m., including closure of 46 parking spaces; and waiver of fees for blanket Vending License, meter costs for parking space closures, and costs for use of electricity in 200 block of Main Street
17. RESOLUTION NO. 15-241 approving Quarterly Investment Report for period ending March 31, 2015
 18. RESOLUTION NO. 15-242 approving appointment of *ex officio* student liaison to City Council
 19. RESOLUTION NO. 15-243 confirming appointment of GSB Senator Hamad Abbas and Representative Matthew Teubert to Ames Transit Agency Board of Trustees
 20. RESOLUTION NO. 15-244 approving appointment of Amy Sengbusch to fill vacancy on Public Art Commission
 21. RESOLUTION NO. 15-245 approving State of Iowa Grant for Ames Airport Terminal Building and Hangar project and Runway 01/19 Taxiway Rehabilitation
 22. RESOLUTION NO. 15-246 accepting Ames Human Relations Commission Annual Report
 23. RESOLUTION NO. 15-247 approving renewal of Administrative Services Agreement with Delta Dental of Iowa for dental benefits
 24. RESOLUTION NO. 15-248 approving renewal of Agreement with Wellmark Blue Cross Blue Shield of Iowa for administrative services, specific and aggregate excess coverage, and network access for benefits from July 1, 2015, to June 30, 2016
 25. RESOLUTION NO. 15-249 approving preliminary plans and specifications for Turbine Generator Maintenance, Repair, and Related Services Contract; setting May 27, 2015, as the bid due date and June 9, 2015, as the date of public hearing and award of contract
 26. RESOLUTION NO. 15-250 approving preliminary plans and specifications for Unit No. 7 Crane Repair; setting May 27, 2015, as bid due date and June 9, 2015, as date of public hearing
 27. RESOLUTION NO. 15-251 renewing contract with Diamond Oil Company of Des Moines, Iowa, to Supply Diesel Fuel to Power Plant in an amount not to exceed \$487,500
 28. Power Plant Breaker and Relay Maintenance:
 - a. RESOLUTION NO. 15-252 renewing contract with Tri-City Electric Company of Iowa of Davenport, Iowa, in an amount not to exceed \$180,000
 - b. RESOLUTION NO. 15-253 approving contract and bond
 29. RESOLUTION NO. 15-254 renewing contract with Burns & McDonnell of Chesterfield, Missouri, for Fire Risk Mitigation professional services for Electric Services Department in an amount not to exceed \$50,000
 30. Power Plant Maintenance Services:
 - a. RESOLUTION NO. 15-255 renewing contract with ProEnergy Services, LLC, of Sedalia, Missouri, in an amount not to exceed \$720,000
 - b. RESOLUTION NO. 15-256 approving contract and bond
 31. RESOLUTION NO. 15-257 renewing contract with Asplundh Tree Expert Company of Fairfax, Iowa, for Electric Distribution Line Clearance Program in an amount not to exceed \$297,448
 32. Specialized Wet/Dry Vacuum, Hydroblast, and Related Cleaning Services for Electric Services Department:
 - a. RESOLUTION NO. 15-258 renewing contract with Bodine Services of Clinton, LLC, of Clinton, Iowa, in an amount not to exceed \$68,000
 - b. RESOLUTION NO. 15-259 approving contract and bond
 33. RESOLUTION NO. 15-260 renewing contract with MCG Energy Solutions, LLC, of Minneapolis, Minnesota, for MISO Market Participant Services in an amount of \$119,988, plus applicable sales

taxes paid directly to the State

34. RESOLUTION NO. 15-261 approving contract and bond for Inis Grove Park Sand Volleyball Court Lighting
35. RESOLUTION NO. 15-262 approving contract and bond for Bid No. 1 Turbine Control System
36. RESOLUTION NO. 15-263 approving contract and bond for Bid No. 2 Turbine Steam Seal System for Unit 8
37. RESOLUTION NO. 15-264 accepting completion of WPC UV Disinfection System
38. 406-418 Freel Drive:
 - a. RESOLUTION NO. 15-265 accepting Quit Claim Deed
 - b. RESOLUTION NO. 15-266 approving Plat of Survey
39. RESOLUTION NO. 15-267 approving Final Plat for Sunset Ridge Subdivision, Sixth Addition
Roll Call Vote: 6-0. Resolutions/Motions declared adopted/approved unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

After approval of his appointment, Mayor Campbell invited *ex officio* Member Sam Schulte to take a seat at the dais.

PUBLIC FORUM: Mike Louis, Mike Louis Body, Paint, and Sandblasting; 1901 E. Lincoln Way; Ames, stated that he had been in business in Ames for over 35 years. Mr. Louis advised that approximately five years ago, his business had the towing contract for the City of Ames for two months. He explained that the City did not like how he was running his business, and he ended up paying out a lot of money for an attorney. Mr. Louis said he did not want to share all the details of that at this time, but it had been over five years now since all of that had transpired, and he just wanted to be allowed to bid City projects again - not the towing contract, but painting and sandblasting jobs. He also offered that he had successfully run a salvage yard for approximately three years. Mr. Louis said that he had talked with Karen Server in the City's Purchasing Division, City Attorney Judy Parks, and City Manager Steve Schainker. He stated that he had received no response as to why he had been taken off the bidding list or why he had not received any notifications of upcoming projects. According to Mr. Louis, City Manager Schainker had told him that he could make his request to the City Council. Mr. Louis said that he would just like the chance to competitively bid City projects.

No one else came forward to speak, and Mayor Campbell closed Public Forum.

HEARING ON REZONING PROPERTIES AT 130 SOUTH SHELDON AVENUE, 119 HAYWARD AVENUE, AND 2622 LINCOLN WAY: Mayor Campbell opened the public hearing. No one came forward to speak, and the hearing was closed.

Moved by Corrieri, seconded by Goodman, to pass on first reading an ordinance rezoning properties at 130 South Sheldon Avenue, 119 Hayward Avenue, and 2622 Lincoln Way from S-GA to CSC.
Roll Call Vote: 6-0. Motion declared carried unanimously.

HEARING ON PROPOSAL TO VACATE PUBLIC UTILITY EASEMENT NEAR 1615 SOUTH KELLOGG AVENUE AND 317 SOUTH 17TH STREET: The public hearing was opened by Mayor Campbell. She closed same after no one came forward to speak.

Moved by Goodman, seconded by Corrieri, to adopt RESOLUTION NO. 15-268 approving vacating a Public Utility Easement located five feet on both sides of property line between 1615 South Kellogg Avenue and 317 South 17th Street from right-of-way line on South 17th Street to ten feet south of north property line.
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON 2013/14 ASPHALT/SEAL COAT STREET REHABILITATION PROGRAM (ASHMORE DRIVE, ASHMORE COURT, ASHMORE CIRCLE, SOUTH FRANKLIN AVENUE): The Mayor opened the public hearing. The hearing was closed when no one asked to speak.

Moved by Betcher, seconded by Goodman, to adopt RESOLUTION NO. 15-269 approving final plans and specifications and awarding a contract to Manatt's, Inc., of Ames, Iowa, in the amount of \$591,484.85.

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

HEARING ON 2013/14 CONCRETE PAVEMENT IMPROVEMENTS PROGRAM #2 (NORTH 2ND STREET): Mayor Campbell opened the hearing and closed it after no one came forward to speak.

Moved by Goodman, seconded by Betcher, to adopt RESOLUTION NO. 15-270 approving final plans and specifications and awarding a contract to Manatt's, Inc., of Ames, Iowa, in the amount of \$148,062.63.

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

HEARING ON 2012/13 CONCRETE PAVEMENT IMPROVEMENTS PROGRAM #3 (LINCOLN WAY FRONTAGE ROAD): The Mayor declared the public hearing open. No one requested to speak, and Mayor Campbell closed the hearing.

Moved by Corrieri, seconded by Goodman, to adopt RESOLUTION NO. 15-271 approving final plans and specifications and awarding a contract to Manatt's, Inc., of Ames, Iowa, in the amount of \$116,141.91.

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

HEARING ON ISU RESEARCH PARK, PHASE III - WATER AND SANITARY SEWER:

The public hearing was opened by Mayor Campbell. There being no one asking to speak, the hearing was closed.

Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-272 approving final plans and specifications and awarding a contract to J&K Contracting of Ames, Iowa, in the amount of \$798,589.

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

HEARING ON WPC FACILITY MAKE-UP AIR UNIT AND HEAT RECOVERY UNITS REPLACEMENT: Mayor Campbell opened the public hearing. It was closed since no one desired to speak.

Moved by Corrieri, seconded by Betcher, to adopt RESOLUTION NO. 15-273 approving final plans and specifications and awarding a contract to Mechanical Comfort of Ames, Iowa, in the amount of \$297,141.

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

HEARING ON PROPOSAL TO VACATE EASEMENT FOR WALL MURAL IN TOMEVANS PLAZA: The hearing was declared open by the Mayor. She closed same after no one came forward to speak.

Moved by Goodman, seconded by Corrieri, to adopt RESOLUTION NO. 15-274 approving vacating the Easement for an east exterior wall of the building on property locally known as 400 Main Street. Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

FACADE GRANT REVISION FOR 400 MAIN STREET: City Planner Jeff Benson stated that, in June 2014, the City Council awarded a Downtown Facade Grant for improvements to the east facade of 400 Main; the building that contains two restaurants: Bar La Tosca and The Spice. The east facade is on Tom Evans Plaza. The grant amount was in the amount of \$15,000 plus \$1,000 for professional design fees. The approved design added windows in the same location and of the same type as the original construction. It also was to have new steps and a landing at the entrance to the steps to the second story and the exterior wall was to be repaired and painted. At that time, it was thought that the existing mural would remain and that the design improvements would be compatible with retaining the mural. The work to add two new windows in the facade had nearly been completed when it was discovered that a third window had previously been replaced by a door that was later removed and the opening filled in. Staff then approved adding a larger window in the opening and that work has now been completed. While removing the existing “fill-in” materials for the three windows, it became apparent that water was penetrating the east wall of the building and causing deterioration. The work done around the three new windows had corrected that problem; however, the water problem still exists where other original windows had been filled in when the exterior mural was created. If the wall easement for the mural is vacated, building owner Randy Pyle proposes to install two additional windows consistent with the historic design of the building. However, now the revised project budget does not allow the new steps and landing that were part of the original facade grant approval. The owner was now requesting that a revision to the approved design and scope of the facade grant be approved to delete the steps and landing from the project and add the two windows. According to Planner Benson, the Grant amount will not change.

In addition, the owner of the restaurant in the building John Reed has requested an additional revision to the design. The two windows that have already been installed in the north portion of the east elevation do not yet have muntins dividing large pane of glass into four smaller areas. Staff is requiring that inserts be added to these windows to achieve that visual effect. Because the windows without the muntins allow a more unobstructed view to the Plaza, Mr. Reed requests that the City Council delete the requirement for the muntins. Planner Benson stated that staff does not find deleting the muntins to be supported by the Design Guidelines of the Downtown Facade Program or to be consistent with the design of the building.

Building owner Randy Pyle stated that he will not have any problems fulfilling the requirements of the State Grant with or without the Facade Grant. Mr. Pyle added that he and the owner of the restaurant in the building (John Reed) do not believe the muntins are necessary on the two windows on the north portion of the east elevation. According to Mr. Pyle, the muntins are expensive and do not serve any purpose. He said that he would be willing to install the muntins on the other two windows.

Moved by Goodman, seconded by Betcher, to adopt RESOLUTION NO. 15-275 approving the revised design for the Downtown Facade Improvement Grant at 400 Main Street as requested by Randy Pyle, but requiring the muntins. Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

FACADE GRANT FOR 413 KELLOGG AVENUE: Planner Benson stated that, on June 10, 2015, the City Council approved three Downtown Facade Grants totaling \$48,000. One of the applicants awarded a Grant (the owner of the Triplett Building at 323 - 5th Street) has subsequently decided not to do the project on Burnett Avenue; that Grant has been canceled and the funds have been returned to the 2014/15 balance. Approximately \$29,423 in unencumbered funds remains for FY 2014/15 and an additional \$50,000 is available for Facade Grants in FY 2015/16.

Mr. Benson advised that Bill Woodward, property owner of 413 Kellogg Avenue, is requesting a Downtown Facade Grant of \$7,000 to improve the north (Kellogg Avenue) facade of that building. The building is undergoing a \$412,000 renovation, primarily on the interior, to become the office of Haila Architecture Structure Planning. The proposed improvement is to remove an exterior door and a canopy and window above it and install a fixed glass window matching all of the other windows on this facade. The total cost of this portion of the project is estimated to be \$14,000. Because the project at 413 Kellogg Avenue is to be completed by the end of June, Bill Woodward and John Haila are asking the City Council to approve this \$7,000 Grant now as a second round of funding from FY 2014/15.

Moved by Goodman, seconded by Corrieri, to adopt RESOLUTION NO. 15-276 approving the Downtown Facade Improvement Grant for 413 Kellogg Avenue totaling \$7,000 from the remaining balance in the 2014/15 Downtown Facade Grant Fund.

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

UPDATE ON SOUTH DUFF ACCESS PROJECT: Traffic Engineer Damion Pregitzer provided an update to the South Duff Access Study. He noted that the City Council last discussed this project at its August 19, 2014, workshop. At that workshop, the Council supported staff moving forward with the signal and median project; that included continuing to work to secure cross-access for the west- and east-side businesses. Since that workshop, staff has held several meetings with local business owners to further the efforts to secure cross-access easements and to gain as much consensus as possible on alternatives. After those meetings, it became clear to staff that for the business owners to support or not support the project hinged heavily on what involvement there would be from Wal-Mart. Because of that, in January 2015, staff refocused its efforts on working with members of Wal-Mart's Realty Department Corporate Office in Arkansas.

According to Mr. Pregitzer, progress has been very slow when working with Wal-Mart, taking up to four to six weeks to get feedback on information sent regarding this project. Mr. Pregitzer summarized the discussions: Wal-Mart is supportive of the signal and the median project as well as providing cross access to other businesses through its parking area. However, they are only willing to contribute to either \$50,000 towards a traffic signal or the cost of a median in front of its South Duff access. As pointed out by Mr. Pregitzer, Wal-Mart's position contrasts with the cost-sharing option endorsed by the City Council at its June 10, 2014, meeting. Mr. Pregitzer emphasized that, in 2013, when this project began, it was estimated that a new traffic signal would cost \$500,000 and a median from South 5th Street to the new signal would cost approximately \$125,000, bringing the total estimated cost to \$325,000. However, based on current construction costs for 2015, the traffic signal is estimated to cost \$275,000 and the median to cost \$145,000, for a total of \$420,000. Of that \$420,000, Iowa Department of Transportation (Iowa DOT) U-STEP funding would pay \$231,000 (55%) and the local match would come to \$189,000 (45%).

Existing conditions that could affect the funding and implementation of a potential traffic signal and median project were detailed by Mr. Pregitzer. The Iowa DOT has started placing conditions on the access permits for Wal-Mart at 534 South Duff and Texas Roadhouse at 519 South Duff. For both of those sites, their access permits state that it is the sole responsibility of the property owner to pay for

and install a raised median along their South Duff frontage if the City and/or Iowa DOT determines the driveway to be a safety problem. It was also noted by Mr. Pregitzer that Iowa DOT's access permit for Southpoint Centre has still not been approved. The City approved the site plan for Southpoint Centre on August 25, 2014, with the understanding that the driveway would be a workable solution. The Iowa DOT will not approve a permit until the status of the traffic signal and median project is known. Therefore, Southpoint Centre has not been allowed to work in the DOT right-of-way and has been using existing driveway curb cuts to conduct as much construction as possible. The owner of Southpoint Centre has informed the City and Iowa DOT that 50% of the available retail space has been rented, and those businesses are looking to open in Summer 2015. The Iowa DOT has stated that if the access is stop controlled (like typical accesses along South Duff Avenue), they will only approve the access if there is either a raised median or a right-in/right-out splitter island built similar to Wal-Mart's drive. Mr. Pregitzer reminded the Council that the ongoing safety issue caused by motorists ignoring left-turn-restricting signs by the right-in/right-out splitter island at Wal-Mart's entrance is one of the main reasons this project started. The recent position of the Iowa DOT has been that redeveloped sites along South Duff that do not have multiple points of egress will have access restrictions.

According to Mr. Pregitzer, in recent meetings with the Iowa DOT District 1 staff members, they have stated their desire to move forward with the installation of the traffic signal and raised median from South 5th Street to the new signalized intersection as a City/DOT-sponsored project. This would not include a full median to the south that would potentially block truck deliveries to Howe's Welding. Mr. Pregitzer reported that he had had a phone conversation with Mr. Howe, and Mr. Howe has stated his concerns about large trucks being able to access his business. The Iowa DOT believes that if viable cross-access routes cannot be willingly established among the various businesses, there will still be safety and operational issues that need to be addressed along South Duff Avenue.

Mr. Pregitzer reiterated that Wal-Mart was not willing to be responsible for a proportional share of the project. Wal-Mart has stated that it feels it is only contractually obligated for an equivalent cost of installing a raised median per its approved access permit. This includes any contribution to the cost of reconfiguring its parking lot and making connections to the east-side properties south of Wal-Mart. Business owners along the east side have voiced their willingness to provide cross-access; however, they were not willing to contribute monetarily to the project. The west-side businesses have been divided in their support of providing cross-access through their sites. Southpoint Centre and the Boys' and Girls' Club are willing to provide cross-access. Bundy's property (Texas Roadhouse/AutoZone) and Flummerfelt's property (Enterprise Car Rental) have not been willing. Summarizing that, Mr. Pregitzer said that if the Council desires to establish a means of cross access along the west side, the only remaining option would be to build a separate facility rather than leveraging the back portion of existing parking areas. The Council was informed that it was estimated that a two-lane road connecting the west side properties from South 5th Street to Howe's Welding would cost approximately \$400,000 based on current construction prices. That estimate does not include any cost for land acquisition for right-of-way. Because such a road would be outside of the Iowa DOT right-of-way, it is unlikely that the project would be eligible for U-STEP funding.

Mr. Pregitzer brought the Council's attention to a table summarizing the position of each business along South Duff on key issues, e.g., installation of a traffic signal, raised median, providing cross-access, and contributing monetarily. He also noted the table summarizing the requirements that are in place for those properties that have received an Iowa DOT permit since 2008. A summary of the Iowa DOT's positions related to the improvements was also given.

Six options pertaining to the costs of a median, traffic signal, and cross-access easements along with what funding might be possible were reviewed by Mr. Pregitzer.

Option 1: [Iowa DOT's position (Estimated Cost = \$420,000)]

Install a traffic signal at Southpoint Centre's entrance that would only serve Southpoint Centre and not Wal-Mart

Install a raised median between South 5th Street and Southpoint Centre's entrance

Bill the Bundy and Wal-Mart properties for their respective shares of the raised median

Negotiate an agreement with Hunziker for Southpoint Centre's share of the project costs

City submits a U-STEP Grant to the Iowa DOT for a 55% share of the overall project costs

Option 2: [Construct raised median only (Estimated Cost = \$150,000)]

Direct staff to work with the Iowa DOT to install a raised median from South 5th Street along South Duff Avenue to Southpoint Centre's drive access

Bill the Bundy, Wal-Mart, and Hunziker properties for their proportional shares of the median (estimated at \$50,000 each)

Option 3: [Access restriction to Southpoint Centre (Estimated Cost = \$5,000 by Hunziker)]

Direct staff to work with the Iowa DOT to have Southpoint Centre install a right-in/right-out splitter island in its drive access at the sole cost to Hunziker

Option 4: [Median and signal with east- and west-side access (Estimated Cost = \$920,000+)]

Direct staff to follow the provisions under Option 1 (above), thereby installing a traffic signal and raised median

Construct cross-access roads along the east and west side businesses connecting them to the new signalized intersection (will likely include additional cost to buy easements/right-of-way

Eligible for U-STEP funding for the traffic signal and the median

Option 4a: [Option originally supported by the City Council (Estimated Cost = \$741,000)]

Cost of cross access would not be eligible for U-STEP funding; however, the Iowa DOT suggested that the City apply for Traffic Safety Funds that could cover the cost and a local match would not be required

The west access route would not be a public facility; would require some sort of maintenance and cross-access agreement among the property owners

Option 4b: [Acceptable to the Iowa DOT (Estimated Cost = \$411,000)]

City would defer creating cross-access along the west side; would focus its efforts to create cross-access for those businesses who can connect to Wal-Mart

East side would still not be eligible for U-STEP funding; could be paid for by TSF

Would include a median break for Howe's Welding

Would require staff to continue to work with Wal-Mart to negotiate its involvement for funding and for access

Staff would work with other affected businesses along the east side to establish cross-access

Council Member Goodman asked his colleagues to consider that the stoplight will benefit Southpoint Centre, but will do nothing for Howe Welding.

According to Mr. Pregitzer, the Iowa DOT feels strongly that the appropriate action is to move forward with the installation of a new signal and raised median. If that doesn't happen, the Iowa DOT will most likely restrict Southpoint Centre's access to a right-in/right-out driveway using the splitter island.

Council Member Nelson noted that this was the first time that the Council had seen Option 4b. He felt that there are businesses who don't know such an option existed and might not be present at this meeting.

Tony Gustafson, representing the District 1 Office of the Iowa DOT, advised that staff from the Iowa DOT had requested that the City modify Option 4. Level of service is the Iowa DOT's main concern. Option 4b is an acceptable option to the Iowa DOT; to him, it appears to be the best option all around.

Jim Howe, owner of Howe's Welding, 811 South Duff, Ames, stated that he had operated his business at its current site for 29 years. Addressing Option 4b, Mr. Howe advised that over the past week, he has had six semi loads of steel come in. He said that semi-truck drivers are going to have a very difficult time turning into his business. Mr. Howe believes that even if there is a back road constructed (behind the properties) that leads to South 5th, that would be a two-lane road, and as soon as the traffic light turns red, traffic is going to back up. The only way he can see it possibly working is if the northbound light is at least 12 seconds. He stated his belief that a huge problem had been created by putting high-volume businesses along South Duff. Mr. Howe stated that if he felt that a 53' tractor trailer could make a turn to the left, he would be onboard.

Piper Wall, 912 Clark Avenue, Ames, said that she is the spouse of Jim Howe. Ms. Wall said that she has done the research, and the data do not support the allegation that there will be a safety improvement if a median is constructed.

Evan Slabaugh, representing the Manager of Texas Roadhouse, said that a median is definitely going to affect the businesses along South Duff. He believes that Texas Roadhouse favors Option 3.

Chuck Winkleblack, 105 South 16th Street, Ames, said he saw, in 2011, that South Duff was going to turn over and access issues needed to be solved. Hunzikers began working on its current project (Southpoint Centre) over two years ago. Mr. Winkleblack noted that more commercial development on the east end of South 5th Street will cause significant pressure on the existing signal. He alleged that waiting to do something will only increase the problems.

Larry Curtis, 323 - 6th Street, Ames, said that he was representing the Bundy property. He believes that with the options, there will be winners and losers. The Bundys will be required to pay a significant amount of money, however, the median and stoplight will not benefit them and may actually harm them. Mr. Curtis also noted that Bob Cummings was not in favor of any median or signal whatsoever. Mr. Curtis believes that the problem is that there are too many people going up and down Duff Avenue because it is the only north/south transit. He suggested that an easy solution is to extend Grand Avenue now.

Tim Hogan, representing Boston Commons properties, stated that he had been with the understanding that there was not going to be a median south. That proposed solution does not work for his business;

it will shut them off. Mr. Hogan believes that Option 3 might be best to at least temporarily provide the new Centre with access pursuant to an agreement with the Iowa DOT.

Ted Sage, owner of LOF Express, Ames, spoke on Option 4. He asked if there would be an option where phasing could be done so Southpoint Centre could open, e.g., put in the signal light (with no median) with Wal-Mart being leveraged to negotiate cross access and reconfiguring its parking lot with adequate signage. Mr. Sage said that he is not supportive of a median; however, if negotiations don't come to pass, the median would have to be considered.. At the inquiry of Council Member Gartin, Mr. Sage stated that he prefers Option 4b with an agreement with Wal-Mart for cross access, reconfiguring its parking lot, and with signage.

Jeff Mosiman, representing Wendy's Restaurant, 528 South Duff, Ames, asked that the Council think about the Corridor Study. He said he doesn't like to hear that there is not enough time; whatever decision is made on South Duff will impact all businesses, and it is important to get all the facts. Mr. Mosiman said he is a fan of a stoplight. He also noted that he has lived with a "porkchop" (right in/right out) at his business for 15 years, and it works just fine. Mr. Mosiman alleged that if a stoplight and median are installed, traffic will move through; however, it will just move to the next block and get congested there.

At the request of Council Member Gartin, Traffic Engineer Pregitzer explained how the crash reduction numbers were calculated and what treatments have been found to work best. In a ten-year period, there were 103 crashes. Council Member Betcher pointed out that if the improvements were made, it would go from ten crashes/year to 6.61 crashes/year. Mr. Pregitzer advised that there are 22,000 vehicles/day on the section of South Duff Avenue south of S. 5th Street. At the inquiry of Council Member Corrieri, Mr. Gustafson (Iowa DOT) stated that it is a common practice for medians and stoplights to be installed at similar commercial intersections.

Council Member Nelson asked if construction of the median would begin this construction season if the Council were to make a decision tonight. Mr. Pregitzer noted the tasks that needed to occur before construction, stating that construction would not occur this year.

Moved by Goodman, seconded by Corrieri, to ask staff to pursue 4b with the following caveats: achieve a reasonable flow of truck traffic into and out of Howe's Welding; staff will negotiate the costs based on who benefits the most and the least, with costs being apportioned accordingly; and staff will negotiate the easements on the east side of Duff Avenue.

Mr. Goodman clarified that his motion also assumes that something will be worked out for Southpoint Centre in the meantime.

Council Member Betcher noted that it was her understanding that access permits will not be granted by the Iowa DOT unless there is a guarantee of improvements.

Council Member Goodman asked if the Council needed to give the Iowa DOT more of a guarantee so that access permits could be granted.

Mr. Gustafson said that he believes that the Iowa DOT would need to have an Agreement in place that the City is going to do the project next year before access permits would be granted. The Iowa DOT would have to have assurances that South Duff can operate at a certain level of service before access permits would be granted to Southpoint Centre. Mr. Gustafson said that he will have to take the action back to the Iowa DOT staff for discussion.

At the inquiry of Council Member Corrieri, Mr. Pregitzer advised that the timing would be dependent on getting timely responses from Wal-Mart.

Mayor Campbell pointed out that the Council needs to be mindful of the time factor because it will only become more difficult when more businesses develop along South Duff Avenue.

Noting that there are approximately ten crashes/year occurring on the segment of South Duff Avenue in question, Council Member Goodman said that he does not believe this issue is about safety. He believes it is about the long-term efficiency of the South Duff Corridor.

Vote on Motion: 4-2. Voting aye: Betcher, Corrieri, Goodman, Nelson. Voting nay: Gartin, Orazem. Motion declared carried.

The meeting recessed at 10:17 p.m. and reconvened at 10:27 p.m.

REQUESTS FROM SELECTIVE SITE CONSULTANTS TO PLAN AND DESIGN CELLULAR INSTALLATION ON CITY PROPERTY: Moved by Goodman, seconded by Corrieri, to adopt RESOLUTION NO. 15-277 approving a request to make joint application for a Special Use Permit to install a cellular antenna on City property northwest of the Dog Park.

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

Moved by Goodman, seconded by Corrieri, to adopt RESOLUTION NO. 15-278 approving an agreement granting limited right of entry to City property for inspection and testing.

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

TIME-OF-USE INDUSTRIAL ELECTRIC RATE ORDINANCE: Moved by Goodman, seconded by Orazem, to pass on second reading the Time-of-Use Industrial Electric Rate Ordinance.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Orazem, to suspend the rules necessary for the adoption of an ordinance.

Roll Call Vote: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Betcher, to pass on third reading and adopt the Time-of-Use Industrial Electric Rate ORDINANCE NO. 4213.

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

SECONDHAND GOODS ORDINANCE: Moved by Goodman, seconded by Corrieri, to pass on second reading the Secondhand Goods Ordinance.

Roll Call Vote: 6-0. Motion declared carried unanimously.

ORDINANCE TO ALLOW SMALL PRODUCTION FACILITIES, INCLUDING MICRO BREWERIES, IN COMMERCIAL ZONES: Moved by Betcher, seconded by Goodman, to pass on second reading an ordinance to allow small production facilities, including micro-breweries, in commercial zones.

Roll Call Vote: 6-0. Motion declared carried unanimously.

COUNCIL COMMENTS: Moved by Betcher, seconded by Goodman, to request a memo from staff as to why Mike Louis is not being allowed to bid City projects and include the policy of the City.
Vote on Motion: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Orazem, to refer to staff for a memo the letter from Jeanne Moore dated April 17, 2015, requesting a water service connection fee waiver for 230 S. Dayton Avenue.
Vote on Motion: 6-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Goodman, seconded by Corrieri, to adjourn the meeting at 10:36 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input type="checkbox"/>	1 st – 15 th
	<input checked="" type="checkbox"/>	16 th – End of Month
Month & Year:	April 2015	
For City Council Date:	May 12, 2015	

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Fleet & Facilities	City Hall Custodial Services	2	\$57,225.00	Klean Rite of Central Iowa	\$1,320.00	\$10,120.00	D. Allen	MA
Water & Pollution Control	Well Rehabilitation Project	1	\$74,655.00	Northway Well & Pump Co.	\$0.00	\$5,546.20	D. Gammon	MA
Water & Pollution Control	Well Rehabilitation Project	2	\$74,655.00	Northway Well & Pump Co.	\$5,546.20	\$1,000.00	D. Gammon	MA
Fleet & Facilities	Ames City Hall Renovation - Phase 2	2	\$829,900.00	HPC, LLC	\$-(3,958.00)	\$-(23,237.00)	B. Kindred	MA
Public Works	Design Services for ISU Research Park Phase III	2	\$375,000.00	Shive Hattery, Inc.	\$0.00	\$46,750.00	B. Kindred	MA
			\$		\$	\$		



MEMO

*Caring People
Quality Programs
Exceptional Service*

6a-h

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Lieutenant Jeff Brinkley – Ames Police Department

DATE: May 4, 2015

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
May 12, 2015

The Council agenda for May 12, 2015, includes beer permits and liquor license renewals for:

- Special Class Liquor – Mongolian Buffet, 1620 S Kellogg Ave #103
- Class E Liquor, C Beer, and B Wine – Walgreen’s #12108, 2719 Grand Ave
- Class B Beer – Jeff’s Pizza Shop, 2402 Lincoln Way
- Class C Liquor – Mother’s Pub, 2900 West St
- Special Class C Liquor – Chicha Shack, 131 Welch Ave
- Class C Beer and B Native Wine – Tobacco Outlet Plus #530, 204 S Duff Ave
- Special Class C Liquor – Octagon Center for the Arts, 427 Douglas Ave
- Class C Liquor – Bar La Tosca, 400 Main Street

A routine check of police records for the past twelve months found no violations for any of these licensees. The police department would recommend renewal of all of these licenses.

TO: Members of the City Council

FROM: Ann H. Campbell, Mayor

DATE: April 10, 2015

SUBJECT: Appointment to Ames Transit Agency Board of Trustees

Council Member Matthew Goodman's term on the Ames Transit Agency Board of Trustees will expire on May 15. According to the *Municipal Code*, one trustee shall be a member of the Ames City Council.

Therefore, I request that the City Council approve the appointment of Council Member Tim Gartin to the Ames Transit Agency Board of Trustees for a term of two years beginning May 15, 2015.

AHC/jlr

COUNCIL ACTION FORM

**SUBJECT: AMES PATRIOTIC COUNCIL MEMORIAL DAY PARADE REQUESTS
FOR MAY 25, 2015**

BACKGROUND:

Each year the Ames Patriotic Council conducts a community observance of Memorial Day. This observance involves a parade from City Hall to the Municipal Cemetery, followed by a community memorial service at the Cemetery.

The following requests for May 25, 2015, are presented for City Council approval in order to facilitate the Memorial Day observance:

- Closure of the south half of Parking Lot M (west of City Hall) from 9:00 a.m. to 11:00 a.m. for staging of the parade entries
- Closure of Fifth Street from Grand Avenue through the Clark Avenue intersection from 9:00 a.m. to 11:00 a.m. for the line-up and start of the parade entries
- Temporary closure of Clark Avenue from Fifth to Ninth Street (for movement of the parade) between 10:30 a.m. and 11:00 a.m.
- Temporary closure of Ninth Street between Clark Avenue and Maxwell Avenue (for movement of the parade) between 10:45 a.m. and 11:00 a.m.
- Temporary closure of Sixth Street at Clark Avenue and Duff Avenue at Ninth Street as the parade moves through those intersections

It should be noted that temporary closures of residential streets that intersect Ninth Street and Clark Avenue will occur as the parade progresses. Public Works will provide barricades for all of the street closure areas. Barricades will be staffed by parade volunteers and/or residents of the area. Most intersection closures will last only for a few minutes. **Because Memorial Day is a City Holiday, there will be no lost parking meter revenue from the closed parking meters.**

The Ames Police Department will provide a lead car for the parade and will assist participants through the Ninth Street and Duff Avenue intersections.

Although Memorial Day is a City Holiday, any City Hall employees who still are working will be asked to park vehicles in the north half of Lot M that morning. The rain location for activities will be the Ames Municipal Auditorium.

ALTERNATIVES:

1. The City Council can approve the Ames Patriotic Council's requests for use of City facilities and services as outlined above for the Memorial Day observance on May 25, 2015.
2. The City Council can ask the Ames Patriotic Council to pursue alternate plans for the Memorial Day observance.
3. The City Council can deny the requests.

MANAGER'S RECOMMENDED ACTION:

The parade and memorial service at the Municipal Cemetery are an integral part of the community's annual Memorial Day commemoration. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby approving the Ames Patriotic Council's requests for use of City facilities and services for Memorial Day activities on May 25, 2015.

Applicant License Application (LC0041438)

Name of Applicant: <u>Elegant Investments LLC</u>		
Name of Business (DBA): <u>Cyclone Liquors</u>		
Address of Premises: <u>626 Lincoln Way</u>		
City <u>Ames</u>	County: <u>Iowa</u>	Zip: <u>50010</u>
Business <u>(515) 233-2327</u>		
Mailing <u>626 Lincoln Way</u>		
City <u>Please Select</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>Brian Chittenden Alternate Roger Esser 515.290.9472</u>	
Phone: <u>(515) 233-2327</u>	Email <u>brian@banklegacy.com</u>

Classification Class C Liquor License (LC) (Commercial)
Term: 12 months
Effective Date: 05/30/2015
Expiration Date:
Privileges:
Class C Liquor License (LC) (Commercial)
Status of Business

BusinessType: <u>Limited Liability Company</u>	
Corporate ID Number: <u>311613</u>	Federal Employer ID <u>20-2890892</u>

Ownership
Brian Chittenden

First Name: Brian **Last Name:** Chittenden
City: Altoona **State:** Iowa **Zip:** 50009
Position: Managing Member
% of Ownership: 54.00% **U.S. Citizen:** Yes

Karlton Kleis

First Name: Karlton **Last Name:** Kleis
City: Grimes **State:** Iowa **Zip:** 50111
Position: Member
% of Ownership: 23.00% **U.S. Citizen:** Yes

Stanly Glawe

First Name: Stanly **Last Name:** Glawe
City: Pleasant Hill **State:** Iowa **Zip:** 50327
Position: Member
% of Ownership: 23.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company:	<u>Nationwide Mutual Insurance Co.</u>
Policy Effective Date:	Policy Expiration
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

Name of Applicant: <u>Green Hills Residents' Association</u>		
Name of Business (DBA): <u>Green Hills Residents' Association</u>		
Address of Premises: <u>2200 Hamilton Drive, Suite 100</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50014</u>
Business <u>(515) 296-5000</u>		
Mailing <u>2200 Hamilton Drive, Suite 100</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50014</u>

Contact Person

Name <u>Rod Copple</u>
Phone: <u>(515) 296-5000</u> Email <u>copple@greenhillsrc.com</u>

Classification Class A Liquor License (LA) (Private Club)

Term: 12 months

Effective Date: 06/30/2016

Expiration Date:

Privileges:

Class A Liquor License (LA) (Private Club)

Status of Business

BusinessType: <u>Privately Held Corporation</u>
Corporate ID Number: <u>106959</u> Federal Employer ID <u>421276885</u>

Ownership

Alice Thompson

First Name: Alice **Last Name:** Thompson
City: Ames **State:** Iowa **Zip:** 50014
Position: Vice President
% of Ownership: 0.00% **U.S. Citizen:** Yes

Paul Brackelsberg

First Name: Paul **Last Name:** Brackelsberg
City: Ames **State:** Iowa **Zip:** 50014
Position: President
% of Ownership: 0.00% **U.S. Citizen:** Yes

Jerry Hall

First Name: Jerry **Last Name:** Hall
City: Ames **State:** Iowa **Zip:** 50014
Position: Treasurer
% of Ownership: 0.00% **U.S. Citizen:** Yes

Jean Griffen

First Name: Jean

Last Name: Griffen

City: Ames

State: Iowa

Zip: 50014

Position: Secretary

% of Ownership: 0.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: Lexington Insurance Company

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective

Temp Transfer Expiration Date:

Name of Applicant: <u>VSS Corporation</u>		
Name of Business (DBA): <u>Mother's Pub</u>		
Address of Premises: <u>2900 West St</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 292-2301</u>		
Mailing <u>2900 West St</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>David Blakely</u>
Phone: <u>(515) 290-7719</u> Email <u>blakeleydavid@aol.com</u>

Classification Class C Liquor License (LC) (Commercial)

Term:12 months

Effective Date: 05/28/2016

Expiration Date:

Privileges:

Class C Liquor License (LC) (Commercial)

Status of Business

BusinessType: <u>Privately Held Corporation</u>
Corporate ID Number: <u>358286</u> Federal Employer ID <u>26-1752112</u>

Ownership

Michael Brown

First Name: Michael **Last Name:** Brown
City: Arden Hills **State:** Minnesota **Zip:** 55112
Position: President
% of Ownership: 100.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company: <u>Founders Insurance Company</u>	
Policy Effective Date: <u>05/28/2015</u>	Policy Expiration <u>05/28/2016</u>
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

Applicant License Application ()

Name of Applicant: <u>Ames Chamber of Commerce</u>		
Name of Business (DBA): <u>Main Street Cultural District</u>		
Address of Premises: <u>200 Blk of Main</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 233-3472</u>		
Mailing <u>304 Main</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>Cindy Hicks</u>
Phone: <u>(515) 233-3472</u> Email <u>director@amesdowntown.org</u>

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

Term:5 days

Effective Date: 07/08/2015

Expiration Date: 01/01/1900

Privileges:

Outdoor Service

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

Status of Business

BusinessType: <u>Municipality</u>
Corporate ID Number: Federal Employer ID <u>42-0623975</u>

Ownership

Cynthia Hicks

First Name: Cynthia

Last Name: Hicks

City: Ames

State: Iowa

Zip: 50010

Position: Executive Director

% of Ownership: 0.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company:	
Policy Effective Date:	Policy Expiration
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

Name of Applicant: <u>Ames Chamber of Commerce</u>		
Name of Business (DBA): <u>Main Street Cultural District</u>		
Address of Premises: <u>400 Blk of Douglas</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 233-3472</u>		
Mailing <u>304 Main Street</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>Cindy Hicks</u>
Phone: <u>(515) 233-3472</u> Email <u>director@amesdowntown.org</u>

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

Term: 5 days

Effective Date: 06/18/2015

Expiration Date: 01/01/1900

Privileges:

Outdoor Service

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

Status of Business

BusinessType: <u>Municipality</u>
Corporate ID Number: Federal Employer ID <u>42-0623975</u>

Ownership

Cynthia Hicks

First Name: Cynthia **Last Name:** Hicks

City: Ames **State:** Iowa **Zip:** 50010

Position: Executive Director

% of Ownership: 0.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company:	
Policy Effective Date:	Policy Expiration
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

Name of Applicant: <u>Ames Chamber of Commerce</u>		
Name of Business (DBA): <u>Main Street Cultural District</u>		
Address of Premises: <u>200 Blk of Main Street</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 233-3472</u>		
Mailing <u>304 Main Street</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>Cindy Hicks</u>
Phone: <u>(515) 233-3472</u> Email <u>director@amesdowntown.org</u>

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

Term: 5 days

Effective Date: 09/18/2015

Expiration Date: 01/01/1900

Privileges:

Outdoor Service

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

Status of Business

BusinessType: <u>Municipality</u>
Corporate ID Number: Federal Employer ID <u>42-0623975</u>

Ownership

Cynthia Hicks

First Name: Cynthia **Last Name:** Hicks

City: Ames **State:** Iowa **Zip:** 50010

Position: Executive Director

% of Ownership: 0.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company:	
Policy Effective Date:	Policy Expiration
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

COUNCIL ACTION FORM

SUBJECT: APPROVAL OF 2015/16 COMMISSION ON THE ARTS CONTRACTS

BACKGROUND:

At its February budget hearing, the City Council received the Commission on the Arts' (COTA) recommendations for annual grant funding. These annual grant recommendations total \$148,733. The City Council approved these recommendations as part of the FY 2015/16 City Budget.

Contracts have been mailed to arts organizations and returned with signatures, and are now presented for City Council approval.

COTA 2015-16 Annual Grant Recommendations

Organization	Allocation
ACTORS	\$ 15,790
AIOFA	8,140
Ames Chamber Artists	2,700
Ames Children's Choirs	10,300
Ames Choral Society	2,870
Ames Community Arts Council	8,610
Ames Town & Gown	14,860
Central Iowa Symphony	8,140
Co'Motion Dance	5,390
Dancercenter Dancer Company Foundation	1,380
Friends of Ames Strings	1,620
Good Company	1,350
India Cultural Association	5,370
Kids Co'Motion	2,840
Octagon Center for the Arts	45,400
Story Theater Company	8,860
TOTAL	\$ 143,620
Council Authorized for 2015/16	\$ 148,733
Reserve for Special Project Grants	\$ 5,113

ALTERNATIVES:

1. Approve the COTA Annual Grant contracts as recommended by the Commission on the Arts.
2. Request further information from COTA prior to approving these contracts.

MANAGER'S RECOMMENDED ACTION:

The City Council has allocated funding in the City Budget to fund arts activities, and the Commission on the Arts has received applications and recommended awards that meet the criteria for COTA funding. Contracts are required to define the scope of services that will be met by each organization receiving funding.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the COTA Annual Grant contracts as recommended by the Commission on the Arts.

COUNCIL ACTION FORM

SUBJECT: 2014/15 NEIGHBORHOOD ART ACQUISITIONS

BACKGROUND:

Included in the 2014/2015 public art budget is an allocation of \$14,826 for the acquisition of sculptures under the Neighborhood Art program. This program provides for sculptures from the previous year's AAOSE program to be purchased and placed in neighborhoods around the City.

During the 2014/15 exhibition year, **Industrial Revolution II** by John Brommel was displayed at the northeast corner of Tom Evans Park. It is proposed that this sculpture be purchased for \$1,500 and be placed in the public park area on Ninth Street, east of the Roosevelt. **Industrial Revolution II** was voted **Best in Show** by attendees at the Octagon Art Festival. This application was submitted by Kathy Svec, a resident of the Hodge Avenue Neighborhood. The decision on the exact location for the sculpture will be made by the Ames Parks & Recreation Department.

James Anthony Bearden's sculpture **Help Another** has been on display at the northwest corner of Main Street and Douglas Avenue. It will be placed on the cul-de-sac between Ashmore Drive and Ashmore Court. The cost for this sculpture is \$6,000. The application for placement of this sculpture came from Dean Janssen who applied on behalf of the 47 households in this area. The neighbors plan to install attractive, low maintenance landscaping to highlight the sculpture.

The representatives from Somerset Neighborhood Sculpture requested the sculpture **Life: Portal to the Future** for placement in their area. The final decision about the permanent location of the sculpture in the area will be made by the City with regard to safety. The residents have proposed two sites. First, the median at Stange Road and Northridge Parkway; the second is the crescent lawn on Strange Road. **Life** was created by Zach Bowman of Ankeny, Iowa and it has been displayed at the southeast corner of Clark Avenue and Fifth Street – across the street from City Hall. The price of this sculpture is also \$6,500.

This year the Neighborhood Sculpture Committee received six applications. Decisions on where to place the sculpture were influenced by whether art had been placed in the requested neighborhood or a nearby one, and if the art would be located in an area accessible for viewing by all the residents of Ames. Safety was the most important consideration. Price was also an important consideration, as was the quality of the workmanship.

The combined cost to purchase these three sculptures is \$14,000. Funding is available from the 2014/2015 Neighborhood Art budget. This budget originally included a \$10,000 allocation, and Council subsequently approved carrying forward an additional \$6,015 from the unspent 2014/15 Neighborhood Art allocation. Some expenses have already been incurred, leaving a balance available for these purchases and installation of \$14,826.

The Public Art Commission feels that these will be great additions to the four neighborhoods and to the City's public art collection.

Below are photographs of the three sculptures to be purchased.



Industrial Revolution II
John Brommel
Des Moines, IA
rusted & stainless steel, chrome



Help Another
James Bearden
Des Moines, IA
steel fused bronze



Life: Portal to the Future
Zach Bowman
Ankeny, IA
stainless steel

ALTERNATIVES:

1. Authorize the purchase of these three sculptures for the Neighborhood Art Program.
2. Do not authorize the purchase of these sculptures.

MANAGER'S RECOMMENDED ACTION:

The Public Art Commission recommends that the City Council authorize the purchase of three sculptures for the Neighborhood Art Program. These acquisitions are part of the Public Art Commission's annual budget.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby authorizing the purchase of these three sculptures for the Neighborhood Art Program.

COUNCIL ACTION FORM

SUBJECT: REMOTE PARKING AGREEMENT FOR 111 LYNN AVENUE

BACKGROUND:

Gilbane Development Company intends to construct a new building at 111 Lynn Avenue adjacent to the existing University Towers building on the same site. The new building will be located west of the existing apartment building and displace existing surface and garage parking required for the University Towers apartments. The displacement of parking would be temporary until new parking is built. To allow removal of the existing parking and continued use of the existing apartments, Gilbane has arranged to lease required parking in the parking structure of the Legacy building at 119 Stanton for 13 months. Gilbane requests City Council approval of this remote parking as per Ames *Municipal Code* Section 29.406 (18). (See Attachment A Location Map).

The existing University Towers building is a mixed-use building with some ground floor commercial and 89 apartment units. Parking is required at a rate of 1 space per apartment unit and no parking is required for commercial uses in the CSC zoning district. Gilbane will also renovate the existing apartment building and increase the number of bedrooms and decrease the units during the next year to 82 units. However, to accommodate renovation activities it has been reducing the number of leased apartments for the upcoming year. The parking structure on the south side of the existing building will remain throughout the development process, providing at least 8 spaces within the structure to meet the needs of the current tenants. **Gilbane proposes to lease 80 remote parking spaces although the minimum required is only 56 spaces to meet the City's standards.**

Ames *Municipal Code* Section 29.406(18) allows for remote parking to satisfy required parking needed in the CSC zoning district, subject to City Council approval. It requires that parking be within 300 feet of the subject site and a written agreement be signed that provides for the required amount of parking for the principal use. The proposed remote parking is within the Legacy Building, which is 250 feet from the 111 Lynn property. The 208 parking spaces in the Legacy project exceed the minimum code requirement of 96 required parking spaces for the dwelling units in that building. City records show no other remote parking agreements that commit any of these extra spaces to other buildings. Therefore, parking is available at the Legacy for lease to Gilbane. Gilbane has provided two signed leases documenting that it has secured 56 parking spaces in the Legacy building for July 2015 and 80 spaces in the Legacy building from August 1, 2015 through July 2016.

Because the shortage of required parking for University Tower is temporary, the Applicant proposes a departure from the City's typical requirement to provide remote parking in perpetuity for a proposed use. Typically, the City utilizes a parking easement

as the means of ensuring adequate parking spaces are accommodated at an offsite location. Although the terms of the lease commit the parking spaces for the use of the owners of 111 Lynn through July 2016, these terms are different from other remote parking agreements in that this use is not in perpetuity. When the lease expires, there will be no ongoing restriction on use of the parking spaces at the Legacy. **Staff believes the evidence of the signed lease for temporary parking adequately meets the requirements of the Remote Parking standards without recording an easement that would need to be undone in one year.**

ALTERNATIVES:

1. The City Council can approve the attached Campustown Non-Resident Parking Agreement as the remote parking agreement to provide required parking for the apartment units to remain at 111 Lynn Ave through July 2016.
2. The City Council can deny the attached Campustown Non-Resident Parking Agreement as the remote parking agreement to provide required parking for the apartment units to remain at 111 Lynn Ave through July 2016.
3. The City Council can refer this item to staff or the applicant for further information.

MANAGER'S RECOMMENDED ACTION:

The applicant has worked with staff for several months on various issues inherent in developing a new building on an existing site while other buildings nearby are occupied. Regardless of whether the University Tower is renovated, the new infill parking will temporarily be displaced. It is not financially feasible to have an existing building with 89 units to sit empty for more than a year and still encourage redevelopment of properties in Campustown. The applicant has disclosed to both its existing tenants and its future tenants the parking situation for the next year.

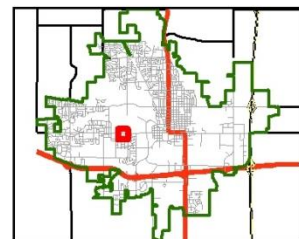
The completed project will increase the efficiency of the use of land in this central location, which is the city's land use policy and provide new and renovated living spaces for future residents. This creative solution to use spaces in a nearby parking structure meets the City's requirement for remote parking. **Therefore, it is the recommendation of the City Manager that City Council approve Alternative #1, thereby approving the attached Campustown Non-Resident Parking Agreement as the remote parking agreement to provide required parking for the apartment units to remain at 111 Lynn Ave through July 2016.**

If at the end of the lease in July 2016 the required on-site parking spaces are not available at 111 Lynn Avenue, occupancy of the apartments will not be permitted.

ATTACHMENT A Location Map



LOCATION MAP 111 Lynn Ave.



COUNCIL ACTION FORM

SUBJECT: **PARKING LEASE FOR WELCH LOT T**

BACKGROUND:

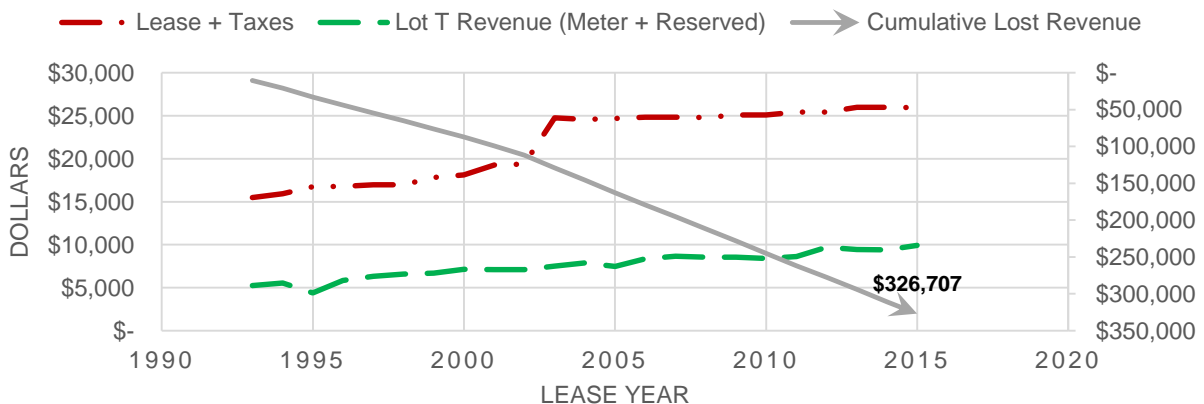
Welch Lot T (209 Welch Avenue, located along the west side of Welch Avenue and south of Pizza Pit) is owned by the Pizza Pit owner and is being leased by the City for use as a public parking lot. On May 22, 2012, City Council approved a 3-year extension of the lease with the owner. The lot contains 29 spaces including 10 rented and 19 metered spaces. The City receives revenue from this lot through 1) the leasing of the rental spaces and 2) from the coin revenue from the meters.

The original 10-year lease on Welch Lot T was established in 1992 for the annual amount of \$12,600 plus 44.9% of the annual property taxes. During that time the City had expenses of \$195,185 and revenues of \$61,949 (net loss = \$133,237).

The lease was renewed in 2002 for another 10-year period that followed the same lease terms with the addition of a 15% increase over the life of the lease (1.5% / year) to try and offset the cost of inflation. During this second lease period the City had expenses of \$273,520 and revenues of \$83,684 (net loss = \$189,837).

Most recently, during the current 3-year lease extension, the City has had estimated expenses totaling \$85,589 and revenues of \$28,781 (net loss = \$56,808). Over the total life of the leasing periods (23 years) the City has seen an estimated net operating loss of \$326,707, or \$14,205 annually. Below is a graph showing the revenues and expenses for the past three lease periods (1992-2015). As shown, the City has been operating Welch Lot T at a net loss in order make the lot and additional parking spaces available to Campustown visitors and businesses.

WELCH LOT T (CASH FLOW)



Tom Northrup, the owner of the property, has been in contact with staff regarding his desire to renew this lease on a year-to-year basis. **Mr. Northrup asked for a shorter-term (one year) extension** in order to see what further development takes place in Campustown, specifically any potential redevelopment of the Post Office property (and adjacent properties) along the east side of Welch Avenue. Typically, the lease renewal has come with a 1.5% increase in annual fees, however **Mr. Northrup proposed that the fee and all other terms of the lease remain unchanged for the one-year lease extension.**

Staff has spoken with Campustown Action Association (CAA) in order to see what their position is on a potential lease renewal. Welch Lot T is used annually for several special events sponsored by CAA. It is also one of the few public parking areas in Campustown even with the additional spaces provided by the Ames Intermodal Facility.

ALTERNATIVES:

1. Approve a **1-year** lease extension for the Welch Parking Lot T at the rate of **\$15,142.05** per year, and for 44.9% of the annual property taxes, with financing from the City's Parking Fund. The lease would expire in May 2016.
2. **Do not approve a lease extension.** With the additional parking that is available in the new intermodal facility, the lease of these additional spaces might no longer be justified. Under this arrangement, expenditures have consistently exceeded revenues.

MANAGER'S RECOMMENDED ACTION:

The leasing of Lot T has created an annual net loss to the Parking Fund given the cost to rent the spaces, maintain the lot, and reimburse the cost of the City's portion of the property taxes compared to the combined revenue generated by parking meters and reserved stalls. **From a strictly business perspective, this arrangement has had a negative impact on the City's Parking Fund balance.** However, the public is accustomed to the availability of these spaces and the lot has been used for several special events.

Also, staff will be working on an evaluation of the City's Parking Fund to bring back to City Council at a future date. This process is anticipated to take some time given the complexity of parking fund finances being shared across the Public Works, Police, and Customer Service departments. Once complete, staff will present a report to City Council with recommendations to the overall system that will support the long-term sustainability of the Parking Fund.

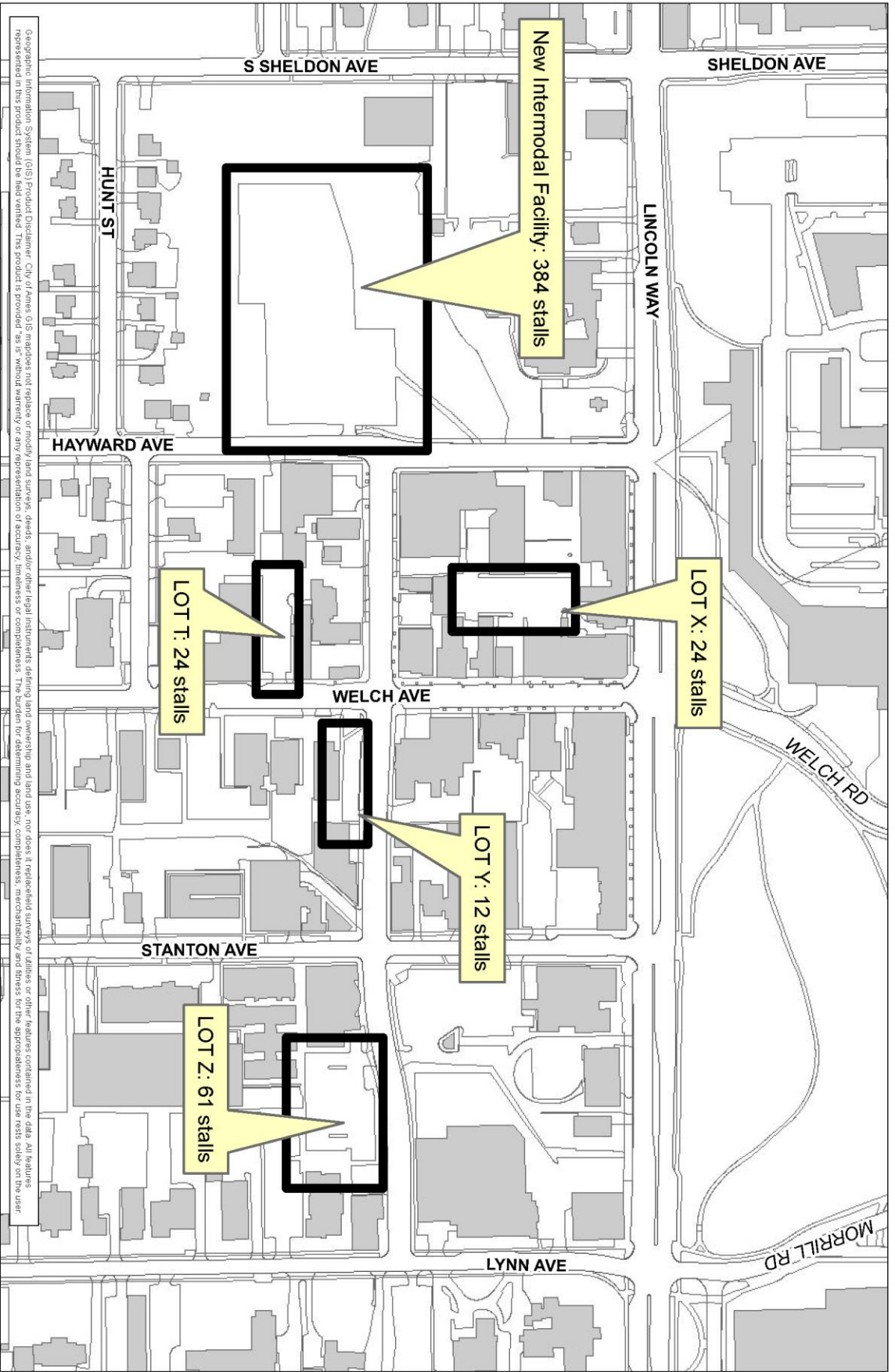
Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.



Campustown City Owned Parking



Scale:
Date Saved: 5/17/2012



COUNCIL ACTION FORM

SUBJECT: EXECUTIVE EXPRESS LEASE AT INTERMODAL FACILITY

BACKGROUND:

Under the approved Intermodal Facility operating agreement between the City of Ames and Iowa State University, CyRide staff is charged with negotiating leases for the terminal area of the building. Last year, staff prepared a one-year agreement for Executive Express that expires June 30, 2015. Their service began operating from the Intermodal Facility on July 1, 2012. Over the last several months, staff has worked with the carrier to negotiate a renewal of this agreement that will provide office/waiting room/van storage space for Executive Express van service to the Des Moines International Airport.

In negotiating a new lease agreement, the following issues were modified in the new lease agreement.

- Contract term
- Higher lease rate - \$20 per month more

Each of these changes are discussed below:

1. Basic Provisions –

- Lease starts on July 1, **2015** and expires June 30, **2016** (Discussions about a new contract would start in January of each year.)
- **\$1,030.00** per month lease rate with Producer's Price Index used to calculate the increase each year. Utilities would be \$300 per month. Rent would be paid to ISU's Parking Division Manager.
- Three parking spaces will be provided, two at no cost, with the third one at the covered annual permit rate.

The agreement has been reviewed and approved by:

- City of Ames Legal Counsel and Risk Manager
- ISU's Project Manager for the Intermodal Facility as well as its legal and risk management personnel
- Executive Express' Legal Counsel and owner

The Transit Board of Trustees approved the Executive Express one-year lease at their March 26, 2015 meeting.

ALTERNATIVE:

1. Approve the Ames Intermodal Facility Commercial Tenant Lease with Executive Express for a one-year period.
2. Direct staff to renegotiate a lease with Executive Express, with City Council direction on items to be renegotiated.
3. Do not approve a lease with Executive Express for space within the Ames Intermodal Facility.

MANAGER'S RECOMMENDED ACTION:

One of the two main purposes of the Ames Intermodal Facility is to coordinate transportation services within a single location. This agreement allows for this coordination to continue based on a negotiated lease rate. With Executive Express, Jefferson Lines and Burlington Trailways all housed at this facility, Ames residents and visitors can easily access transportation to locations outside of the community.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. #1, thereby approving a one-year agreement with Executive Express for space within the Ames Intermodal Facility.

COUNCIL ACTION FORM

SUBJECT: JEFFERSON LINES LEASE AT INTERMODAL FACILITY

BACKGROUND:

Under the approved Intermodal Facility operating agreement between the City of Ames and Iowa State University, CyRide staff is charged with negotiating leases for the terminal area of the building. In 2012, staff prepared a three-year agreement for Jefferson Lines and Burlington Trailways that expires June 30, 2015. Their service began operating from the Intermodal Facility on July 1, 2012. Over the last six months, staff has worked with Jefferson Lines to negotiate a new three-year lease agreement that will provide shared office/waiting room space for Jefferson Lines and Burlington Trailways.

In negotiating a new lease agreement, the following issues were modified in the new lease agreement.

- Contract term
- Higher lease rate - \$15 per month more

Each of these changes are discussed below:

1. Basic Provisions –

- Lease starts on July 1, **2015** and expires June 30, **2018**. (Discussions about the renewal would start in January of each year.)
- **\$920.00 per** month lease rate with Producer's Price Index used to calculate the increase each year. Utilities would be \$200 per month with an annual reconciliation of actual versus paid tenant costs. Rent would be paid to ISU's Parking Division Manager.

The agreement has been reviewed and approved by:

- City of Ames Legal Counsel and Risk Manager
- ISU's Project Manager for the Intermodal Facility as well as its legal and risk management personnel

The Transit Board of Trustees approved the Jefferson three-year lease at their March 26, 2015 meeting.

ALTERNATIVE:

1. Approve the Ames Intermodal Facility Commercial Tenant Lease with Jefferson for a three-year period.
2. Direct staff to renegotiate a lease with Jefferson, with City Council direction on items to be renegotiated.
3. Do not approve a lease with Jefferson for space within the Ames Intermodal Facility.

MANAGER'S RECOMMENDED ACTION:

One of the two main purposes of the Ames Intermodal Facility is to coordinate transportation services within a single location. This agreement allows for this coordination to continue based on a negotiated lease rate. With Executive Express, Jefferson Lines and Burlington Trailways all housed at this facility, Ames residents and visitors can easily access transportation to locations outside of the community.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. #1, thereby approving a three-year agreement with Jefferson for space within the Ames Intermodal Facility.

COUNCIL ACTION FORM

SUBJECT: INTERGOVERNMENTAL AGREEMENT WITH HIRTA FOR CYRIDE DIAL-A-RIDE BUS SERVICE

BACKGROUND:

Currently, CyRide has a three-year contract, with annual renewals, for the Heart of Iowa Regional Transit Authority (HIRTA) to provide door-to-door transportation for CyRide's disabled customers. The service provided is called Dial-A-Ride (DAR), and follows the requirements of the American's With Disabilities Act (ADA). This federal requirement states that a public transit system receiving federal funding is required to operate a "complementary," at least curb-to-curb, service for individuals not able to use the regular, fixed-route bus system. The HIRTA-CyRide contract for this service will expire on June 30, 2015.

Previous bids for service have resulted in no proposals received, therefore, CyRide has entered into a governmental agreement with HIRTA for the provision of Dial-A-Ride service. Without potential bidders for the service and the current contract expiring shortly, CyRide has two options for the provision of DAR service during the 2015-2016 budget year: contract with HIRTA or directly operate service. The annual estimated cost to contract with HIRTA is approximately \$202,000, based on anticipated ridership demand and a 4% rate increase from current year's rates. This increase is the same percentages as the last two years as detailed below.

Type of Rate	2014-2015 Rate	2015-2016 Rate	% Change
Per Trip Rate (weekdays)	\$13.04	\$13.56	4.0%
Hourly Rate (Weekday evenings and weekends)	\$43.87	\$45.62	4.0%

If CyRide directly operated service this next year, the cost is anticipated to be between \$500,000 and \$600,000 due to the need to purchase capital and CyRide's higher operational cost.

The terms proposed for a three year contract with HIRTA are identical to the previous contract, except for new term dates, the additional of new federal requirements, and corrected contract language.

The contracts were also approved by the Transit Board of Trustees on April 30, 2015.

ALTERNATIVES:

1. Approve a new three-year contract with Heart of Iowa Regional Transit Agency for the 2015-2016 budget year at approximately a 4% increase in rates.
2. Table action on the CyRide-HIRTA new contract to provide additional information to the Transit Board of Trustees, as requested.
3. Do not enter into a new contract for Dial-A-Ride service and begin directly operating service on July 1, 2015.

MANAGER'S RECOMMENDED ACTION:

The provision of DAR service by HIRTA provides a win-win situation for both organizations. CyRide fulfills its federal transit obligations for complementary paratransit service at a lower cost than it could provide service. HIRTA is able to more efficiently provide service within the County by combining DAR and County trips and ultimately provide more service within the city/county. .

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving a contract for Dial-A-Ride services with the Heart of Iowa Regional Transit Agency.

COUNCIL ACTION FORM

SUBJECT: SHARED USE PATH SYSTEM EXPANSION – SKUNK RIVER TRAIL EXTENSION, PHASE 2 (EAST LINCOLN WAY TO SOUTH RIVER VALLEY PARK) – IOWA DEPARTMENT OF TRANSPORTATION FEDERAL AID FUNDING AGREEMENT

BACKGROUND:

This program provides for construction of shared use paths on street right-of-way, adjacent to streets and through greenbelts. The Long Range Transportation Plan identifies those paths that separate bicycle traffic from higher-speed automobile traffic. This project is an important alternative transportation connection for our community.

The 2013/14 program location is the Skunk River Trail Extension (East Lincoln Way to South River Valley Park). Funding for this program has been identified in the 2013/14 Capital Improvements Plan in the amount of \$430,000 from Local Option Sales Tax funding LOST and \$360,000 from MPO/TAP funds through the Ames Area Metropolitan Planning Organization (AAMPO). It is anticipated that the project will have a November 2015 letting, which will be through the Iowa Department of Transportation (Iowa DOT), with construction in 2016.

ALTERNATIVES:

1. Approve the Iowa DOT Agreement for MPO/TAP funding for the Skunk River Trail Extension, Phase 2 (South River Valley Park to East Lincoln Way)
2. Reject the Agreement.

MANAGER'S RECOMMENDED ACTION:

Approval of this agreement with the Iowa DOT is needed to move the TAP funding from the AAMPO to the City of Ames. This must happen before moving forward with the trail expansion project before the 2016 construction season. Delay or rejection of this agreement could delay this trail expansion project by at least one year.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the Iowa DOT Agreement for MPO/TAP funding for the Skunk River Trail Extension, Phase 2 (South River Valley Park to East Lincoln Way).

ITEM# 21
DATE: 5/12/15

COUNCIL ACTION FORM

**SUBJECT: 2014/15 WEST LINCOLN WAY INTERSECTION IMPROVEMENTS
(LINCOLN WAY AND FRANKLIN AVENUE)**

BACKGROUND:

This project is for constructing left-turn lanes and installing new traffic signals at the Franklin Avenue/Lincoln Way intersection. A traffic impact study for the South Fork Subdivision justified these improvements. Turn lanes on Lincoln Way will mitigate left-turning, rear-end, and right-angle traffic accidents. Improvements will also support traffic coordination along Lincoln Way. **An existing agreement requires the developer and the City to share equally in the construction cost (not the engineering service) of these improvements.**

Staff solicited proposals for design engineering services that will involve land acquisition, base topographic survey, preparation of plans and specifications, two public informational meetings (kick-off and 50% design), and notification/coordination with right-of-way users, and attendance at a pre-construction meeting. Services for the project shall include plan development and all required submittals to meet the local letting requirements and all Iowa DOT Traffic Safety Improvement Program (TSIP) grant submittal requirements (via Iowa DOT District 1 Staff) with an anticipated Fall 2015 letting for construction during the summer of 2016.

Proposals for this work were received from nine (9) engineering firms and were evaluated according to the following criteria: Project Understanding, Design Team, Key Personnel, Previous Experience, Project Approach, Responsiveness, Ability to Perform Work, Proposed Project Design/Letting Schedule, and Estimated Contract Cost. Listed below is the ranking information based on this evaluation:

Consultant	Points (out of 450)	Overall Rank	Estimated Fee
Veenstra & Kimm	398	1	\$76,700
Bolton & Menk	364	2	\$93,440
Shive Hattery	333	3	\$125,000
McClure Engineering	331	4	\$94,861
Kirkham Michael	320	5	\$119,610
Stanley Consultants	318	6	\$127,470
Civil Design Advantage	298	7	\$142,645
Snyder & Associates, Inc.	294	8	\$148,700
WHKS	285	9	\$165,650

Staff has negotiated a contract with the highest ranked firm, Veenstra & Kimm, from West Des Moines, Iowa. This consultant has performed sound engineering work for the City in the past, most recently on the 2013/14 Concrete Pavement Improvement Program (Lynn Avenue, Knapp Street).

ALTERNATIVES:

1. Approve the engineering services agreement for the 2014/15 West Lincoln Way Intersection Improvements (Lincoln Way and Franklin Avenue) with Veenstra & Kimm of West Des Moines, Iowa, in an amount not to exceed \$76,700.
2. Direct staff to negotiate an engineering agreement with another consulting firm.

MANAGER'S RECOMMENDED ACTION:

Based on staff's evaluation using the above criteria, Veenstra & Kimm will provide the best value to the City in designing this project.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

COUNCIL ACTION FORM

SUBJECT: CYRIDE ON-CALL ARCHITECTURAL SERVICES AWARD TO ASK STUDIO

BACKGROUND:

CyRide's facility is 31 years old and major components of the building are at, or beyond, their useful life. As a result, the Capital Improvement Plan includes four construction projects at CyRide during the FY 2015-16 budget year that require professional architectural and engineering services:

- Heating, Ventilation, Air Conditioning Replacement (\$60,000, with additional expenses in two additional years)
- Pit Replacement (\$375,000)
- Hoist Replacement (\$25,000, with additional expenses in two additional years)
- Parking lot improvements (\$75,000)

In preparation for the FY 2015-16 facility projects, CyRide prepared a Request For Proposal (RFP) for On Call Architectural and Engineering services to hire the expertise required to support the above construction projects. With multi-year projects, the RFP was developed for a five-year period so that continuity between years and projects could be accomplished. Distribution of this RFP occurred on March 3, 2015 with three proposals received as follows.

- Ask Studios
- Brooks, Borg, Skiles Architectural Engineering
- RDG Planning and Design

Per Federal Transit Administration requirements, RFP's for professional services must be awarded based on a two-stage process. First, RFP's are evaluated based on a set of criteria that reflect the firm's professional qualities only and then the firms are ranked based on these professional skills. The following professional criterion was developed for the first stage of the evaluation process.

- Specialized Experience – 20%
- Professional Qualification and Experience – 15%
- Capacity of Firm to Accomplish the Work in the Required Time – 15%
- Past Performance – 15%
- Firms' Location (Proximity to Ames) – 15%
- Quality Control Program – 15%

- Sustainable Design and Planning – 2.5%
- Volume of Work – 2.5%

Second, price negotiations begin with the top firm. If an agreement cannot be reached, the second highest firm is contacted to determine if a price can be agreed upon, until the contract is awarded or all bids rejected.

Three CyRide staff evaluated proposals against this criterion and based on their combined evaluation, the ASK Studio proposal received the highest combined rating and was determined to be the firm that would provide the greatest benefit for the variety of projects that they would be called upon to guide CyRide. An hourly rate of \$40 - \$115 per hour, depending upon which staff is utilized on a specific project, was negotiated with this firm, which is comparable to past CyRide on-call architectural and engineering contracts based on a federally-required price analysis.

Funding for these services will be provided with federal grants and local dollars programmed into the Capital Improvement Program.

The contract was approved by the Transit Board of Trustees on April 30, 2015.

ALTERNATIVES:

1. Approve the award for On Call Architectural and Engineering Services to ASK Studios.
2. Reject all proposals and rebid On Call Architectural and Engineering services.

MANAGER'S RECOMMENDED ACTION:

Due to this firm's strong technical experience and familiarity with CyRide's existing building, this firm was determined to be the best fit for the various projects funded in the Capital Improvement Plan. Their fee schedule was also determined to be competitive.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. #1, thereby approving a contract with ASK Studios for On Call Architectural and Engineering services for CyRide.

COUNCIL ACTION FORM

**SUBJECT: 2014/15 SEAL COAT STREET PAVEMENT IMPROVEMENTS
 (DOUGLAS AVENUE, 17TH STREET, MAXWELL AVENUE, MELROSE
 AVENUE, DURRELL CIRCLE)**

BACKGROUND:

This is an annual program for removal of accumulated seal coat from streets with asphalt surface. This program restores surface texture, corrects structural deficiencies, removes built-up seal coat, and prevents deterioration of various streets. This resurfacing process results in better riding surfaces, increased safety with improved surface texture, and increased life expectancy of streets. Built-up seal coat on streets causes excessive crown, which results in vehicles dragging at driveway entrances. Complete removal of this built-up seal coat allows for repair to curb and gutter and placement of 4" of asphalt surface.

The locations for seal coat removal and reconstruction in this program are Douglas Avenue (16th Street to O'Neil Drive), 17th Street (Douglas Avenue to cul-de-sac), Maxwell Avenue (East 13th Street to East 16th Street), Melrose Avenue (Hunziker Avenue to 24th Street) and Durrell Circle (Wilson Avenue to cul-de-sac) . Work includes minor curb and gutter repair, pedestrian ramp reconstruction, sewer repairs, removal of the existing street surface, and placement of new asphalt pavement.

Staff has completed plans and specifications for this project with **estimated construction costs of \$764,372.50**. Overall projected expenses for all program locations are as follows:

	<u>Expenses</u>	<u>Funding</u>
2014/15 Seal Coat Street Pavement Improv.		\$650,000.00
2012/13 Asphalt/Seal Coat St Pvmt Imprv.		\$383,528.00
Douglas Ave, 17th St, Maxwell Ave, Melrose Ave, Durrell Cir (estimated)	\$764,372.50	
Engineering and Contract Admin (estimated)	<u>\$114,656.00</u>	_____
Totals	\$879,028.50	\$1,033,528.00

The program is shown in the 2014/15 Capital Improvements Plan with \$650,000 from Road Use Tax funds. Additionally, \$383,528 in project savings from the previous Asphalt/Seal Coat Street Pavement Improvements (2012/13) program will be utilized for

this project, bringing **total program funding to \$1,033,528** from the Road Use Tax Fund.

ALTERNATIVES:

1. Approve plans and specifications for the 2014/15 Seal Coat Street Pavement Improvements (Douglas Avenue, 17th Street, Maxwell Avenue, Melrose Avenue, Durrell Circle) by establishing June 3, 2015, as the date of letting and June 9, 2015 as the date for report of bids.
2. Do not approve this project.

MANAGER'S RECOMMENDED ACTION:

By approving these plans and specifications, it will be possible to improve these sections of deteriorated pavement for our citizens.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: 2015/16 SNOW AND ICE CONTROL PROGRAM ROCK SALT

BACKGROUND:

This contract is to furnish rock salt for the 2015/16 Ice Control Program. Materials are to be delivered as requested by the City throughout the winter season. The estimated total cost is based on 2,500 ton.

The following bids were received on April 15, 2015:

<u>BIDDER</u>	<u>UNIT PRICE</u>	<u>ESTIMATED TOTAL COST</u>
Independent Salt Co., Kanopolis, KS	\$67.74/ton	\$169,350.00
Cargill, North Olmsted, OH	\$82.33/ton	\$205,825.00
Midwest Salt, LLC, Batavia, IL	\$93.00/ton	\$232,500.00
Compass Minerals American Inc., Overland Park, KS	\$98.71/ton	\$246,775.00
Central Salt LLC, Elgin, IL	\$115.68/ton	\$289,200.00
Morton Salt, Chicago, IL	No Bid	

The approved 2015/16 operating budget for the Public Works Department includes \$162,500 for rock salt, based on the current unit price of \$65.74 per ton. The estimated cost of this contract, based on the typical annual quantity of 2,500 tons, is \$169,350. This results in a deficit of \$6,850 in the operating budget. This amount will be updated, as needed, during the 2015/16 budget amendment process this fall. The low bid of \$67.74 represents an increase of 3% from the current contract. Nationally, rock salt bids have seen an increase of approximately 10%.

Because of the mild winter last year, the Public Works Department only purchased approximately two-thirds of the typical amount of salt. Approximately 1,000 tons of salt are still on hand with the City. While this contract allows the City to purchase up to 2,500 tons of salt, not all of that amount will likely be needed because of the surplus from last winter, in which case a budget amendment would not be necessary.

ALTERNATIVES:

1. Award the contract for the 2015/16 rock salt requirements to Independent Salt Co., of Kanopolis, Kansas, in the amount of \$67.74 per ton, to be delivered as requested by the City throughout the winter season.

2. Award the contract to one of the other companies that provided an acceptable bid for rock salt.
3. Reject all bids and attempt to purchase rock salt on an as-needed basis.

MANAGER'S RECOMMENDED ACTION:

Independent Salt Co. has provided satisfactory service to the City in the past.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving award of contract for the 2015/16 rock salt requirements to Independent Salt Co., of Kanopolis, Kansas, in the amount of \$67.74 per ton, to be delivered as requested by the City throughout the winter season.

COUNCIL ACTION FORM

SUBJECT: **PRECIPITATOR CONTROL REPLACEMENT**

BACKGROUND:

Electrostatic Precipitators are used by the City electric power plant to capture fly ash from the plant exhaust. Electric Services desires to procure the hardware and software necessary to provide maximum power input to the Unit #8 precipitator and provide maximum rapping efficiency and monitor, record and operate the precipitators. The existing controls are obsolete, difficult to adjust and troubleshoot. Controls on the Unit #7 precipitator have already been replaced.

On March 11, 2015, an invitation to bid document was issued to seven companies. The invitation was advertised on the Current Bid Opportunities section of the Purchasing webpage, and was also sent to one plan room.

On April 8, 2015, three bids were received as shown below.

Bidder	Lump Sum Bid	Sales and/or Use taxes included in Lump Sum
Stock Equipment Company Chagrin Falls, OH	\$91,843.00	\$6,008.00
A.V.C. Specialists, Inc. Moorpark, CA	\$98,855.00	Not Licensed
Hamon Research-Cottrell Somerville, NJ	\$128,640.00	Included

Staff has reviewed the bids and concluded that the apparent low bid submitted by Stock Equipment Company, Chagrin Falls, OH, in the amount of \$91,843.00 (inclusive of Iowa sales tax) is acceptable.

Funding was approved in the FY2013/14 CIP which contained \$200,000 for Unit #8 Precipitator Controls.

ALTERNATIVES:

1. Award a contract to Stock Equipment Company, Chagrin Falls, OH, for the Precipitator Control Replacement in the amount of \$91,843.00 (inclusive of applicable Iowa sales tax).
2. Reject all bids and delay the Precipitator Control Replacement.

MANAGER'S RECOMMENDED ACTION:

The purchase of this hardware and software will allow the precipitators to operate with improved reliability and effectiveness ultimately reducing plant air emissions.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: **CONTRACT RENEWAL FOR PURCHASE OF ELECTRIC
DISTRIBUTION TRANSFORMERS**

BACKGROUND:

This contract includes the purchase of Padmounted transformers and Overhead Transformers for use in Electric Services projects.

On April 23, 2013, City Council awarded a contract to RESCO of Ankeny, Iowa for the purchase of Padmounted Transformers, and to Wesco Distribution of Des Moines, Iowa, for the purchase of Overhead Transformers.

This contract had an option for the City to renew in one-year increments for up to three additional years. This option includes a provision which increases price at fixed percentages above the previous fiscal year at time of renewal. The Wesco purchases shown include a 0% increase from FY 2014/15, and the majority of the RESCO purchases shown include a 0% increase from FY 2014/15. There are 3 transformers on RESCO's list that have a price change due to new Department of Energy 2016 energy efficiency standards. These price changes are outlined in the attached table. Items in Blue are DOE 2016 unit prices that must be used for orders after September 1, 2015. These increases are in accordance with the contract terms initially established. **Council should note that this action is the second out of three possible renewals.**

Units are to be purchased as requested; and payments will be based on unit prices bid and actual quantities ordered plus applicable sales taxes. Total cost for FY 2015/16 shall not exceed the budgeted amount of \$475,000.

ALTERNATIVES:

1. Approve the contract renewal with RESCO of Ankeny, Iowa for the purchase of Padmounted Transformers (manufactured by ERMCO), and to Wesco Distribution of Des Moines, Iowa, for the purchase of Overhead Transformers, (manufactured by ABB) for the one-year period from April 1, 2015, through March 31, 2016.
2. Reject all renewal contracts and attempt to purchase electric distribution transformers on an as needed basis.

MANAGER'S RECOMMENDED ACTION:

Awarding these renewal contracts will allow for a sure supply of transformers needed for new service and for emergency replacements at a known cost. Transformers will be purchased as needed under these renewal contracts at the price(s) quoted in the bid

process. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

City of Ames, Iowa 2nd Renewal Period Pricing for Orders from 4/1/2015 through 3/31/2016

Please note there are no price changes for the 2nd renewal period over the previous year

Please see attached information regarding DOE 2016 Efficiency Standards

Items in BLUE are DOE 2016 units that must be used for orders after September 1, 2015

Type KVA	Est Qty	Sell Price 3/31/13 thru 4/1/14	Sell Price Renewal 4/1/14 to 3/31/15	Sell Price Renewal 4/1/15 to 3/31/16	NL	LL
Group I Padmount Transformers						
Division 1 Single Phase Padmount 120/240 Volts						
25	5	\$1,550.77	\$1,615.39	\$1,615.39	66	207
37.5	10	\$1,705.64	\$1,776.71	\$1,776.71	85	326
50	10	\$1,865.64	\$1,943.38	\$1,943.38	102	442
75	1	\$2,413.00	\$2,513.54	\$2,513.54	132	605
100	2	\$2,796.92	\$2,913.46	\$2,913.46	179	718
Division 2 Three Phase Padmount Transformer 120/208 Volts						
112.5	1	\$5,906.67	\$6,152.78	\$6,152.78	218	1315
112.5	1	Quote 399777-00	DOE 2016	\$6,323.70	241	1002
150	3	\$6,564.10	\$6,837.60	\$6,837.60	316	1396
225	1	\$7,970.26	\$8,302.35	\$8,302.35	386	1844
300	3	\$9,366.15	\$9,756.41	\$9,756.41	487	2377
500	3	\$11,183.59	\$11,649.57	\$11,649.57	645	4311
750	1	\$15,149.74	\$15,780.98	\$15,780.98	966	5682
Division 3 Three Phase Padmount Transformer 120/208 Volts, Loop Feed Switches						
112.5	1	\$7,091.28	\$7,386.75	\$7,386.75	261	970
150	5	\$7,185.64	\$7,485.04	\$7,485.04	316	1415
150	5	Quote 399777-00	DOE 2016	\$7,532.98	324	1301
225	1	\$8,647.18	\$9,007.48	\$9,007.48	357	1995
300	5	\$9,922.05	\$10,335.47	\$10,335.47	487	2387
500	3	\$11,764.10	\$12,254.27	\$12,254.27	645	4311
750	1	\$14,668.72	\$15,279.92	\$15,279.92	932	6428
750	1	Quote 399777-00	DOE 2016	\$16,826.80	834	5451
Division 4 Three Phase Padmount Transformer 277/480 Volts						
300	2	\$8,476.92	\$8,830.13	\$8,830.13	526	2141
500	2	\$10,876.92	\$11,330.13	\$11,330.13	830	2788
750	1	\$13,882.05	\$14,460.47	\$14,460.47	939	5170
1000	1	\$18,268.72	\$19,029.92	\$19,029.92	1260	5633
1500	1	\$20,966.15	\$21,839.74	\$21,839.74	1577	9535
Division 5 Three Phase Padmount Transformer 277/480 Volts, Standard 55°C Rise						
2500	2	\$32,552.82	\$33,909.19	\$33,909.19	2641	12162
Group II Overhead Transformers						
Division 1 Single Phase Polemount 120/240 Volts						
5	1	\$632.82	\$659.19	\$659.19	21	60
10	1	\$694.36	\$723.29	\$723.29	33	110
15	2	\$773.33	\$805.55	\$805.55	39	160
25	5	\$1,009.23	\$1,051.28	\$1,051.28	62	209
37.5	1	\$1,067.69	\$1,112.18	\$1,112.18	88	338
50	5	\$1,247.18	\$1,299.15	\$1,299.15	110	425
75	2	\$2,041.03	\$2,126.07	\$2,126.07	132	606
100	1	\$2,277.95	\$2,372.86	\$2,372.86	185	722
Division 2 Single Phase Polemount Transformer 277/480 Volts						
15	1	\$771.28	\$803.42	\$803.42	42	153
25	1	\$1,003.08	\$1,044.88	\$1,044.88	60	220
37.5	1	\$1,056.41	\$1,100.43	\$1,100.43	90	321
50	1	\$1,263.59	\$1,316.24	\$1,316.24	104	421
75	1	\$2,038.97	\$2,123.93	\$2,123.93	134	559
100	1	\$2,225.64	\$2,318.38	\$2,318.38	174	722

COUNCIL ACTION FORM

SUBJECT: ENGINEERING SERVICES FOR WELL FIELD PIPELINE ROUTE DETERMINATION

BACKGROUND:

Currently the City of Ames obtains its water from 22 groundwater wells. Development of a new well field is necessary to both maintain the current source capacity as the downtown wells begin to age and become less effective, and to provide additional capacity for the growing community. The new planned well field will add an estimated five million gallons per day (mgd) of raw water that will be delivered to the City's Water Treatment Plant.

On February 20, 2015, a request for proposals (RFP) for engineering services was issued for the route determination and design of the pipeline associated with the new well field. On March 20, 2015, the City received five proposals in response to the RFP. Firms were asked to submit their fee proposals in separate sealed envelopes from their qualifications-based proposals to allow staff to make a selection based strictly on the firms' qualifications for the project.

After a thorough review of each firm's proposal, staff determined that HDR Engineering was the most qualified firm for both the route determination and design of the project. Following selection of HDR, fee proposals were opened. Fee proposals for each of the firms submitting proposals for this project are listed below.

Firm	Qualifications Rankings (out of 130)	Fee Proposal
HDR	115	\$ 258,559
Fox Engineering	112	\$ 99,400
Stanley	105	\$ 267,000
Bolton & Menk	99	\$ 221,300
Veenstra & Kimm	97	\$ 66,068

HDR was the firm ranked the highest based on their qualifications. As shown in the table above, there was a wide range in the dollar amount of the proposals. From reviewing each firm's proposed scope of work, staff was uncomfortable with the level of effort being proposed by FOX and Veenstra & Kimm, and they were eliminated from further consideration. When considering the proposals by the remaining three firms, staff considered the existing, positive working relationship with the proposed project manager from HDR, and that HDR was proposing a more experienced design team where the team members have completed numerous projects together (as opposed to

some firms where it appeared their team members may not have previously collaborated together). The fee proposal from HDR was in the middle of the three firms which seem to best understand the project's scope.

Discussions with HDR indicated that the level of uncertainty of the route resulted in some additional costs being included in their proposal for the final design phase. As a result, staff decided to negotiate just the scope of services for the route determination portion of the project at this time. After finalizing the reduced scope of services with HDR, **their final proposed fee for the route determination engineering services is \$37,500.** HDR has already entered into a Master Agreement with the City to provide professional services unrelated to the new well field project. That Master Agreement already contains all of the legal terms and conditions of the contract, so the scope of work for the new well field pipeline can simply be included in a new Task Order under that existing Master Agreement.

Even though the scope of work in the proposed Task Order does not include final design, bidding, or construction phase services at this time, the consultant selection process included an evaluation of each firm's capabilities and qualifications for those elements.

Once the route determination has been completed, City staff intends to negotiate the scope and fee for completing the design, bidding, and construction phases of the project directly with HDR without issuing an additional RFP. That subsequent contract will be brought back to Council for approval. Because the proposal already submitted by HDR included the full scope, including elements that will be added later, staff already has a competitive proposal upon which to base the future contract. With some uncertainty being removed during the initial route study phase, staff anticipates that the final design fees could be slightly lower than the original proposal from HDR.

Staff intends to solicit feedback on the project from the public, from Parks and Recreation Department staff and from the Parks and Recreation Commission at appropriate times during the study. Staff will perform the engineering design for the actual wells and has already been in contact with some of the affected property owners.

ALTERNATIVES:

1. Approve a new Task Order to HDR Engineering, Inc., of Des Moines, Iowa, for a pipeline route study in an amount not to exceed \$37,500.
2. Do not authorize the pipeline route determination at this time.

MANAGER'S RECOMMENDED ACTION:

The downtown wells are continuing to age and become less effective. In order to continue to increase source capacity for the City, new wells and pipelines need to be constructed. City staff has worked with researchers at Iowa State University to

determine the location of the new wells, and test drilling has been done to confirm they will produce the desired yields.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving a new Task Order to the existing Master Agreement with HDR Engineering, Inc., of Des Moines, Iowa, for a pipeline route study in an amount not to exceed \$37,500.



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MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: May 8, 2015

Subject: Contract and Bond Approval

There are no Council Action Forms for Item Nos. **28** through **32**. Council approval of the contract and bond for these projects is simply fulfilling a *State Code* requirement.

/jr

COUNCIL ACTION FORM

**SUBJECT: INCREASE PURCHASE ORDER FOR WASTE DISPOSAL
OPERATIONS FOR RESOURCE RECOVERY**

BACKGROUND:

On February 28, 2012 Council approved an agreement for joint and cooperative action for waste disposal operations by Boone County and the City of Ames, Iowa. The current period is from July 1, 2014 through June 30, 2015; this is the third of ten 12-month extension periods. Each extension period is contingent upon approval of funding by Council.

The approved FY 2014/15 budget includes \$682,500 for this work. The City issued a purchase order to Boone County Landfill for disposal services in this amount. The budgeted amount to be disposed was planned at 15,000 tons. However, staff estimates the actual amount to be disposed is 17,820 tons, for an additional cost of \$110,490. This brings the amount of the current purchase order to \$792,990.

ALTERNATIVES:

1. Approve a change order to purchase order in the amount of \$110,490.
2. Do not approve the change order.

MANAGER'S RECOMMENDED ACTION:

This revised amount is reflected in the 2014/15 budget final amendments.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

COUNCIL ACTION FORM

SUBJECT: NEW WATER PLANT CONTRACT 2 – CHANGE ORDER NO. 2

BACKGROUND:

On October 14, 2014 the City Council awarded a construction contract to Knutson Construction of Minneapolis, MN for the City's new water treatment plant. As construction has progressed, four items have been identified that need to be addressed and result in a change to the contract. Each item is described below, along with the price proposed by the contractor.

- Secondary water service – Staff requested a secondary water service be installed into the water plant. Water is taken from the distribution system and used in the chemical area and office areas. As currently designed, there is only one water service into the new water treatment plant. The existing water plant has two services for reliability purposes. **Total cost to install the second service is \$52,484.**
- Additional gate valve – A new valve was installed as part of the construction process in the finished water loop, but was not planned to remain. By leaving the valve installed, there is more operational flexibility. **Net cost for the new valve is \$1,992.**
- Pipe materials – The contractor identified a potential savings by using high density polyethylene instead of copper piping material. **Total savings to change this material is \$2,309.**
- Waterproofing on manholes – Bituminous waterproofing is required on sanitary manholes. When the new sanitary service line was designed, this was missed in the requirements. **Total cost to waterproof the manholes is \$3,467.**

The net cost for this change order is \$55,634. It is the opinion of the consulting team that this is a fair and reasonable price.

The approved FY 15/16 Capital Improvements Plan includes a total project budget of \$73,684,000. A simplified line item breakdown of the project costs is shown on the following page.

Description	Amount
Contract 1 (actual bid price)	3,197,273
Contract 2 (actual bid price)	52,497,000
Engineering	8,900,000
Lime Sludge Removal	1,570,000
Land & Easements	899,000
Special Inspections	350,000
Pre-design Activities	774,000
Equipment Allowances, Misc.	540,000
Contingency	4,956,727
Total	73,684,000

The size of the contingency increased when the bid price for Contract 1 came in more than \$2 million below the engineer's estimate. Subsequent changes to the project that impact the contingency are as shown below. The change order that is the subject of this request is shown in bold.

Description	Net Change	Remaining Contingency
Contract 2, Change Order #1 Sanitary Sewer Realignment	\$ 127,023.00	\$ 4,829,704.00
Contract 2, Change Order #2 Second water service line; additional gate valve; change in pipe material; manhole waterproofing.	\$ 55,634.00	\$ 4,774,069.85

ALTERNATIVES:

1. Approve Change Order Number Two with Knutson Construction as described above in the amount of \$55,634.
2. Do not approve the change order at this time.

MANAGER'S RECOMMENDED ACTION:

The changes proposed are to improve reliability and function of the water plant. The consulting engineers, City staff, and Knutson Construction have worked together to come up with reasonable, cost effective recommendations.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

COUNCIL ACTION FORM

SUBJECT: POWER PLANT NATURAL GAS CONVERSION EQUIPMENT, INCLUDING BURNERS, SCANNERS, THERMAL ANALYSIS, AND COMPUTER MODELING – CHANGE ORDER NO. 3

BACKGROUND:

In November of 2013 the City Council decided to convert the City's Power Plant from coal to natural gas. In May of 2014 the City Council selected Sargent & Lundy of Chicago, Illinois, to provide engineering and construction oversight services for the conversion project.

As staff has previously described, the major phases of work necessary to complete this conversion project are as follows:

1. Procure the natural gas burners, igniters, and scanners, plus boiler/furnace modeling to assess the necessity for boiler modifications.
2. Replace the Power Plant's Distributed Control System (DCS), including both hardware and software (current project).
 - 2a. Replace (upgrade) the Turbine Control Systems (TCS) on Unit 7 and Unit 8, plus the steam seal regulator on Unit 8 only.
3. Design the necessary modifications to the control room and DCS cabinet room.
4. Design the necessary modifications to source natural gas inside the power plant, and all necessary structural, mechanical, and electrical modifications for the power plant to burn natural gas as its primary fuel.
5. Select a contractor to construct a new control room/DCS room in the Power Plant.
6. Select a contractor to modify the Power Plant and install the materials and equipment necessary to operate the Power Plant on natural gas.
7. Select a contractor to install the electrical equipment, including the work associated with the DCS upgrade and the electrical modifications to the control room.

THIS CHANGE ORDER REQUEST:

This change order request relates to the procurement of the natural gas burners,

igniters and scanners, plus boiler/furnace modeling to assess the necessity for boiler modifications (Phase 1). On November 5, 2014, City Council awarded a contract for this work to Alstom Power Inc. of Windsor, CT in the amount of \$3,355,300. Alstom is the original equipment manufacturer (OEM) for Unit 7. **Since Alstom was awarded the burner contract, and Unit 7 was originally designed as a coal-gas fired boiler, City staff felt this unit specific modeling is not necessary to assist with burner design and/or location. Therefore, Change Order No. 3 is a reduction of \$51,000.**

CHANGE ORDER HISTORY:

Two change orders have previously been issued for this project.

Change Order No. 1 for \$29,869.00 was to increase funds to cover costs for Alstom to perform base line testing for Unit 8.

Change Order No. 2 for a reduction of \$321,600 was for: 1) Add two flame scanner frequency signal analyzers on Unit #7; 2) Reduce the number of natural gas burners (and associated burner equipment) from twelve to nine on Unit #8; and 3) Add six frequency signal analyzers on Unit #8.

The total cost of both change orders was a reduction of \$291,731.

PROJECT COST HISTORY:

The engineer’s cost estimate for procurement of the equipment covered by this contract was \$4,500,000. With this third change order, the total costs for the Alstom contract within the project will be reduced to \$3,012,569.

Overall, the total project dollar amount committed to date (inclusive of this Change order No. 3) is \$9,998,809. The approved FY 2015/16 Capital Improvements Plan includes \$26,000,000 for the Unit 7 and Unit 8 fuel conversion. This amount includes \$4,000,000 for engineering and \$22,000,000 for equipment and installation.

PROJECT BUDGET STATUS

\$26,000,000	FY 2015/16 CIP amount budgeted for project
\$1,995,000	Encumbered not-to-exceed amount for Engineering Services
\$2,395,000	Engineering Services Contract Change Order No. 1
\$3,355,300	Contract cost for Natural Gas Conversion Equipment
\$29,869	Equipment Contract Change Order No. 1
(-\$321,600)	Equipment Contract Change Order No. 2

(-\$51,000)	Equipment Contract Change Order No. 3
\$1,595,000	Contract cost for DCS equipment
\$1,001,240	Contact cost for TCS equipment
<u>\$9,998,809</u>	Costs committed to date for conversion
\$16,001,191	Remaining Project Balance to cover the installation of natural gas burners, natural gas piping into the power plant from the gas gate, DCS installation, Control/DCS room, and other miscellaneous equipment and modifications to the power plant needed for the fuel conversion

ALTERNATIVES:

1. Approve contract Change Order No. 3 with Alstom Power Inc. of Windsor, CT for the Natural Gas Conversion Equipment Including Burners, Igniters, Scanners, Thermal Analysis and Computer Modeling, with a reduction in the contract amount of \$51,000.
2. Reject contract Change Order No. 3.

MANAGER'S RECOMMENDED ACTION:

Conversion of the City's power plant (Units 7 & 8) from coal to natural gas was previously approved by the City Council. This conversion is needed in order for the power plant to remain in compliance with state and federal air quality regulations.

The original bid requirement included the need to provide CFD modeling. This was necessary in the event non-OEM burners were chosen. Staff and the engineering consultant have determined that with the OEM providing the burners, modeling is no longer necessary.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

May 5, 2015

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

Ladies and Gentlemen:

I hereby certify that the public improvements required as a condition for approval of the final plat of **Brookview Place West, 4th Addition** have been completed in an acceptable manner by **Ames Trenching & Excavating of Ames, IA and Manatts, Inc. of Ames, IA**. The above mentioned improvements have been inspected by the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$19,750.00**. The remaining work that covers this financial security is the installation of asphalt surface paving, utility adjustments, and pedestrian ramps.

Sincerely,



John Joiner, P.E.
Public Works Director
City of Ames

JJ/jc

cc: Finance, Contractor, Construction Supervisor, PW Senior Clerk, Planning & Housing

Brookview Place West 4th Addition
 May 5, 2015

Description	Unit	Quantity
8" Sanitary Sewer	LF	472
Sanitary Sewer Manhole	EA	3
4" Sanitary Sewer Service	EA	14
8" Temporary Plug	EA	1
TV Sanitary Sewer	LS	1
15" RCP Storm Sewer	LF	64
6" PVC Footing Drain Collector	LF	464
SW-501 Intake	EA	2
Clean Out	EA	2
1-1/2' Footing Drain Services	EA	14
TV Storm Sewer	LS	1
Standard Fire Hydrant Assembly	EA	2
8" Water Main	LF	480
8" Gate Valve	EA	1
Wall Type Reaction Block	EA	1
1" Water Services	EA	14
Temporary 8" Plug	EA	1
8" Thick AC Paving	SY	1282
12" Thick Subgrade Preparation	SY	2027
Curb and Gutter	LF	918
6" Thick Two-Way Sidewalk Pedestrian Ramp and Landing	EA	2
Truncated Dome Tiles (2x4)	LF	24
Temporary 7" Thick PCC Turn-Around	SY	234
End of Road Barricade	EA	1
Mass Grading	LS	1
Finish Grading	LS	1
Erosion Control & SWPPP Management	LS	1
Temporary Seeding	LS	1



Public Works Department
515 Clark Avenue, Ames, Iowa 50010
Phone 515-239-5160 ♦ Fax 515-239-5404

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May 5, 2015

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

Ladies and Gentlemen:

I hereby certify that the asphalt surface paving construction required as a condition for approval of the final plat of **South Fork, 6th Addition** have been completed in an acceptable manner by **Manatts, Inc. of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be set at **\$9,525.00**. The remaining work covered by this financial security includes street lighting, installation of a shared use path, and final utility fixture adjustments.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

cc: Finance, Contractor, Construction Supervisor, PW Senior Clerk, Planning & Housing,
Subdivision file

South Fork, 6th Addition (REVISED)

May 5, 2015

Page 2

Description	Unit	Quantity
Class 13 Excavation	CY	250
Sub-grade Preparation	SY	1,725
4" Sanitary Sewer Service, PVC	EA	8
Storm Sewer, RCP 15", CL 3	LF	75
Storm Sewer, RCP 18", CL 3	LF	112
Footing Drain Collector, 6"	LF	204
Footing Drain Cleanout, 6"	EA	2
Footing Drain Outlet and Connection, 6"	EA	2
Storm Sewer Service Stub, PVC, 1-1/2"	LF	290
Water main, Trenched, PVC, 8"	LF	290
Water Service Connection, Curb Stop & Box, 1"	EA	8
8" 45 Degree Bend	EA	2
Fire Hydrant Assembly (includes gate valve, boot, 6" pipe and fittings)	EA	1
Intake, SW502	EA	4
Manhole Adjustment, Major	EA	1
30" PCC Curb and Gutter	LF	790
Pavement, 8" HMA	SY	485
Pavement, 9.5" HMA	SY	1,060
Pavement Removal	SY	10
Seeding, Type 1 Lawn Mix	ACRE	1
Silt Fence-Install, Maint. & Removal	LF	300
Inlet Protection Device-Install, Maint. & Removal	EA	3
Stabilized Construction Entrance	EA	1



Public Works Department
515 Clark Avenue, Ames, Iowa 50010
Phone 515-239-5160 ♦ Fax 515-239-5404

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May 5, 2015

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

Ladies and Gentlemen:

I hereby certify that the public utilities, curb and gutter, and base asphalt paving construction required as a condition for approval of the final plat of **Somerset – 25th Addition** have been completed in an acceptable manner by **Keller Excavating of Boone, IA and Manatts, Inc of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$13,275.00**. The remaining work covered by this financial security includes remaining pedestrian ramps and utility adjustments.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

cc: Finance, Contractor, Construction Supervisor, PW Senior Clerk, Planning & Housing,
Subdivision file

Somerset 25th Addition

May 5, 2015

Page 2

Description	Unit	Quantity
Mobilization	LS	1
Topsoil, Strip, Salvage, Respread	CY	8,150
Grading	CY	27,500
Sanitary Sewer, Connect to Existing	EA	1
Sanitary Manhole, SW-301	EA	7
Sanitary Sewer, 8"	LF	1,550
Sanitary Sewer, Service, 4"	LF	985
Storm Sewer, SW 401	EA	2
Storm Sewer, SW 501	EA	4
Storm Sewer, SW 503	EA	3
Storm Sewer, 507	EA	4
Storm Sewer, Drain Tile Cleanout	EA	2
Storm Sewer, 8"	LF	518
Storm Sewer, 15"	LF	483
Storm Sewer, 18"	LF	148
Storm Sewer, 24"	LF	96
Storm Sewer, 36"	LF	596
Storm Sewer Service, 1.5"	LF	916
Storm Sewer, FES and Endwall, 36"	EA	1
Class E Rip Rap	TN	30
Water Main, 8"	LF	1,010
Water Tapping Valve and Sleeve, 8"x8"	EA	2
Water Service	LF	895
Curb Stop	EA	25
Fire Hydrant and Valve Assembly	EA	2
Mobilization	LS	1
Subgrade Prep	SY	2,895
PCC Curb and Gutter, 30"	LF	2,030
Pavement, HMA Base, 6"	TN	908
Pavement, HMA Surface, 2"	TN	277
PCC Sidewalk, ADA Ramps	SY	245
Mobilization	LS	1
Silt Fence	LF	1,900
Seeding, Temporary	AC	11.15

COUNCIL ACTION FORM

**SUBJECT: COMPLETION OF MID-AMERICAN ENERGY COMPANY (MEC)
INTERCONNECTION 161KV LINE CONSTRUCTION**

BACKGROUND

On March 27, 2012, City Council approved preliminary plans and specifications to electrically connect the City of Ames Electrical system to the Mid-american electrical system. This project is to construct a 161kV line from Ames' Plant Substation to Mid-American Energy Company's (MEC) 161kV switching station northeast of Ankeny. This project is the final phase of a 5 phase project to increase electric delivery into the City and provide reliable electric service to the customers of Ames under many different outage scenarios. This completed a multi-year project started in FY 2003/04.

Bids were received for this project on July 11, 2012. Council awarded the contract to Hooper Corporation on October 23, 2012 in the amount of \$9,054,395.90.

There were two change orders to this contract.

Change Order No. 1 for unit adjustments resulting from design adjustments made prior to construction and did not result in any additional cost to the contract.

Change Order No. 2 for \$123,280 was for additional optical ground wire, additional tree clearing services, and tire disposal.

The contract amount including these two change orders is \$9,177,675.90.

Council should note that the actual project cost total is \$9,108,766.74, which is less than the total contract amount by \$68,909.16. This is due to a reduction in time and material charges for activities such as pole hole drilling and inclement weather.

All of the work included in the contract with Hooper Corporation has now been completed, and the Project Engineer has provided a certificate of completion.

ALTERNATIVES:

- 1) Accept completion of the contract for the MEC Interconnection 161 kV Line Construction with Hooper Corporation at actual project cost total of \$9,108,766.74, and authorize final payment to the contractor.
- 2) Delay acceptance of this project.

MANAGER'S RECOMMENDED ACTION:

The contractor for the MEC Interconnection 161 kV Line Construction project has successfully completed the work under the contract, and the Project Engineer has issued a certificate of completion on the work.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY FOR 2257 240th STREET IN BOONE COUNTY

BACKGROUND:

The City's subdivision regulations are part of Chapter 23 of the Ames Municipal Code. The Subdivision Code includes the process for creating or modifying property boundaries and for determining if any improvements are required in conjunction with the platting of property. The City also uses the Subdivision Code as means of reviewing the status of conveyance parcels, which are non-conforming lots created through a private conveyance of land, to determine if the lot is indeed a buildable lot. A Plat of Survey is a single-step review within Section 23.308 for City Council approval of minor activities, such as boundary line adjustments and conformance determination of conveyance parcels.

These parcels are located outside the Ames corporate limits in the Urban Fringe in Boone County approximately one mile south of U.S. Highway 30 and one and a half mile west of the Boone/Story County line (see Attachment A, Location Map). The Ames Urban Fringe Plan designates the future use of this property as Agriculture and Farm Service. For property in Story County with this land use designation, the City does not review subdivisions and plats of survey, under our 28-E Intergovernmental Agreement with Story County. However, there is no such agreement with Boone County and City of Ames approval of a plat of survey is required.

This particular plat of survey is for a proposed boundary line adjustment of three existing properties, as shown on Attachment A Location Map. All three properties contain buildings. In this instance, the property owners seek to increase the size of one property to 4.41 net acres (proposed Parcel E) by reducing another parcel from 17 acres to 13.23 acres (Proposed Parcel F). The third parcel also becomes slightly larger. (see Attachment B Proposed Plat of Survey).

As no additional parcels are being created, city subdivision standards do not require any additional infrastructure. Waiving the infrastructure requirement for a subdivision is usually the basis for requiring the property owner to sign three agreements pertaining to future annexation, assessment, and subdivision. Those agreements are not necessitated by a plat of survey in this case of altering agricultural land that does not materially change the developable area of a property. The proposed plat of survey is not inconsistent with the Ames Urban Fringe Plan that looks to maintain agricultural areas on the perimeter of the City without scattered rural development that would inhibit future urbanization of the area.

Approval of this plat of survey will allow the applicant to prepare the official plat of survey, and the Planning and Housing Director to review and sign the plat of survey confirming that it fully conforms to all conditions of approval. The prepared plat of survey may then be

signed by the surveyor, making it the official plat of survey, which may then be recorded in the office of the County Recorder.

ALTERNATIVES:

1. The City Council can adopt the resolution approving the proposed plat of survey.
2. The City Council can deny the proposed plat of survey if the City Council finds that the requirements for plats of survey as described in Section 23.308 have not been satisfied.
3. The City Council can refer this back to staff and/or the owner for additional information.

CITY MANAGER'S RECOMMENDED ACTION:

Staff has determined that the proposed plat of survey satisfies all code requirements for a boundary line adjustment of existing lots and has made a preliminary decision of approval.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby adopting the resolution approving the proposed plat of survey.

ADDENDUM

PLAT OF SURVEY FOR 5318 & 5500 240th Street

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

- Conveyance parcel (per Section 23.307)
- Boundary line adjustment (per Section 23.309)
- Re-plat to correct error (per Section 23.310)
- Auditor's plat (per Code of Iowa Section 354.15)

The site is located at:

Owners: Gaylord Swanson/Thomas Toth

Existing Street Addresses: 2257 240th Street

Assessor's Parcel #: 088325114300004, 088325114300006 and
088325114300007

Legal Description: Parcels C and D and an existing tract in the west half of the southwest quarter of the southeast quarter of Section 11, Township 83 North, Range 25 west of the 5th P.M., Boone County.

Public Improvements:

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

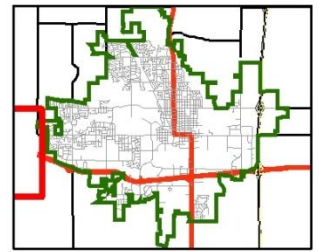
- Installed prior to creation and recordation of the official plat of survey and prior to issuance of zoning or building permits.
- Delayed, subject to an improvement guarantee as described in Section 23.409.
- Not Applicable.

Note: The official plat of survey is not recognized as a binding plat of survey for permitting purposes until a copy of the signed and recorded plat of survey is filed with the Ames City Clerk's office and a digital image in Adobe PDF format has been submitted to the Planning & Housing Department.

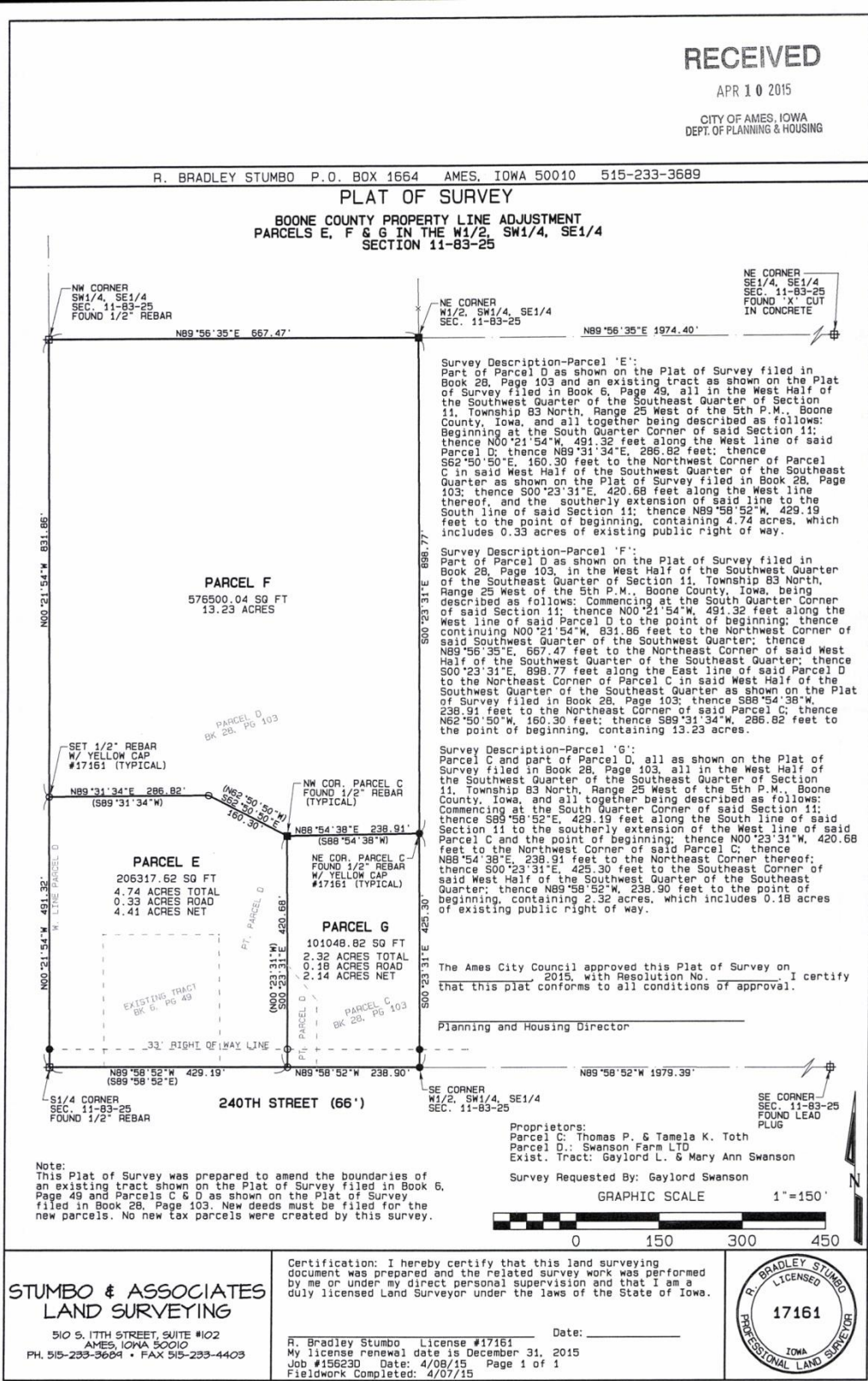
ATTACHMENT A: LOCATION MAP



**Location Map
2257 240th Street
Boone County**



ATTACHMENT B: PROPOSED PLAT OF SURVEY





COMMUNITY ANNUAL PARTNERSHIP ASSESSMENT (CAPA)

AMES, IOWA 2015

Economic Development Support (2014) - \$5,000

- Assisted Ames Economic Development through annual support
- Support site location and existing industry through support of LOIS database and Synchronist

Community Support (2014) - \$2,062

- Assisted Ames and the surrounding area through support of the United Way, annual support of the Chamber, and through contributions to various events and programs through local dollars and the Alliant Energy Foundation

Environmental Partnership Program Support (2014) - \$30,675

- 409 trees were provided to residents of Story County through Operation Releaf

Energy Efficiency Community Participation and Impacts (2014)

Description		CO2 Emissions Metric Tons/Year	Equivalent: Vehicles	Equivalent: Acres of Forest	Equivalent: Energy Use
Number of Rebates	3,326				
Customer Rebate Incentives	\$706,658.16				
Annual kWh Impact	126,228 kWh	87 metric tons	18.3 vehicles	71.3 acres	7.9 homes
Annual Therm Impact	207,603 therms	1,101 metric tons	232 vehicles	902 acres	100 homes

Community Infrastructure Investment (2014) - \$1,922,285

- Electrical Infrastructure Investment - \$186,344
- Natural Gas Infrastructure Investment - \$1,735,941

Ames and Story County Property Taxes (FY 2014/2015)

- Ames - \$163,072
- Story County - \$614,625

Employment (2014)

- The Ames facility employs 94 people from Ames and the surrounding area, including one employee from the Home Base Iowa program.

Please visit www.alliantenergy.com/iowacommunities to learn more about Alliant Energy's community programs and services.



To: Mayor and Members of the Ames City Council

Cc: Shawn Bayouth, Fire Chief
Diane Voss, City Clerk

From: Seana Perkins, Building Official

Subject: Curbside Garbage Container Options

At the Neighborhood Summit on October 21, 2014, City Council requested a memo from the Building Official regarding enforcement options for properties that are leaving their garbage containers at the curb all week.

Background

Section 13.410 of the Ames Municipal Code states that:

*Every occupant of a structure shall dispose of refuse, garbage, and other organic waste in a clean and sanitary manner, by placing it in disposal facilities or storage containers, and by re-closing or replacing container lids. **It is the occupant's responsibility to move containers to and from the curb when curbside service is contracted, within 24 hours.** Occupants are required to make special arrangement to have removed within 48 hours any items which will not be picked up by regular contracted service.*

The above Code section resides in Chapter 13, the Rental Housing Code. There are no other sections of the Ames Municipal Code that address the length of time a property owner may leave their garbage container at the curb, when it is an approved container. **For this reason, staff is only able to regulate the placement of approved garbage containers on rental properties.**

Presently, the Inspection Division enforces violations on a complaint-only basis. When a complaint regarding the placement of a garbage container is received, staff confirms that the property is a registered rental. If the property is a rental property, a door hanger is placed on the door that educates the occupant of the Code section and gives them a date for compliance. If the occupant has not complied by the required date on the door hanger, we will work with the property manager to attempt to gain compliance. If compliance is still not achieved we will begin the enforcement process. Ames Municipal Code Section 5.501 provides the authority to issue a Municipal Infraction Citation to the occupant(s) at \$500 for the first offense, \$750 for the second offense and \$1,000 for the third offense.

Research Regarding How Other Cities Handle This Issue

Staff has contacted Des Moines, Cedar Falls, Cedar Rapids and Iowa City and have found that these cities do not make a distinction between rental and non-rental properties. In other words, their regulations regarding this issue cover all properties within the city. The research also indicates that all of these cities utilize door hangers as the primary tool for compliance. Some of the larger cities go straight to citations when the door hangers do not work. The City of Cedar Falls has their own waste haulers, so all of the containers are owned by the City. If a customer is in violation, they can contact the person responsible for the garbage container and educate them about the requirements. All of the cities contacted (Des Moines, Cedar Falls, Cedar Rapids, Iowa City) enforce on a complaint-only basis.

The Municipal Codes for Des Moines, Cedar Falls, Cedar Rapids and Iowa City were also reviewed to determine if those jurisdictions include a unique solution in their Codes that differ from the City of Ames that we might utilize to gain compliance. The primary difference in the Codes, with the exception of Des Moines, is the use of a specific time of day that the garbage container can be located at the curb and a specific time of day that the garbage container must be removed from the curb. Des Moines has a similar standard to the City of Ames, but rather than 24 hours total, they utilize 12 hours prior to pick-up and 12 hours after the scheduled pick-up to remove the container from the curb.

Who Should Be Cited?

Inspections staff have worked with the Legal Department to determine who should receive the Municipal Infraction Citation. There is an assumption that the property owner is ultimately responsible for compliance, however since Ames Municipal Code Section 13.410 specifically cites the “occupant”, it has been determined that it is the occupant(s) of the structure that is responsible to move the garbage container from the curb and who would receive the Municipal Infraction Citation when one is issued.

Are There Other City Enforcement Techniques In Place That Might Work?

City staff has reviewed other City processes to determine if there is an existing enforcement program that might work for garbage containers.

Signage: The Inspection Division regularly receives complaints of signage in the rights-of-way. When a complaint is received, we confirm that the sign is located in the right-of-way and acquire the contact information. We call the number on the sign and give the company three (3) business days to have the sign removed from the right-of-way. A re-inspection is scheduled after three business days. If the sign is still placed within the right-of-way, we document the location with a photo and remove it. We then contact the business to let them know that we have removed their sign and that they have three days to pick up their sign. If they have not picked the sign up, the sign is disposed. **We could create a similar process by removing the garbage containers from the right-of-way and work on a solution with the garbage haulers for disposal if the garbage container is not picked up.**

Noxious Weeds: The Inspection Division receives complaints regarding the presence of noxious weeds within the City of Ames. Similar to the signage process above, Inspections staff confirms the presence of noxious weeds and sends a letter to the property owner asking for the noxious weeds to be removed. If the weeds have not been removed within two weeks, a second letter will be mailed. If another two weeks pass without compliance then a third letter is mailed by certified mail giving the property owner one additional week for compliance. If the weeds are still present after the week, the weeds are abated and the cost of the abatement is assessed to the property owner. **A process similar to this could be created where the property owner is responsible and the abatement is to have City staff move the receptacle to an approved location on the property.**

Snow Removal: Public Works handles complaints about snow on sidewalks. In this process, Public Works determines if the property is a rental. If it is a rental property, they will send the property owner an email stating that the sidewalk must be cleared within 24 hours. If the sidewalk is not cleared within that timeframe, the City contracts with a company to remove the snow and sends an invoice for the cost of the work to the property owner for payment.

Options

The City Council requested options for the enforcement of the garbage containers left at the curb in excess of 24 hours. The following are some of the available options:

1. Continue to provide enforcement through education with the use of door hangers and communication directly with the occupant(s) and the property owner/property manager. If the door hanger is ignored, a \$500 Municipal Infraction Citation would be issued to each of the occupants as allowed within the Ames Municipal Code.
2. Create an abatement process such as the following:
 - a.) Abatement that is similar to our existing process of removing signage in the right-of-way. If the educational door hanger is ignored, we would remove the garbage container and hold onto it for a number of days until the occupant picks it up or we dispose of it by creating a process with the waste haulers.
 - b.) Abatement that is similar to the noxious weed process. If the educational door hanger is ignored, we would move the garbage container to an approved location on the property and the staff time for the abatement would be assessed to the property owner.
 - c.) Abatement that is similar to the snow removal process. We would contract the abatement out to a company who will either move or remove and store the garbage containers when compliance is not obtained through education. The cost of the abatement and storage would be assessed to the property owner.

COUNCIL ACTION FORM

SUBJECT: CRITERIA FOR THE RE-DEVELOPMENT OF THE CITY-OWNED PROPERTIES AT 519-521 6TH STREET IN CONNECTION WITH THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM AFFORDABLE HOUSING INITIATIVES.

BACKGROUND:

In July 2014, the City acquired three properties at 519-601 6th Street (formerly Ames Community Pre-school) with Community Development Block Grant funds. The structures have been demolished and the three lots are now ready for re-development for affordable housing. The properties total approximately 27,000 square feet and is zoned Residential Medium Density with a Single-Family Conservation Overlay District (RM O-SFC).

Staff provided an overview of the properties to City Council on February 24, 2015 and sought direction on the redevelopment of the site. In addition, Staff requested direction on the type of housing (rental or owner-occupied) and Council's willingness to consider removing the Single-Family Conservation Overlay District on the subject site to encourage development of medium density affordable housing. At that meeting, Council supported development of household living uses as rental housing. Household living is consistent with the underlying zoning and meets an identified housing need for the community. Council also provided direction to pursue rezoning of the site to RM to target development of **10 units** on the site rather than the 6 units that are allowed under the current zoning. Additionally, Council directed staff to meet with surrounding neighbors to gain their input about development of the site.

Staff sent invitations to property owners within 200 feet of the site. On March 15, 2015 staff met with four (4) interested neighbors (3 representing First Christian Church and 1 neighboring property owner along 6th Street). The meeting was a discussion of housing needs and development options with questions and comments by the neighbors. The primary **concerns** of the neighbors were as follows:

- Parking quantity and access, will parking be along the alley
- Affordability levels, types of households living in the units
- Increased traffic through the alley and through the church parking lot to the alley
- Option to access to the lots not using the church entrance on 6th Street
- Number of units being built, appearance of duplexes vs. townhomes
- Rental versus ownership housing options

The neighbors who attended the meeting also shared that there is a need for more affordable housing in the community; that townhomes vs. duplexes would assist more households/families and it's complementary to First Christian's Church mission to serve low and moderate income citizens and therefore this would have a positive impact in the community.

Staff has continued to investigate the feasibility and interest in the site since our initial visit with Council in February. Staff is now ready to complete a Request For Proposals (RFP) for redevelopment of the site. Below is a summary of the major components that will be included in

RFP:

A. Minimum Development Requirements.

Proposals submitted shall meet the following minimum requirements:

- Target development intensity of 10 maximum household living units.
- Target a mix of affordable housing with a minimum of 70% of the units rented to households with incomes that do not exceed 60% of the area median income limits as set by HUD for Ames/Story County. The remaining 30% of units may be rented to household who do not exceed 80% of the area median income limits as set by HUD for Ames/Story County. Household incomes restrictions limitations shall be in place for a minimum of 20 years. *(Note, for example a 3-person household at 50% of AMI is \$34,450. A 3-person household at 80% AMI is \$55,100).*
- Household units shall consist of a minimum of two bedrooms with 80% of units having a minimum of three bedrooms.
- Rent levels cannot exceed the fair market rent limits established by HUD for Ames/Story County at the time of leasing.
- The site shall take parking space access from the existing alley.
- The site shall be developed as individual townhomes, or having the appearance of individual townhomes, with front entries oriented to 6th Street.
- Design guidelines for the project will include the elements of the Single Family Conservation Overlay (Ames Municipal Code Section 29.1101 (9) a through r). Additionally, the architectural design of the townhomes shall include elements to break up the mass of the building and create individual unit identity and character; this may include breaks between buildings, changes to roof form, or changes to wall planes.
- Exterior building materials for the front and side facades principally shall be brick.
- Site and building design shall consider the principles of Crime Prevention Through Environmental Design.
- The project will be subject to all Residential Medium (RM) Density zoning standards and site development requirements of the City.

B. Financial Incentives

In support of development of affordable housing the City will consider one or both of the following incentives for the selected developer if a need is proven.

- Offer the site at a reduced cost or no cost to the Developer;
- Offer property tax abatement through creation of an Urban Revitalization Area consistent with the limitations of the Chapter 404 of the Code of Iowa.

C. Selection Criteria

Applications which pass the minimum requirements will be evaluated by as staff review committee. The members of the committee will score each application. All applications must meet a minimum total score of 85 points to be considered for referral to the City Council.

Applications will be scored based on the following criteria:

1. Applicant/Developer Capability and Track Record (25 points);
2. Quality of References (20 points);
3. Project Design and Amenities (40 points);
4. Feasibility (25 points);
5. Property Management experience (20 points);
6. Leveraging other public and private sources of funds (15 points);
7. Assisted Units remain income restricted and/or affordable for longer than 20 years (10 points);
8. Energy improvements that lead to lower, long-term utility costs for occupants (7 points)
9. Incorporation of green building principles for building construction that prioritize indoor air quality and noise reduction (5)
10. Features that meet the highest accessibility standards as defined by federal, state and local requirements (5 points)

D. Selection Process

The selection of the preferred developer will utilize the following steps:

After the staff review committee evaluates each proposal, a report will be prepared for City Council that will contain background information and factual data for each proposal, a ranking of the proposals, and a committee recommendation regarding which developer's proposal should be selected as the preferred developer.

The final selection will be on the basis of:

1. The City Council's determination of the best proposal that meets the goals and objectives of the City;
2. A satisfactory agreement between the preferred developer and the City is finalized;
3. A completed verification of the qualifications of the proposed developer; and

It should noted, that the RFP will include language that the City reserves the right to reject or accept any or all proposals that are received.

Proposed Timeframe of Events:

-Mailing to Potential Developers:	Monday, May 18, 2015
-Pre-Proposal Meeting:	Thursday, May 28, 2015,
-Proposal Deadline:	Friday, June 26, 2015
-Final Selection:	Tuesday, July 28, 2015

In addition to the above information, the City will not own nor be responsible for the management of the property. Staff will have an ongoing need to verify annually that the tenants residing in the units would meet the income requirements for the CDBG funds.

If directed by Council, staff will also proceed with a rezoning application to remove the O-SFC Overlay to allow for a development application to proceed. The rezoning would be anticipated to be complete prior to final selection of a developer.

ALTERNATIVES:

1. The City Council can 1) approve the criteria for the re-development of the City-owned properties at 519-521 6th Street in connection with the CDBG 2014-15 Acquisition/Reuse for Affordable Housing Program, 2) authorize staff to issue a RFP, and 3) direct staff to initiate rezoning of the property from RM/O-SFC to RM.
2. The City Council can approve the criteria for the re-development of the City-owned properties at 519-521 6th Street in connection with the CDBG 2014-15 Acquisition/Reuse for Affordable Housing Program, with modifications.
3. The City Council can refer this request back to staff for additional information.

MANAGER'S RECOMMENDED ACTION:

Staff believes that pursuing medium density rental housing on this site will best meet the immediate affordable housing needs of the City. The neighborhood meeting highlighted some concerns for allowing for the intensification of the site and that most issues could be resolved through normal development review about the project's design. When reviewing specific proposals, it would be easier to understand the ramifications on future development for any changes to circulation and the alley as was discussed at the neighborhood meeting. However, the issue of site access would be intended to occur from the alley as it is currently configured and it would be unlikely to change due to impacts on siting of the 10 townhomes.

Staff has included minimum income and housing type requirements to create a mix of households within the development. The RFP includes a minimum number of design expectations that address pedestrian scale features of site and architectural design. These guidelines are consistent with the Single-Family Conservation Overlay District compatibility standards, even though they would not be formal requirements of the zoning.

It is the recommendation of the City Manager that the City Council adopt Alternative #1. This action will 1) approve the criteria for the re-development of the City-owned properties at 519-521 6th Street in connection with the CDBG 2014-15 Acquisition/Reuse for Affordable Housing Program, 2) authorize staff to issue a RFP, and 3) direct staff to initiate rezoning of the property from RM/O-SFC to RM.

Staff Report

DIRECTION OF RIGHT-OF-WAY IMPROVEMENTS

May 12, 2015

BACKGROUND:

The City Council directed staff to research and prepare amendments to the *Ames Municipal Code* to require the installation of missing infrastructure at the time of development if a project is not already covered by an infrastructure installation agreement. **The proposed amendments will not apply to single-family or two-family construction.** It would apply to commercial, industrial, multi-family residential, and institutional uses. Full background materials can be found on the Planning Department website under "[What's New.](#)" **Council gave the following direction on February 24, 2015 to proceed with text amendments for right-of-way and subdivision standards** (Attachment A: Excerpt of Minutes):

1. Prepare an ordinance that requires the installation of sidewalks, shared use paths, street lights, street paving, and dedication of needed right-of-way or easements for development of industrial, commercial, or multi-family property, regardless of subdivision.
2. Include development triggers for new construction or redevelopment of a principle building and by substantial building addition in square footage or valuation.
3. Prepare an ordinance to update certain infrastructure specifications for sidewalks and street lights for subdivisions. (This issue is addressed in a separate CAF from direction on April 14, 2015)

Staff has developed options in response to Council's direction and brought two issues forward for further direction prior to drafting an ordinance for Council's review.

ISSUE 1: INDUSTRIAL SIDEWALK PLACEMENT :

With Council's direction on April 14th to keep the status quo in the Subdivision Code for industrial zones to require sidewalks on only one side of a street, there are now new questions regarding the implementation of infrastructure requirements for industrial areas. It is unclear how to determine which side of an industrial street must have sidewalks installed.

There are few properties with existing sidewalks in industrial zones. Notable examples of areas without sidewalks include Freel Drive, South Dayton Avenue, North Loop Drive. Attachment B shows the core General Industrial area of the City (except for a small area on Airport Road), existing sidewalks and shared use paths, and where future sidewalks that are expected when development happens on the lot because of prior deferral

agreements. You will notice on the map that South Bell is an example where sidewalk improvements switch mid-block because of timing of prior subdivisions. This somewhat illustrates the point of coordinating sidewalks individually.

Options for Issue 1

Three basic choices exist to move forward on the industrial sidewalk issue. The first option would be to allow for a project based determination by staff at the time of development. The second option would be to state in the ordinance that sidewalks are required along the north and east sides of industrial streets since the north and east have the greatest sun exposure for melting of snow and ice. The third option is to create a plan that specifies improvements at specific locations.

The plan could be developed considering placement on the appropriate side of the street reflecting a number of criteria, such as:

- Locations of existing sidewalks.
- Transit routes and stops.
- Adjacent and nearby commercial districts.
- Natural features.
- Man-made barriers such as bridges or railroads.
- Topography.
- Expected future development patterns.
- Requirements for through lots and corner lots.

Developing a plan for industrial sidewalk location that is adopted by resolution would clarify the standards applicability. It does not necessarily address the question of equity—one side bearing the cost of sidewalks while the other does not.

ISSUE 2 INFRASTRUCTURE TRIGGERS:

At the February 24th meeting, the City Council chose as a trigger for compliance with these new requirements “by new construction or redevelopment of a principle building and by substantial building addition in square footage or valuation” (6-0 vote).

City staff is seeking direction on a definition of substantial improvement as it relates to additions and remodeling. New construction and additions are more straight forward and will be included in the draft ordinance. The following is an outline of four options for defining substantial improvement.

Option 1 - Increases floor area by at Least 25 % (found in the Flood Plain regulations)

- A relatively high bar so that modest improvements do not trigger infrastructure.
- Based on two easily verifiable numbers—floor area of existing structure and floor area of proposed addition.
- Requires minor site development plan submittal by applicant and review by DRC.
- Determination occurs at site plan stage rather than later at building permit stage of a project.
- Will affect smaller sites more than larger sites with larger buildings.

Option 2 – Increases value by at Least 50 % of Assessed Valuation of the Improvements (found in the Flood Plain regulations and the Building Code):

- A high bar so that modest and even larger improvements do not trigger infrastructure.
- Relies on City Assessor information to determine value of existing structure (which may be over or under valued).
- Value of improvements declared by contractor but verified by Inspections.
- Does not require minor site plan submittal or DRC review.
- Determination relies on Inspections staff at building permit approval stage.
- Large Buildings or high value buildings unlikely to ever trigger infrastructure improvements.
- Likely to capture small and medium sites.
- Land value exempt from the calculation

Option 3 - Improvements valued at \$100,000 or greater (recommended by staff as a minimum dollar value):

- Value of improvements declared by contractor but verified by Inspections.
- May or may not be a burdensome amount compared to the cost of the infrastructure (e.g., 600' of sidewalk at \$18,000 vs. 150' of sidewalk at \$4,500).
- Costs could go up substantially for full right-of-way improvements beyond just sidewalks.
- May or may not require minor site plan submittal or DRC review.
- Staff reviewed the past year of commercial permits and found 25% of the permits for alterations (43 of 181) exceeded \$100,000.
- The dollar figure could be adjusted up or down to change its likelihood of applicability.
- Interior remodels without additions would be only identified through Inspections. This may be surprise to the business owners and contractors that are not anticipating site improvements.

Option 4 - Addition of 150 Square Feet to a Commercial or Industrial building.

- A relatively low bar so that most additions trigger infrastructure (7 Projects in 2014).
- Based on two easily verifiable numbers—floor area of existing structure and floor area of proposed addition.
- Same threshold that requires approval of a minor site development and review by DRC.
- Determination occurs at site plan approval stage rather than later at building permit stage of a project.
- Affects all sites equally based on size of new project, not existing improvements.
- The small size threshold may fit only requiring partial improvements such as sidewalks or land dedication to correlate to value of the work over full street improvements.

STAFF COMMENTS:

Industrial Sidewalk Placement:

In some instances, the question of where sidewalks should be installed can be readily answered by a review of existing conditions. For instance, with sidewalks existing or planned for much of the east side of S. Bell Avenue, it would be a natural extension to continue that pattern. However, in areas where no sidewalks exist, such as Freel Drive or S. Dayton Avenue, guidance in the form of a sidewalk routing plan can help determine the appropriate locations and whether a sidewalk or shared use path is needed. Such a plan would account for topography (e.g., open ditches, steep slopes) and other features (e.g., railroads, bridges, bus routes) in determining appropriate routes. When there are no obvious issues of feasibility, it would be difficult to determine why one side of a street requires sidewalk over another.

Currently, we do not have mechanisms to split costs of improvements without development agreements and it is unclear how splitting costs may be implemented. Therefore, it is unlikely that the City will be able to address the perceived inequities when requiring improvements in conjunction with site development.

The option that requires the installation of a sidewalk on a predetermined side (north and east sides) would be the most direct approach to resolving the question. This option would still require extension of sidewalks along frontage that already have adjacent sidewalks whether those sidewalks are located on the north or east side of a street.

INFRASTRUCTURE TRIGGERS:

City Council gave direction to develop a trigger for improvements, not only for new construction but also for substantial improvements tied to building area or valuation. **City staff needs Council direction regarding the definition for substantial improvements that will trigger the requirements to install the missing infrastructure.**

Creating a trigger for substantial investments is a tough balance in trying to ensure desired infrastructure improvements are added to the City, but at the same time have it implemented in an equitable manner. Staff has focused the discussion on industrial areas, even though it applies to other uses of multi-family and commercial, because many of the industrial areas were subdivided and property created without streets, sidewalks, etc. that meet current standards and this will be the most impacted areas by the ordinance.

Beyond choosing a dollar value threshold, there are some general concerns about requiring remodeling projects to comply with the infrastructure requirements versus new development of vacant sites. **Staff has concerns on how knowledgeable property owners and contractors will be of the requirement when it is triggered by only a remodeling and not an expansion project. It may be an unanticipated cost or delay for the remodeling and discourage the project.** Education and outreach would be needed to help inform the designer and contractor network of the new rules.

Ultimately, the trigger thresholds revolve around the desire 1) to capture equal dollar value of projects whether they are remodeling or additions or 2) to focus on how the process of site plan review or building permits is the best method to implement the standards. When reviewing 2014 permit records there were 7 minor site plan projects that were described as additions, while there were 43 properties that had building permits for remodeling alterations or additions in excess of \$100,000. While more projects are captured and gaps filled through a valuation threshold, it may lead to more customer consternation as it would apply to building permit projects.

ATTACHMENT A: EXCERPTS OF MINUTES FROM FEBRUARY 24, 2015

Below are excerpts of the minutes, showing the specific motions and votes. The full minutes can be found here:

<http://www.cityofames.org/modules/showdocument.aspx?documentid=20972>.

Issue 1: Deficient Infrastructure

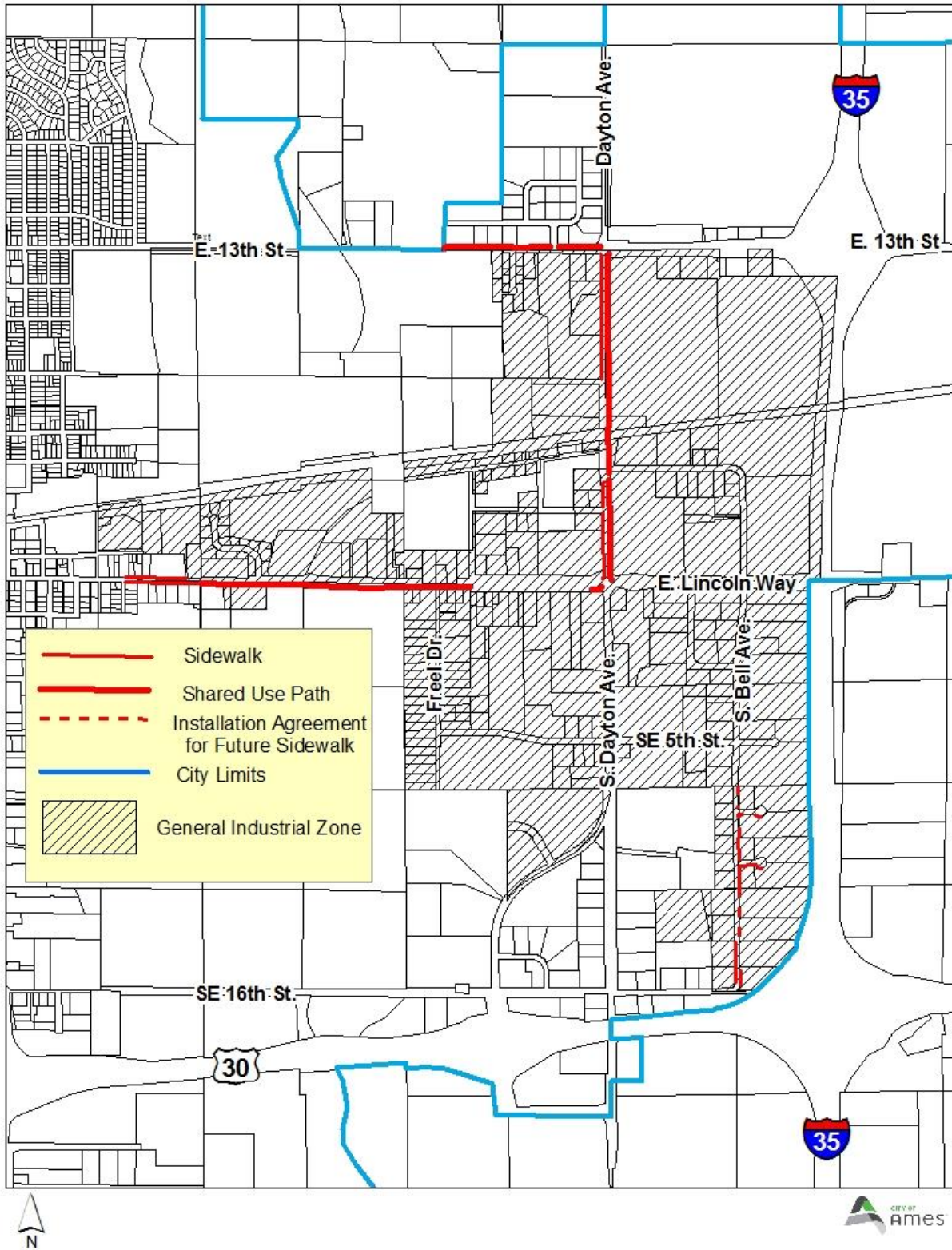
Mayor Campbell asked for a motion dealing with Issue 1: What deficient infrastructure should be installed. Moved by Gartin, seconded by Goodman, to require the installation of sidewalks, shared use paths, street lights, and dedication of needed right-of-way or easements. Vote on Motion: 6-0. Motion declared carried unanimously.

Moved by Corrieri, seconded by Orazem, to amend the motion to include street paving. Vote on Amendment: 6-0. Motion declared carried unanimously. Vote on Motion, as Amended: 6-0. Motion declared carried unanimously.

Issue 2: Triggers for Installation

Moved by Goodman, seconded by Corrieri, that the installation of right-of-way improvements be triggered by new construction or redevelopment of a principle building and by substantial building addition in square footage or valuation. Vote on Motion: 6-0. Motion declared carried unanimously.

ATTACHMENT B: SIDEWALKS WITHIN GENERAL INDUSTRIAL ZONE



Attachment C

INFRASTRUCTURE COST ESTIMATE RANGE

Item	Private cost	City cost
5' sidewalk per linear foot	\$20-30	\$40-60
8' asphalt shared use path per linear foot	\$25	\$50
Street tree	\$200	same
Standard street light	\$2,000	same
LED street light	\$2,500	same
35 sq ft bus stop pad	\$200	\$400
30" curb and gutter	\$15	\$30
One lane of pavement per linear foot (HMA)	\$65	\$100
Sidewalk detectable warning per square foot	\$25	\$40

Staff Report

ARBOR ON THE GREEN POND

May 12, 2015

BACKGROUND:

At the January 13, 2015 City Council meeting, City Council referred to staff a letter from Patrick Brooks, Arbor on the Green Home Owner's Association (HOA) President. The letter requests that the City take over management of the pond via easement instead of the pond being managed by the HOA. The original letter is Attachment A.

The area received a Neighborhood Improvement Grant from the City in 1997 to improve the pond to make the area "a quiet area of green space with a healthy environment for fish, ducks, animals and birds. It will once again be a visually attractive space in the neighborhood and an extended visual green space for Moore Memorial Park. All residents, adults, and children, including nearby university students and their families, will have an opportunity to stop, swing, look and dream." This declaration from the grant application, coupled with the utilization of city funds, made this a "public" space.

Currently, the City maintains control of the storm water system upstream and downstream of this existing pond and has made significant investments in recent years in those areas. The pond at Moore Memorial Park (upstream) was recently improved with a new outlet structure and additional storage, including a forebay to reduce the amount of solids and nutrients that pass through the pond. This was accomplished with the 2012/13 Flood Response and Mitigation Project and the 2009/10 Storm Water Facility Rehabilitation Project at a total cost of \$769,059. Currently, the creek bank along the rear of the properties on Pinehurst Drive (downstream) is under construction to stop erosion in the area through the 2012/13 Storm Sewer Outlet Erosion Control Project with estimated costs of \$91,000. The overall area showing the pond and the respective adjacent projects is also shown in Attachment B.

STAFF COMMENTS:

Under current requirements, a subdivision would have to meet all the requirements outlined in the new Post Construction Stormwater Management Ordinance that includes, but is not limited to; drainage calculations for the area, watershed mapping, natural resource survey, soil management plan, maintenance, repair and landscaping plan and dedication of easements. **Additionally, property owners of residential, commercial, and industrial properties are responsible for short and long-term maintenance of all water quality practices. The City of Ames accepts long-term responsibility (e.g. dredging, outlet structure replacement) for large water quantity (flood) control practices (e.g. detention basins) as part of residential developments.** A recorded easement is required to be provided to the City of Ames to cover the entirety of and

access to the large water quantity control practices. **The property owners have short-term maintenance responsibility (e.g. mowing, weed control, removal of volunteer trees) of the water quantity (flood) control practices as part of residential developments.**

The existing pond was not developed as a required storm water management feature with the subdivision. The 1993 site plan for development of townhouses to the north shows the pond as existing and the final plat places the pond in "Outlot A". These are shown in Attachment C.

There are no existing storm sewer connections directly into the pond other than the pass through flow from Moore Memorial Park, which is considered "public" water.

OPTIONS

Taking into consideration the above information, the City Council could consider the following options:

Option 1

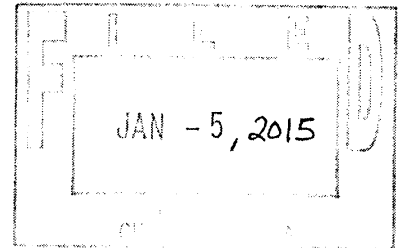
Direct staff to work with Legal to draft an easement giving the City the long-term maintenance responsibilities of the existing pond. By doing so the City would be responsible for the dredging, or deepening of the pond should it become necessary while the HOA would retain the responsibilities of short-term care such as, but not limited to, mowing and general maintenance of the area and it's amenities.

Option 2

Do nothing and leave the existing pond under the direction of the HOA.

It should be noted, that regardless of the above options, the current condition of the pond in regards to the extent of siltation is not known. Should Option 1 be chosen, the City would be responsible for sediment removal and the project would need to be prioritized within the Capital Improvements Plan.

ARBOR ON THE GREEN
HOME OWNERS ASSOCIATION
AMES, IOWA
January 04, 2015



TO: Mayor Ann Campbell and Council Persons:

RE: Drainage Pond Easement

Dear Mayor and Council Person:

Arbor On The Green recently received a letter from the City of Ames about needed inspections, and related matters, concerning storm water management practices related to the pond owned by the Association. This letter brought to our attention the fact that the pond, located on Association common property, represents the only part of the recently improved drainage system over which Ames does not either own fee simple title nor have an easement for public purposes. The Arbor On The Green Home Owners Association believes it to be in the best interests of the City of Ames to have an easement over this part of the water drainage system instead of having it continue to be owned solely by the Home Owners Association. In this regard consider the following:

1. The Home Owners Association is not asking for any monetary compensation for this easement, but only that the City Legal Department handle preparation of the required papers.
2. This easement would allow the City of Ames management of the entire length of this storm water drainage system without permission from others.
3. With the development of additional real estate in the northwest part of town additional water will likely be directed through this drainage system of channels and ponds and become more important to Ames in terms of management of this system.
4. Arbor On The Green residents have confidence that the needed management of this drainage system by the City of Ames will be to the benefit of all Ames residents.
5. The owners/residents of Arbor On The Green do not have the needed expertise to make management decisions concerning required maintenance and needed changes.

We are asking that this matter be referred to the Ames Public Works Department for study before accepting an easement from Arbor On The Green Home Owners Association. Please let us know when this matter will be included on an Agenda for public discussion.

Thank you for consideration of this matter.

Arbor On The Green Home Owners Association,

By: 

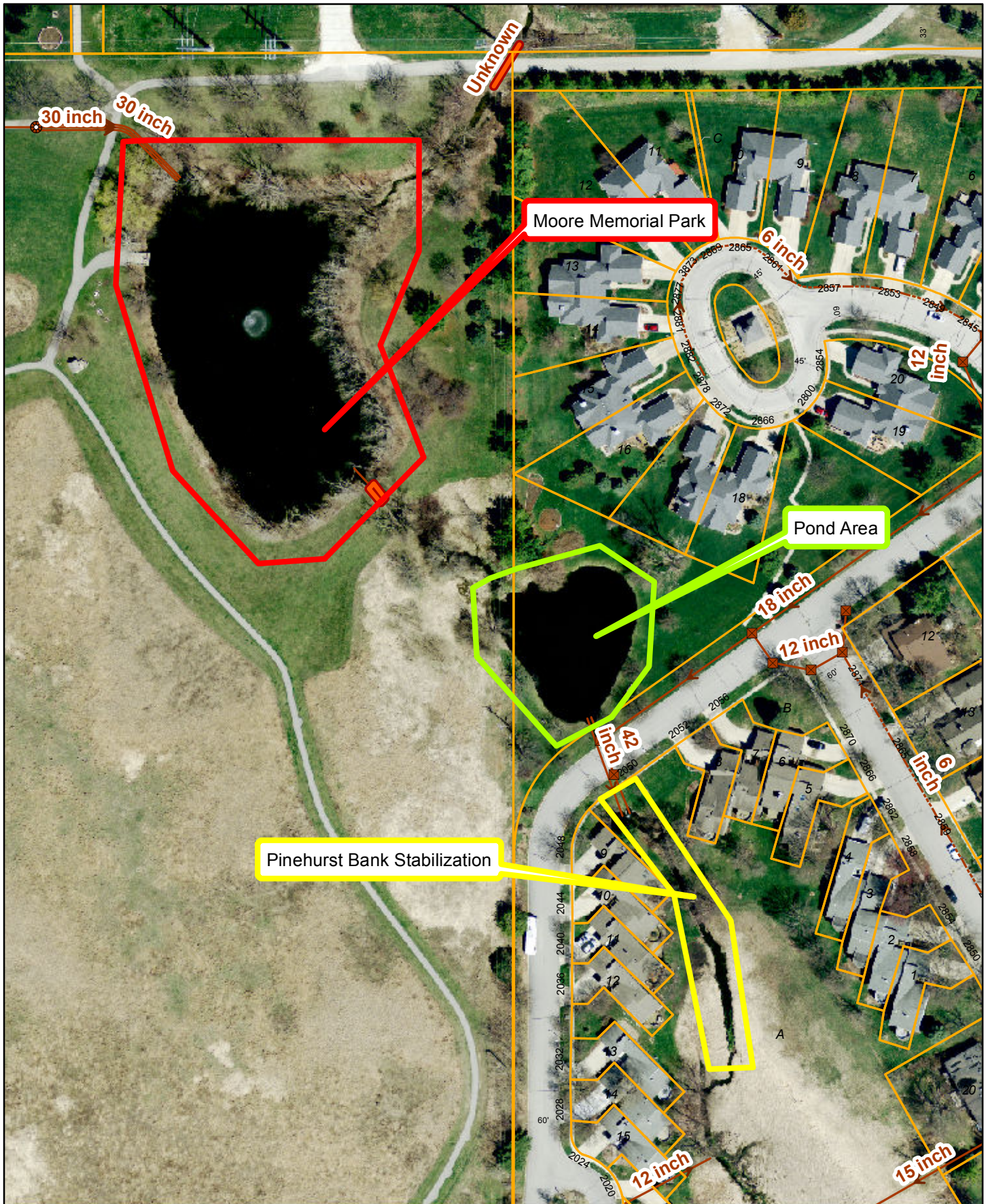
Patrick W. Brooks, President

2881 Greensboro Circle

Ames, Iowa 50010

641-485-6413

brooker50158@outlook.com



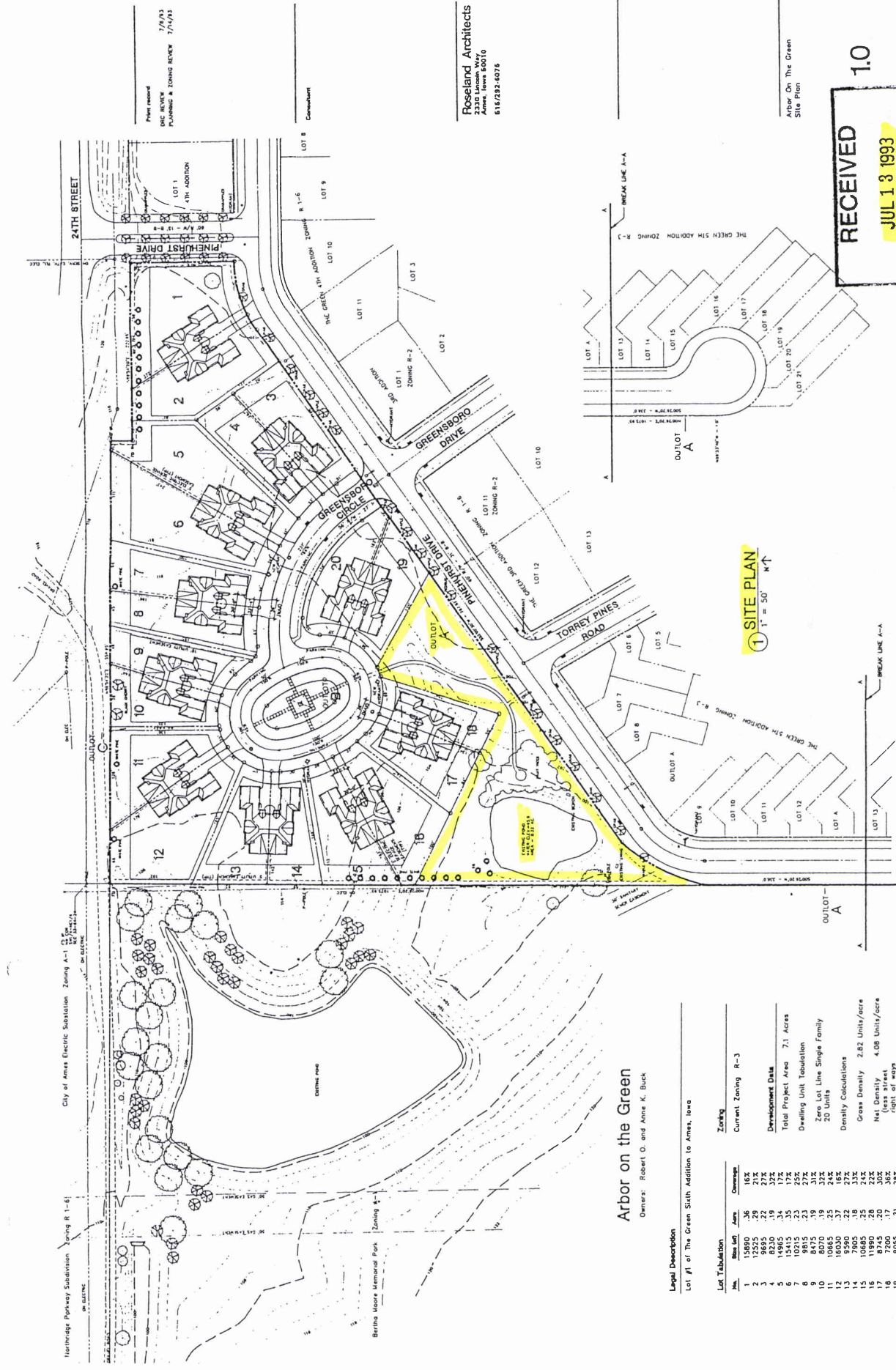
Geographic Information System (GIS) Product Disclaimer: City of Ames GIS map data does not replace or modify land surveys, deeds, and/or other legal instruments defining land ownership & land use nor does it replace field surveys of utilities or other features contained in the data. All features represented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



Arbor on the Green
 Pond and Adjacent Projects
 Attachment B



Scale: 1 in = 125 ft
 Date: 5/4/2015



Price received
 7/2/93
 7/2/93
 7/2/93

7/2/93
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 7/2/93

7/2/93
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Roseland Architects
 Ames, Iowa 50010
 516/232-6076

Arbor On The Green
 Site Plan

RECEIVED
 JUL 13 1993
 CITY OF AMES, IOWA
 DEPT. OF PLANNING & HOUSING

1.0

1 SITE PLAN
 1" = 50' N.T.

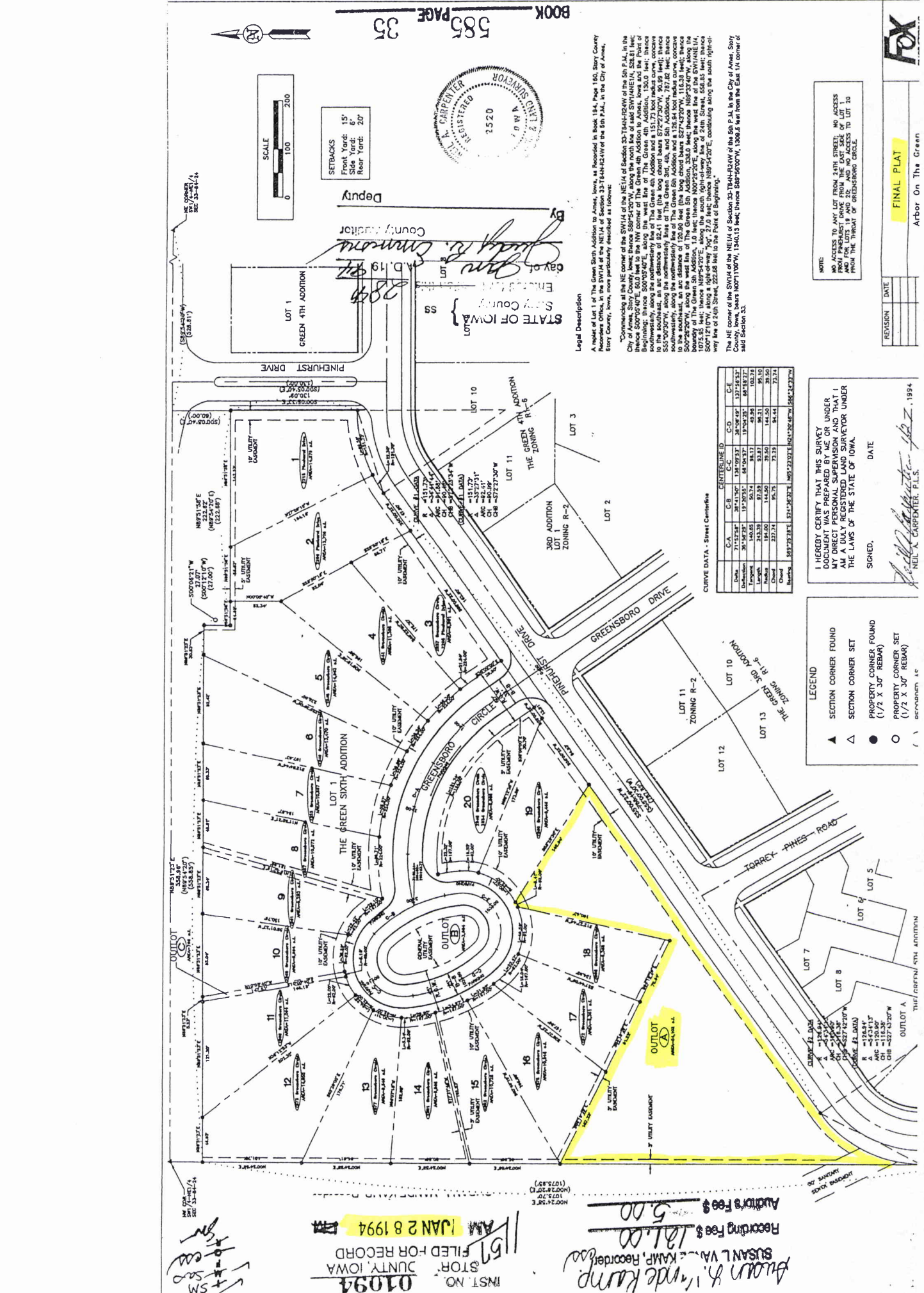
Arbor on the Green
 Owners: Robert O. and Anne K. Buck

Legal Description
 Lot #1 of The Green Sixth Addition to Ames, Iowa

Lot	Area	Current Zoning	Density
1	12,925	R-3	.26
2	9,695	R-3	.27%
3	8,330	R-3	.32%
4	15,415	R-3	.35%
5	10,215	R-3	.23%
6	8,725	R-3	.31%
7	10,655	R-3	.24%
8	7,905	R-3	.18%
9	11,990	R-3	.28%
10	8,745	R-3	.20%
11	9,055	R-3	.21%
12	8,625	R-3	.22%
13	52,507	R-3	1.20
14	3,278	R-3	.02

Development Data
 Total Project Area 7.1 Acres
 Dwelling Unit Tabulation
 Zero Lot Line Single Family
 20 Units
 Density Calculations
 Gross Density 2.82 Units/acre
 Net Density 4.08 Units/acre
 (including right of ways and common areas)

01994
 INST. NO. 01994
 SUSAN L. VALE, RAMP, Recorder
 Recording Fee \$ 121.00
 Auditor's Fee \$ 5.00
 1/5/94 FILED FOR RECORD
 JAN 28 1994
 STOR. COUNTY, IOWA



By *Judy R. Connor*
 County Auditor
 State of Iowa

Legal Description
 The NE corner of the SW1/4 of the NE1/4 of Section 23, T84N-R24W of the 5th P.M. in the City of Ames, Story County, Iowa, more particularly described as follows:
 Commencing at the NE corner of the SW1/4 of the NE1/4 of Section 23, T84N-R24W of the 5th P.M. in the City of Ames, Story County, Iowa, more particularly described as follows:
 thence S89°52'00"E, 60.0 feet to the NW corner of The Green 4th Addition to Ames, Iowa and the Point of Beginning; thence along the west line of The Green 4th Addition, 130.0 feet; thence S89°52'00"W, along the north-south line of The Green 4th Addition, 90.98 feet; thence S55°03'00"W, along the north-south line of The Green 3rd, 4th, and 5th Additions, 797.82 feet; thence to the southeast, an arc distance of 120.90 feet (the long chord bears S27°45'00"W, 118.33 feet); thence S89°52'00"W, along the west line of The Green 5th Addition, 338.0 feet; thence N89°52'00"E, along the north-south line of The Green 5th Addition, 1073.25 feet; thence N89°52'00"E, along the south line of The Green 5th Addition, 58.45 feet; thence S00°12'00"W, along a right-of-way "Y", 27.0 feet; thence N89°52'00"E, continuing along the south right-of-way line of 24th Street, 222.28 feet to the Point of Beginning.

CURVE DATA - Street Centerlines

Station	CA	CB	CC	CD	CE
Station	211.4237	181.0037	141.0037	101.0037	61.0037
Distance	30.4200	30.0000	30.0000	30.0000	30.0000
Length	140.05	90.74	81.17	48.96	102.78
Chord	343.38	212.58	191.81	96.31	95.10
Chord	227.74	165.75	123.19	14.44	73.24
Bearing	S89°52'00"W	S89°52'00"W	S89°52'00"W	S89°52'00"W	S89°52'00"W

LEGEND
 ▲ SECTION CORNER FOUND
 △ SECTION CORNER SET
 ● PROPERTY CORNER FOUND
 ○ PROPERTY CORNER SET
 () UNKNOWN

NOTE:
 NO ACCESS TO ANY LOT FROM 24TH STREET; NO ACCESS FROM PINEHURST DRIVE FROM THE EAST SIDE OF LOT 1 TO THE THROAT OF GREENSBORO CIRCLE.

I HEREBY CERTIFY THAT THIS SURVEY DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

SIGNED: _____ DATE: _____

Neil A. Carpenter
 NEIL A. CARPENTER, P.L.S., 1994

REVISION DATE

FINAL PLAT
 Arbor On The Green

COUNCIL ACTION FORM

SUBJECT: AIRPORT TERMINAL BUILDING AND HANGAR (SELECTION OF BUILDING LOCATION)

BACKGROUND:

On February 10, 2015, staff presented a report updating City Council on the status of the Airport Terminal Building and Storage Hangar project. This included a brief historical summary of improvements conducted at the Ames Municipal Airport, a project timeline showing critical dates for replacement of the terminal building, a funding summary, a financing and storage hangar agreement with Iowa State University, a discussion of consultant design services, and important next steps necessary to address the ongoing financial stability of the Airport through an updated Fixed Base Operator (FBO) operating agreement.

The next step was taken on February 24, 2015, where the City secured professional architectural and engineering design services to facilitate preparation of the new terminal/hangar building site improvements so that ISU and the private sector can construct the hangar portion of the project during the summer of 2015. As part of the effort, a project focus group was established to help guide the design process. The group is comprised of a wide range of Airport users representing all levels of business and recreational uses. Membership of this focus group includes:

Focus Group		Staff	
Adam Haggard	Airport User	Bob Kindred	City of Ames
Brent Haverkamp	Airport User	Damion Pregitzer	City of Ames
Brian Aukes	Airport User	Design Team	
Dave Hurst	Airport User	Matt Ferrier	Bolton & Menk (Civil)
Dirk Scholten	Airport User	Greg Broussard	Bolton & Menk (Civil)
Doug Moore	Airport User	Carl Byers	Bolton & Menk (Civil)
Jim Kurtenbach	Airport User	Jeff Loeschen	Alliance (Architects)
Joel Stewart	Airport User	Ashley Ilvonen	Alliance (Architects)
Justin Dodge	Airport User	Michael McClimon	Alliance (Architects)

On Monday, April 27, 2015, Staff held the first focus group meeting for the Airport Terminal Building and Hangar project. The purpose of the meeting was to orient the focus group to the project, and discuss the goals and any potential challenges moving forward. The first and foremost task was for the focus group to make a recommendation on the location of the new terminal building.

The existing approved 2008 Airport Master Plan had anticipated that a new terminal building would be located at a central point at the southernmost point of the buildable area on the Airport property (see Figure 1). The intent in the master plan was to promote development of the property in a manner that supports the airport's long-term financial stability by maximizing leasable areas.

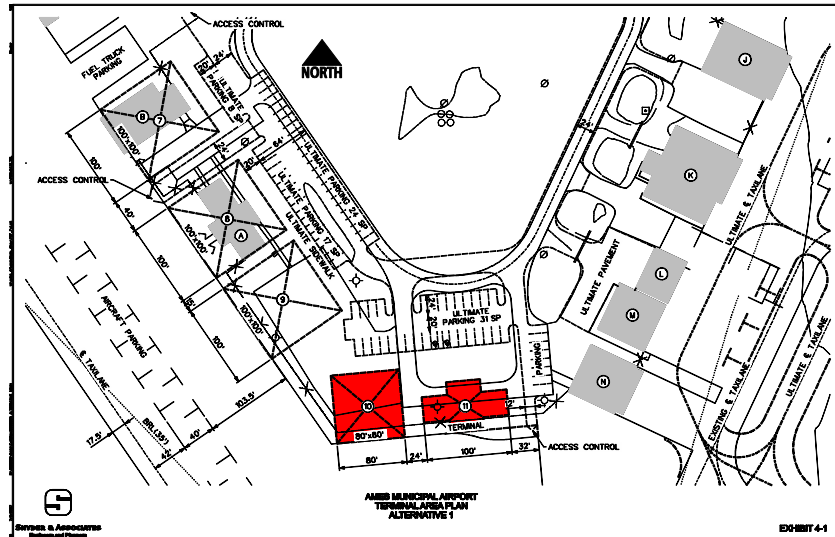


Figure 1: Ames Airport Master Plan (Ch 4, Exhibit 4-1)

The focus group agreed with the general location reflected in the Master Plan to move the terminal building to the “center” of the property because of two key benefits. First, it allows the Fixed Based Operator (FBO) staff working in the facility to have a nearly unobstructed view of the entire airside operational area (runways and taxiways), which promotes safety and efficiency. Second, by moving the terminal to a location that visually aligns with the main entrance to the Airport from Airport Road, it provides clear direction to customers where to go for services when entering the property.

The focus group spent most of the time during the initial meeting discussing how the location and orientation of the building would affect traffic flow, safety and security, as well as functional operations of aircraft in year-round weather conditions. From these discussions, Bolton & Menk, the City's airport consultant engineers, put together two conceptual layouts.

Concept A is the most efficient and cost-effective design that incorporates the highest potential for future expansion. As seen in Attachment A, this also provides significant improvement for access to the terminal building by way of a new drop-off area. Concept B is different mainly in that it has tried to keep a south facing orientation for the hangar building. By doing so, the hangar would forever be physically separate from the terminal building. It should be noted that Concept B also requires more paving around the buildings rather than utilizing the existing apron areas (see Attachment B). Attachment C provides the pros and cons for each proposed concepts.

ALTERNATIVES:

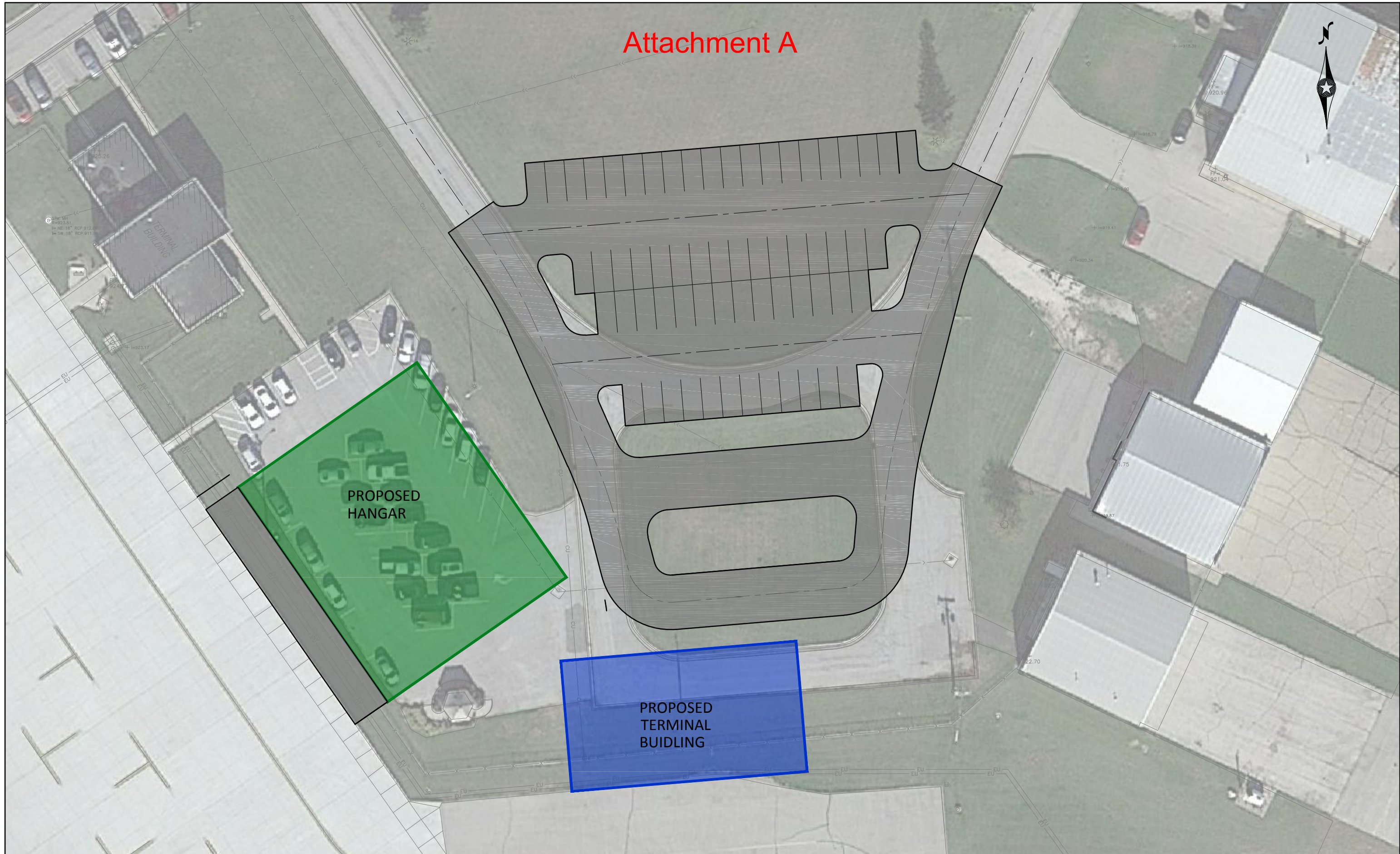
1. Approve Concept A for the airport terminal and hangar site layout, which is the most efficient and cost effective option, thereby directing staff to move forward with site design under this alternative.
2. Approve Concept B for the airport terminal and hangar site layout, thereby directing staff to move forward with site design under this alternative.
3. Direct staff to develop a third alternative for the airport terminal and hangar site layout to be presented to City Council at a future date, which could cause a significant delay in the anticipated project timeline.

MANAGER'S RECOMMENDED ACTION:

Based on the input from the Airport Master Plan, the airport focus group and the City's Airport design team, the building layout and location shown under Concept A appears to be ideally situated to meet existing and long-term growth needs of the Ames Municipal Airport.

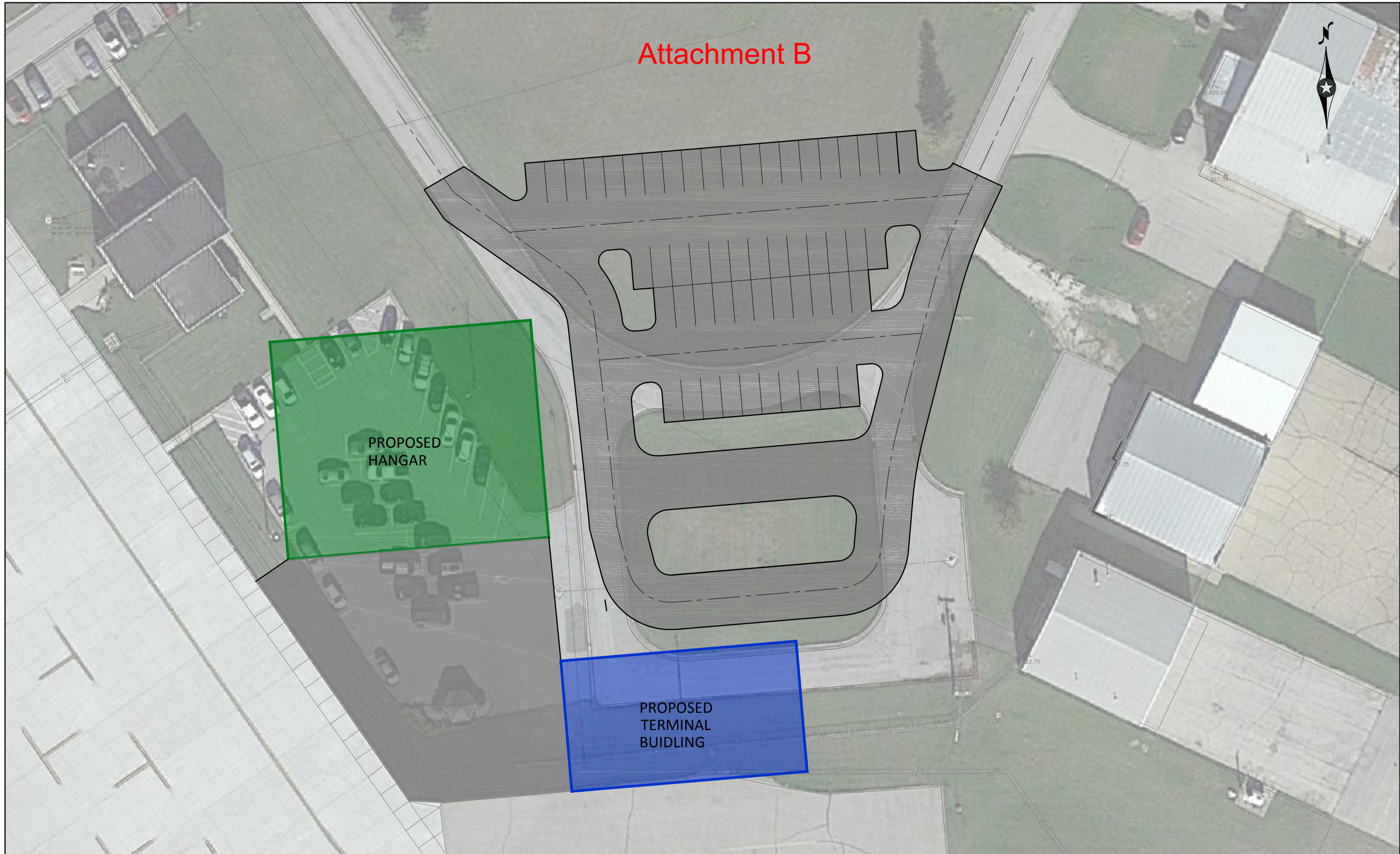
Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

Attachment A



REV.	BY	DATE

Attachment B



PROPOSED HANGAR

PROPOSED TERMINAL BUILDING



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN
 WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN
 BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA

REV.	BY	DATE

AMES, IOWA
AMES MUNICIPAL AIRPORT
TERMINAL CONCEPT LAYOUT B

SHEET
1

© Bolton & Menk, Inc. 2015, All Rights Reserved
 H:\AMES\T51109810\CAD\C3D\CONCEPT B.dwg 4/30/15 11:12 am



BOLTON & MENK, INC.[®]

Consulting Engineers & Surveyors

P.O. Box 668 • 2730 Ford Street • Ames, IA 50010-0668

Phone (515) 233-6100 • Fax (515) 233-4430

www.bolton-menk.com

MEMORANDUM

Date: 5/1/2015
To: City of Ames
From: Greg Broussard
Subject: Ames Municipal Airport Terminal Layout Concepts

Attachment C

Ames Municipal Airport – Terminal/Hangar Concepts

Attached are 2 potential layouts of the proposed terminal and hangar locations. Each has advantages and/or disadvantages. Below is a short summary of our ideas on what portions of each concept are positives or negatives:

Both Concepts

- Proposed Terminal located where it has optimum view of both runways
- Roadway layout allows for a pull-through under a potential “landside” porte-cochere (canopy)
- Roadway layout allows for passenger dropoff, then parking (circulation)
- Additional parking beyond existing 37 (approximate) spaces
- Allows for good visibility to runway ends from terminal

Concept “A” – Hangar Oriented Parallel to Edge of Apron

- Advantages
 - 64 parking spots (as shown) – 10 more than concept “B” based on equivalent walking distance from parking to terminal
 - Minimal apron to construct in front of proposed hangar
 - Symmetrical – improved aesthetics
 - Maintain visual contact with terminal on entrance road
 - Leaves additional space along apron at west side for additional hangars
 - Approximately 45 extra ft. (measured along edge of apron)
 - Front of proposed hangar aligned with prevailing wind – should be less drifting of snow in front of hangar door
 - Shorter distance between structures for covered walkway
- Disadvantages
 - Less visibility to west from terminal
 - For passengers deplaning in front of hangar, slightly longer walk to terminal



Concept "B" – Hangar Door Facing South (Parallel to Terminal)

- Advantages
 - Shorter walk to terminal for passengers deplaning in front of hangar
 - Better visibility to west from terminal
- Disadvantages
 - 54 parking spots (as shown) – 10 less than concept "A" based on equivalent walking distance from parking to terminal
 - Apron required would be approximately 1,000 sq. yds. of additional pavement – based on required pavement section, could be additional \$60,000 (+/-) for apron
 - Hangar extends approximately 45 ft. further to west (along apron edge) – leaves less room for future hangars along apron
 - South facing hangar door likely to drift more during snow events than door aligned more closely to prevailing winds
 - Hangar would partially visually hide terminal from entrance drive
 - Longer covered walkway required to tie structures together

Staff Report

1515 Indiana Three Season Porch Construction And Storm Water Retention Easement

May 12, 2015

BACKGROUND:

City Council referred to staff a letter from John and Julie Larson of 1515 Indiana (Patio Homes West, First Addition Lot #18) regarding the construction of a three season porch to the rear of their home. The Larsons spoke with staff regarding this construction prior to City Council receipt of the letter, and staff relayed to the Larsons that due to the restrictions of a water retention easement on the property, staff could not approve the structure to be built within this easement area. The existing water retention easement area was established in 1980 as a part of the restrictive covenants of the Patio Homes West Association, Inc. This easement extends 50' in width along the rear property line.

City Council directed staff, upon agreement with the Larsons, to solicit quotes for engineering services to evaluate the drainage area and determine any ability to vacate portions of the existing easement at the sole cost of the Larsons, with staff coordinating the evaluation. The Larsons agreed, depending on the cost, to reimburse the City for the cost of the evaluation. Staff sent quote requests to three local firms and received a response from only one, Clapsaddle-Garber Associates (CGA), which was in the amount of \$3,500 to evaluate the area. The Larsons agreed to pay this amount and entered into a reimbursement agreement with the City.

Staff received the final evaluation report of the area which showed the existing easement area may be reduced. The report also recommended a minimum protective elevation, three feet above the 100-year ponding elevation, be established to protect new openings, such as window wells, on future dwellings/additions. Attachment A shows the easement areas and Attachment B show the resulting adjustments to the easement areas.

At the January 27, 2015 Council Meeting, Council directed staff to work with the Home Owner's Association and the adjacent property owners on Kentucky Avenue to determine their interest in adjusting the existing easement area. Staff has also had several discussions with the Legal Department to determine the best course of action to move forward with the easement adjustment.

On April 28, 2015 Staff met with the Larson's and the Home Owner's Association President to provide options for the easement adjustment. **It has been determined that the existing restrictive area is actually only noted within the HOA's restrictive covenants and not an official easement to the City.** The HOA President has agreed

to revise the covenants to add additional language to restrict construction in areas shown in CGA's report to meet the three-foot protection elevation. The HOA would then have the document recorded with the Story County Recorder. However, this would not be an official easement, but an item within the restrictive covenants that which could not be revised by the City.

Staff continues to develop documents/graphics to aid the property owners along Kentucky Avenue in determining their interest in adjusting the existing easement area. The content of these documents continues to be an iterative process and will be completed within the next couple of weeks and ready to be sent to the property owners pending the results of this report.

It has been determined that the existing two easements along the backs of the properties on Kentucky would also need to be vacated as they are blanket easements over multiple properties. New easements would then need to be established on an individual lot basis, either with the newly defined terms and dimensions or with the same terms just for the individual lots. It is not clear at this time how many property owners will agree to the adjustment of the easement area.

OPTIONS:

Taking into consideration the above, the Council could consider the following options:

Option 1- Work To Secure An Easement For Only The Property At 1515 Indiana

This issue can be finalized very quickly as the one property owner at 1515 Indiana has agreed to grant an easement on his individual property to the City.

Should this option be chosen, Staff will draft the easement language for signature and recording. **This will allow the three-season porch, that was initially discussed just over one year ago, to be constructed without any further delay.** If other property owners within the evaluation area (both Indiana and Kentucky) eventually are interested, they can go through the same process of having an individual easement on the property. This option has no effect on the existing restrictive covenants.

Option 2- Work To Modify The HOA's Restrictive Covenants

Accept the HOA's offer to update the restrictive covenants and direct staff to provide the necessary language to satisfy the easement needs that also take into account the 3-foot flood protection elevation. The HOA will then have the revised covenant recorded at Story County. The easement would then be contained within the restrictive covenants, which are under the control of the HOA, not the City.

Staff would also continue to work the residents on Kentucky to determine their interest in revising the easement areas as determined the CGA's report.

With this option, Staff would provide the easement descriptions to the HOA to be implemented and recorded as soon as possible to allow the 1515 Indiana property owner to begin the process of constructing the three-season porch that was initially discussed just over one year ago without any further delay. As noted above, this option would not result in an official easement to the City, but only an item within the HOA's restrictive covenants.

Option 3 - Work To Obtain A Traditional Easement Throughout The Entire Area

Reject the HOA's offer to update the restrictive covenants and direct staff to continue to obtain a traditional easement over the entire evaluation area.

Staff would also continue to work the residents on Kentucky to determine their interest in revising the easement areas as determined the CGA's report.

Option 4 - Make No Changes & Prohibit the Requested Porch To Be Built

Decide to not move forward with any language changes to the restrictive covenants or easement adjustments. Under this option, Council would make no changes to the easements, since the stormwater drainage in this area appears to be functioning as originally designed, **thus no structures would be allowed to be built within the area.**

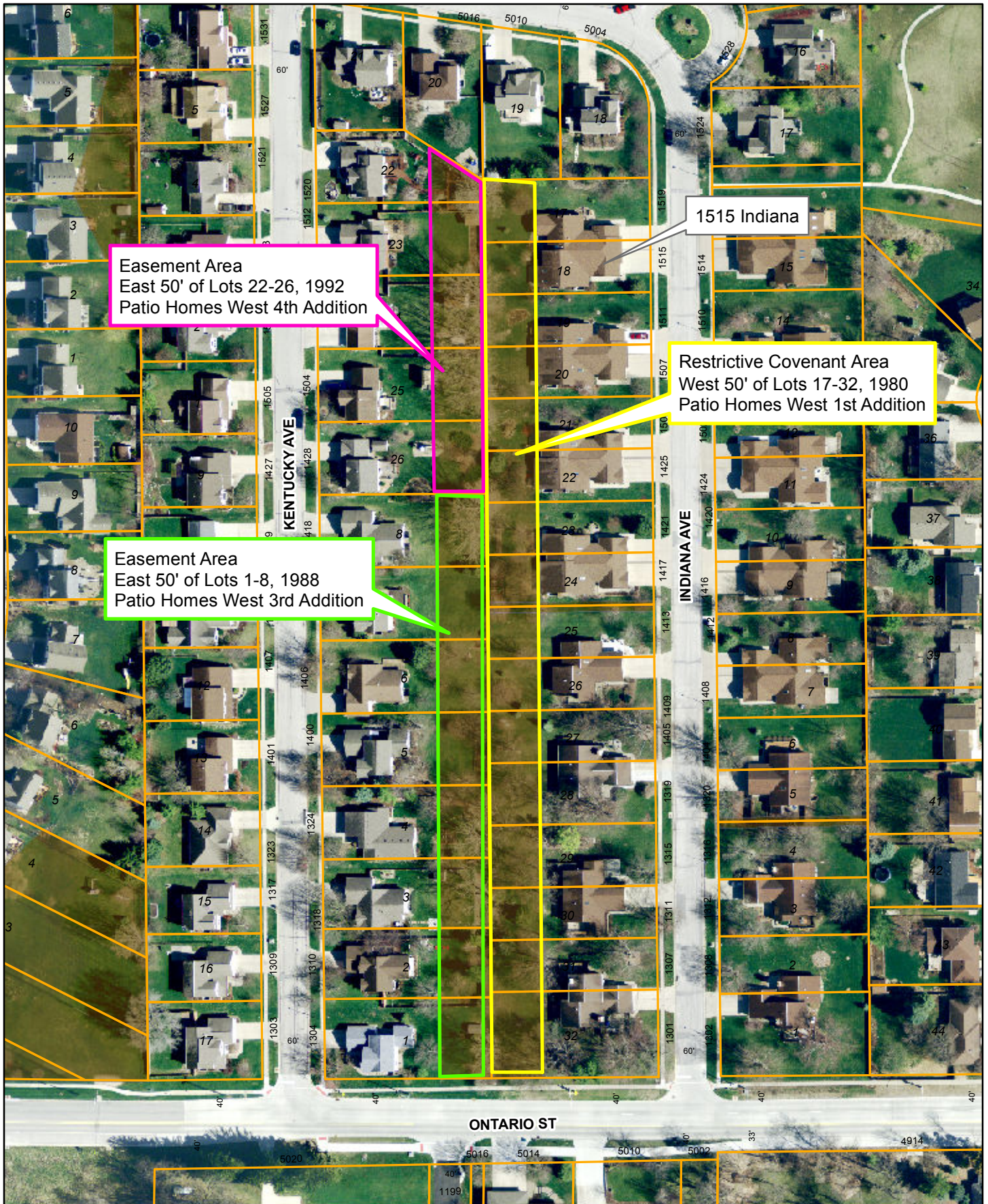
STAFF COMMENTS:

With all of the issues described above, this process has become quite cumbersome and time consuming for staff to complete the task directed by the City Council. Consequently, if the Council desires to respond in a more timely manner to the one property owner who raised the issue to allow for the construction of a three-season porch, then Option 1 appears to be the preferred course of action. The staff would then work with individual property owners in the area on an as requested basis to obtain individual easements.

It should be noted that with both Options 2 and 3, a hearing regarding the vacation of the current easement has been commenced but had been continued to allow staff additional time to draft the easement documents for all the additional properties. If vacation of the current easement is the chosen course of action, a date for needs to be set for the hearing in order to proceed with the vacation of the existing easements along Kentucky Avenue. However, if Option 1 or 4 is pursued, Council will need to direct that the hearing will be cancelled, since it will no longer be necessary.

The Council should note that the property owner of 1515 Indiana had agreed to cover the recording fees related to the vacation. It was previously estimated that these costs

would be less than \$50. However, with the need for individual easements to be recorded on the Kentucky Avenue portions (Options 2 and 3), this cost could be more than \$175 depending on the extent of the documents to be recorded. The property owner at 1515 Indiana does not believe it would be fair to expect him to pay those additional costs.



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



Attachment A
Easement Areas



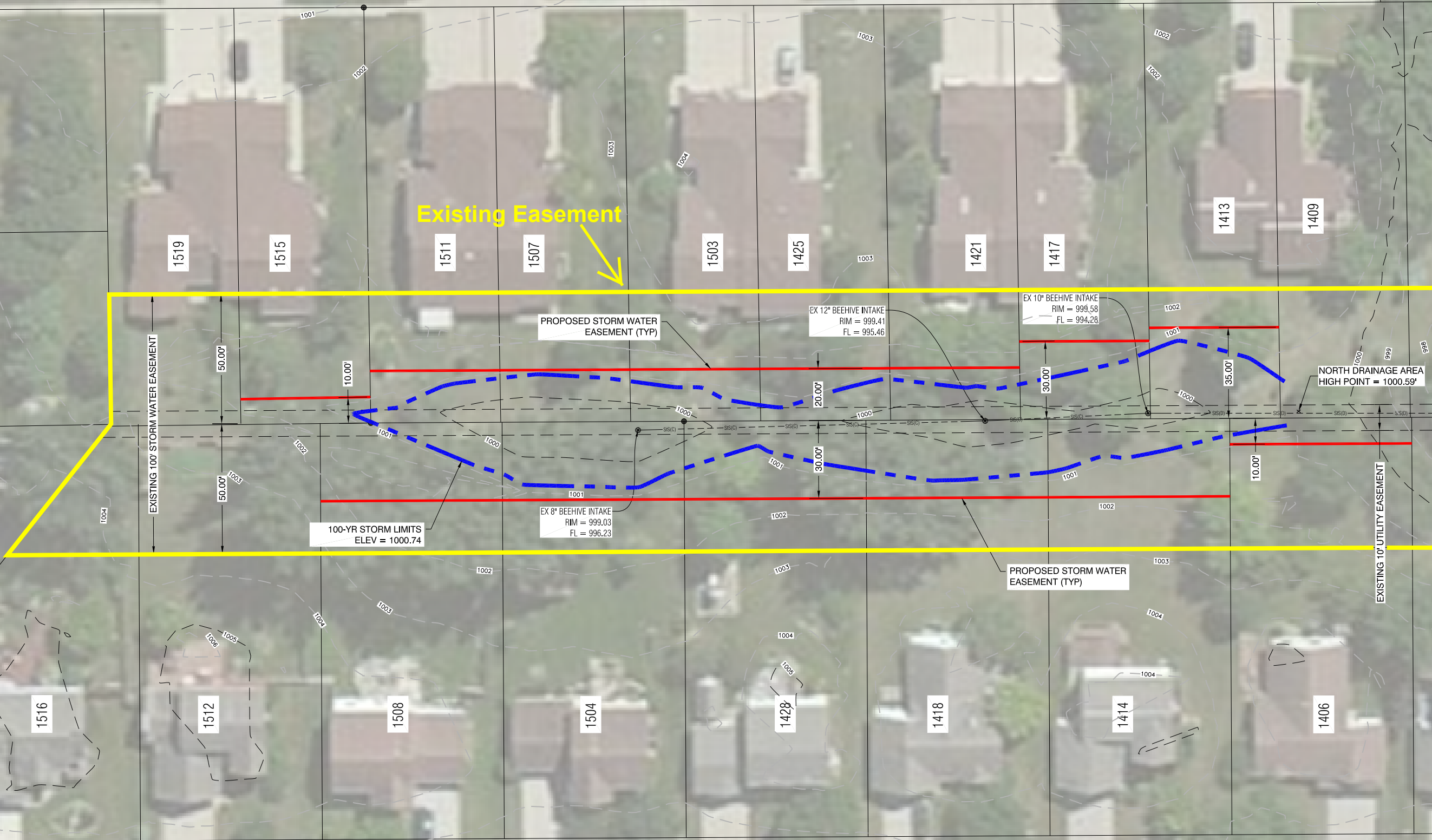
Scale: 1 in = 125 ft
Date: 2/19/2015

Attachment B

INDIANA AVENUE



Existing Easement



J:\6883\img\Sheets\6883 - SWEE Evaluation.dwg - 1 - 01-10-15 - 11:30am - mmj25



NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE

CGA Clapsaddle-Garber Associates, Inc
 1523 S. Bell Ave. Suite 101
 Ames, Iowa 50010
 Ph 515-232-1784
 www.cgaconsultants.com

DESIGNED: AJI DATE: 12-5-14
 DRAWN: AJI DATE: 12-5-14
 CHECKED: MMB DATE: 12-15-14
 APPROVED: MMB DATE: 12-30-14

PATIO HOMES WEST, 1ST ADDITION
 AMES, IOWA

**RECOMMENDED STORM WATER
 DETENTION EASEMENT**

PROJECT NO. 8683
 SHEET NO. D-2

COUNCIL ACTION FORM

SUBJECT: REVISED MAJOR SITE DEVELOPMENT PLAN FOR OLD ORCHARD MANUFACTURED HOME PARK TO ADD A MAINTENANCE BUILDING

BACKGROUND:

Grand Center, Ltd is proposing to construct a maintenance building within its Old Orchard Manufactured Home Park. Old Orchard Manufactured Home Park is in the 1100 block of S. 16th Street across from the City's Greenbriar Park and east of the ISU College of Veterinary Medicine. The maintenance building will be constructed at 97 Peach Lane near the southwest corner of the site. (See Attachment A Location Maps)

The property is zoned Residential Low Density Park (RLP), which requires that the City Council approve a Major Site Development Plan revision to switch from a residential use of a lot to add the proposed maintenance building. Article 7 Section 29.705 of the Zoning Ordinance on the RLP Zone permits maintenance buildings (paragraph 4a). This section also includes a table of development standards, Zoning Ordinance Table 29.705(5).

The proposed plan includes the one-story 1,280 square-foot maintenance building located in conformance with the setback requirements. The building will have two garage doors on the south. It is proposed to be accessed via an existing non-conforming gravel driveway from an existing gravel road to the west. (See Attachment B Major Site Development Plan)

Staff has reviewed the criteria and standards the RLP zoning district and of Section 29.1502(4)(d) (See Attachment C Major Site Plan Criteria) and finds the proposal does not change the compliance of the Old Orchard Major Site Development Plan, with the exception of the proposed use of the current gravel driveway paving.

Zoning Ordinance Section 29.406 (11) requires that all vehicle areas be hard surfaced. The applicant has provided photographs documenting that the existing drive served a house that was on that site before this standard was enacted. Therefore, staff concurs that the driveway is legally non-conforming. However, Zoning Ordinance Section 29.307 (5) describes lower order non-conformities of site improvements such as landscaping, paving, parking, etc and states this policy for removal of nonconformities:

Because nonconformities such as those listed above involve less investment and are more easily corrected than those involving lots, buildings and uses, it is generally the policy of the City to eliminate such other nonconformities as quickly as practicable.

The applicant has submitted a letter from the project engineer stating that it is

impractical to pave the driveway because it abuts an unpaved street. (See Letter attached).

Staff has analyzed the applicant's request, reviewed the supporting material, and conducted an on-site inspection. Staff believes it is practical to end the non-conformity and to pave the existing driveway at this time with the development of the site, leading to a gravel roadway does not inhibit paving on site. This is consistent with general City standards for all new construction.

Planning and Zoning Commission Recommendation. On April 15, 2015 the Ames Planning and Zoning Commission considered this request to revise the Major Site Development Plan. There was discussion only about whether the driveway should be paved. The Commissioners asked about options to relocate the access for the storage building and about storm water facilities. The applicant stated they had not looked closely at making a driveway out to the paved area of Peach instead of the gravel road. Generally, the maker of the motion to approve the project stated that it does not make sense to pave a drive that is connected to a gravel road in a location that is not visible, by a vote of 4-0 the Planning and Zoning Commission recommended approval without conditions to pave the driveway.

ALTERNATIVES:

1. The City Council can approve the proposed revision to the Major Site Development Plan for Old Orchard Manufactured Home Park to add a maintenance building with the condition that the driveway be paved in conformance with Ames *Municipal Code* Section 29.406 (11).
2. The City Council can follow the Planning and Zoning Commission recommendation to approve the proposed revision to the Major Site Development Plan for Old Orchard Manufactured Home Park to add a maintenance building, without conditions.
3. The City Council can deny the proposed revision to the Major Site Development Plan for Old Orchard Manufactured Home Park to add a maintenance building if it finds that the proposed plan does not conform to the RLP zone standards, zone development standards or other applicable city standards.
4. The City Council can refer this item back to City staff and/or the applicant for additional information.

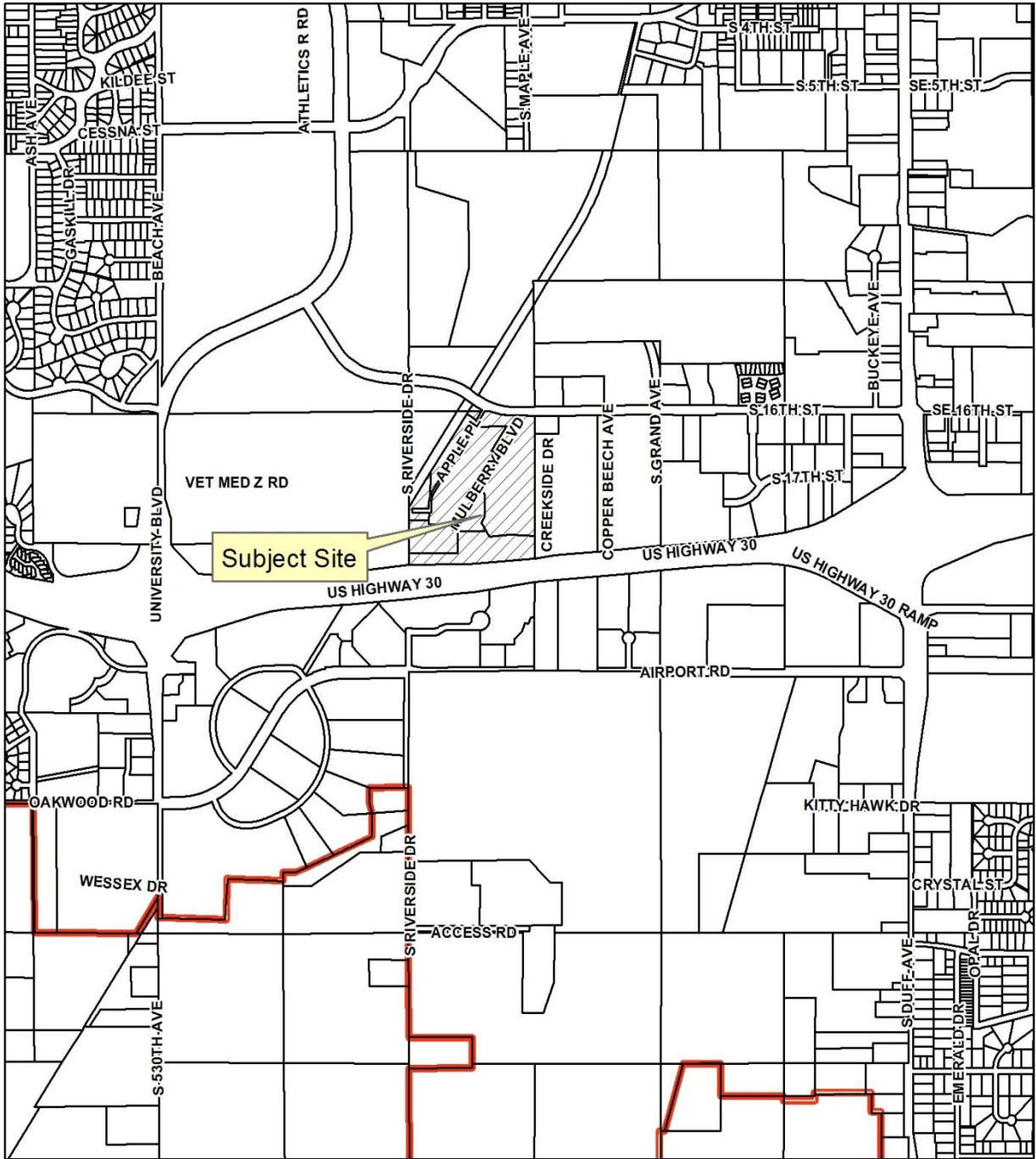
MANAGER'S RECOMMENDATION:

The proposed revision to the Major Site Development Plan for Old Orchard Manufactured Home Park meets the required RLP zone standards and site planning and design standards of the Zoning Ordinance, with the exception of the gravel driveway. The existing gravel road is a remnant of a county road that existed before the manufactured housing park was developed and the area was subsequently annexed. It is not likely to be paved in the foreseeable future.

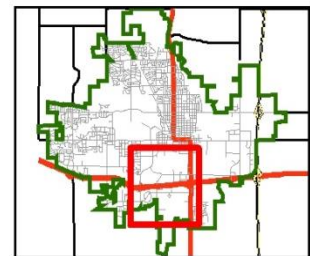
All of the buildings that the existing driveway served have been demolished, a new residence has been added and a new building is now proposed. Staff believes that the Zoning Ordinance intends that when buildings are replaced, sites are to be improved to comply with current zoning standards.

Based on the Planning staff's interpretation of Section 29.406 (11) of the Zoning Ordinance, it is the City Manager's recommendation that the City Council adopt Alternative #1 to approve the proposed revision to the Major Site Development Plan for Old Orchard Manufactured Home Park to add a maintenance building with the condition that the driveway be paved.

ATTACHMENT A: LOCATION MAP - 1



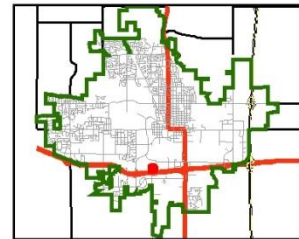
**Old Orchard
Mobile Home Park**



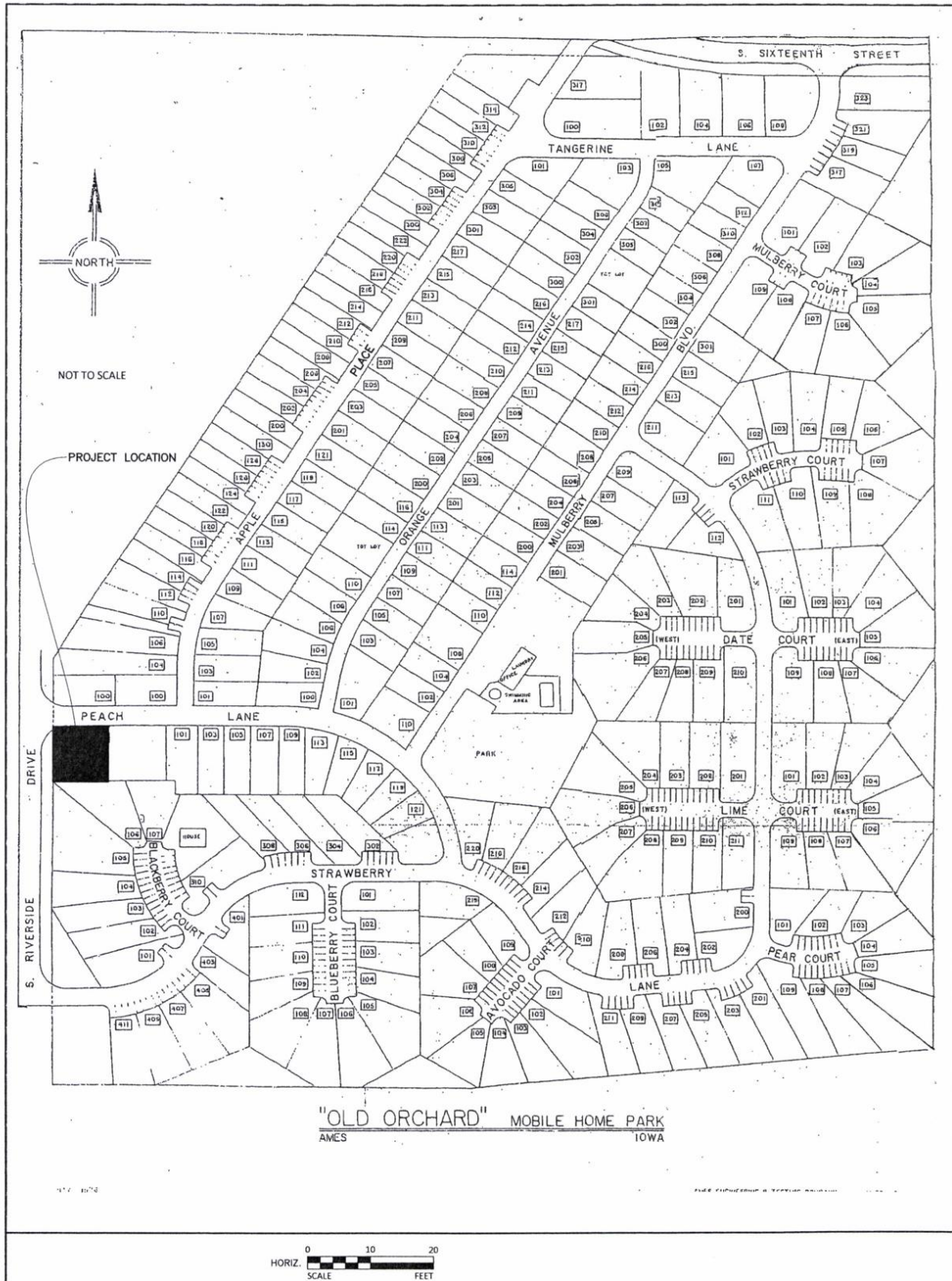
ATTACHMENT A: LOCATION MAP - 2



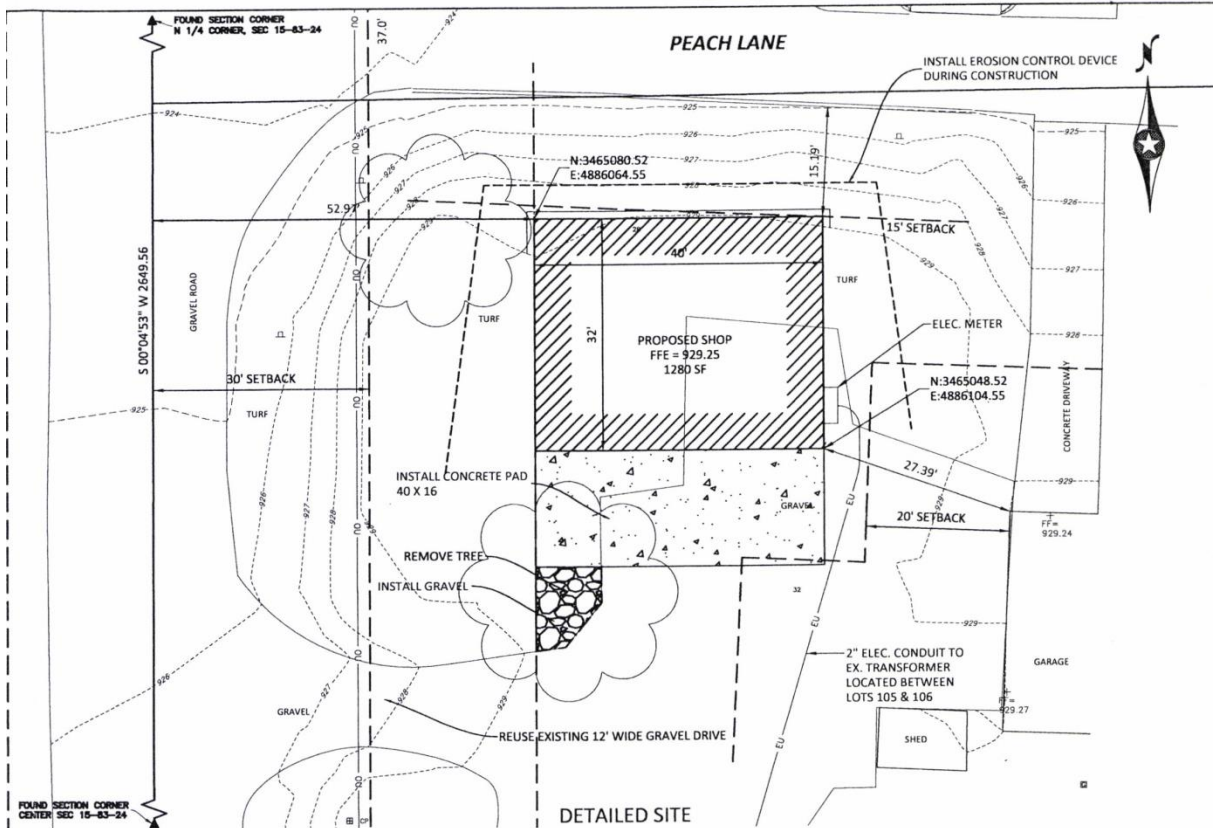
**97 Peach Lane
in Old Orchard**



ATTACHMENT B: MAJOR SITE DEVELOPMENT PLAN-1



ATTACHMENT B: MAJOR SITE DEVELOPMENT PLAN-2



DETAILED SITE

OWNER: GRAND CENTER LTD
105 S 16TH ST, SUITE 1
AMES, IA 50010-8094

APPLICANT: GRAND CENTER LTD
105 S 16TH ST, SUITE 1
AMES, IA 50010-8094

PLAN PREPARED BY: BOLTON + MENK, INC
P.O. BOX 668
2730 FORD STREET
AMES, IA 50010

ZONING DESIGNATION: RLP-RESIDENTIAL LOW
DENSITY PARK ZONE

PROPOSED LAND USE: MAINTENANCE SHED FOR
MOBILE HOME PARK

PARKING SPACES REQUIRED:
NONE

PARKING SPACES PROVIDED:
NONE

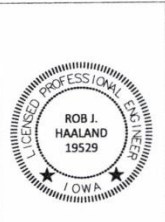
MINIMUM SETBACKS:
INTERIOR STREET LINE: 15'
FROM EXTERIOR BOUNDARIES: 30'
REAR YARD: 20' CLEAR BETWEEN STRUCTURES

- NOTES**
- ALL SITE WORK SHALL BE IN ACCORDANCE WITH THE IOWA STATEWIDE URBAN DESIGN AND SPECIFICATIONS AND THE CITY OF AMES SUPPLEMENTAL SPECIFICATIONS. ALL WORK IN STREET AND/OR RIGHT-OF-WAY SHALL REQUIRE CONTRACTOR TO OBTAIN APPROPRIATE CITY OF AMES PERMITS AND MEET TRAFFIC CONTROL REQUIREMENTS.
 - ALL CONSTRUCTION MATERIALS, DUMPSTERS, DETACHED TRAILERS, OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY.
 - EXISTING UNDERGROUND UTILITY INFORMATION SHOWN IS FROM PUBLIC RECORDS. THE LOCATION OF UTILITIES SHOWN IS NOT GUARANTEED.
 - CONTRACTOR RESPONSIBLE FOR REMOVING AND REPLACING (IF NECESSARY) ALL EXISTING PAVEMENT NECESSARY TO COMPLETE CONSTRUCTION ACCORDING TO THESE PLANS.
 - NO OUTDOOR LIGHTING SHALL BE INSTALLED ON THE BUILDING OR SITE UNTIL THE LIGHTING HAS BEEN APPROVED BY THE CITY OF AMES PLANNING DIVISION.
 - ALL SPOT ELEVATIONS SHOWN ARE FORM GRADE UNLESS OTHERWISE SPECIFIED.
 - CONTRACTOR SHALL ENSURE THAT POSITIVE DRAINAGE SHALL BE MAINTAINED FOR THE ENTIRE SITE, INCLUDING PARKING, DRIVE AISLES, SIDEWALK, AND OPEN AREAS.
 - CONTRACTOR SHALL EMPLOY A LICENSED SURVEYOR TO STAKE FOOTPRINT OF THE PROPOSED BUILDING. SURVEYOR SHALL VERIFY BUILDING IS WITHIN ALL STATED SETBACK REQUIREMENTS SHOWN. COORDINATES SHOWN ARE ON IOWA STATE PLAN COORDINATE SYSTEM, IOWA NORTH ZONE, NAD 83.

RECEIVED

APR 03 2015

CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING



I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

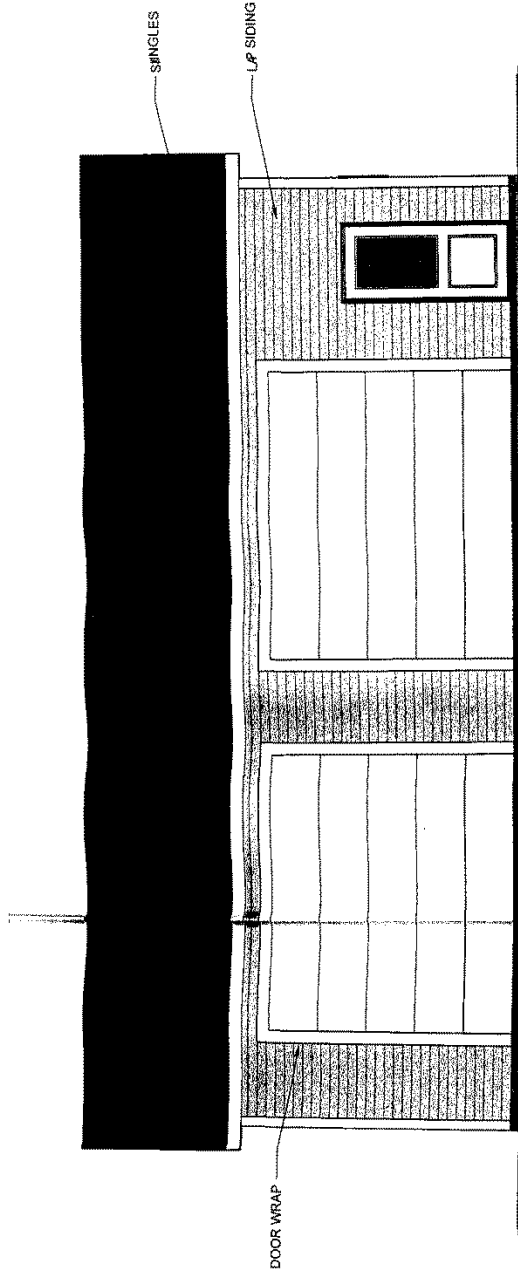
Rob J. Haaland
ROB J. HAALAND, P.E.
REG. NO. 19529 DATE: 04/03/2015

MY LICENSE RENEWAL DATE IS DECEMBER 31, 2016
PAGES OR SHEETS COVERED BY THIS SEAL:
ALL SHEETS

LEGAL DESCRIPTION
TRACT IN THE NW, NE SECTION 15, TOWNSHIP 83, RANGE 24, ADJRR BEG 1546.6' NORTH CENTER SECTION, E 210.1' NE, 496.8' ETC. IN THE CITY OF AMES, STORY COUNTY, IOWA AS SHOWN ON THE "PLAT OF SURVEY" FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA ON OCTOBER 21, 1976 AND RECORDED ON PAGE 413, BOOK 161.

DESIGNED ERD	<p>BOLTON & MENK, INC. Consulting Engineers & Surveyors MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN CHASSA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA</p>	REV	BY	DATE	OLD ORCHARD TRAILER PARK ACCESSORY BUILDING - GARAGE 97 PEACH LANE - SITE PLAN	SHEET 1
DRAWN CAE						
CHECKED ERD						

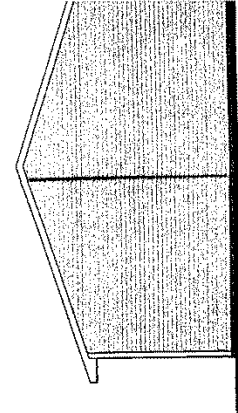
ATTACHMENT B: MAJOR SITE DEVELOPMENT PLAN-3



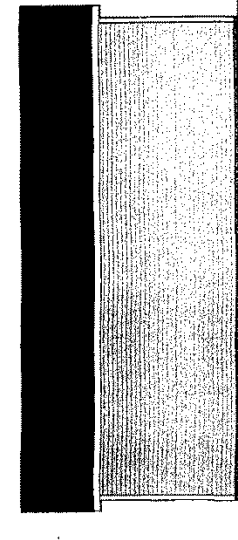
SIDING NOTES:
 SIDING: STANDARD VINYL LAP SIDING
 FASCIA: 2x6 SUB FASCIA WITH ALUMINUM TRIM
 RAKE SOFFIT: NON-VENTED ALUMINUM
 OVERHANG SOFFIT: VENTED ALUMINUM
 CORNER: WIDE VINYL CORNERS
 O.H.D. DOOR WRAPS: 2x6 PINE WRAPPED WITH ALUMINUM
 LIGHT FIXTURE MASTER MOUNTS: 5" WIDE, 4 1/2" TALL

SOUTH EXTERIOR ELEVATION
 SCALE: 1/8"=1'-0"

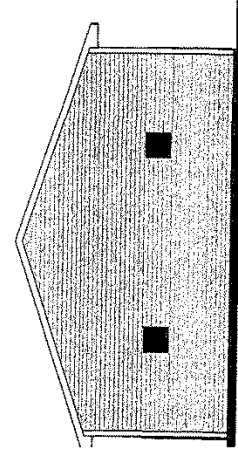
ROOF NOTES:
 1. 4/12 ROOF PITCH WITH STANDARD HEELS.
 2. FINISHED OVERHANG IS 24".
 3. FINISHED RAKE IS 12".



WEST EXTERIOR ELEVATION
 SCALE: 1/8"=1'-0"



NORTH EXTERIOR ELEVATION
 SCALE: 1/8"=1'-0"



EAST EXTERIOR ELEVATION
 SCALE: 1/8"=1'-0"

ATTACHMENT C
MAJOR SITE DEVELOPMENT PLAN CRITERIA

Additional criteria and standards for review of all Major Site Development Plans are found in Ames *Municipal Code* Section 29.1502(4)(d) and include the following requirements.

When acting upon an application for a Major Site Development Plan approval, the Planning and Zoning Commission and 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.*
- 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.*
- 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.*
- 4. The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property.*
- 5. Natural topographic and landscape features of the site shall be incorporated into the development design.*
- 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.*
- 7. The design of outdoor parking areas, storage yards, trash and dumpster areas, and other exterior features shall be adequately landscaped or screened to minimize potential nuisance and impairment to the use of adjoining property.*
- 8. The proposed development shall limit entrances and exits upon adjacent streets in order to prevent congestion on adjacent and surrounding streets and in order to provide for safe and orderly vehicle movement.*
- 9. Exterior lighting shall relate to the scale and location of the development in order to maintain adequate security, while preventing a nuisance or hardship to adjacent property or streets.*
- 10. The proposed development shall ensure that dust and other forms of air pollution,*

noise disturbances, odor, glare, and other nuisances will be limited to acceptable levels as prescribed in other applicable State and City regulations.

- 11. Site coverage, building scale, setbacks, and open spaces shall be in proportion with the development property and with existing and planned development and structures, in adjacent and surrounding property.*

The Development Review Committee has reviewed the Major Site Development Plan and found that it complies with all other requirements of the Ames Municipal Code.

COUNCIL ACTION FORM

**SUBJECT: IOWA STATE UNIVERSITY RESEARCH PARK PHASE III –
 ROADWAY PAVING**

BACKGROUND:

To facilitate the ISU Research Park Phase III expansion, the City hired Shive-Hattery to design needed utility and roadway improvements. The roadway improvements will primarily be funded by a Revitalizing Iowa’s Sound Economy (RISE) Grant, as approved by City Council on October 14, 2014. A tax increment financing (TIF) district has been created to finance the local matching funds for the roadway, as well as for all of the utility infrastructure costs.

On May 6, 2015, bids for the project were received as follows:

<i>Bidder</i>	<i>Bid Amount</i>
Engineer’s estimate	\$4,786,891.00
Manatt’s Inc.	\$4,607,745.60
Godbersen-Smith Construction	\$4,634,554.55

Shive-Hattery completed plans and specifications for the roadway paving and storm sewer infrastructure project. The project funding and estimated construction expenses shown, below, reflect the roadway and the utility project:

	Funding	Estimated Expenses
RISE Grant (Roadway)	\$ 4,010,728	
TIF Abated GO Bonds	\$ 2,938,990	
Roadway (Est. This Contract)		\$ 4,607,745.60
Water Main (Bid, Not This Contract)		\$ 597,980.00
Sanitary Sewer (Bid, Not This Contract)		\$ 391,875.00
Electric Relocation (Est. by City of Ames Electric)		\$ 275,000.00
Engineering/Administration (Roadway)		\$ 406,800.00
Engineering/Administration (Utilities)		\$ 158,200.00
Totals	\$ 6,949,718	\$ 6,437,600.60

It should be noted that the roadway cost estimates have increased from the original conceptual cost estimates used in the RISE grant application. As noted in the Council

Action Form dated March 24, 2015, savings from the water main and sanitary sewer projects were expected to be available from the TIF abated G.O. Bond revenues to offset the additional roadway costs. Based on these bids, it does not appear these savings will be needed.

ALTERNATIVES:

1. a. Accept the report of bids for the University Research Park Phase III – Roadway Paving
 - b. Approve final plans and specifications for the University Research Park Phase III – Roadway Paving.
 - c. Award the University Research Park Phase III – Roadway Paving to Manatt's Inc. of Brooklyn, Iowa, in the amount of \$4,607,745.60.
2. Do not proceed with this project at this time.

MANAGER'S RECOMMENDED ACTION:

By approving these plans and specifications, it will be possible to construct the roadway paving in coordination with the utility infrastructure project as well as the ISU Research Park Hub Building construction.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

COUNCIL ACTION FORM

SUBJECT: GRANT AVENUE (HYDE AVENUE) PAVEMENT IMPROVEMENTS

BACKGROUND:

Since 2009, the City has been working with developers, land owners, and current residents within the northern growth area to plan for the installation of public infrastructure to serve this area. The northern growth area, generally located north of Bloomington Heights Subdivision to 190th Street between George Washington Carver Avenue and Ada Hayden Heritage Park, has been identified by the Council for residential development.

To facilitate this growth, Council directed that the water main and sanitary sewer main extensions to serve the area along Grant Avenue be included in the 2012/13 Capital Improvements Plan (CIP), and the 2014/15 CIP included paving of Grant Avenue.

The City will up-front the costs to design and install each of these improvements. Utility connection districts were established to recover the utility costs as developments are platted and as existing homesteads connect to these mains. The major work items for the water main and sanitary sewer were substantially completed during the fall/winter of 2014.

Street construction costs will be shared and recovered through a special assessment district. The annexation agreements previously signed between the City and the three developers (Rose Prairie, Quarry Estates, and Hunziker) confirmed these financing arrangements. **Auxiliary turning lanes in adjacent to specific developments will be the responsibility of the developer and have not been included in assessment project.**

This project also has an alternate bid item for the installation of a new 23 stall parking lot on the northwest corner of Ada Hayden Heritage Park with access from Grant Avenue. These costs are independent of the roadway project and will be funded through the Park Development Reserve designated in the 2014/15 CIP.

On May 6, 2015, bids for the project were received as follows:

<i>Bidder</i>	<i>Base Bid</i>	<i>Alternate Bid</i>	<i>Total</i>
Engineer's Roadway Estimate	\$ 2,364,702.00	\$70,821.00	\$2,435,523.00
Manatt's Inc	\$ 2,779,587.90	\$87,495.00	\$2,867,082.90
Godbersen-Smith Construction	\$ 2,935,114.05	\$74,831.00	\$3,009,945.05

Civil Design Advantage prepared plans and specification for the project and the bid alternate. Roadway project funding and estimated expenses are shown below:

	Funding	Expenses
G.O. Bonds (City's share of roadway)	\$649,750	
G.O. Bonds (Abated by Developer assessments)	\$2,175,250	
Roadway Construction		\$2,779,587.90
Engineering/Administration (Est.)		\$514,223.76
	<u>\$2,825,000</u>	<u>\$3,293,811.66</u>

The Ada Hayden parking lot alternate bid was \$87,495 with available funding of \$84,000 which included engineering/administration.

Development agreements call out the roadway costs are to be split as follows:

	<u>Estimated</u>	<u>Bid</u>	<u>Additional Costs</u>
Construction	\$2,364,702.00	\$2,779,587.90	\$414,885.90
Engineering (Est)	<u>\$437,320.00</u>	<u>\$514,223.76</u>	
	\$2,802,022.00	\$3,293,811.66	
Rose Prairie (37%)	\$1,036,748.14	\$1,218,710.31	\$181,962.17
Hunziker (23%)	\$644,465.06	\$757,576.68	\$113,111.62
City of Ames (23%)	\$644,465.06	\$757,576.68	\$113,111.62
Quarry Estates (17%)	<u>\$476,343.74</u>	<u>\$559,947.98</u>	<u>\$83,604.24</u>
	\$2,802,022.00	\$3,293,811.66	\$491,789.66

Staff is scheduling a meeting with the developers to review the cost impacts to all parties. Additionally, staff is working with the consulting engineer to determine if there are any options to reduce costs.

ALTERNATIVES:

1. a. Accept the report of bids for the Grant Avenue (Hyde Avenue) Pavement Improvements
- b. Approve final plans and specifications for the Grant Avenue (Hyde Avenue) Pavement Improvements.
2. Do not proceed with this project at this time.

MANAGER'S RECOMMENDED ACTION:

By accepting the report of bids and approving the final plans and specifications, Staff will be able to analyze the project and return at an upcoming Council meeting with a recommendation regarding how to proceed with this project.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

**SUBJECT: 2014/15 DOWNTOWN STREET PAVEMENT IMPROVEMENTS
 (5TH STREET – BURNETT AVENUE TO GRAND)**

BACKGROUND:

The annual Downtown Street Pavement Improvements program is for rehabilitation or reconstruction of streets within the downtown area. **The 2014/15 program location is 5th Street from Burnett Avenue to Grand Avenue.** The project includes removal and replacement of the existing pavement, storm sewer improvements, water quality improvements, and sanitary sewer improvements, as well as and a ribbon of colored sidewalk concrete to match the previously constructed areas of downtown.

City staff and the engineering consultant, Bolton & Menk, held a project information meeting with area businesses and the Main Street Cultural District (MSCD). The project will be staged to maintain access to all businesses during construction and is scheduled for completion in fall 2015. This project is being coordinated with recently awarded water quality grants received from the State (IDALS and SRF Sponsored Projects). Staff has also coordinated to avoid having street closures during the Midnight Madness Road Race.

On May 6, 2015, bids for the project were received as follows:

<i>Bidder</i>	<i>Bid Amount</i>
Engineer's estimate	\$1,152,380
Con-Struct	\$1,397,677

Funding available for this project summarized below:

	Revenue	Expenses
5th Street (Burnett to Grand)		\$ 1,397,677
General Obligation Bonds (FY14/15 CIP for Street)	\$ 900,000	
Sanitary Sewer Funds (13/14 Sanitary Sewer Rehab Program)	\$ 75,000	
Sanitary Sewer Funds (14/15 Sanitary Sewer Rehab Program)	\$ 64,500	
15/16 Storm Sewer Improvement Program	\$ 70,000	
Unused GO Bonds from 11/12 Asphalt Pavement Improvements (Ironwood)	\$ 75,000	
Unused GO Bond from 13/14 Downtown Pavement Improvements	\$ 111,671	
Engineering/Administration		\$ 140,000
	<u>\$ 1,296,171</u>	<u>\$ 1,537,677</u>

As a result of this bid, staff is working with the consulting engineer to determine if there are any options to reduce costs or to find alternative funding sources.

ALTERNATIVES:

1. a. Accept the report of bids for the 2014/15 Downtown Street Pavement Improvements (5th Street –Burnett Avenue to Grand Avenue)
- b. Approve final plans and specifications for the 2014/15 Downtown Street Pavement Improvements (5th Street –Burnett Avenue to Grand Avenue).
2. Do not proceed with this project at this time.

MANAGER'S RECOMMENDED ACTION:

This project represents City Council's continuing commitment to reinvest in downtown infrastructure. By accepting the report of bids and approving the final plans and specifications, Staff will be able to analyze the project and return at the following Council with a recommendation on how to move forward.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: 2013/14 AND 2014/15 RESOURCE RECOVERY SYSTEM IMPROVEMENTS (HVAC IMPROVEMENTS)

BACKGROUND:

This project includes the replacement of one heating and cooling unit for the control room, offices, visitors' center, break room, locker room, restrooms, and one cooling unit for the electrical room at the Resource Recovery Plant (RRP). This includes the following units:

- Air handling unit 3,500 CFM, energy recovery ventilator, rooftop cooling unit nominal 10 ton cooling capacity, 54KW heating unit, duct heaters, filtration system
- Condensing unit, 480 volt 3 phase, nominal 10 ton cooling capacity, with matched air handling unit and a SEER of 11.2

The project will remove all existing duct work and heating/cooling equipment, some of which has been in service since the building was opened 40 years ago and has reached the end of its useful life. The new duct work will be sized for optimal air flow and energy efficiency throughout the entire area being heated and cooled. The new system will also include a carbon filtration system to help control odors in the control room, offices, visitors' center, break room, locker room and restrooms. Individual areas will have separate thermostats to help balance the temperature and allow areas not in use to be set back to non-occupied settings. Temperature control in the electric room is necessary for the control equipment in the RRP process area since overheating this space can cause equipment malfunctions and premature failures. Also, with the addition of another roof top unit, the safety railing along the west edge of the roof will be extended to provide fall protection and a safer environment while maintaining and servicing the units.

The first unit was included in the 2013/14 Capital Improvements Plan (CIP) as part of the Resource Recovery System Improvements program at \$85,000. The second unit is included in the 2014/15 CIP at \$22,000. Staff has identified previous CIP project savings of \$35,300, which brings **total funding for the project to \$142,300.**

On May 7, 2015 bids on this project were due and **no bids were received.** Staff will work with the engineer to see if the plans may be revised and repackaged or if there are alternative ways in moving forward. Staff will reach out to the plan holder to discuss their concerns which lead to no bids being submitted.

ALTERNATIVES:

- 1a. Accept the report of no bids for the 2013/14 and 2014/15 Resource Recovery System Improvements (HVAC Improvements).
- 1b. Approve the final plans and specifications for the 2013/14 and 2014/15 Resource Recovery System Improvements (HVAC Improvements).
- 1c. Instruct staff to work with the engineer to understand why no bids were received for the project, and to determine how the bid can be restructured to solicit better bid response.
2. Direct staff to cancel the project.

MANAGER'S RECOMMENDED ACTION:

The HVAC system for the RRP electric room is essential to the safe operation of the facility. Portions of the HVAC system for the control room, offices, visitors' center, break room, locker room, and restrooms are 40 years old and do not efficiently and uniformly condition the air for these areas.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

COUNCIL ACTION FORM

SUBJECT: POWER PLANT VALVE MAINTENANCE SERVICES CONTRACT

BACKGROUND:

On March 24, 2015, City Council approved preliminary plans and specifications for the Valve Maintenance, Related Services and Supplies Contract for Power Plant. The Electric Utility's two coal-fired, high-pressure steam generation units in the City's Power Plant are referred to as Units No. 7 and 8. These units require regular professional maintenance and repair. This consists of emergency service, as well as regularly scheduled planned repairs and services during scheduled outages. Services include a large variety of boiler and pressure vessel maintenance and repairs, structural steel, pump and piping work, coal handling system, coal pulverizer work, and other miscellaneous mechanical Power Plant work.

Due to these operational conditions, numerous valves are used to operate the Power Plant. These include isolation, control, check, relief and safety valves, which must be professionally repaired, tested, installed, replaced and maintained. Specially trained personnel perform this work.

This contract is to provide valve maintenance services for the period from July 1, 2015 through June 30, 2016. 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 nineteen companies. The bid was advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published in the Ames Tribune. The bid was also sent to one plan room.

On April 21, 2015, three bids were received as shown on the attached report.

Electric Services staff has determined that additional time is needed to evaluate each of the remaining bids to determine which one can perform the Valve Maintenance Services contract at the lowest overall price.

The approved FY 2015/16 Power Plant operating budget includes \$70,000 for this contract. Invoices will be based on contract rates for time and materials for services actually received.

ALTERNATIVES:

1. Accept report of bids and delay award for the Valve Maintenance, Related Services and Supplies Contract for Power Plant.

2. Award a contract to the apparent low bid.
3. Reject all bids and direct staff to rebid.

MANAGER'S RECOMMENDED ACTION:

This work is necessary to ensure that a qualified professional firm will respond to both scheduled and emergency needs for valve maintenance, and will also control costs by having established billing rates. **By choosing alternative No. 1, staff will have enough time to evaluate each bid and recommend an award that best meets the needs of the City of Ames.**

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1 as stated above.



2015-154 VALVE MAINTENANCE, RELATED SERVICES AND SUPPLIES CONTRACT FOR POWER PLANT BID SUMMARY

	Pioneer Industrial Corporation Kansas City, MO			Dowco Valve Co, Inc Hastings MN			Furmanite America, Inc Houston, TX			Allied Valve, Inc Cannon Falls, MN		
LABOR AND RELATED COSTS	HOURLY RATES			HOURLY RATES			HOURLY RATES			HOURLY RATES		
DESCRIPTION	STRAIGHT TIME	OVERTIME	DOUBLE TIME	STRAIGHT TIME	OVERTIME	DOUBLE TIME	STRAIGHT TIME	OVERTIME	DOUBLE TIME	STRAIGHT TIME	OVERTIME	DOUBLE TIME
Foreman	\$52.00	\$78.00	\$104.00	\$68.50	\$96.00	\$116.50	\$73.00	\$95.00	\$117.00	Non-responsive. Did not supply bid bond with bid.		
Journeyman	\$43.75	\$66.00	\$88.00	\$68.50	\$96.00	\$116.50						
Valve Technician	\$43.75	\$66.00	\$88.00	\$65.00	\$91.00	\$111.00	\$66.00	\$86.00	\$106.00			
Instrument Technician Actuators				\$105.00	\$158.00	\$179.00						
Coker Valve Specialist							\$80.00	\$104.00	\$128.00			
Actuator Specialist							\$77.00	\$101.00	\$124.00			
TRAVEL & SUBSISTENCE												
DESCRIPTION	RATE			RATE			RATE					
Subsistence:				\$50.00 Meals + \$125.00 Motel Estimates								
Foreman	\$110.00 per day			\$175.00 per day								
Journeyman	\$110.00 per day			\$175.00 per day								
Valve Technician	\$110.00 per day			\$175.00 per day								
Travel and Mileage:				Monday - Friday Non OT								
Foreman travel	\$52.00 per			\$68.50 per hr								
Foreman mileage	\$.72 per			\$1.05 per mile								
Journeyman travel	\$43.75 per			\$68.50 per hr								
Journeyman mileage	\$.72 per			\$1.05 per mile								
Valve Technician travel	\$43.75 per			\$65.00 per hr								
Valve Technician mileage	\$.72 per			\$1.05 per mile								
Deliveries:												
Travel	\$43.75 per			\$65.00 per hr								
Mileage	\$.72 per			\$1.05 per mile								
Service Vehicle							\$75.00	Shift				
Service Vehicle Mileage							\$1.50	Mile				
48' Relief Valve Repair & Machining Trailer							\$2.75	Mile				
Two-Way Radios							\$15.00	Shift				
Life Support/HAZMAT							\$6.00	Hour				
Approach Suits							\$25.00	Hour				
Compressor Usage							\$85.00	Shift				
Per Diem (per employee)							\$55.00	Day				
Overnight Accommodations							Cost + 15%					
Airfare							Cost + 15%					
Rental Vehicle Charges							Cost + 15%					
3rd Party Equipment other than that specified herein as a service line item							Cost + 15%					
Any Specialized Services or Engineered Solutions not included herein							Priced per Scope					
EQUIPMENT												
DESCRIPTION	PER DAY	PER WEEK		PER DAY	PER WEEK							
Mobile shop trailer	N/A	\$2,500.00		\$350.00	\$1,835.00							
Packing extractor	\$200.00	\$1,400.00		\$200.00	\$1,050.00							
Truck	\$78.00	\$546.00		\$50.00	\$265.00							
Hydro set testing device	\$150.00	\$1,050.00		\$300.00	\$1,575.00							
Electronic valve tester	\$275.00	\$1,925.00		\$350.00	\$1,835.00							
Gate valve machine	\$250.00	\$1,750.00										
Reseating machine	\$325.00	\$2,275.00		\$475.00	\$2,490.00							
Valve bore honing tool	\$220.00	\$1,540.00		\$475.00	\$2,490.00							
Gate valve machine (1 1/2" to 14" valve size)	\$175.00	\$1,225.00		\$350.00	\$1,835.00							
Gate valve machine (8" to 30 valve size)	\$250.00	\$1,750.00		\$475.00	\$2,490.00							
				\$250.00	\$1,300.00							
				\$475.00	\$2,490.00							
Pneumatic Grease Gun							\$100.00	Shift				
Valve Grinding Machine							\$150.00	Shift				
Valve Lapping Machine							\$55.00	Shift				
Gang Box with Hand Tools							\$60.00	Shift				
Porta Power Ram							\$50.00	Shift				
Valve Reseat Machine							\$350.00	Shift				
Measuring Tol (set)							\$50.00	Shift				
Laps							\$60.00	Shift				
Hydro Valve Packing Extractor							\$275.00	Shift				
48' Relief Valve Repair & Machining Trailer							\$850.00	Shift				
Mob. Of 48' Relief Valve & Mach. Trailer							Priced per Scope					
Bead Blaster only							\$160.00	Day				
Small Relief Valve Testing Trailer							\$150.00	Day				
MATERIAL COSTS												
	Cost plus 20%			Cost plus 20%			Cost plus 15%					
OTHER RATES												
DESCRIPTION	RATE			RATE			RATE		UOM			
Shop truck mileage	\$0.72			\$1.05 / mile								
Mobile shop trailer mileage	\$2.00			\$1.05 / mile								
Safety Equipment				\$115.00 / day per man								
Consumables				5% of labor hours x st hourly rate								
HHS Steel Tool Bits for Flange Facing							\$45.00		Each			
Indexable Carbide Inserts							\$55.00		Each			
Specialty Tool Bits and other sizes above 1/2							Cost + 15%					
Standard Packing							\$32.00		Inlet Inch			
Standard Packing							Priced per Scope					
New Valves and Valve Parts							Priced per Scope					
PRICE INCREASE ESCALATORS FOR ANNUAL RENEWAL TERMS												
Labor Rates:	3% per year			3% per year			3% per year					
Travel & Subsistence:	3% per year			2% per year			3% per year					
Equipment & Tools:	3% per year			1% per year			3% per year					

COUNCIL ACTION FORM

**SUBJECT: SUBDIVISION ORDINANCE TEXT AMENDMENTS REGARDING
SIDEWALKS, IMPROVEMENT GUARANTEES, AND STREET LIGHTS**

BACKGROUND:

At the April 14, 2015 meeting, the City Council provided direction on proposed amendments to the Ames Subdivision Regulations (Chapter 23 of the Ames Municipal Code). In summary, the City Council:

- Directed staff that five-foot sidewalks be required for new development approved after January 1, 2015. (6-0 vote)
- To require lighting on perimeter streets at intersections. (6-0 vote)
- Require installation of improvements, including sidewalks, either within three years of approval of the final plat or at the time of occupancy, whichever occurs first. Street trees are exempt from the 3 year requirement with approval of a deferral agreement. (6-0 vote)

Council additionally considered requiring installation of sidewalk on both sides of a street in all zoning districts, including industrial subdivisions. However, that motion failed on a 3-3 vote. The status quo remains of installing sidewalks on only one side of an industrial street and sidewalks on both sides of all other streets.

Proposed Amendments

The following language summarizes the proposed text amendments.

The amendment to Section 23.403 (13) explicitly requires the installation of street lights on interior streets as well as at intersections with existing perimeter streets for new development. Preliminary plats approved prior to January 1, 2015 will be subject to the previous requirements (streetlights installed only within subdivisions).

The amendment to Section 23.403 (14) requires a minimum of a five-foot sidewalk in all zoning districts. Sidewalks are required on both sides of all streets, except within the GI and PI zoning districts, which will require sidewalks only on one side of the street. The amendment also requires sidewalks greater than five feet if needed to match adjoining sidewalks. Four-foot sidewalks within preliminary plats approved prior to January 1, 2015 will be allowed to maintain the four-foot sidewalk.

And the amendment to Section 23.409 (4) will require financial security and installation of all infrastructure (including sidewalks) within three years. A deferral for street trees until occupancy of a building will be maintained.

ALTERNATIVES:

1. The City Council can approve on first reading an ordinance to amend the City of Ames Subdivision Code Chapter 23 of the Municipal Code to include changes to Section 23.403 and 23.409 as reflected in the attached ordinance.
2. The City Council can decline to adopt the proposed amendments.
3. The City Council can refer the proposed amendments to the Subdivision Code back to staff for specific further information or for further options.

CITY MANAGER'S RECOMENDATION

The proposed amendments enhance consistency with ADA accessibility standards by increasing sidewalk widths to 5 feet. They also clarify the requirements for the placement of streetlights at intersections with streets adjacent to new subdivisions and not just within the subdivision. In addition, it lengthens the time from two years to three years in which all infrastructure needs to be installed. It will end the practice of deferring sidewalks to occupancy of a house if it takes longer than three years for a house to be constructed. Planting of street trees will be allowed to be deferred until house construction

Based on the specific direction that the City Council gave to staff at the April 14th meeting, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is to approve the amendments to Sections 23.403 and 23.409 of the Subdivision Regulations as shown in the attached ordinance.

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 23.403 (13), (14) AND SECTION 23.409(1) AND ENACTING A NEW SECTION 23.403(13), (14) AND SECTION 23.409(1) THEREOF, FOR THE PURPOSE OF RIGHT-OF-WAY IMPROVEMENT REQUIREMENTS ; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by repealing Section 23.403(13),(14) and enacting a new Section 23.403(13),(14) and section 23.409(4) as follows:

“Section 23.403. STREETS

...

(13) Street Lights: Street lights shall be installed along any streets within the subdivision and along any abutting street frontage at intersections with streets within the subdivision.

Exception: For any final plat for which a preliminary plat has been approved prior to January 1, 2015, Street lights shall be installed at the subdivider's expense and according to design and specification standards approved by the City Council and after approval of the municipal utility.

(14) Sidewalks and Walkways:

(a) Sidewalks and walkways shall be designed to provide convenient access to all properties and shall connect to the City-wide sidewalk system. A minimum of a five-foot wide concrete sidewalk shall be installed in the public right-of-way along each side of any street in all zoning districts except General Industrial and Planned Industrial. A minimum of a five-foot wide concrete sidewalk shall be installed in the public right-of-way along one side of any street in the General Industrial and Planned Industrial zoning districts. If sidewalks on adjacent property are greater than five feet, the subdivider shall install sidewalks to match. If constraints exist that preclude installation of a sidewalk within the public right-of-way, the subdivider shall install the required sidewalk on adjacent land within a sidewalk easement. All required sidewalks shall connect with any sidewalk within the area to be subdivided and with any existing or proposed sidewalk in any adjacent area.

(b) Exception: For any final plat for which a preliminary plat has been approved prior to January 1, 2015, the following standard shall be met:

Sidewalks and walkways shall be designed to provide convenient access to all properties and shall connect to the City-wide sidewalk system. A minimum of a four-foot wide concrete sidewalk shall be installed in the public right-of-way along each side of any street within residentially and commercially zoned areas and along at least one side of any street within industrially zoned areas. Such a sidewalk shall connect with any sidewalk within the area to be subdivided and with any existing or proposed sidewalk in any adjacent area. Any required sidewalk shall be constructed of concrete and be at least four feet wide.

(c) A deferment for the installation of sidewalks may be granted by the City Council when topographic conditions exist that make the sidewalk installation difficult or when the installation of the sidewalk is premature. Where the installation of a sidewalk is deferred by the City Council, an agreement will be executed between the property owner/developer and the City of Ames that will ensure the future installation of the sidewalk. The deferment agreement will be accompanied by a cash escrow, letter of credit, or other form of acceptable financial security to cover the cost of the installation of the sidewalk.

(d) A pedestrian walkway made of concrete may be required where deemed essential to provide access to schools, parks and playgrounds, commercial areas, transportation or community facilities. Any such walkway shall be not less than eight feet wide.

...

Sec. 23.409. IMPROVEMENT GUARANTEES.

...

(1) The subdivider shall file a bond with the City Clerk in an amount not less than the certified estimate of the Director of Public Works for the cost of constructing or completing any improvement required under this section that has not been installed and accepted by the City prior to final plat approval. Such bond shall be retained by the City Clerk until any such improvement is completed and accepted by the City, as a guarantee that the work will be completed in an acceptable manner within the time specified in any agreement between the subdivider and the City. The time frame for installing improvements required for the approval of the subdivision shall not exceed 3 years from the date of approval of the Final Plat. Additionally, the term of the bond shall be for a period of time equal to or longer than the time specified in the Improvement Agreement. The installation of street trees in residential zoning districts may be secured with a sidewalk installation agreement in a form acceptable to the City and which requires the installation of street trees prior to occupancy of any house on the lot.”

...

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

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

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

To: Mayor Campbell and Members of the City Council

From: Judy K. Parks, City Attorney

Date: April 21, 2015

Subject: Revision of Municipal Code Provision on Use of Child Seats

The Ames Municipal Code Traffic chapter has a provision that requires children being transported in vehicles to be secured in child restraint seats. That code section is section 26.83. This ordinance was enacted in 2004 and was modeled directly on the Child Restraint statute in the Iowa Motor Vehicle Code.

In the intervening years since enactment of the municipal child restraint ordinance, the State Child Restraint law has undergone several revisions, including expanding the age range of children it protects. The City child restraint ordinance has not changed, however, and a recent prosecution made it clear that it would be beneficial to consider revising it so that it again mirrors State law. Making the standard inside the city again consistent in all respects with that which applies outside the city would eliminate confusion for law enforcement and drivers, and it would ultimately protect a larger group of children.

Code changes are typically initiated at the direction of the City Council, so I am bringing this situation to your attention to ask for your favorable consideration by referring this request to the Legal Department to prepare a revised child restraint ordinance that mirrors the State child restraint law, for first reading at a future meeting.

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 26.83 AND ENACTING A NEW SECTION 26.83 THEREOF, FOR THE PURPOSE OF REVISING REGULATIONS REGARDING CHILD RESTRAINT SYSTEMS TO COINCIDE WITH THE STATE OF IOWA CHILD RESTRAINT LAW; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by repealing Section 26.83 and enacting a new Section 26.83 as follows:

“Sec. 26.83. FAILURE TO SECURE CHILD.

(1) A child under one year of age and weighing less than twenty pounds who is being transported in a motor vehicle subject to registration, except a school bus or motorcycle, shall be secured during transit in a rear-facing child restraint system that is used in accordance with the manufacturer’s instructions.

(a) A child under six years of age who does not meet the description in paragraph ‘1’ and who is being transported in a motor vehicle subject to registration, except a school bus or motorcycle, shall be secured during transit by a child restraint system that is used in accordance with the manufacturer’s instructions.

(2) A child at least six years of age but under eighteen years of age who is being transported in a motor vehicle subject to registration, except a school bus or motorcycle, shall be secured during transit by a child restraint system that is used in accordance with the manufacturer’s instructions or by a safety belt or safety harness of a type approved under section 321.445, Code of Iowa.

(3) This section does not apply to the following:

(a) Peace officers acting on official duty.

(b) The transportation of children in 1965 model year or older vehicles, authorized emergency vehicles, buses, or motor homes or motorsports recreational vehicles, except when a child is transported in a motor home’s or motorsports recreational vehicle’s passenger seat situated directly to the driver’s right.

(c) The transportation of a child who has been certified by a physician licensed under chapter 148, Code of Iowa, as having a medical, physical, or mental condition that prevents or makes inadvisable securing the child in a child restraint system, safety belt, or safety harness.

(d) A back seat occupant of a motor vehicle for whom no safety belt is available because all safety belts are being used by other occupants or cannot be used due to the use of a child restraint system in the seating position for which a belt is provided.

(4) A person who violates this section is guilty of a simple misdemeanor punishable as a scheduled violation. Violations shall be charged as follows:

(a) An operator who transports a passenger under fourteen years of age in violation of subsection 1 or 2 may be charged with a violation of this section.

(b) If a passenger fourteen years of age or older is unable to properly fasten a seatbelt due to a temporary or permanent disability, an operator who transports such a person in violation of subsection 2 may be

charged with a violation of this section. Otherwise, a passenger fourteen years of age or older who violates subsection 2 shall be charged in lieu of the operator.

(c) If a child under fourteen years of age, or a child fourteen years of age or older who is unable to fasten a seatbelt due to a temporary or permanent disability, is being transported in a taxicab in a manner that is not in compliance with subsection 1 or 2, the parent, legal guardian, or other responsible adult traveling with the child shall be served with a citation for a violation of this section in lieu of the taxicab operator. Otherwise, if a passenger being transported in the taxicab is fourteen years of age or older, the citation shall be served on the passenger in lieu of the taxicab operator.

(5) A person who is first charged for a violation of subsection 1 and who has not purchased or otherwise acquired a child restraint system shall not be convicted if the person produces in court, within a reasonable time, proof that the person has purchased or otherwise acquired a child restraint system which meets federal motor vehicle safety standards.

(6) Failure to use a child restraint system, safety belts, or safety harnesses as required by this section does not constitute negligence nor is the failure admissible as evidence in a civil action.

(7) For purposes of this section, ‘child restraint system’ means a specially designed seating system, including a belt-positioning seat or a booster seat, that meets federal motor vehicle safety standards set forth in 49 C.F.R. §571.213.”

Section Two. Violation of the provisions of this ordinance shall constitute a simple misdemeanor punishable as a scheduled violation set out under section 805.8A, subsection 14, paragraph “c,” Code of Iowa.

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

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

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor