

AGENDA
MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION POLICY COMMITTEE
AND REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
JULY 14, 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.**

AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE MEETING

CALL TO ORDER: 5:30 p.m.

1. Public Hearing on proposed amendment to FY 2015-18 Transportation Improvement Program (TIP):
 - a. Motion approving amendment to FY 2015-18 TIP
2. Public Hearing on proposed FY 2016-19 TIP:
 - a. Motion approving Final FY 2016-19 TIP
3. Review of Draft Complete Streets Policy

COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING*

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

PRESENTATION:

1. Presentation of gift from recent Japanese Delegation by Ames International Partner Cities

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

2. Motion approving payment of claims
3. Motion approving minutes of Regular Meeting of June 23, 2015
4. Motion approving Report of Contract Change Orders for June 16-30, 2015
5. Motion approving certification of civil service applicants
6. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class C Liquor – Welch Ave. Station, 207 Welch Avenue

- b. Special Class C Liquor, B Native Wine, & Outdoor Service – Wheatsfield Cooperative, 413 Northwestern Avenue, Suite 105
 - c. Class C Liquor & Outdoor Service – Bar, 823 Wheeler Street, Suite 4
 - d. Class B Beer – Panchero’s Mexican Grill, 1310 South Duff Avenue
 - e. Class C Liquor – Applebee’s, 105 Chestnut Street
7. Motion approving new Class C Liquor License for Texas Roadhouse, 519 South Duff
 8. Motion approving Class C Liquor License and Outdoor Service Privilege for Tip Top Lounge, 201 E. Lincoln Way, for July 25-26
 9. Motion approving new Class B Native Wine for Casey’s General Store #2298, 428 Lincoln Way
 10. Motion approving new Class C Liquor License for Café 80s, 115 5th Street
 11. Motion approving 5-day (July 15-July 19) Class C Liquor License for Olde Main at Reiman Gardens, 1407 University Boulevard
 12. Motion approving permit to shoot fireworks from ISU Lot G7 at approximately 7:45 p.m. on Friday, July 17, for Iowa Games
 13. Requests from Main Street Cultural District for Summer Sidewalk Sales on July 31-August 1:
 - a. Motion approving blanket Temporary Obstruction Permit and blanket Vending License
 - b. Resolution approving suspension of parking regulations in the Central Business District from 8:00 a.m. to 6:00 p.m.
 - c. Resolution approving waiver of fees for blanket Vending License and parking meters in the entire Central Business District
 14. Resolution approving appointment of Council Member Nelson to Ames Economic Development Commission Board of Directors
 15. Resolution approving Commission On The Arts Fall 2015 Special Project Grants
 16. Resolution approving 2015/16 Neighborhood Improvement Grants
 17. Resolution approving time extension of Purchase Agreement on 1109 Roosevelt Avenue with Habitat for Humanity
 18. Resolution approving contract with EMC for Workers’ Compensation and Municipal Fire and Police “411 System” Claims Administration from August 1, 2015, through July 31, 2016, in an amount not to exceed \$55,000
 19. Resolution approving Reimbursement Agreement from the Iowa Department of Transportation for engineering costs associated with the relocation of 161kV electric transmission line
 20. Resolution approving Agreement with HUC 8, Inc., to Purchase Mitigation Bank Credits for the Iowa State University Research Park Phase III
 21. Resolution approving Professional Services Agreement with Shive Hattery for 2015/16 Arterial Street Pavement Improvements (13th Street) in an amount not to exceed \$83,500
 22. Resolution approving Professional Services Agreement for Construction Observation with Shive Hattery for ISU Research Park Paving
 23. Resolution approving Professional Services Agreement for Construction Observation with WHKS & Company of Ames, Iowa, for Grant Avenue (Hyde Avenue) Paving in an amount not to exceed \$60,390
 24. Resolution waiving City’s purchasing policy requirement for competitive proposals and awarding Professional Services contract to Dewild Grant Reckert & Associates Company of Rock Rapids, Iowa, for 161kV Relocation for Iowa Department of Transportation on a time and materials basis for an estimated total cost of \$82,000
 25. Resolution approving easements to Interstate Power and Light Company for gas pipeline to accomplish Power Plant Gas Conversion Project
 26. Resolution approving time extension of Purchase Agreement on 1109 Roosevelt Avenue with Habitat for Humanity

27. Resolution approving termination of REG Fuel Contract immediately and termination of Keck Energy Fuel Contract effective December 31, 2015, as provided by the Termination for Convenience clauses for CyRide
28. Resolution awarding contract to Kistler Crane and Hoist of Omaha, Nebraska, for Power Plant Unit #7 Crane Repair in the amount of \$373,360.45 (inclusive of Iowa Sales Tax)
29. Resolution rejecting all bids for Power Plant Turbine Generator Maintenance, Repair, and Related Services and directing staff to procure services on an as-needed basis
30. Resolution approving contract and bond for Water Pollution Control Facility Raw Water Pump Station Elbow Replacement Project
31. Resolution approving contract and bond for 2014/15 Seal Coat Street Pavement Improvements (Douglas Avenue, 17th Street, Maxwell Avenue, Melrose Avenue, Durrell Circle)
32. Resolution approving contract and bond for Specialized Heavy-Duty Cleaning Services for Power Plant Boilers
33. Resolution approving Change Order No. 8 to Ritts Law Group for legal services related to the regulatory compliance with the Clean Air Act
34. Resolution approving Change Order No. 2 to Professional Services Agreement with BrownWinick of Des Moines, Iowa, for legal services for 161 kV Tie Line Franchise
35. Resolution approving Change Order to Boone County Landfill for Waste Disposal Operations in the amount of \$100,612
36. Resolution accepting completion of Information Technology Fiber Optic Deployment
37. Resolution accepting completion of Transit Agency Facility Construction
38. Resolution accepting completion of Traffic Signal at Mortensen and Dotson
39. Resolution accepting completion of 2014/15 Shared Use Path Maintenance (S. 4th Street)
40. Well Rehabilitation:
 - a. Resolution accepting completion of Year 3 of the 5-year Contract with Northway Well and Pump Company
 - b. Resolution awarding Contract to Northway Well and Pump Company for Year 4 in the amount of \$59,212 for rehabilitation of four wells in FY 2015/16
41. Water Biosolids Hauling and Digester Cleaning:
 - a. Resolution approving Change Order No. 2 in the amount of -\$50,471.55 with NutriJect Systems, Inc., for Year 2
 - b. Resolution accepting completion of Year 2 with NutriJect Systems, Inc.
 - c. Resolution awarding Contract to NutriJect Systems, Inc., of Hudson, Iowa, for Year 3
42. South Fork Subdivision, 8th Addition:
 - a. Resolution approving partial completion of public improvements
 - b. Resolution approving Final Plat

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:

43. Presentation and requests from Healthiest Ames for Healthy Streets on Sunday, September 20:
 - a. Motion approving blanket Temporary Obstruction Permit

- b. Resolution approving closure of portions of Main Street, Burnett Avenue, Douglas Avenue, Fifth Street, and Kellogg Avenue from 8:00 a.m. to 6:00 p.m.
 - c. Resolution approving suspension of parking enforcement for closed areas
 - d. Resolution approving waiver of fee for electrical usage
44. Resolution approving FY 2016-17 ASSET Priorities
45. Status Report on Airport Improvements funding (Terminal and Hangar)
46. Staff Report on recycling in the community

PLANNING & HOUSING:

47. 3599 and 3601 George Washington Carver Avenue:
- a. Resolution approving Plat of Survey
 - b. Resolution approving Covenant and Agreement Pertaining to Water Service
 - c. Resolution approving Annexation contingent upon Consenting Property Owner signing Covenant and Agreement Pertaining to Water Service
48. Annexation of 3535 - 530th Avenue:
- a. Resolution approving Covenant and Agreement Pertaining to Water Service
 - b. Resolution approving Annexation contingent upon Consenting Property Owner signing Covenant and Agreement Pertaining to Water Service
49. Iowa State University Research Park, Phase III:
- a. Resolution waiving subdivision requirement for maximum block length for Collaboration Place
 - b. Resolution approving Preliminary Plat
50. Resolution approving Downtown Facade Grants

HEARINGS:

51. Hearing on Increased Amount of Debt pertaining to General Obligation Corporate Purpose Bonds, Series 2015:
- a. Resolution authorizing increased amount of loan funding
52. Hearing on Zoning Text Amendment to Chapter 29 to create Research Park and Innovation Zoning District:
- a. First passage of Ordinance

ORDINANCES:

53. First passage of ordinance revising Chapter 5 pertaining to infrastructure improvements
54. First passage of ordinance revising Chapter 22 pertaining to infrastructure improvements
55. Third passage and adoption of ORDINANCE NO. 4222 revising Regular Council meeting time

COUNCIL COMMENTS:

CLOSED SESSION:

56. Motion to hold Closed Session as provided by Section 21.5(1)©, *Code of Iowa*, to discuss matters 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*.**

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

SUBJECT: AMENDMENT TO FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND:

This amendment to the Fiscal Year 2015-2018 Transportation Improvement Program (TIP) includes the addition of a new mini-van. CyRide plans to dedicate one “unscheduled” vehicle each day within its demand response services to address unforeseen operational issues to ensure smooth operation of service. A need was identified through the [Demand Response Service Action Plan](#) finalized in January 2015 to keep all demand response public transit service operating in the Ames community on time alleviating concerns from passengers. Specifically, Action Item #23 in Appendix H, the Demand Response Service Action Plan identified this need and was seen as something that would improve not only HIRTA’s service but CyRide’s Dial-A-Ride service as well. The vehicle would be operated to keep the service within the City of Ames on-schedule as much as possible and assist where needed. Although the DRS Action Plan identifies a bus to operate this service improvement, discussions have identified the appropriate unscheduled vehicle as an accessible van. This vehicle expansion will be a mini-van, equipped with cameras and will be ADA Accessible. The mini-van has a total project cost of \$57,500; utilizing \$42,925 Section 5310 Federal funding and \$14,575 local match (\$7,575 CyRide local; \$7,000 HIRTA local).

It is necessary for projects of this type to be included in the Iowa Department of Transportation’s approved statewide plan (STIP). The initial step in this process is for the Ames Area MPO to amend the FY 2015-2018 Transportation Improvement Plan.

ALTERNATIVES:

1. Approve the Amended FY 2015-18 TIP to include a new accessible mini-van.
2. Approve the Amended FY 2015-18 TIP with Policy Committee modifications.

ADMINISTRATOR’S RECOMMENDATION:

In addition to being identified through the Demand Response Service Action Plan, this project was amended into the Ames Area 2015 - 2019 Final Passenger Transportation Plan at the May 26, 2015, AAMPO Policy Committee meeting. At the public input session held June 30, 2015, no revisions were requested by the public.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

Approved 2015 Transit Program

(Filtered)

MPO-22 / AAMPO (1 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY15	FY16	FY17	FY18
5310	Ames	3687 Capital Expansion	Minivan VSS	Total	57,500			
				FA	42,925			
				SA				

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: FINAL FISCAL YEAR 2016 – 2019 TRANSPORTATION
IMPROVEMENT PROGRAM**

BACKGROUND:

In order to receive federal funds for transportation improvement projects, it is necessary for the projects to be part of the approved Iowa Department of Transportation State Transportation Improvement Program (STIP). The initial step in this process is for the AAMPO to develop a draft Transportation Improvement Plan (TIP). Regulations require the TIP to include transportation projects for the next four years.

The attached plan includes projects consisting of street improvements, CyRide improvements and trail projects. These projects are also reflected in the City of Ames 2015 – 2020 Capital Improvements Plan (CIP). The only new project (added for fiscal year 2019) is programming surface transportation program (STP) funds for the next Long Range Transportation Plan (LRTP). A public input session was held on April 30, 2015, to provide an opportunity for the public to discuss the FY 2016 – 2019 TIP with staff and provide comments. No revisions were requested by the public. The approved TIP document is to be submitted to the Iowa Department of Transportation.

ALTERNATIVES:

1. Approve the final FY 2016 – 2019 Transportation Improvement Program for submission to the Iowa Department of Transportation.
2. Approve the final FY 2016 – 2019 Transportation Improvement Program with Transportation Policy Committee modifications for submission to the Iowa Department of Transportation

ADMINISTRATOR'S RECOMMENDATION:

The Ames Area MPO Transportation Technical Committee has unanimously recommended approval of this plan. At the public input session, no revisions were requested by the public.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2016 – 2019

**FINAL
JULY 14, 2015**

The Ames Area MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on 14, July, 2015. Please call (515) 239.5160 to obtain permission to use.

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Table of Contents

Federal Highway Administration Section	2
Project Selection	2
FY 2015 Project Status Report	3
Fiscal Constraint	4
Financial Constraint Summary Tables	4
Network Operations and Maintenance	5
Public Participation Process	5
Title VI Compliance	5
Self Certification	5
Revising the TIP	6
Amendments	6
Administrative Modifications	6
Federal Transit Administration Section	7
FY 2016 TIP FTA Project Justification	7
Appendix A: FY 2016 – 2019 TPMS Printouts	
Appendix B: Ames Area MPO Self Certification	
Appendix C: Transportation Policy Committee Meeting Minutes	

Federal Highway Administration Section

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) uses an project selection criteria system as a means of prioritizing submitted projects. All projects submitted to the AAMPO for inclusion in the Transportation Improvement Program (TIP) are reviewed by staff and the Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC). Projects are programmed in the TIP by approval of the TPC based on the recommendation of the TTC and staff.

Projects are prioritized based on public input, need and financial availability. Factors identified in the Long Range Transportation Plan (LRTP) are used as tools to help determine those projects selected and their respective priority. In addition to the LRTP tools, highway capacity improvement projects are selected using Level of Service criteria; rehabilitation and reconstruction projects are selected based upon pavement condition index and field review. A STP application form shall be submitted along with all STP projects to be considered to receive federal-aid funding. This form can be requested from the Ames Area MPO staff or downloaded from the Ames Area MPO website at www.aampo.org.

Transportation Alternative Projects (TAP) consists mainly of open space trails that have been developed during the public involvement process for the Long Range Transportation Plan (LRTP) update. Trail segments shown in the plan are sized proportionately based upon estimated construction costs. A TAP application form shall be submitted along with all TAP projects to be considered to receive federal-aid funding. Submitted projects are then ranked with the following criterion: connectivity with existing facilities, cost in relation to public benefit, enhancement to existing transportation system, and identified in the long range transportation plan. The ranked list is then discussed and may be revised during the TIP development process. This form can be requested from the Ames Area MPO staff or downloaded from the Ames Area MPO website at www.aampo.org.

Bridge projects consist of necessary repairs recommended by the biennial Iowa Department of Transportation (IDOT) bridge inspections. The IDOT requires these inspections for bridges within the local jurisdictions of the Ames Area MPO. A Candidate List is created by the IDOT Office of Systems Planning based on priority points ranking. Local agencies and the Ames Area MPO work with the IDOT on programming necessary bridge projects based on priority and available funding.

The Transit Board selects operating projects for CyRide as identified in the approved Passenger Transportation Plan (PTP), which serves as a needs assessment for all regional human and health service agencies. The Transit Board also approves matching funds for capital projects based upon identified route expansions.

All projects are consistent with the approved 2035 Long Range Transportation Plan adopted on October 12, 2010.

Ames Area MPO FY 2016 – 2019 Transportation Improvement Program

FY 2015 Project Status Report

TPMS #	Project Number	Location	Type of Work	Status	Total Project Cost	Total Federal Aid	Sponsor
1948	STP-E-0155(S DUFF)--8V-85	In the City of Ames, S DUFF AVE: From Squaw Creek to South 5th Street	Ped/Bike Grade & Pave	FHWA Approved - Project Delayed; Roll Over Funding	\$ 100,000	\$ 70,000	City of Ames
19248	STP-U-0155()-70-85	24TH ST AND BLOOMINGTON RD: 24th St. (UPRR tracks to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	Pavement Rehab	Authorized - 2015 Construction	\$ 1,832,000	\$ 1,292,000	City of Ames
22052	BRFN-030()-39-85	US30: US 69/BIKE PATH IN AMES (EB)	Bridge Deck Overlay	June 2015 Letting	\$ 456,000	\$ -	IDOT Dist. 1
14982	STP-E-0155(682)--8V-85	In the City of Ames, Skunk River Trail: From East Lincoln Way to S. River Valley Park	Ped/Bike Grade & Pave	FHWA Approved - 11/17/2015 Letting	\$ 790,000	\$ 360,000	City of Ames
15628	STP-E-C085(100)--8V-85	Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa	Ped/Bike ROW	FHWA Approved - Roll over Funding	\$ 983,000	\$ 62,000	Story CCB
32331	IHSIPX-035()-08-85	On I-35, from US30 to County Road E15	Guardrail	Authorized	\$ 2,769,000	\$ 2,492,000	IDOT Dist. 1
30892	IMN-035-5(107)--0E-85	On I-35, from 13th Street interchange in Ames to County Road D65 Interchange at Randall (Various Locations)	Pavement Rehab	January 2015 Letting	\$ 1,500,000	\$ -	IDOT Dist. 1
29713	BRM-0155(685)--8N-85	In the City of Ames, On 6th Street, Over Squaw Creek	Bridge Replacement	December 2015 Letting / 2016 Construction	\$ 2,425,000	\$ 1,000,000	City of Ames
16103	RGPL-PA22(RTP)--ST-85	Ames MPO Planning: STP Funds for Transportation Planning	Trans Planning	Authorized - October 2015 completion	\$ 305,000	\$ 320,000	AAMPO

Ames Area MPO FY 2016 – 2019 Transportation Improvement Program

Fiscal Constraint

The Ames Area MPO FY 2016 programming targets are \$1,553,916 for STP, \$86,914 for TAP, and \$66,323 for TAP Flex. The project costs shown in the TIP are in year of expenditure dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of 4% per year. The Ames City Council has programmed these projects in the City of Ames 2015-2020 Capital Improvement Program for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

Financial Constraint Summary Tables

Federal Aid Program	2016		2017		2018		2019	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
Surface Transportation Program (STP)	\$1,740,000	\$1,060,000	\$2,867,000	\$1,292,000	\$6,230,000	\$1,760,000	\$7,000,000	\$1,700,000
Highway Bridge Replacement (STP-HBP)	\$3,320,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives Program (TAP)	\$1,804,000	\$492,000	\$835,000	\$240,000	\$521,000	\$160,000	\$586,000	\$140,000
National Highway Performance Program (NHPP)	\$100,000	\$0	\$11,634,000	\$10,471,000	\$4,358,000	\$3,922,000	\$312,000	\$0
Primary Road Funds (PRF)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	2016	2017	2018	2019
Unobligated Balance (Carryover)	\$4,202,886	\$4,763,125	\$5,091,125	\$4,951,125
Region STP Target	\$1,553,916	\$1,554,000	\$1,554,000	\$1,554,000
Region TAP Flex Target	\$66,323	\$66,000	\$66,000	\$66,000
Subtotal	\$5,823,125	\$6,383,125	\$6,711,125	\$6,571,125
Programmed STP Funds	\$1,060,000	\$1,292,000	\$1,760,000	\$1,700,000
Balance	\$4,763,125	\$5,091,125	\$4,951,125	\$4,871,125

	2016	2017	2018	2019
Unobligated Balance (Carryover)	\$882,101	\$477,015	\$324,015	\$251,015
Region TAP Target	\$86,914	\$87,000	\$87,000	\$87,000
TAP Flex Target	\$0	\$0	\$0	\$3,000
Subtotal	\$969,015	\$564,015	\$411,015	\$341,015
Programmed TAP Funds	\$492,000	\$240,000	\$160,000	\$140,000
Balance	\$477,015	\$324,015	\$251,015	\$201,015

	2014	2015	2016	2017	2018	2019
City of Ames Total Operations	\$497,831	\$517,744	\$538,454	\$559,992	\$582,392	\$605,688
City of Ames Total Maintenance	\$1,083,587	\$1,126,930	\$1,172,008	\$1,218,888	\$1,267,644	\$1,318,349
City of Gilbert Total Operations	\$2,121	\$2,206	\$2,294	\$2,386	\$2,481	\$2,581
City of Gilbert Total Maintenance	\$23,042	\$23,964	\$24,922	\$25,919	\$26,956	\$28,034
Total O&M	\$1,606,581	\$1,670,844	\$1,737,678	\$1,807,185	\$1,879,473	\$1,954,651

	2014	2015	2016	2017	2018	2019
City of Ames Total RUTF Receipts	\$5,887,876	\$6,123,391	\$6,368,327	\$6,623,060	\$6,887,982	\$7,163,501
City of Ames Total Other Road Monies Receipts	\$4,598,234	\$4,782,163	\$4,973,450	\$5,172,388	\$5,379,283	\$5,594,455
City of Ames Total Receipts Service Debt	\$5,743,422	\$5,973,159	\$6,212,085	\$6,460,569	\$6,718,991	\$6,987,751
City of Gilbert Total RUTF Receipts	\$108,042	\$112,364	\$116,858	\$121,533	\$126,394	\$131,450
City of Gilbert Total Other Road Monies Receipts	\$15,204	\$15,812	\$16,445	\$17,102	\$17,787	\$18,498
City of Gilbert Total Receipts Service Debt	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-Federal Aid Road Fund Receipts	\$16,352,778	\$17,006,889	\$17,687,165	\$18,394,651	\$19,130,437	\$19,895,655

Network Operations and Maintenance

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO LRTP. In addition to STP funding, the City of Ames utilizes RUTF, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2014-2019 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of Level of Service (LOS) C.

Public Participation Process

The draft Transportation Improvement Program follows a process of Transportation Technical Committee review on April 13, 2015; two public meetings held at the Ames City Hall (April 30, 2015 and June 30, 2015); Transportation Policy Committee draft review (May 26, 2015); and a Transportation Policy Committee public hearing on July 14, 2015. Postings for meetings are performed in accordance with our approved Public Participation Plan.

Draft documents are available on the Ames Area MPO website at www.aampo.org and include a map of roadway projects by programmed fiscal year. Notice of meetings were posted at the Ames City Hall and on the Ames Area MPO website as 'News'. In addition, projects are available for public review and comment through the City of Ames Capital Improvement Program process.

Title VI Compliance

The Ames Area MPO adheres to the City of Ames's Title VI of the Civil Rights Act of 1964 Compliance Plan. The AAMPO carries out its transportation planning processes without regard to race, color, or national origin. The Compliance Plan provides information on the Ames Area MPO Title VI compliance policies, complaint procedures, and a form to initiate the complaint process for use by members of the public. For more information or to file a complaint or concern, please contact the AAMPO Administrator at the City of Ames Public Works Administration Office at 515-239-5160.

Self Certification

The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was at the meeting on March 25, 2014. A copy of the document is attached in Appendix C.

News

Amendment to the FY15-18 Transportation Improvement Program is Available for Public Comment
June, 26, 2015 10:45 AM

Ames Area MPO Hosts Online Open House for Public to Comment on Candidate Projects
June, 09, 2015 12:45 PM

Draft FY16-19 Transportation Improvement Program is Available for Public Comment
May, 22, 2015 1:00 AM

[More >](#)

Events

Public Meeting
6/30/2015 | 12:00 PM - 1:00 PM

Transportation Policy Committee Meeting
7/14/2015 | 6:00 PM - 6:30 PM

Central Iowa Bicycle-Pedestrian Roundtable
7/21/2015 | 12:00 PM - 1:00 PM

Central Iowa Bicycle-Pedestrian Roundtable
8/18/2015

Transportation Policy Committee Meeting
8/25/2015 | 6:00 PM - 6:30 PM

[More >](#)

1 Website Notices

Revising the TIP

Often after development and subsequent adoption of the TIP, changes may need to be made to the list of programmed projects. Examples of changes might be adding or deleting projects, moving a project between years in the TIP, adjusting project cost, or changing the vehicle numbers of transit vehicles.

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program. Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant or earmark for a project, which can happen throughout the year.

Changes to the TIP are classified as either “amendments” or “administrative modifications”.

Amendments

Amendments are major changes involving the following:

- **Project Cost** – projects in which the recalculated project costs increase federal aid by more than 30 percent or increase total federal aid by more than \$2 million from the original amount.
- **Schedule Changes** – projects added or deleted from the TIP.
- **Funding Source** – projects receiving additional federal funding sources.
- **Scope Changes** – changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments are presented to the Policy Committee and a public comment period is opened, which lasts until the next Policy Committee meeting (the Policy Committee meets on an as needed basis, giving a 3-4 week public comment period). Public comments are shared at this meeting with the Policy Committee and action is taken to approve the amendment.

Administrative Modifications

Administrative Modifications are minor changes involving the following:

- **Project Cost** – projects in which the recalculated project costs do not increase federal aid by more than 30 percent or do not increase total federal aid by more than \$2 million from the original amount
- **Schedule Changes** – changes in schedules to projects included in the first four years of the TIP
- **Funding Source** – changing funding from one source to another
- **Scope Changes** – all changes to the project’s scope

Administrative modifications and amendments are subject to different AAMPO Policy Committee and public review procedures. Administrative modifications are processed internally and are shared with the Policy Committee and the public as informational items.

Federal Transit Administration Section

FY 2016 TIP FTA Project Justification

The following transit projects identified within the draft FY2016-2019 TIP were included within the 2016 Passenger Transportation Plan (PTP) Update, meeting the requirements to have the Enhanced Mobility for Seniors and individuals with Disabilities formulized federal funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

General Operations: This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area federal apportionment, Transit Intensive Cities, and State Transit Assistance funding.

Contracted Paratransit (Dial-A-Ride) Service: According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a ¼ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

Associated Transit Improvements: CyRide developed a Bus Stop Plan that recommended an implementation plan for bus stop amenities along CyRide's fixed-route system. From the prioritization of recommended stop improvements, concrete pads will be added for easier boarding/alighting during inclement weather as well as replacing bus shelters with lighted bus shelters to improve the accessibility for patrons and CyRide's image throughout the Ames community. In February 2013, CyRide launched Nextbus allowing passengers to obtain real-time information of the next buses coming to a particular bus stop. The information can be obtained on CyRide's website, by texting or calling or via LED digital signs at the bus stop. CyRide envisions additional LED digital signage signs next to high ridership stops throughout the Ames community.

Heavy Duty Bus Replacement: Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00716, 00715, 00711, 00712, 00713, 00717, 00742 and 00743. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement: One bus has exceeded FTA guidelines for useful life. The bus number is 7640 which CyRide leases to Heart of Iowa Regional Transit Agency to operate its ADA complimentary service (Dial-A-Ride). This unit will be replaced with another light-duty bus, equipped with cameras. This replacement vehicle will be ADA accessible.

Blue Route (Sunday): In 2014-2015, CyRide doubled its frequency on the Sunday Blue route to 20-minute intervals between 11:00 am and 5:00 pm. The route previously operated at 40-minute intervals. One bus was added on Sundays to serve a portion of the route between ISU campus and the Wal-Mart on South Duff Avenue. This additional frequency helps reduce overcrowding and on-time performance issues experienced on the route. Additionally, this change will improve service by decreasing wait times for customers. Many trips along this portion of the route on Sunday consistently exceeded 60 passengers per bus, which is standing capacity. The seated capacity is 39 passengers. CyRide is requesting the third year of this project through Iowa's Clean Air Attainment Program (ICAA) funding.

Brown/Green Route (Weekday): In 2014-2015, CyRide added two additional buses along the Brown Route and one bus to the Green route each weekday between 11:30am and 6:00pm. Ridership has grown on both these corridors to the point where overcrowding occurs and buses are having a difficult time staying on time and buses are exceeding standing capacity. Ridership on the Brown route has grown by more than 45% over the past three years due to the influx of students to apartments north of Somerset and full utilization of the Wallace/Wilson Residence Halls. An added benefit of this change is that the Brown/Green routes will now be able to meet other buses (Red and Blue routes) to make transfers allowing customers to switch between buses to travel to other areas of campus or the city. Previously, the Brown route bus arrived several minutes after the other route buses have left, causing customers to wait almost 20 more minutes until their next bus arrives. CyRide is requesting the third year of this project through Iowa's Clean Air Attainment Program (ICAA) funding.

Heavy Duty Bus (2) Expansion: As stated above, CyRide added three buses to its Brown/Green routes in 2014-2015 for increased frequency on the Brown/Green routes but only requested two buses for expansion within the last ICAAP application. CyRide plans to request one more additional heavy-duty bus this year for these routes to expand its fleet for service on the Brown/Green as is needed for this additional frequency. CyRide is currently struggling to maintain a sufficient spare ratio and is utilizing used buses that are well past their useful life to expand this service in the interim. The Federal Transit Administration recommends a 20% spare ratio.

Additionally, CyRide plans to request another heavy-duty bus this year for the new #9 Plum Route. CyRide will operate a total of two buses on this route beginning its first year in August 2015. CyRide is currently struggling to maintain a sufficient spare ratio and is utilizing used buses that are well past their useful life to expand this service in the interim. The Federal Transit Administration recommends a 20% spare ratio.

Both these expansion buses will also be a 40' heavy-duty buses, equipped with cameras and will be ADA accessible.

Plum Route (Weekday): CyRide is planning a new route called the #9 Plum Route that will operate 20-minute service on ISU class weekdays between S. 16th/Duff and Iowa State University campus. The #9 Plum route will serve the high residential areas (The Grove, Laverne, Pleasant Run and Copper Beech) along S. 16th Street. This route also provide access to the commercial district near the intersection of S. 16th/Duff including Mid-Iowa Community Action and Community and Family Resources just east of this intersection. The route will travel as follows: 16th St – University Blvd – Wallace – Osborn – Bissell – Union (past the Memorial Union & Knoll) – Lincoln Way – University – S. 16th – Buckeye. CyRide is requesting the second and third year of this project through Iowa's Clean Air Attainment Program (ICAA) funding at 50 percent.

Ames Area MPO FY 2016 – 2019 Transportation Improvement Program

Appendix A: FY 2016 – 19 TIP TPMS Printouts

Draft TIP (2016)

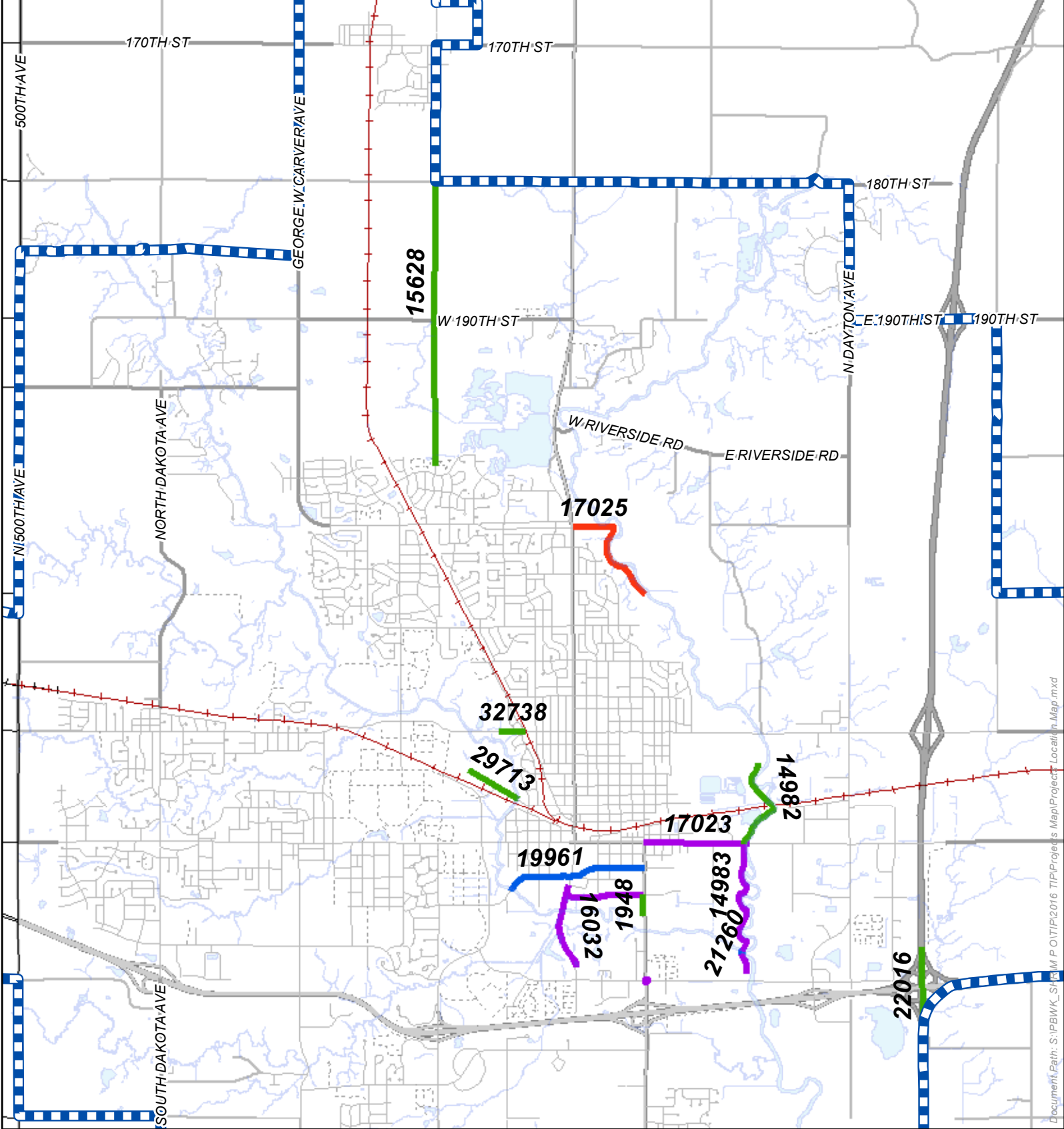
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MPO-22 / AAMPO

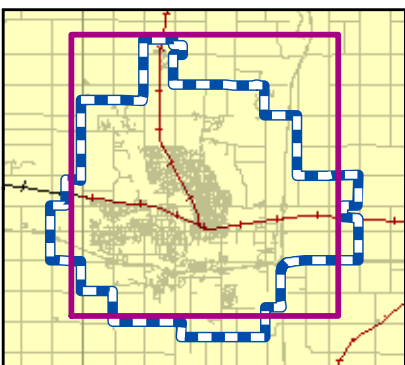
2016 - 2019 Transportation Improvement Program






TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY16	FY17	FY18	FY19		
STP - Surface Transportation Program									
Story - 85									
32738 Ames	STP-U-0155(13TH)--70-85 In the city of Ames, On 13TH ST, from ISU/Ames jurisdiction limit east .184 Miles to Union Pacific Railroad	0.184 MI --	Project Total Federal Aid	1,460 1,060	0 0	0 0	0 0	1,460 1,060	
Draft TIP Approved	Pavement Rehab	0:0:0	Regional FA	1,060	0	0	0	1,060	--
16032 Ames	STP-U-0155(690)--70-85 DOT Letting: 11/15/2016 GRAND AVE: S Grand Ave: 0.1 miles north of S. 16th Street to Squaw Creek Dr / S 5th St:S Grand Ave to S Duff Ave / S 16th & S Duff Ave Intersection	0.652 MI --	Project Total Federal Aid	280 0	1,000 0	4,650 700	6,500 1,300	12,430 2,000	
Draft TIP Approved	Grade and Pave,Bridge New	--	Regional FA	0	0	700	1,300	2,000	--
PA NOTE: Total Project Cost \$17,730,000 through FY19/20									
19961 Ames	STP-U-0155(S 3RD / S 4TH)--70-85 In the City of Ames, S 3RD ST / S 4TH ST: From Squaw Creek to South Duff Avenue	2.02 --	Project Total Federal Aid	0 0	1,867 1,292	0 0	0 0	1,867 1,292	
Draft TIP Approved	Pavement Rehab	0:0:0	Regional FA	0	1,292	0	0	1,292	--
17023 Ames	STP-U-0155(ELW)--70-85 In the City of Ames, E LINCOLN WAY: From South Duff Avenue to and including South Skunk River Bridge	1.11 MI --	Project Total Federal Aid	0 0	0 0	1,580 1,060	0 0	1,580 1,060	
Draft TIP Approved	Pavement Rehab	0:0:0	Regional FA	0	0	1,060	0	1,060	--
16103 MPO-22 / AAMPO	RGPL-PA22(LRTP)--ST-85 Ames MPO Planning: STP Funds for Transportation Planning	0 MI --	Project Total Federal Aid	0 0	0 0	0 0	500 400	500 400	
Draft TIP Approved	Trans Planning	--	Regional FA	0	0	0	400	400	--
NHPP - National Highway Performance Program									
Story - 85									
22016 [NBIS: 49210] DOT-D01-MPO22	IM--35()--13-85 I35: US 30 INTERCHANGE IN AMES	0.503 49210	Project Total Federal Aid	100 0	11,634 10,471	4,358 3,922	312 0	16,404 14,393	
Draft TIP Approved	Pave,Bridge New,Grading	--	Regional FA	0	0	0	0	0	--
TAP - Transportation Alternatives									
Story - 85									
1948 Ames	STP-E-0155(S DUFF)--8V-85 In the City of Ames, S DUFF AVE: From Squaw Creek to South 5th Street	0.16 MI --	Project Total Federal Aid	100 70	0 0	0 0	0 0	100 70	
Draft TIP Approved	Ped/Bike Grade & Pave	0:0:0	Regional FA	70	0	0	0	70	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY16	FY17	FY18	FY19		
Story - 85 (continued)									
14982 Ames Draft TIP Approved	TAP-U-0155(682)--8I-85 DOT Letting: 11/17/2015 In the City of Ames, Skunk River Trail: From East Lincoln Way to S. River Valley Park Ped/Bike Grade & Pave	0.635 MI -- --	Project Total Federal Aid Regional FA	721 360 360	0 0 0	0 0 0	0 0 0	721 360 360	--
15628 Story CCB Draft TIP Approved	STP-E-C085(100)--8V-85 Local Letting: 12/21/2021 Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa Ped/Bike ROW	2.997 MI -- --	Project Total Federal Aid Regional FA	983 62 62	0 0 0	0 0 0	0 0 0	983 62 62	--
DOT NOTE: Project funded using CIRTPA TAP funds									
21260 Ames Draft TIP Approved	STP-E-0155(SE16TH)--8V-85 In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way Ped/Bike Structures, Ped/Bike Miscellaneous	1.033 MI -- --	Project Total Federal Aid Regional FA	0 0 0	835 240 240	0 0 0	0 0 0	835 240 240	--
14983 Ames Draft TIP Approved	STP-E-0155(SE16th)--70-85 In the City of Ames, Skunk River Trail: From SE 16th Street to East Lincoln Way Ped/Bike Grade & Pave	1 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	521 160 160	0 0 0	521 160 160	--
17025 Ames Draft TIP Approved	STP-E-0155()--8V-85 In the city of Ames, Skunk River Trail: River Valley Park to Bloomington Road Ped/Bike Grade & Pave	0.75 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	586 140 140	586 140 140	--
PL - Metropolitan Planning									
Region Wide - 00									
34214 MPO-22 / AAMPO Draft TIP Approved	RGPL-PA22(RTP)--PL-00 VARIOUS Trans Planning	0 -- --	Project Total Federal Aid Regional FA	111 89 0	111 89 0	111 89 0	111 89 0	444 356 0	--

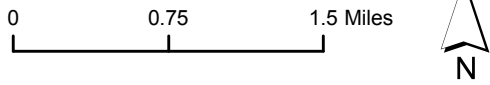


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-  Ames Area MPO Boundary
- Program Year**
-  2016
-  2017
-  2018
-  2019

FY 2016 - 2019 TIP Project Location Map



Draft 2016 Transit Program

(Filtered)

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
STA, 5307	Ames	914 Operations Misc	General Operations	Total	10,193,253	10,600,408	11,025,023	11,466,023
				FA	2,100,000	2,184,000	2,271,360	2,362,214
				SA	764,383	794,383	826,757	859,827
5310	Ames	919 Operations Misc	Contracted Paratransit Service	Total	256,454	266,712	277,380	288,475
				FA	205,163	213,370	221,904	230,780
				SA				
5310	Ames	920 Capital Replacement	Associated Transit Improvements	Total	50,000	50,000	50,000	50,000
				FA	40,000	40,000	40,000	40,000
				SA				
5339	Ames	3652 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00716	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3653 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00715	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3654 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00711	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3655 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00712	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3656 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00713	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3657 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00717	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3658 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00742	Total	455,000			
				FA	386,750			
				SA				
5339	Ames	3659 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00743	Total	455,000			
				FA	386,750			
				SA				
ICAAP	Ames	3662 Operations Expansion	Blue Route Sunday	Total	10,000	10,630		
				FA	8,177	8,504		
				SA				
ICAAP	Ames	3663 Operations Expansion	Brown/Green Weekday	Total	195,878	203,713		
				FA	156,702	162,970		
				SA				
ICAAP	Ames	3664 Operations Expansion	9 Plum Route Weekday	Total	241,020	248,250		
				FA	192,816	198,600		
				SA				
ICAAP	Ames	3665 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	455,000			
				FA	386,750			
				SA				

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
ICAAP	Ames	3666 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	455,000			
				FA	386,750			
				SA				
PTIG, 5309, 5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	Total		1,537,500	1,066,500	
				FA		430,000	853,200	
				SA		800,000		
5339	Ames	3315 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	Total		468,651		
				FA		398,353		
				SA				
5309	Ames	3317 Capital Rehabilitation	Maintenance Pits	Total		250,000		
				FA		200,000		
				SA				
5339	Ames	3651 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00741	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total		58,360		
				FA		46,688		
				SA				
5339	Ames	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00714	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2434 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00953	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2437 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00956	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00958	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2446 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2447 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2448 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00334	Total		113,300		
				FA		96,305		
				SA				

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
5339	Ames	2449 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00335	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2450 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00336	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2451 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00333	Total		113,300		
				FA		96,305		
				SA				
5339	Ames	2452 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00337	Total		108,151		
				FA		91,928		
				SA				
5339	Ames	2453 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00338	Total		108,151		
				FA		91,928		
				SA				
5339	Ames	2834 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00740	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2835 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00739	Total		468,651		
				FA		398,353		
				SA				
5339	Ames	2438 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00957	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00976	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	2435 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00977	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	2436 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00955	Total			482,711	
				FA			410,304	
				SA				
PTIG	Ames	953 Capital Replacement	Re-roof Maintenance facility	Total			160,000	
				FA				
				SA			128,000	
5339	Ames	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00970	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00972	Total			482,711	
				FA			410,304	
				SA				
5339	Ames	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00974	Total			482,711	
				FA			410,304	
				SA				

MPO-22 / AAMPO (56 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY16	FY17	FY18	FY19
5339	Ames	2841 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00948	Total			482,711	
				FA			410,304	
				SA				
PTIG	Ames	3668 Capital Replacement	Bus Wash	Total			250,000	
				FA				
				SA			200,000	
5339	Ames	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00975	Total				497,192
				FA				422,613
				SA				
5339	Ames	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00973	Total				497,192
				FA				422,613
				SA				
5339	Ames	957 Capital Rehabilitation	Resurface ISC Commuter Parking	Total				1,000,000
				FA				720,000
				SA				
5339	Ames	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00504	Total				497,192
				FA				422,613
				SA				
5339	Ames	2836 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00971	Total				497,192
				FA				422,613
				SA				
5339	Ames	2837 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00950	Total				497,192
				FA				422,613
				SA				
5339	Ames	2838 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00951	Total				497,192
				FA				422,613
				SA				
5339	Ames	2839 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00952	Total				497,192
				FA				422,613
				SA				
5339	Ames	2840 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00949	Total				497,192
				FA				422,613
				SA				

Appendix B: AAMPO Self Certification

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL SELF-CERTIFICATION**

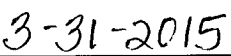
In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:



Ann Campbell, Chair
Transportation Policy Committee



Date

***Appendix C: Transportation Policy Committee Meeting
Minutes***

Staff Report

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
REVIEW OF DRAFT COMPLETE STREETS POLICY**

July 14, 2015

BACKGROUND:

On May 26, 2015, the Policy Committee asked staff to evaluate language for a regional **Complete Street Policy**, and provide a framework for agencies within the MPO who want to develop their own community specific policy, building upon the MPO policy.

Draft Ames Area MPO Regional Complete Street Policy:

Ames Area Metropolitan Planning Organization

Complete Streets Policy

Purposes. This Complete Streets Policy promotes “Complete Streets” principles for all transportation infrastructure projects carried out within the planning boundary of the Ames Area Metropolitan Planning Organization (MPO), whether by the City of Ames, the City of Gilbert, Story County, Boone County, Iowa State University, or CyRide. This policy is meant to guide the decisions of Ames Area MPO and its member agencies and in no way supersedes any policies of member agencies in the Ames Area MPO.

Complete Streets Principles. The principles of this Complete Streets Policy are to design, build, maintain, and reconstruct public streets in order to provide for the safety and convenience of all users of a corridor. This includes pedestrians, cyclists, users of mass transit, people with disabilities, motorists, freight providers, emergency responders, and adjacent land users; regardless of age, ability, income, or ethnicity.

Ames Area MPO. The Ames Area MPO Planning Boundary is determined by the US Census Bureau in conjunction with the Decennial Census and is defined as an area of 50,000 or more population that is considered currently urban in character. The Ames Area MPO currently includes the transportation jurisdictions of the City of Ames, the City of Gilbert, Story County, Boone County, Iowa State University, and the CyRide Transit Agency.

Values. The values to incorporate within the Ames Area MPO Complete Streets Policy include not only safety, mobility, and fiscal responsibility, but also community values and qualities. These include environmental, scenic, aesthetic, historic and natural resources, and social equity values. This approach demands careful multi-modal evaluation for all transportation corridors integrated with best management strategies for land use and

transportation. The public should be consulted, when appropriate, as a factor in the transportation infrastructure decision-making process.

Adaptability. This Complete Streets Policy provides flexibility to accommodate different types of streets and users, and to promote Complete Streets design solutions that fit within the context(s) of the community.

Applicability. Appropriate Complete Streets principles should be considered as part of all routine transportation infrastructure projects, including:

- *Project identification*
- *Scoping procedures and design approvals, including design manuals and performance measures*
- *Construction*
- *Maintenance*
- *Reconstruction*

Complete Streets principles should:

- *Apply to both existing and future streets,*
- *Apply to all transportation infrastructure projects, regardless of funding source(s), and*
- *Not apply to streets ultimately to be privately owned and maintained, where specified users are prohibited by law, or the cost of providing accommodation are excessively disproportionate to the need or probable use.*

Exceptions to the application of this Complete Streets Policy include instances where member agencies identify issues of safety, excessive cost or absence of need. Any agency's concerns regarding project exceptions or alternatives to meeting complete streets principles may be reviewed by the Ames Area MPO Technical Committee, should that agency desire comment and the consideration of alternatives.

Existing Policies and Regulations. To support this Complete Streets Policy, member agencies may choose to review local design principles, existing policies and regulations. Agencies may request consultation with Ames Area MPO where appropriate. Such policies and regulations may include:

- *Comprehensive plans*
- *University master plans*
- *Transportation plans*
- *Subdivision codes*
- *Manuals of practice*
- *Grant-writing practices*
- *Impact assessments*
- *Level of Service assessments*

- *Departmental policies and procedures*
- *Any other applicable procedures and standards*

Latest Standards. In furthering Complete Streets principles, transportation projects should make use of the latest and best design standards, policies, and guidelines. Performance measures should also be utilized to measure the effectiveness of Complete Streets practices that align with related transportation planning efforts, particularly the Ames Area MPO Long Range Transportation Plan.

HDR, the Long Range Transportation Plan consultant, has also pulled together national best practices information to be used as additional content for Ames Area MPO member agencies, should they choose to draft their own standalone Complete Streets Policy. Alternatively, each member agency could choose to simply follow the MPO's policy, serving as their local policy. This framework, providing a synthesis of best practices, has been provided as an attachment to this report.

Potential Complete Streets Policy Elements

Overview

A complete streets policy is a first step for the MPO and member jurisdictions moving towards a network of complete streets, which allow safe access and mobility for all users, regardless of ability or how they travel. This memo provides a potential framework based on guidance provided by Smart Growth America, and complete streets policies implemented across the country. Much of this information comes directly from Smart Growth America's "Local Policy Workbook" and recommended policy element materials.

While implementation of complete streets is typically the domain of local jurisdictions, MPOs can provide a policy that guides regional implementation. There are example policies adopted by MPO boards within the state of Iowa in Iowa City (MPOJC), the Quad Cities (Bi-State Regional Commission), and Cedar Rapids (Corridor MPO). An MPO-based policy should state which projects are subject to the policy; oftentimes, these are projects that require MPO-distributed Federal funding.

The complete streets policy itself should be a concise statement of intent. Often communities have separate documents detail design guidance, typologies, or more specific implementation plans. For instance, some communities provide an updated set of design guidelines for various typologies of streets and development patterns. Also, the Long Range Transportation Plan (LRTP) will likely provide projects that are supportive of complete streets implementation in the Ames area.

There are several elements included what Smart Growth America considers an "ideal" complete streets policy, and many communities have built their complete streets policies around this framework. These elements are outlined in the next section.

Potential Policy Elements

Complete Streets Vision

The vision is how and why the community wants to complete its streets. Much of the groundwork required for establishing the complete streets vision has been laid by the LRTP's public engagement efforts. The LRTP vision includes establishment of a complete, multimodal network across the Ames area that is convenient, accessible, and active. Much of the community input has focused on making the Ames area a complete, bicycle friendly transportation system. The basis for the complete streets vision is reflected in one of the LRTP's primary community-focused vision themes to provide an "Active Transportation System that is Connected Across all Modes of Travel".

Applies to All System Users

Everyone that uses the area's street network is included in the policy: pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles. The policy should

state that some corridors and streets will be more oriented to some users than others, but the goal should be that all users should have as complete a system as possible.

All Projects are Candidates

The guidance suggests that as many transportation projects as possible should be inclusive of complete streets elements. Projects of all scales are potential candidates for complete streets elements: retrofit, resurfacing, reconstruction or new construction projects. When a project large or small is initiated, it is an opportunity to incorporate complete streets elements.

As the policy is MPO-based, it should clarify the types of projects that are affected by the policy – for instance, perhaps it only applies to those projects that receive MPO-controlled Federal funds through the Transportation Improvement Program (TIP) process.

Exceptions

It is understood that not all modes can have equal access on all projects. The Federal Highway Administration's guidance provides three exceptions to complete streets:

1. Accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways.
2. Cost of accommodation is excessively disproportionate to the need or probable use.
3. A documented absence of current or future need.

Additional exceptions are provided in many communities. These include redundant facilities (parallel street provides complete modal functions), severe topological constraints, low-traffic volume streets, non-infrastructure projects, some maintenance activities, or other legal constraints.

Creates a Network

While it is often an incremental process, complete streets policies, and related implementation plans, should work towards a balanced modal network that encourages street connectivity and a comprehensive, integrated, connected multi-modal network.

All Agencies and Streets

The street network in the Ames area is controlled by multiple jurisdictions and agencies. The complete streets policy should attempt to encompass as many of these different jurisdictional streets, and private developer funded subdivisions as possible, in order to move towards a connected network. Ideally, the MPO policy would apply to regional projects, and would inspire similar policies to be adopted by all jurisdictions in the MPO area.

Design Guidelines / Criteria

Design guidelines effect how the policy gets implemented on a project-by-project basis. Design policies should be reviewed to ensure the ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities have rewritten their design manual to fully implement complete streets, and re-examined their street typologies and classes to provide clearer guidance on options and applications for complete streets in different functional street environments. Resources such as the Active Transportation Alliance provide guidance on identifying community-specific street typologies and context zones to make implementation of a complete network more seamless. Other communities have used existing design guides, such as those issued by American Association of State Highway and Transportation Officials (AASHTO), Iowa's SUDAS, National Association of City Transportation Officials (NACTO), and the Americans with Disabilities Act Accessibility Guidelines.

Context Sensitivity

Complete streets projects need to be developed to fit within their community environment. As Smart Growth American points out, this common sense element of the plan can allay fears that the policy will be applied in unreasonable ways, and can help prioritize the neighborhood / development typologies that are most appropriate for particular modal treatments.

Performance Measures

This element establishes performance standards with measurable outcomes. This guides the MPO and member jurisdictions in how it will evaluate the current system, how it will assess potential complete streets improvements, and how the community defines moving towards success and its ultimate complete streets vision. Much of the work being done in the LRTP and ongoing MPO performance monitoring can be incorporated into this element. Relevant LRTP performance measures include:

- Create and enhance multimodal access and connections between bicycle, pedestrian, transit, and private vehicle travel.
- Improve system connectivity through improved multimodal network connections and reduced network gaps.
- Consider the safety of all travel modes when considering changes to the transportation system.
- Added bicycle and pedestrian access in new urban developments.
- Promote active transportation projects and programs.
- Multimodal access to K-12 schools.

Implementation

This element provides the next steps in moving towards the getting the policy “from paper onto the streets”. This is the policy direction given to the jurisdictional departments in ways to initiate planning for and designing the complete streets solution.

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

JUNE 23, 2015

The Regular Meeting of the Ames City Council was called to order by Mayor Ann Campbell at 6:00 p.m. on the 23rd day of June, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue. Present were Council Members Gloria Betcher, Amber Corrieri, Tim Gartin, Matthew Goodman, Chris Nelson, and Peter Orazem. *Ex officio* Member Sam Schulte was also present.

Mayor Campbell announced that the Council would be working from an Amended Agenda. Items revised or added were under Item No. 16 pertaining to requests from the Main Street Cultural District for its *Foodies & Brew* event.

PROCLAMATION FOR PARKS AND RECREATION MONTH: Mayor Campbell proclaimed the month of July 2015 as Parks and Recreation Month. Accepting the Proclamation were representatives of the Parks and Recreation Department Keith Abraham, Director, and Kelly Omlid, Recreation Superintendent; and Parks and Recreation Commission Member Julie Johnston. Ms. Omlid highlighted a few of the events to be held in Ames throughout the month of July as part of the 30th Anniversary of the national observance of Parks and Recreation Month.

CONSENT AGENDA: The Mayor stated that staff had requested that Item No. 12 (pertaining to increasing the issuance of Essential Corporate Purpose General Obligation Bonds for 2015) be pulled for separate discussion.

Moved by Goodman, seconded by Betcher, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving minutes of Regular Meeting of June 9, 2015
3. Motion approving Report of Contract Change Orders for June 1-15, 2015
4. Motion authorizing Mayor to sign authorization requested by the Main Street Cultural District for military fly-over on July 4
5. Motion approving request from Young Professionals of Ames for Fireworks Permit for display from ISU Lot G7 on July 3, 2015, with a rain date of July 5, 2015
6. Motion approving 5-day (July 10-July 14) Class C Liquor License for Briggs Woods Golf Course at Reiman Gardens, 1407 University Boulevard
7. Motion approving new Special Class C Liquor License for Szechuan House, 3605 Lincoln Way
8. RESOLUTION NO. 15-371 approving and adopting Supplement No. 2015-3 to *Municipal Code*
9. RESOLUTION NO. 15-372 adopting New and Revised Fees pertaining to Ames Municipal Cemetery
10. RESOLUTION NO. 15-373 approving request for additional .25 FTE in Library Customer Account Services Division
11. RESOLUTION NO. 15-375 approving Memorandum of Understanding with Story County to apply for grant funding under the 2015 Department of Justice, Office of Justice Programs, Edward Byrne Memorial Justice Assistance Grant Program and authorizing application
12. RESOLUTION NO. 15-376 approving 2014/15 Contract for Human Services with American Red Cross
13. RESOLUTION NO. 15-377 approving 2015/16 Contract with Iowa State University for Sustainability Advisory Services from July 1, 2015, through June 30, 2016 in an amount not to exceed \$25,000
14. Requests from Main Street Cultural District for Foodies & Brew on August 14, 2015:
 - a. Motion approving Blanket Temporary Obstruction Permit and Blanket Vending License
 - b. RESOLUTION NO. 15-378 approving closure of the 400 block of Douglas Avenue from 12:00 p.m. to 2:00 a.m. and closure of the 200 block of 5th Street from 3 p.m. to 2 a.m.

- c. RESOLUTION NO. 15-379 approving closure of 13 metered parking spaces on the 400 block of Douglas Avenue from 9:00 a.m. Friday to 2:00 a.m. Saturday and closure of 29 metered parking spaces on the 200 block of Fifth Street from 3:00 p.m. Friday to 2:00 a.m. Saturday; and waiver of parking meter fees
- d. RESOLUTION NO. 15-380 approving waiver of fee for Blanket Vending License
- 15. RESOLUTION NO. 15-381 approving Certificate of Consistency with City's 2014-2018 CDBG Consolidated Plan on behalf of Non-Profit Organizations Receiving Emergency Shelter Grant Funds
- 16. RESOLUTION NO. 15-382 waiving formal bidding requirements and approving software maintenance contract with Sungard/HTE for joint public safety network
- 17. RESOLUTION NO. 15-383 waiving formal bidding requirements and approving software maintenance contract with Sungard/HTE for Information Services
- 18. RESOLUTION NO. 15-384 awarding contract to OneNeck IT Solutions of Urbandale, Iowa, for Replacement of Core Enterprise Network Infrastructure in the amount of \$100,869.43
- 19. RESOLUTION NO. 15-385 approving preliminary plans and specifications for Control Room Installation General Work Contract; setting July 22, 2015, as bid due date and July 28, 2015, as date of public hearing
- 20. RESOLUTION NO. 15-386 approving preliminary plans and specifications for Mechanical Installation General Work Contract for Power Plant Fuel Conversion; setting July 23, 2015, as bid due date and July 28, 2015, as date of public hearing
- 21. RESOLUTION NO. 15-387 approving preliminary plans and specifications for 2014/15 Downtown Street Pavement Improvements (5th Street - Burnett to Grand); setting July 22, 2015, as bid due date and July 28, 2015, as date of public hearing
- 22. RESOLUTION NO. 15-388 approving preliminary plans and specifications for 2014/15 Sanitary Sewer Rehabilitation (Manhole Rehabilitation – Basins 1 & 5); setting July 22, 2015, as bid due date and July 28, 2015, as date of public hearing
- 23. RESOLUTION NO. 15-389 approving contract to Electronic Engineering Co. to provide 800-MHZ trunked radio equipment, pagers, and related equipment and services for City departments from July 1, 2015, through June 30, 2017
- 24. RESOLUTION NO. 15-390 awarding contract to Neese, Inc., of Grand Junction, Iowa, for Zetor Proxima Power 120 Tractor and optional equipment (for Public Works Grounds), as part of Fleet Replacement Program, in the amount of \$64,850
- 25. RESOLUTION NO. 15-391 awarding contract to Murphy Tractor and Equipment of Des Moines, Iowa, for John Deere 644K Hybrid Wheel Loader and extended warranty (for Resource Recovery) as part of Fleet Replacement Program in the amount of \$272,137
- 26. RESOLUTION NO. 15-392 approving contract and bond for Grant Avenue (Hyde Avenue) Pavement Improvements
- 27. RESOLUTION NO. 15-393 approving Change Order No. 1 to Cornerstone Commissioning, Inc., of Boxford, Massachusetts, for LEED Commissioning for Public Library in the amount of \$17,800
- 28. RESOLUTION NO. 15-394 approving Change Order No. 1 to Stock Equipment Company of Chagrin Falls, Ohio, for Precipitator Control Replacement in the amount of \$19,414.08
- 29. RESOLUTION NO. 15-395 approving Change Order No. 2 to Custodial Services for City Hall Contract with Klean Rite
- 30. RESOLUTION NO. 15-396 accepting partial completion and lessening security for South Fork Subdivision, 7th Addition
- 31. RESOLUTION NO. 15-397 accepting final completion of Fire Station #3 HVAC Modifications
- 32. RESOLUTION NO. 15-398 approving Plat of Survey for 307 Ash Avenue
- 33. RESOLUTION NO. 15-399 approving Plat of Survey for 413 Northwestern Avenue and 910 and 914-5th Street

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

ESSENTIAL CORPORATE PURPOSE GENERAL OBLIGATION BONDS: City Manager Steve Schainker advised that, since the time that the budget was adopted and the public hearing was held for the bond sale, bids were received on a current year bond-funded project to pave Grant Avenue. The total cost for that project is now estimated to be \$468,812 above the amount budgeted for the project. Mr. Schainker reminded the Council that the cost of that project is being shared by developers and the City, but the funding is to all come from bond proceeds with the developers' shares being repaid through assessments. The City's share of the additional cost of the project will be \$107,827; however, staff has identified savings from other bond-funded projects to cover its portion. The developers' share of the \$468,812 increase is \$360,985, which will be funded by bond proceeds from the upcoming issue and repaid through assessments.

Also, according to Mr. Schainker, staff has not been able to complete the negotiations with Central Iowa Water Association (CIWA) regarding water service territory pertaining to the East Industrial Area Sewer Extension. The proposed bond issue included \$2,000,000 for that project (to extend sanitary sewer under the Interstate and hasten the City's ability to serve eastern industrial growth). Council had previously indicated that the sewer extension should not occur until the City had reached an agreement with CIWA. Staff has held several meetings with CIWA staff in recent weeks and is optimistic that an agreement can be reached within the next two months, which would allow the sewer extension to move forward. In the event, however, that an unexpected delay were to occur in the sewer project, the \$2,000,000 budgeted in G. O. funding could be redirected to other priority projects in 2016/17. The 2016/17 bond issue would then be decreased by the same amount.

Mr. Schainker also apprised the Council that the lowest site work bid for the Terminal and Hangar Improvements came in \$83,000 over budget. He had also received news that the new estimate for the Terminal Building is coming in higher than expected. Staff recommends continuing with this project, and he will be meeting with members of the private sector and Iowa State University to discuss the overage.

Finance Director Duane Pitcher gave the Council members several options. He pointed out that they had already held a hearing on the preliminary amount of bonds. The bonding attorneys are planning for an August 11, 2015, sale. Once the hearing is held, it will set the date of the issuance amount. City Manager Schainker recommended that the City Council adopt a Resolution increasing the bond issuance by an amount not to exceed \$395,000 and set the date of public hearing for July 14, 2015.

Moved by Nelson, seconded by Corrieri, to adopt RESOLUTION NO. 15-374 increasing the issuance of Essential Corporate Purpose General Obligation Bonds for 2015 in an amount not to exceed \$395,000 and setting the date of public hearing for July 14, 2015.

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

PUBLIC FORUM: Mayor Campbell opened the Public Forum.

Dan DeGeest, 4212 Phoenix Street, Ames, representing the Ames Bicycle Coalition (ABC), showed a map of the greenway trail concept that the ABC had proposed to the Planning Department about a year ago. The greenway starts at the Intermodal, goes west along Arbor, then through the Middle and North parcels currently owned by Breckenridge, then continues through Franklin Park and behind HyVee to Beedle Drive. Mr. DeGeest said he wanted the Council to have this information prior to it making a

decision on the proposed settlement with Breckenridge. According to Mr. DeGeest, the route is also one of the possibilities included in the draft update to the Long-Range Transportation Plan under Alternative SUP6, and it scored very high on the scoring matrix.

Mr. DeGeest explained to the Council that the construction of the greenway trail would provide a much-needed dedicated route to Campustown from West Ames, a safe route to the new Middle School by connecting to current improvements on Dotson, and would complete a great inter-urban bike/pedestrian loop with connections to existing trails further south and through the Arboretum.

The Council was asked to carefully consider ABC's proposed greenway trail concept as it is working through the Breckenridge settlement process.

The Mayor closed Public Forum after no one else requested to speak.

WATER SERVICE CONNECTION FOR 230 SOUTH DAYTON AVENUE: Eric Cowles, Civil Engineer, explained that the Council members had, on April 28, 2015, referred to staff the letter from Jeanee Moore requesting a water service connection fee waiver for 230 South Dayton. The Council's attention was brought to the letter, which specified the reasons why Ms. Moore believed the fee should be waived. Mr. Cowles advised that Appendix F of the *Municipal Code* requires a water main tapping fee of \$18/linear foot of property frontage. In this case, the property frontage is approximately 550 linear feet, which would require a tapping fee of \$9,900. Property owners are also required to cover all plumbing costs associated with making the water main tap, setting the water meter, constructing the copper service line, and installing a pressure reduction device or any back-flow prevention required by the Plumbing Code. According to Mr. Cowles, the tapping fee was established to ensure that the Water Fund and its city-wide customers were reimbursed for up-front costs involved with the extension of water mains across the City. The fee is paid when a new water customer/property owner chooses to take advantage of the City's existing water distribution system.

Mr. Cowles had provided three options to the Council:

1. Require the property owner to pay the tapping fee shown in *Municipal Code* Appendix F.
2. Require the property owner to pay a tapping fee for an average residential lot frontage of 80 feet (\$1,440) and execute an agreement that the balance (\$8,460) be paid if any additional taps are required due to future subdivision/additional development.
3. Waive the tapping fee in its entirety.

Council Member Goodman commented on Option 2, noting that it was similar to the option provided to private property owners on Grant Avenue during its recent annexation process. Mr. Cowles advised that it had been offered as an incentive for some property owners to annex.

Moved by Nelson, seconded by Corrieri, to require the property owner to pay a tapping fee for an average residential lot frontage of 80 feet (\$1,440) and execute an agreement that the balance (\$8,460) be paid if any additional taps are required due to future subdivision/additional development.

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

McFARLAND SUBDIVISION: Planning and Housing Director Kelly Diekmann advised that Ames Associates is requesting approval of a Final Plat for a Minor Subdivision for property located at 3600-3800 Lincoln Way. If approved, it would allow for the sale of the property (Lot 2) that contains the McFarland Clinic building.

Mr. Diekmann explained that in the HOC zone, a minimum building side-yard setback of five feet is

required at the new proposed property line. To achieve that required setback, the applicant has proposed that a single commercial bay be demolished to meet the minimum setback requirement of the Zoning Code at the new lot line. Director Diekmann said that, typically, staff would look for the property to meet the minimum zoning requirement prior to platting the new lots; however, in this case, the applicant is requesting that the platting of the lot precede the demolition to allow for closing on the sale of the property. To facilitate that, a Development Agreement has been signed, which requires that the demolition of the required portion of the building be completed within six months of the recording of the new subdivision. The Agreement has been secured with a Letter of Credit in the amount of the estimated cost of demolition and reconstruction of the end walls of the two buildings. It will allow the demolition of a portion of the building to be deferred for six months after recording of the Final Plat.

Dan DeGeest asked if the proposed redevelopment of this area would impact the possible bike path route (running behind the Clinic, Goodwill Store, and HyVee) that he had just shown to the Council. Mr. Diekmann advised that the City does not have the right to request a right-of-way easement for a bike path at this time since a bike path is not currently shown on the Final Plat.

Moved by Goodman, seconded by Nelson, to adopt RESOLUTION NO. 15-400 approving the Development Agreement.

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 Nelson, to adopt RESOLUTION NO. 15-401 approving the Minor Final Plat.

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

LAND USE POLICY PLAN (LUPP) UPDATE - REQUEST FOR PROPOSALS (RFP): Planning and Housing Director Kelly Diekmann reviewed the Council's past directives regarding the Request for Proposals for the LUPP Update. He listed the tasks that were to be included in the Update. Mr. Diekmann commented that the list was diverse in scope, ranging from re-writing and clarifying purposes of the LUPP to assessing details on specific issues of housing to considering sub-area plans that guide future development.

According to Director Diekmann, staff is now recommending that not all of the listed items be included in the RFP for the initial update. He explained that efforts for specific master plans and sub-area plans for the Lincoln Way Corridor, Growth Areas, East Industrial Master Plan, and Hospital-Medical District would be better suited to be individual projects or as implemental tasks of an updated LUPP. He noted that Council had already agreed to separate the Lincoln Way Corridor Plan from the LUPP Update and prioritized it as a project to begin this fall. According to Mr. Diekmann, staff was also recommending that the item that includes reviewing infill housing opportunities and constraints to affordable housing would be better suited as separate projects. Also, staff will review land use designations across the City as part of the LUPP update, but is not intending to do site-specific assessments. He noted that the Council had already prioritized related issues for affordable housing within the Department's Work Plan for the next 12 months. If the Council wants to change the directives already given to the staff, Mr. Diekmann asked that he be informed of that at this meeting.

Director Diekmann explained the staff's recommended approach for the RFP specifically pertaining to text changes, Land Use Map and Growth Area review, public outreach, and process for review. According to Mr. Diekmann, there would be a significant contrast between the public input process utilized in the 1997 LUPP process and the process now being proposed. He summarized the approach used in 1997 and said that public input on this Update will be solicited regarding the specific

amendments and updates that will be developed by the consultant. Mr. Diekmann emphasized that the outreach on this Update will be much narrower in scope than some of the City's other city-wide planning efforts; that was being recommended in recognition of the Council being comfortable with the Vision and Goals of the existing LUPP.

The selection process of the consultant was explained to the City Council. A staff-led Review Team will score the proposals. The team will include members from multiple City departments to review the proposals and provide comments. In addition, the Planning and Zoning Commission will appoint one member to the Review Team. After the proposals are scored, staff will negotiate terms of a contract and return for Council approval of the contract tentatively by the end of September.

Council Member Goodman expressed his concerns about not "pulling people into the process." He noted that a lot of things had changed since 1997, and he was not comfortable with expanding the horizon of the 1997 Plan without a lot of public outreach. He said that if the City's intent is just to refine the Plan, however, he was comfortable with what staff was proposing. Mr. Goodman suggested that, if this Update was only to refine the existing Plan, the Plan should be redone in its entirety in the near future. Director Diekmann also noted that the City was planning out to 2040 in its Long-Range Transportation Plan. Council Member Goodman said he was comfortable with the infrastructure portion being out to 2040.

Council Member Betcher raised the issue of Goal No. 6, which is to increase the supply of housing and provide a wider range of housing options. Mr. Diekmann stated that would not be part of the Update; it would be done under a separate work plan.

Director Diekmann confirmed that staff would be continuing with the separate work plan items of the East Industrial Expansion and Lincoln Corridor Study concurrently with the LUPP Update.

Council Member Goodman said it was his understanding that the Update would leave the Goals and Objectives alone.

Mr. Diekmann noted that if the horizon were to be out ten (10) years, he might make different recommendations than if it were going to be out 25 years. He said that the first task for the Council members is to decide if they wanted to retain the existing Vision and Goals. If that is the case, then he would recommend moving forward with the staff's recommended approach.

Council Member Betcher asked what the time line would be if the Council wanted to change the Plan's Vision and Goals. Director Diekmann said it would depend on what the Council's expectation is. Council Member Goodman said that if it were the intent to make these changes and then not revisit the Plan for many years, then he would want to start the long-term process. At the inquiry of Mayor Campbell, Director Diekmann answered that if the Council were changing the scope of the planning horizon, he would not want the Council to give direction tonight on the RFP. City Manager Schainker asked if it was the Council's intention to have the ability to grow the City for the short term (five to ten years). Council Member Betcher commented that she would like to see the Council work on the new Plan halfway into the ten-year horizon.

Pointing out the large population increase in the recent past, Council Member Nelson wants to ensure that the City has a means to address similar increases in the future. Director Diekmann said that, in the short-term, they would be not changing policy; they would just be implementing it.

Moved by Goodman, seconded by Corrieri, to ask staff to go back and look at the RFP structure that is

focused more near-term, i.e., ten years, and also that staff anticipate a broader Plan conversation at the end of that process.

At the question of Council Member Gartin, Director Diekmann advised that LUPP amendments would address its short-term needs.

Speaking as a representative on the Transit Board, Mr. Gartin stated that he wanted to go this route, but then move aggressively towards a longer planning horizon.

Council Member Nelson asked how that action would impact the budget set aside for the LUPP Update. Mr. Diekmann said it would significantly lower the costs.

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

DISCUSSION OF STAFF REPORT PERTAINING TO E-CIGARETTES: Management Analyst Brian Phillips reminded the Council that it had, on May 26, 2015, requested this topic be placed on a future agenda for discussion. He stated that since that date, staff had learned that on June 16, the City of Iowa City had passed on first reading an ordinance restricting the use of e-cigarettes in the same public places that tobacco cigarettes are restricted. The University of Iowa has also recently taken action on this topic, including e-cigarettes in the list of products that may not be used on Campus effective August 24, 2015.

Denise Denton, 902 Douglas, Ames, representing the Story County Prevention Policy Board, spoke. According to Ms. Denton, research has shown that Electronic Nicotine Delivery Systems (ENDS), a/k/a e-cigarettes, are dangerous to the public. Ms. Denton noted that it was her understanding that Iowa City's ordinance, which passed last week, would prohibit the use of ENDS in places where traditional tobacco smoking is not allowed.

Cheryl Langston, 1710 Northwestern Avenue, Ames, spoke on behalf of Healthiest Ames. The mission of Healthiest Ames is to have Ames named as the healthiest city in Iowa, and in that quest, she wants the Council to ban the use of e-cigarettes in public spaces. Ms. Langston asked for the Council's support of that.

Judie Hoffman, 3820 Quebec, Ames, said she was speaking on her own behalf. She noted that, many years ago, she was part of the City Council that passed an ordinance prohibiting smoking in public places and restaurants. She believes that Ames has been known as a leader in the State of Iowa, and she believes that the City should be that again and pass an ordinance prohibiting the use of e-cigarettes in public places.

Doris Hodgson, Boone, advised that she owns *Vape-On* in Ames. She invited the public to stop by her shop and ask questions; she would be happy to provide information on the e-cigarette product. Ms. Hodgson said that people do use them to lower their nicotine intake and eventually stop the use of nicotine altogether. She does not believe that the usage of e-cigarettes should be banned in parks, sidewalks, or outside.

Council Member Gartin asked to hear from Police Chief Chuck Cychosz. Chief Cychosz said that it is important to determine the health risks of ENDS before regulations are proposed.

Council Member Goodman asked City Attorney Judy Parks if it would be enough to simply direct staff to prepare an ordinance similar to that adopted in Iowa City. Ms. Parks said that it would be preferable for the Council to direct that an ordinance be created to include certain things.

Council Member Orazem said a downside to adopting regulations piecemeal is that when there are local bans, people can still drive to an area where there is no regulation. From what he has been given, the research done does not have a second-hand smoke damage component. He would be very hesitant to pass an ordinance when there are down sides.

Moved by Goodman, seconded by Nelson, to direct the City Attorney to return to the Council with options in different categories.

Council Member Gartin asked that the City Attorney work with Iowa State University to find out what it is doing or planning on doing in this regard.

Council Member Corrieri expressed her desire for the Council to be more specific with its directive; it either wants to ban the use of e-cigarettes in all public spaces similar to tobacco or only in certain places.

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

HEARING ON ELECTRIC SERVICES UNIT #7 CRANE REPAIR: The public hearing was opened by Mayor Campbell. There being no one wishing to speak, the Mayor closed the hearing.

Donald Kom, Director of Electric Services, explained that none of the local companies showed up for the pre-construction meeting. The only company showing an interest was from Texas. Also, staff has been told by electrical contractors that they are very busy right now.

Moved by Goodman, seconded by Corrieri, to accept the report of bids and delay award of the contract. Vote on Motion: 6-0. Motion declared carried unanimously.

HEARING ON AMES MUNICIPAL AIRPORT TERMINAL BUILDING AND HANGAR (PHASE I - SITE WORK): Mayor Campbell opened the public hearing. She closed same after no one came forward to speak.

Moved by Corrieri, seconded by Betcher, to approve the final plans and specifications, accept the report of bids, and delay award of the contract.

Council Member Goodman expressed his discomfort at approving the final plans and specifications at this point. Traffic Engineer Damion Pregitzer explained that approval of the final plans and specifications was required at this meeting because there are federal funds involved; it is a federal requirement. No contract would be approved at this time.

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

ORDINANCE REVISING REGULAR COUNCIL MEETING TIME: Moved by Goodman, seconded by Nelson, to pass on second reading an ordinance revising Regular Council Meeting times. Roll Call Vote: 6-0. Motion declared carried unanimously.

ORDINANCE MAKING A ZONING TEXT AMENDMENT TO EXCLUDE PARKING STRUCTURES FROM THE DEFINITION OF FLOOR AREA RATIO (FAR): Moved by Goodman, seconded by Nelson, to pass on third reading and adopt ORDINANCE NO. 4220 making a Zoning Text Amendment to exclude parking structures from the definition of Floor Area Ratio (FAR). Roll Call Vote: 5-0-1. Voting aye: Betcher, Corrieri, Goodman, Nelson, Orazem. Voting nay: None. Abstaining due to a conflict of interest: Gartin. Ordinance declared adopted, signed by the Mayor, and

hereby made a portion of these Minutes.

ORDINANCE MAKING A ZONING TEXT AMENDMENT TO ALLOW FOR A LINCOLN WAY MIXED-USE OVERLAY ZONE: Moved by Nelson, seconded by Goodman, to pass on third reading and adopt ORDINANCE NO. 4221 making a Zoning Text Amendment to allow for a Lincoln Way Mixed-Use Overlay Zone.

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

COUNCIL COMMENTS: Moved by Betcher, seconded by Goodman, to refer to staff the letter from Chuck Winkleblack dated June 18, 2015, pertaining to the Developer's Agreement for Dayton Park LLC in the TIF District on South Bell Avenue.

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

Sam Schulte noted that a letter had been sent by the College of Design requesting to use different areas in Ames to install designs, which would be used as community awareness banners for the Ames Public Library.

Moved by Goodman, seconded by Orazem, to refer to staff the letter dated June 17, 2015, from Patience Lueth, Iowa State University Instructor (Design 340).

It was noted that Ms. Lueth was asking to install the designs by July 9 and the City Council is not scheduled to meet again until July 14; therefore, direction from the Council could not be provided in time. Mr. Schulte pointed out that an alternate week was given by Ms. Lueth, which is August 23 - 29.

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

CLOSED SESSION: Moved by Goodman, seconded by Betcher, to hold a Closed Session, as provided by Section 21.5(1)©, *Code of Iowa*, to discuss matters presently in litigation.

Council Member Gartin asked City Attorney Parks if there was a legal reason to go into Closed Session. Ms. Parks replied in the affirmative.

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

The meeting resumed in Open Session at 8:57 p.m.

Moved by Orazem, seconded by Gartin, to direct staff to take actions that are consistent with the Council's discussion in Closed Session.

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

ADJOURNMENT: Moved by Corrieri to adjourn the meeting at 9:02 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:	June 2015	
For City Council Date:	July 14, 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)
Public Works	2015/15 Tree Trimming Progam	1	\$75,000.00	LawnPro LLC	\$0.00	\$7,000.00	J. Clausen	MA
Public Works	2012/13 Concrete Pavement Improvements #2 (SE 5 th St)	1	\$346,070.15	Synergy Contracting LLC	\$0.00	\$26,500.00	J. Joiner	MA
Electric Services	Aluminum Cable	1	\$40,311.38	Wesco Distribution Inc	\$0.00	\$806.22	D. Kom	LM
Fleet Services	2015 Zetor Proxima 120 Tractor	1	\$64,850.00	Neese, Inc.	\$0.00	\$650.00	R. Iverson	MA
			\$		\$	\$		
			\$		\$	\$		

MINUTES OF THE AMES CIVIL SERVICE COMMISSION

AMES, IOWA

JUNE 25, 2015

The Ames Civil Service Commission convened in regular session at 8:15 a.m. on June 25, 2015, in the Council Chambers of City Hall, 515 Clark Avenue. Because it was impractical for the Commission members to be present in person, Commission Members Crum, Pike, and Ricketts were brought into the meeting telephonically. Human Resources Officer Stephanie Sobotka attended the meeting.

APPROVAL OF MINUTES: Moved by Pike, seconded by Ricketts, to approve the minutes of the May 28, 2015, Civil Service Commission meeting as written.

Vote on Motion: 3-0. Motion declared carried unanimously.

CERTIFICATION OF ENTRY-LEVEL APPLICANTS: Moved by Crum, seconded by Pike, to certify the following individuals to the Ames City Council as entry-level applicants:

Human Resources Analyst:	Monica Harford	83
	Allison Walters	83
Planner:	Chad Quick	79
Resource Recovery Assistant Superintendent:	Mansour Manci	80
	Mark Peebler	79
	Rob Weidner	74
Traffic Technician:	Justin Kepley	79
	Matthew Curran	77
	Eugene Elliott	74
	Kendel Miller	74
	Russell Moore	74
	Greg Conis	72

Vote on Motion: 3-0. Motion declared carried unanimously.

COMMENTS: The next regularly scheduled Civil Service Commission meeting was set for July 23, 2015, at 8:15 a.m.

ADJOURNMENT: The meeting adjourned at 8:21 a.m.

Michael R. Crum, Chair

Jill Ripperger, Recording Secretary



MEMO

*Caring People
Quality Programs
Exceptional Service*

6a-e

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Lieutenant Jeff Brinkley – Ames Police Department

DATE: June 23, 2015

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
July 14, 2015

The Council agenda for July 14, 2015, includes beer permits and liquor license renewals for:

- Class C Liquor – Welch Ave Station, 207 Welch Ave
- Special Class C Liquor, B Native Wine, & Outdoor Service – Wheatsfield Cooperative, 413 Northwestern Ave #105
- Class C Liquor & Outdoor Service – Bar, 823 Wheeler St #4
- Class B Beer – Panchero’s Mexican Grill, 1310 S Duff Ave
- Class C Liquor – Applebee’s, 105 Chestnut St

A routine check of police records for the past twelve months found no violations for Welch Ave Station, Wheatsfield, Bar, or Panchero’s. The police department would recommend renewal of all of these licenses.

Applebee’s was cited for selling alcohol to minors during a police compliance check in February 2015. They have since passed a second compliance check and we are continuing to monitor compliance. We recommend renewal of the license at this time.

Name of Applicant: <u>Texas Roadhouse Holdings LLC</u>		
Name of Business (DBA): <u>Texas Roadhouse</u>		
Address of Premises: <u>519 South Duff Avenue</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 232-7427</u>		
Mailing <u>6040 Dutchmans Lane</u>		
City <u>Louisville</u>	State <u>KY</u>	Zip: <u>40205</u>

Contact Person

Name <u>Katie McCullum</u>
Phone: <u>(502) 855-5512</u> Email <u>katie.mccullum@texasroadhouse.com</u>

Classification Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 07/01/2015

Expiration Date: 07/01/2016

Privileges:

Class C Liquor License (LC) (Commercial)

Status of Business

BusinessType: <u>Limited Liability Company</u>
Corporate ID Number: <u>232415</u> Federal Employer ID <u>31-1515794</u>

Ownership

W. Kent Taylor

First Name: W. Kent **Last Name:** Taylor
City: Crestwood **State:** Kentucky **Zip:** 40014
Position: Chief Executive Officer
% of Ownership: 0.00% **U.S. Citizen:** Yes

Texas Roadhouse, Inc. (Publicly Traded Company)

First Name: Texas Roadhouse, Inc. **Last Name:** (Publicly Traded Company)
City: Louisville **State:** Kentucky **Zip:** 40205
Position: Manager/Owner
% of Ownership: 100.00% **U.S. Citizen:** Yes

Scott Colosi

First Name: Scott **Last Name:** Colosi
City: Louisville **State:** Kentucky **Zip:** 40245
Position: President
% of Ownership: 0.00% **U.S. Citizen:** Yes

Name of Applicant: <u>A & K LLC</u>		
Name of Business (DBA): <u>Tip Top Lounge</u>		
Address of Premises: <u>201 E Lincoln Way</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business	<u>(515) 232-8980</u>	
Mailing	<u>3315 146th Cir</u>	
City <u>Urbandale</u>	State <u>IA</u>	Zip: <u>50323</u>

Contact Person

Name Andrew White
Phone: (515) 231-8388 Email whitecor@aol.com

Classification Class C Liquor License (LC) (Commercial)

Term:12 months

Effective Date: 01/01/2015

Expiration Date: 12/31/2015

Privileges:

Class C Liquor License (LC) (Commercial)

Outdoor Service

Status of Business

BusinessType: <u>Limited Liability Company</u>
Corporate ID Number: <u>223366</u> Federal Employer ID <u>42-1482022</u>

Ownership

Andrew White

First Name: Andrew **Last Name:** White
City: Urbandale **State:** Iowa **Zip:** 50323
Position: Owner
% of Ownership: 50.00% **U.S. Citizen:** Yes

Kelly White

First Name: Kelly **Last Name:** White
City: Urbandale **State:** Iowa **Zip:** 50323
Position: Owner
% of Ownership: 50.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company: <u>Founders Insurance Company</u>

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective

Temp Transfer Expiration Date:

Applicant License Application (BC0027076)

Name of Applicant: <u>Casey's Marketing Company</u>		
Name of Business (DBA): <u>Casey's General Store #2298</u>		
Address of Premises: <u>428 Lincolnway</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>5001000</u>
Business <u>(515) 232-0024</u>		
Mailing <u>PO Box 3001</u>		
City <u>Ankeny</u>	State <u>IA</u>	Zip: <u>500218045</u>

Contact Person

Name Michelle Rogness, Store Operations	
Phone: (515) 446-6728	Email michelle.rogness@caseys.com

Classification Class C Beer Permit (BC)
Term: 12 months
Effective Date: 01/04/2015
Expiration Date: 01/03/2016
Privileges:
Class B Native Wine Permit
Class C Beer Permit (BC)
Status of Business

BusinessType: <u>Publicly Traded Corporation</u>	
Corporate ID Number: <u>184278</u>	Federal Employer ID <u>42-1435913</u>

Ownership
Michael Richardson

First Name: Michael **Last Name:** Richardson
City: Pleasant Hill **State:** Iowa **Zip:** 50327
Position: President
% of Ownership: 0.00% **U.S. Citizen:** **Yes**

42-0935283 Casey's General Stores, Inc.

First Name: 42-0935283 **Last Name:** Casey's General Stores, Inc
City: Ankeny **State:** Iowa **Zip:** 50021-804
Position: Owner
% of Ownership: 100.00% **U.S. Citizen:** **No**

Robert C. Ford

First Name: Robert C. **Last Name:** Ford
City: Dallas Center **State:** Iowa **Zip:** 50063
Position: Vice President

% of Ownership: 0.00%

U.S. Citizen: Yes

Julia L. Jackowski

First Name: Julia L.

Last Name: Jackowski

City: Urbandale

State: Iowa

Zip: 50322

Position: Assistant Secretary

% of Ownership: 0.00%

U.S. Citizen: Yes

James Pistillo

First Name: James

Last Name: Pistillo

City: Urbandale

State: Iowa

Zip: 50323

Position: Treasurer

% of Ownership: 0.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: First Western Insurance

Policy Effective Date:

Policy Expiration

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>High 5 LLC</u>		
Name of Business (DBA): <u>Cafe 80s</u>		
Address of Premises: <u>115 5th St</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 233-2620</u>		
Mailing <u>115 5th St</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>Steven Perlowski</u>	
Phone: <u>(720) 503-5133</u>	Email <u>stevperl@yahoo.com</u>

Classification Class C Liquor License (LC) (Commercial)

Term:12 months

Effective Date: 06/24/2015

Expiration Date: 01/01/1900

Privileges:

Class C Liquor License (LC) (Commercial)

Sunday Sales

Status of Business

BusinessType: <u>Limited Liability Company</u>	
Corporate ID Number: <u>0</u>	Federal Employer ID <u>47-4113854</u>

Ownership

Steven Perlowski

First Name: Steven **Last Name:** Perlowski
City: Blackhawk **State:** Colorado **Zip:** 80422
Position: owner
% of Ownership: 50.00% **U.S. Citizen:** Yes

Tanya Doyle

First Name: Tanya **Last Name:** Doyle
City: Boone **State:** Iowa **Zip:** 80422
Position: owner
% of Ownership: 50.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company: <u>Badger Mutual Insurance Company</u>
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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>LJPS Inc.</u>		
Name of Business (DBA): <u>Olde Main Brewing Company</u>		
Address of Premises: <u>Reiman Gardens</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50011</u>
Business <u>(515) 232-0553</u>		
Mailing <u>PO Box 1928</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name Matt Sinnwell	
Phone: (505) 400-5981	Email mattombc@gmail.com

Classification Class C Liquor License (LC) (Commercial)

Term: 5 days

Effective Date: 07/15/2015

Expiration Date: 01/01/1900

Privileges:

Class C Liquor License (LC) (Commercial)

Status of Business

BusinessType: <u>Privately Held Corporation</u>
Corporate ID Number: <u>286196</u> Federal Employer ID <u>77-0613629</u>

Ownership

Scott Griffen

First Name: Scott **Last Name:** Griffen
City: Ames **State:** Iowa **Zip:** 50010
Position: Owner
% of Ownership: 50.00% **U.S. Citizen:** Yes

Daniel Griffen

First Name: Daniel **Last Name:** Griffen
City: Potomac **State:** Maryland **Zip:** 24854
Position: Owner
% of Ownership: 25.00% **U.S. Citizen:** Yes

Susan Griffen

First Name: Susan **Last Name:** Griffen
City: Potomac **State:** Maryland **Zip:** 24854
Position: Owner
% of Ownership: 25.00% **U.S. Citizen:** Yes

Insurance Company Information

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

RECEIVED

JUN 17 2015

Fireworks, Pyrotechnics or Flame Effects Application
Iowa State University of Science and Technology

Risk Management

Applicant Information

Name of Event: Iowa Games
Name of Organization Sponsoring Event: Iowa Sports Foundation, Inc. d/b/a Iowa Games
Address of Organization: 1421 South Bell Avenue, # 104 Ames, Iowa 50010
Name of Applicant: Kim Abels
Phone: 888-777-8881 Fax: 515-242-3254 E-Mail: kim.abels@iowagames.org
cell # 515-460-8872

Event Information
Event Location: Jack Trice Stadium Estimated attendance: 3,000
Event Date: 7-17-15 Time: 7:45 a.m./p.m. Alternate Date (rain date) for event: ---
Organization's on-site manager or contact for day of Display: Kim Abels
Phone: 515 460 8872 Fax: _____ E-Mail: Kim.abels@iowagames.org

Firework Display Information: Attach a copy of the Display Operator credentials and applicable U.S. DOT requirement information for transportation with this application

Display Operator (company name): J+M Displays, Inc.
Address: 18064 170th Avenue
City: Yarmouth State: Iowa Zip Code: 52660
Work-week Phone: 800-648-3890 Fax: 1-319-394-3265 E-Mail: markj@jandmdisplays.com
Operator Name for day of Display: Kelm Brueschke Cell Phone: 515-321-2760
Other Contact for day of Display: Mark Johnson Cell Phone: 319-759-1894

NOTE: Electronic firing ONLY
Type of Fireworks: 1.3G R-200Ks, 4" and 5" Aerial Attach Display Program
Length of Display: approx 5 minutes
Fireworks Supplier: J+M Displays, Inc.
Exact Location of Display: Loft 7 Attach Diagram of Display/Shoot Location

Insurance Requirements: Insurance coverage and certificate requirements are on the back of this form.
Student Organizations Only: Submit an Event Authorization and Notification Form with other event documents (including this application) at least 8 weeks prior to the event.

The display operator, EH&S and ISU Police will monitor weather conditions prior to and during the display event. EH&S, ISU Police or the Ames Fire Department have the authority to cancel or postpone any display if they determine there is not strict adherence to the approved application; or there is lightning, wind gusts or inclement weather that will cause risks to the crowd or surrounding property.

6/15/15 Date
Kimmy Abels Sponsoring Organization Representative Signature

I have read and agree to the responsibilities stated in the ISU Fireworks, Pyrotechnics and Flame Effects Procedures and also agree that I will meet all insurance requirements listed on this application and that this insurance will be primary.

6/15/15 Date
Jim Detken Display Operator Representative Signature

APPROVAL SIGNATURES:
7/2/15 Date
[Signature] Environmental Health and Safety

07-01-15 Date
[Signature] ISU Police

7-7-15 Date
Tom Hennuksen City of Ames Fire Inspector

Date Office of Risk Management

IA Sport Fndtn (IA GAMES)

Lot G7, set up location may need to move from indicated point to accommodate events & wind direction.



- Legend**
- Haunted Forest
 - ▣ Jack Trice Stadium
 - S. 4th St at

Google earth
© 2015 Google

1000 ft
N

Your custom proposal for Iowa Sports Foundation Inc.

Main Event - 4 Inch Assort E-FIRE

1 Assortment C of 20 different J&M Brand Shells ELECTRIC FIRE
Type shell count 20

Main Event - 5 Inch Color Shells

11 Special color shell (from assortments) mixed tails
4 Special color shell (from assortments) mixed tails
1 Asst J of 15 diff shells (ELECTRIC FIRE ONLY) mixed tails
Type shell count 30
Category shell count 50

Finales - 4 inch Finales

3 Color dahlia finale 8 shot mixed tails
3 Mixed color peony finale 4" - 8 shot
Type shell count 48

Finales - 5 Inch Color Shells

3 Four color peony
2 Red and blue dahlia with silver glitter
Type shell count 5
Category shell count 53

Miscellaneous - Ignition Items

55 Igniter 2 meter leads
8 Igniter 3 meter leads
0
0

Free 15% for Multiple Year Agreement - 4 Inch Finales

2 Red white and blue dahlia finale 8 shot mixed tails
Type shell count 16
Category shell count 16

Your custom proposal for Iowa Sports Foundation Inc.

This show includes delivery, spectator liability insurance, equipment, and labor to set up and fire the display.

Total shell count: 119

Packing check: 93

Total price of show: **\$3,000.00**

Date of display: 7/17/2015

Customer number: 10587

Proposal print 9

Please note the following:

The data in this proposal is confidential, and is to be accorded confidential treatment and shall not be disclosed other than to the official representative of the organization listed on the cover, and only then when in the evaluation of this proposal. Any reproduction of the contents of this proposal, whether in whole or in part, is expressly forbidden. J & M Displays, Inc. requests that all information be safeguarded from release pursuant to any request under the Freedom of Information Law of this state or any other state or jurisdiction; as it may cause competitive disadvantage to our company. The enclosed concepts and materials are the sole and exclusive property of J & M Displays, Inc. We reserve the right to make substitutions of equal or greater value. Prices and specifications are subject to change without notice.

Shell Summary:

Main Event

<u>Diameter</u>	<u>Shell count</u>
5"	30
4"	20
Main Event Shell count	50

Finales

<u>Diameter</u>	<u>Shell count</u>
5"	5
4"	48
Finales Shell count	53

Miscellaneous

<u>Diameter</u>	<u>Shell count</u>
0"	0
Miscellaneous Shell count	0

Free 15% for Multiple Year Agreement

<u>Diameter</u>	<u>Shell count</u>
4"	16
Free 15% for Multiple Year Agreement Shell count	16
Total shell count:	119

COUNCIL ACTION FORM

SUBJECT: SUMMER SIDEWALK SALES REQUESTS FROM MAIN STREET CULTURAL DISTRICT

BACKGROUND:

The Main Street Cultural District (MSCD) is again hosting its annual Summer Sidewalk Sales on July 31st and August 1st. At this event, downtown businesses display merchandise on the sidewalks for pedestrians to browse.

To facilitate this event, organizers are requesting suspension of parking regulations and enforcement for the Central Business District from 8:00 a.m. to 6:00 p.m. on Friday, July 31 and Saturday, August 1. Because the Main Street Farmer's Market will take place Saturday morning, parking will already be closed from 8:00 a.m. to 1:30 p.m. that day. Therefore, the lost revenue to the Parking Fund from the waiver of meter fees for the Sidewalk Sales will be \$1,719.70. A blanket Temporary Obstruction Permit and blanket Vending License have also been requested. The MSCD also has asked that the Vending License fee (\$50) be waived.

ALTERNATIVES:

1. Approve the requests for Sidewalk Sales as requested by the Main Street Cultural District, including the waiver of fees for parking and the Vending License
2. Approve the requests for Sidewalk Sales, but require reimbursement for the lost parking meter revenue and vending license fee
3. Deny the requests

MANAGER'S RECOMMENDED ACTION:

Sidewalk Sales are successful events held twice each year in the MSCD. Since these events bring shoppers downtown, these requests further the City Council's goal to strengthen downtown. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the requests for Sidewalk Sales as requested by the Main Street Cultural District, including the waiver of fees for parking and the Vending License.



July 6, 2015

Honorable Mayor Campbell and City Council
Ames City Hall
515 Clark Avenue
Ames, IA 50010

RE: Summer Sidewalk Sales

Dear Honorable Mayor Campbell and City Council,

The Main Street Cultural District is planning to hold the annual Summer Sidewalk Sales July 30 through August 1. Information about the event can be found on the Special Event Application we submitted. We would also request a waiver of fees for the Blanket Vendor Permit and free parking at city meters in the entire Main Street Cultural District on Saturday, August 1.

Thank you for your consideration of this request and continued support of the Main Street Cultural District. We look forward to seeing you shopping in downtown Ames.

Sincerely,

Cindy Hicks
Executive Director
Main Street Cultural District



SPECIAL EVENT APPLICATION

SUMMARY OF EVENT

DESCRIPTION

Event Name Summer Sidewalk Sales

Description

The Summer Sidewalk Sale is an semi-annual sale held in Downtown Ames. The event will be held July 31-August 1 and merchants will display their sale items on the sidewalks - leaving the appropriate amount of walking room for pedestrians.

The purpose of the sale is to attract people to the Main Street Cultural District and promotes shopping local in the streets of Downtown Ames. On Saturday, August 1 we would like shoppers to have free parking in the entire Main Street Cultural District area. We require a blanket vending permit for the entire Main Street Cultural District area.

- Event Category**
- Athletic/Recreation
 - Exhibits/Misc.
 - Festival/Celebration
 - Parade/Procession/March
 - Concert/Performance
 - Farmer/Outdoor Market
 - Other (please explain)

Anticipated Attendance Total 1,500 Per Day 500

DATE/TIME

Setup	Date _____	Time _____	Day of Week _____
Event Starts	Date _____	Time _____	Day of Week _____
Event Ends	Date _____	Time _____	Day of Week _____
Teardown Complete	Date _____	Time _____	Day of Week _____

Rain Date, if applicable _____

Rain Location, if applicable _____

LOCATION

Region

(Select one or more)

- Main Street Cultural District (Downtown)
- Campustown District
- Iowa State University Property
- City Parks
- Other (please explain)

Please note that events occurring in the Downtown, Campustown, in City parks, or on ISU property require prior approvals. A letter of support will be required from CAA if the event occurs in Campustown or from MSCD if the event occurs in Downtown. Please contact the appropriate office well in advance:

-
Downtown - Main Street Cultural District: (515) 233-3472
Campustown - Campustown Action Association: (515) 450-8771
Iowa State University - Events Authorization Committee: (515) 294-1437

events@amesdowntown.org
director@amescampustown.com
eventauthorization@iastate.edu

CONTACTS

Host Organization

Main Street Cultural District

Local Contact (Required)

Must be present during event

Name: Cindy Hicks

Address: 304 Main Street

Telephone: (515) 233-3472

Cell phone: (316) 871-0837

Must be available by cell phone during event

Email: director@amesdowntown.org

At least ten business days prior to the event, Organizer must submit Emergency Contact List, including names and numbers of all coordinators, volunteers, and location assigned to each.

Yes No

Is this an annual event? How many years have you been holding this event? _____

Is this event open to the public?

Is your event being held in conjunction with another event (e.g. *Farmers' Market, 4th of July*, etc.)?

If yes, please list



To: City Council Members

From: Ann H. Campbell, Mayor

Date: July 10, 2015

Subject: Council Appointment to Ames Economic Development Commission (AEDC) Board of Directors

Chris Nelson's term of office on the AEDC Board of Directors expired June 30, 2015. Council Member Nelson was originally appointed to fill this position when former Council Member Tom Wacha's term on the City Council ended December 2013.

Therefore, I recommend that the Council approve the reappointment of Chris Nelson to a new term on the Ames Economic Development Commission Board of Directors.

COUNCIL ACTION FORM

SUBJECT: APPROVAL OF COMMISSION ON THE ARTS (COTA) SPECIAL PROJECT GRANTS FOR FALL 2015

BACKGROUND:

In June, the Commission on the Arts (COTA) met to finalize recommendations for Fall 2015 Special Project Grants. Two grant requests were received, from two different organizations. The organizations requested \$1,500 in funding, with \$5,113 being available from the 2015/16 budget for Fall and Spring Special Project grants.

Based on the merits of each application and the criteria established for the special grants, COTA recommended the following allocations, which were then sent to the organizations in contract form in June. The contracts, having been signed by the organizations, are now presented for City Council approval.

COTA FALL 2014-2015 SPECIAL GRANT REQUESTS

Organization	Project	Request	Award
ACAC	Ames Area Studio Tour	\$750	\$725
Worldly Goods	Art and craft instruction studios	\$750	\$725
Total		\$1,500	\$1,450

The Commission takes seriously its charge to verify that the proposal for funding will be completed and that there is a public benefit. If these contracts are approved, \$3,663 in remaining funds will be available for Spring 2016 Special Project Grants.

ALTERNATIVES:

1. Approve the COTA Special Project Grant contracts as recommended above by the Commission on the Arts
2. Hold these contracts and ask the Commission for further information

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1 and approve the COTA Special Project Grant contracts as recommended by the Commission on the Arts.

ITEM: 16
DATE: 7/14/15

COUNCIL ACTION FORM

SUBJECT: NEIGHBORHOOD IMPROVEMENT PROJECT GRANTS FOR 2015/16

BACKGROUND:

The City Council has appropriated Local Option Sales Tax funds to finance the Neighborhood Improvement Program (NIP). This year, \$50,000 was approved for neighborhood programs, with \$25,000 earmarked for the NIP and the remaining \$25,000 allocated for a broader array of neighborhood projects.

As you will recall, there are two main goals of the NIP: (1) to strengthen a neighborhood's appearance with the addition of permanent physical improvements, and (2) to promote a greater sense of community through resident participation in a neighborhood project.

Each project application is rated on the following 100-point system. A project must achieve at least 50 points to be considered:

Resident Involvement (30 points maximum):*

...the number of residents donating their time and/or labor to accomplish the project

...the number of residents donating funds to the project

*10 points 1-25 people; 20 points 26-50 people; 30 points over 50 people

Project Impact (30 points maximum):**

...the number of residents who will be positively affected by the improvement

**10 points 1-25 people; 20 points 26-100 people; 30 points over 100 people

Safety (10 points maximum):

...enhancement of safety in the neighborhood

Public Space (10 points maximum):

...promotion of social interaction by utilizing public space

Improved Housing (10 points maximum)

Environment (10 points maximum):

...support for the environment

To date in FY 2015/16, two applications have been received for a total funding request of \$7,692.95. The Review Panel, comprised of City staff members and two citizens, scored the applications and recommended that both projects be approved for funding. The Neighborhood Improvement Project Review Panel is requesting approval by the City Council of the following projects:

Roosevelt Neighborhood Association & Friends of Neighborhood Park. The project will include a 20' x 30' gabled shelter/stage to be built in the southwest corner of Roosevelt Park. Electrical outlets will be installed for music amplification and other uses. The stage will be the venue for the donor-driven Roosevelt Summer Sundays Concert Series. The Concert Series is free and open to the public. It is known as one of Central Iowa's premier family-friendly events and regularly welcomes audiences of over 200 attendees. The shelter/stage will be part of the newly created Roosevelt Park and is intended to serve as the "hub" of the Roosevelt Neighborhood.

The total cost of the project is \$10,000. Requested City funding is \$5,000. The applicants are providing cash in the amount of \$5,000. Neighborhood involvement has included numerous hours in neighborhood meetings, participation in a very large fundraising campaign, and Neighborhood representatives working closely with staff from the City's Parks and Recreation Department regarding the design of the stage/shelter and the other amenities planned for Roosevelt Park.

Indian Grass Court Neighborhood Association. The project's purpose is to beautify the large cul-de-sac in the center of Indian Grass Court by adding low-maintenance perennial plants and trees. This cul-de-sac has become an eyesore in the neighborhood because it is filled with weeds and debris. The renewed area will serve as a gathering space for neighborhood meetings, block parties, and potlucks, as well as be much more attractive to passersby.

The total cost of the project is \$5,385.89. Requested City funding is \$2,692.95. The applicants are providing cash in the amount of \$2,692.94 as well as labor to plant hostas, daylilies, and grasses and in-kind contributions of water and fertilizer.

The Review Panel recommended that the following stipulations be placed on approval of the Grant: (1) The required permits and utility locations must be obtained before digging. (2) The space must be used for neighborhood gatherings, such as block parties, potluck, and meetings. (3) The residents of the area will plant hostas, daylilies, and grasses in spaces designated by Country Landscapes. (4) The Neighborhood Association will contact the City's Department of Parks and Recreation for direction as to what species of trees may be planted. (5) The Neighborhood Association will assume all maintenance responsibilities for the plantings in the cul-de-sac.

ALTERNATIVES:

1. The City Council can approve the expenditure of \$7,692.95 to fund NIP grants for the Roosevelt Neighborhood/Friends of Roosevelt Park stage/shelter project and the Indian Grass Court Neighborhood cul-de-sac beautification project.
2. The City Council can reject any or all of the projects for funding at this time.

MANAGER'S RECOMMENDED ACTION:

Supporting projects that strengthen neighborhoods is in keeping with one of the City Council's goals. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby approving Neighborhood Improvement Program grants for the Roosevelt Park project in the amount of \$5,000 and the Indian Grass Court project in the amount of \$2,692.95.



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MEMO

To: Mayor and City Council

From: City Clerk's Office

Date: July 10, 2015

Subject: Item No. 17

There will not be a Council Action Form for this item, as the topic was inadvertently listed twice on the Agenda. The CAF is linked under Item No. 26.

/drv

COUNCIL ACTION FORM

SUBJECT: RENEWAL OF CONTRACT FOR WORKERS COMPENSATION AND MUNICIPAL FIRE AND POLICE SYSTEM MEDICAL CLAIMS ADMINISTRATION

BACKGROUND:

This request for Council action involves the contract with EMC Risk Services, LLC, of Des Moines, Iowa, for third party administration of workers compensation and municipal fire and police “411 System” injury medical claims. This request is for the period of August 1, 2015 through July 31, 2016.

Services provided by EMC in this contract include workers compensation claims administration for all City employees, Medical Bill Review, self-insured loss fund management, pharmacy and medical expenses. EMC also performs regulatory filings and maintaining on-line claims data that City staff can access. Fees are based on a combination of annual administrative fees, per claim set up fees and 30% reimbursement to EMC based on medical bill review invoice reductions. The fees, along with actual claims expenses, are charged to individual departments.

The City's 2015/16 Budget anticipated the renewal cost to be \$60,500, and the price quoted for 2015/16 is the same as the expiring agreement, written as a not to exceed contract amount of \$55,000. The average monthly expenses incurred for the 11 months ending June 30, 2015 were lower than anticipated, at \$3,380, and approximately \$1,200 below the monthly average included in the *not to exceed* \$55,000 amount. The anticipated ending cost is therefore estimated at around \$41,000 for the 12 months ending July 31, 2015, which is lower than the historical average. The projected cost for 2015/16 is \$48,000, based on historical averages and combinations of annual and per claim fees, Medical Bill Review fees and savings reimbursements.

EMC Fee Administration Charges, Expiring vs. New Contract

Fee Component	Fee Components Fiscal Year 2014-15	Fee Components Fiscal Year 2015-16	Change	FY 2014/15 Contract	FY 2015/16 Contract
Claim Set Up, Incident Only	\$35 per claim	\$35 per claim	0%	Included	Included
Claim Set Up, Medical Only	\$125 per claim	\$125 per claim	0%	Included	Included
Claim Set Up, Lost Time	\$950 per claim	\$950 per claim	0%	Included	Included
Medical Bill Review Fees & Reimbursement	\$9.50/claim 30% Savings \$12,000 per claim cap	\$9.50/claim 30% Savings \$12,000 per claim cap	0% 0% 0%	Not to exceed \$55,000	Not to exceed \$55,000
	Claims Count = 60	Claims Count = 70			

ALTERNATIVES:

1. Approve the renewal contract with EMC Risk Services, LLC, Des Moines, Iowa, to provide third party administration of the City's workers compensation and municipal fire and police "411 System" claims for the period from August 1, 2015 through July 31, 2016 at a cost not to exceed \$55,000.
2. Reject the EMC renewal option and direct Staff to seek other claims administration alternatives.

MANAGER'S RECOMMENDED ACTION:

EMC Risk Services, LLC, has been an effective provider of professionally administered Workers' Compensation claims and associated services. They've been responsive and sensitive to the needs of City employees in managing their injury and disability claims. The online claims system makes cost and causation data accessible to City staff and provides a frequently utilized tool for analyzing injury types and safety program effectiveness.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the renewal contract with EMC Risk Services, LLC, Des Moines, Iowa, for third party administration of workers compensation and municipal fire and police "411 System" claims for the period from August 1, 2015, through July 31, 2016, at a cost not to exceed \$55,000.

COUNCIL ACTION FORM

**SUBJECT: 161KV ELECTRIC LINE RELOCATION PROJECT FOR
IOWA DEPARTMENT OF TRANSPORTATION**

BACKGROUND:

The Iowa Department of Transportation (IDOT) is preparing to widen Interstate 35 (I-35) in the vicinity of the Waste Water Treatment Plant, continuing north of the Skunk River. Their project will ultimately impact several kinds of city infrastructure which is located in that general area. Of concern here is the necessary relocation of approximately one mile of Ames' 161kV electric transmission line which is located along the east side of I-35 adjacent to the project area. This item includes the following two requests for approval.

1) Contract With IDOT For Reimbursement

The attached agreement addresses easements to be provided by IDOT to the City and the obligation to reimburse the City for the engineering costs associated with the line relocation. A separate reimbursement agreement with IDOT will be created once an engineering estimate for the construction costs has been developed and before any additional expenditures are made by the City. The reimbursement agreement is for a total estimated cost of \$82,000, which is the proposed cost from the recommended engineering firm, Dewild Grant Reckert (DGR), Rock Rapids, Iowa.

2) Professional Services Agreement With DGR

IDOT would like the Ames electric transmission line to be completely relocated before the end of 2016. To meet this deadline, right-of-way purchases and engineering activities need to begin immediately. **In order to meet this ambitious deadline, staff is requesting that the City Council waive the City's purchasing policy for competitive proposals and approve the selection of DGR as the project engineer for this relocation work.** DGR is familiar with the design and right-of-way needs for this line because they performed the original design, conducted the permitting of the line, and assisted with the original right-of-way acquisition.

Funding for the engineering and relocation work will be charged to the FY 15/16 Capital Improvement Project established for this project, which has a current balance of \$800,000. These expenditures will be reimbursed by IDOT under the reimbursement agreements.

ALTERNATIVES:

- 1a. Approve the reimbursement agreement from the Iowa Department of Transportation for the engineering cost associated with the relocation of the electric transmission line

- 1b. Waive the City's purchasing policy requirement for competitive proposals and award a contract to Dewild Grant Reckert & Associates Company, Rock Rapids, Iowa, on a time and material (T & M) basis for an estimated total cost of \$82,000 for the professional services for 161kV relocation for IDOT.
2. Approve the Reimbursement Agreement with IDOT, but reject the purchasing policy waiver request and direct staff to issue a Request For Proposal from other firms.
3. Do not approve the Reimbursement Agreement with IDOT nor the engineering agreement with DGR.

MANAGER'S RECOMMENDED ACTION:

The relocation of this transmission line is necessary to allow the IDOT to make necessary improvements to Interstate 35 near the Skunk River. All City costs will be reimbursed by the IDOT. Approval of the recommended action will allow the City to move forward with the engineering and easement procurement. Delaying this relocation project would also delay IDOT's highway improvement project.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternatives No. 1a. and 1b. as stated above.

Council should be aware that other departments will bring forth other items related to the I-35 widening in the future. Public Works is currently working on design for the relocation of the City's sanitary trunk sewer that will likely require the acquisition of additional easements. The Water and Pollution Control Department has been contacted by the IDOT to purchase land and/or easements at the Water Pollution Control Plant and I-35 well field location. These will require reimbursement for the actual land and the impacts related to the project. **These additional items will be brought forward to Council at a later date when agreements with the IDOT have been finalized and are ready for approval.**

COUNCIL ACTION FORM

SUBJECT: **AGREEMENT TO PURCHASE MITIGATION BANK CREDITS FOR THE IOWA STATE UNIVERSITY RESEARCH PARK PHASE III**

BACKGROUND:

In support of the ISU Research Park Phase III expansion, the City of Ames is developing projects for the utility installation and roadway paving. The utility project was bid in April 2015 and the contract was awarded to J&K Contracting in the amount of \$798,589. The roadway project was bid in May 2015 and the contract was awarded to Manatts, Inc in the amount of \$4,607,745.60.

During the project design FOTH Infrastructure and Environment, Shive Hattery's sub-consultant, determined there a small amount of wetland area is affected by the project. The final report was submitted to the Army Corps of Engineers as a part of the project review and permitting process.

When a project has an identified wetland or affects Waters of the United States, the owner can re-design the project to avoid impacts to the wetland, mitigate the wetland by constructing a new wetland, or purchase wetland mitigation credits from a wetland that has been constructed by others through the Iowa DNR. With the layout of this project, the project the team determined the most cost effective and expedited solution would be to purchase wetland credits from a wetland that has already been constructed.

As terms of the permit for the project, the ACE has determined that the purchase of 0.67 acres of wetland credit from the Elk Creek Wetland Mitigation Bank will compensate for the loss of 0.36 acres of wetland in this area. The cost of these credits is \$33,500. **This cost has already been accounted for in the Engineering/Administration cost estimate for the project.**

ALTERNATIVES:

1. Approve the agreement to purchase wetland mitigation credits from the Elk Creek Wetland Mitigation Bank in the amount of \$33,500 to assist with completion of the ISU Research Park - Phase III expansion project.
2. Direct staff to pursue other mitigation possibilities.

MANAGER'S RECOMMENDED ACTION:

Based on the design team's recommendation and the direction of the Army Corps of Engineers, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

COUNCIL ACTION FORM

SUBJECT: 2015/16 ARTERIAL STREET PAVEMENT IMPROVEMENTS – 13TH STREET (ISU/COA JURISDICTION LIMIT WEST OF CRESCENT STREET TO UNION PACIFIC RAILROAD TRACKS)

BACKGROUND:

This annual program utilizes current repair and reconstruction techniques to improve arterial streets with asphalt or concrete. These pavement improvements are needed to restore structural integrity, serviceability, and rideability. Targeted streets are reaching a point of accelerated deterioration. By improving these streets prior to excessive problems, the service life will be extended. **The location for 2015/16 is 13th Street from the Iowa State University (ISU) / City of Ames jurisdiction limit line (west of Crescent Street) to the Union Pacific Railroad tracks.**

This contract involves the design of the project which includes, at least, two public informational meetings, the actual design of pavement improvements, drainage analysis, and evaluation of the existing sanitary and storm sewer pipe structure. Services will include a base topographic survey, evaluation of construction technique, area drainage analysis, preparation of plans and specifications, notification and coordination with right-of-way users, and attendance at a pre-construction meeting. Also included will be plan development and all required submittals to meet Iowa Department of Transportation letting requirements, with an anticipated February 2016 letting for construction during 2016.

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

Firm	Qualifications Based Score	Qualifications Based Rank	Fee	Final Rank
Shive-Hattery, Inc.	83	1	\$83,500	1
WHKS & Co.	79	2	\$93,710	2
Clappsaddle-Garber Associates, Inc.	77	3	\$101,700	5
Stanley Consultants, Inc. **	76	4	\$53,920	3
Bolton & Menk, Inc.	75	5	\$69,850	6
Veenstra & Kimm, Inc. **	74	6	\$65,900	4
Civil Design Advantage, LLC	71	7	\$79,580	7
Kirkham, Michael & Associates	70	8	\$121,170	8

The above table weights the fee based on the standard deviation from the average of the fees submitted and adds or deducts points to the qualifications based score to help determine the best value.

Since the opening of the Furman Aquatic Center, staff has received feedback from time to time from residents for the desire of a pedestrian walk way along the north side of 13th Street from Ridgewood Avenue to the aquatic center driveway. Staff felt this was an opportunity to implement this feedback and incorporate a retaining wall and sidewalk on the north side into the design of this street improvement project. While the feasibility is still to be determined whether these can be included as part of the project, the firms indicated above with a double asterisk (**) submitted a fee which did not include the cost to provide professional services to design a retaining wall and sidewalk system on the north side of 13th Street.

Therefore, staff has negotiated a contract with the highest ranked firm, Shive-Hattery, Inc. from West Des Moines, Iowa. This consultant has performed work with the City in the past, most recently the ISU Research Park Phase 3 Improvements (both the paving and utility extension projects).

This project is shown in the 2015-2020 Capital Improvements Plan with funding in the amount of \$400,000 from General Obligation bonds and \$1,060,000 from MPO/STP funds, **bringing the total project budget for administration, engineering and construction to \$1,460,000.**

ALTERNATIVES:

1. Approve the professional services agreement for the 2015/16 Arterial Street Pavement Improvements (13th Street) with Shive-Hattery, Inc. from West Des Moines, Iowa, in an amount not to exceed \$83,500.
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, Shive-Hattery, Inc. 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, thereby approving the professional services agreement for the 2015/16 Arterial Street Pavement Improvements (13th Street) with Shive-Hattery, Inc. from West Des Moines, Iowa, in an amount not to exceed \$83,500.

COUNCIL ACTION FORM

**SUBJECT: IOWA STATE UNIVERSITY RESEARCH PARK PHASE III –
CONSTRUCTION OBSERVATION SERVICES**

BACKGROUND:

In support of the ISU Research Park Phase III expansion, the City of Ames is developing projects for the utility installation and roadway paving. The utility project was bid in April 2015 and the contract was awarded to J&K Contracting in the amount of \$798,589. The roadway project was bid in May 2015 and the contract was awarded to Manatts, Inc in the amount of \$4,607,745.60.

Typically, city construction inspection staff is responsible for field observation for compliance with the plans and specifications of Capital Improvement and development projects with an approximate total value of \$15M to \$16M. This season, the staff will be responsible for well over \$26M due to projects such as the Iowa State Research Park, Grant Avenue Paving, and Dotson Drive Paving. **With the additional workload, Public Works solicited proposals for construction observation services to assist staff in the field observation to ensure compliance with the plans and specifications and to assist in the required documentation and project close out associated with the RISE funding.**

Proposals for this work were received from five engineering firms/teams and were evaluated on their qualifications according to the following criteria: Project Understanding, Approach to Customer Service, Key Personnel, Relevant Experience, Ability to Perform Work, and References. Listed below is the ranking information based on this evaluation:

Firm	Qualifications Based Score	Qualifications Based Rank	Fee	Final Rank
Shive Hattery	87	1	\$ 128,830	1
Bolton & Menk	82	2	\$ 201,500	3
WHKS	81	3	\$ 59,650	2
K&M	75	4	\$ 226,329	5
Snyder	74	5	\$ 104,000	4
Stanley	66	6	\$ 60,390	6

The above table weights the fee based on the standard deviation from the average of the fees submitted and adds or deducts points to the qualifications based score to help determine the best value.

After weighing the capabilities and estimated fees for these five firms, staff has negotiated a contract with Shive-Hattery from West Des Moines, Iowa. Shive-Hattery scored the highest and although not the lowest fee still ranks first in best value. Although WHKS was the lowest fee proposed, they noted that they did not have experience in field observation of roundabouts. Through performing the design services, Shive-Hattery also has the most extensive project knowledge and insight. The firm has also performed observation on multiple roundabouts as well as RISE-funded projects. Staff is confident that a quality project will be delivered at the best value.

The project funding and estimated construction expenses shown, below, reflect the roadway and the utility projects:

	Funding	Estimated Expenses
RISE Grant (Roadway)	\$ 4,010,728	
TIF Abated GO Bonds	\$ 2,938,990	
Roadway (Bid)		\$ 4,607,745.60
Water Main (Bid)		\$ 597,980.00
Sanitary Sewer (Bid)		\$ 391,875.00
Electric Relocation (Est. by City of Ames Electric)		\$ 275,000.00
Engineering/Administration (Roadway)		\$ 277,970.00
Engineering/Administration (Utilities)		\$ 158,200.00
Roadway Construction Observ. (This Contract)		\$ 128,830.00
Totals	\$ 6,949,718	\$ 6,437,600.60

ALTERNATIVES:

1. Approve the construction observation services agreement for the ISU Research Park Paving with Shive-Hattery of West Des Moines, Iowa, in an amount not to exceed \$128,830.
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, Shive-Hattery will provide the best value to the City for construction observation, documentation, and closeout of this project. This firm designed the project and has experience with both roundabouts and RISE funded projects.

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

COUNCIL ACTION FORM

**SUBJECT: GRANT AVENUE (HYDE AVENUE) PAVEMENT IMPROVEMENTS –
CONSTRUCTION OBSERVATION**

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 fronted 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, including engineering and administration, 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.

On May 6, 2015, bids for the street project were received and on May 26 Council awarded the contract to Manatts, Inc. of Brooklyn, Iowa in the amount of \$2,867,082.90.

Typically, city construction inspection staff is responsible for field observation for compliance with the plans and specifications of Capital Improvement and development projects with an approximate total value of \$15M to \$16M. This season, the staff will be responsible for well over \$26M due to projects such as the Iowa State Research Park, Grant Avenue Paving, and Dotson Drive Paving. **With the additional workload, Public Works solicited proposals for construction observation services to assist staff in the field observation to ensure compliance with the plans and specifications.**

Proposals for this work were received from six engineering firms/teams and were evaluated on their qualifications according to the following criteria: Project Understanding, Approach to Customer Service, Key Personnel, Relevant Experience, Ability to Perform Work, and References. Listed below is the ranking information based on this evaluation:

Firm	Qualifications Based Score	Qualifications Based Rank	Fee	Final Rank
Bolton & Menk	84	1	\$ 128,830	2
WHKS	81	2	\$ 60,390	1
CGA	77	3	\$ 201,500	3
Snyder	73	5	\$ 226,329	4
K&M	76	4	\$ 59,650	5
Stanley	66	6	\$ 104,000	6

The above table weights the fee based on the standard deviation from the average of the fees submitted and adds or deducts points to the qualifications based score to help determine the best value.

After weighing the capabilities and estimated fees for these six firms, staff has negotiated a contract with WHKS & Company, of Ames, Iowa. WHKS ranked second in the qualifications ranking and moved to first with once costs were considered. Staff is confident that WHKS & Company will provide the best value for construction observation services for the project.

ALTERNATIVES:

1. Approve the construction observation services agreement for the Grant Avenue (Hyde Avenue) Paving with WHKS & Company of Ames, Iowa, in an amount not to exceed \$60,390.
2. Direct staff to negotiate an engineering agreement with another consulting firm.

MANAGER’S RECOMMENDED ACTION:

By awarding the project, it will be able to be completed during the 2015 construction season and will allow for the developers to continue to move forward with their proposed developments in the area. In addition, another access will be provided to Ada Hayden Heritage Park.

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

COUNCIL ACTION FORM

SUBJECT: APPROVAL OF EASEMENTS TO INTERSTATE POWER AND LIGHT COMPANY FOR GAS PIPELINE TO ACCOMPLISH GAS CONVERSION OF POWER PLANT

BACKGROUND:

The City of Ames Electric Department is in the process of converting the power plant from coal-fired to natural gas-fired. Today, there is not sufficient delivery capability to move enough natural gas to the power plant. The City and Interstate Power and Light Company (IPL), a subsidiary of Alliant Energy, entered into a long term agreement through which IPL will provide delivery service. In order to do this, IPL will be installing a new gas line along Lincoln Way, then north to the power plant. IPL is requesting easements over City property for the new gas line.

These easements are being granted at no cost and the subject area is shown in Attachment A.

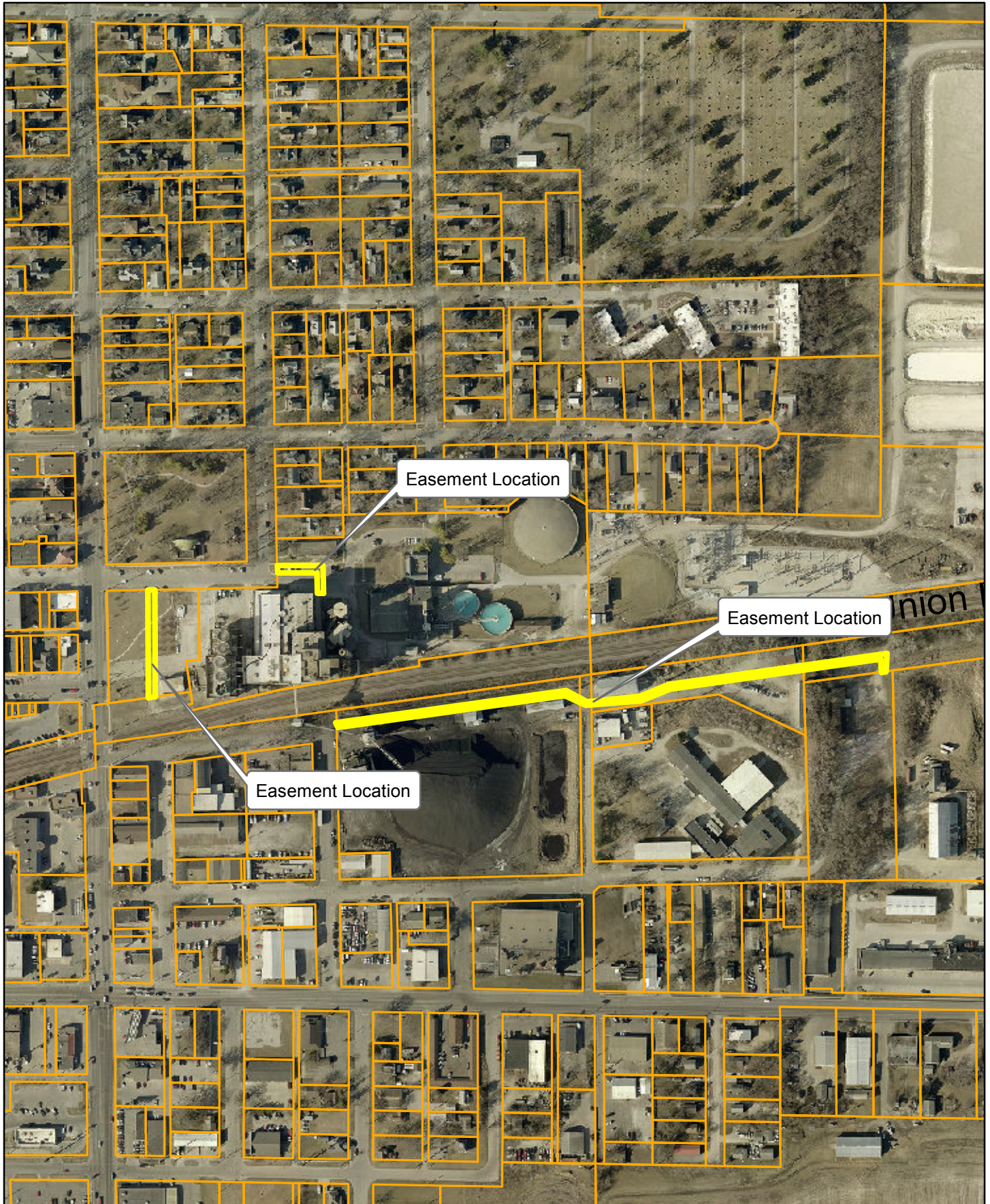
ALTERNATIVES:

1. Approve the easement agreements with Interstate Power and Light Company.
2. Reject the easement agreements.

MANAGER'S RECOMMENDED ACTION:

By approving the easement, construction on the project in the area will continue to remain on schedule for completion.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the easement agreements with the Interstate Power and Light Company.



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.



Proposed Easment Locations
Ames Power Plant
Gasification Project



Scale: 1 in = 350 ft
 Date: 7/6/2015

COUNCIL ACTION FORM

SUBJECT: EXTENSION OF THE PURCHASE AGREEMENT WITH HABITAT FOR HUMANITY OF CENTRAL IOWA FOR THE PROPERTY AT 1109 ROOSEVELT AVENUE.

BACKGROUND:

At the City Council meeting on February 24, 2015 the City Council, as part of the City's 2014-15 Community Development Block Grant (CDBG) Neighborhood Sustainability Program, adopted a resolution proposing the sale of the City-owned property at 1109 Roosevelt Avenue to Habitat for Humanity of Central Iowa (HHCI) for \$25,000. The proposed sale was scheduled to occur on or before August 30, 2015, if all conditions of the purchase agreement for the rehabilitation and sale of the property were satisfied.

The City has approved Habitat's family selected to purchase the property at 1109 Roosevelt Avenue. Although the rehabilitation work began promptly, there was an area identified in the basement that appeared to possibly contain asbestos material, thereby the rehabilitation work on the property was stopped. The material was tested and found to contain asbestos fibers and bids were taken to have the materials removed by a certified asbestos company. This action delayed the rehabilitation for several weeks causing a delay to the completion schedule. Therefore, Habitat is requesting a time extension for the rehabilitation and closing as outlined below:

- Rehabilitation to be completed on or before September 30, 2015;
- Closing to a qualified homebuyer to be completed on or before October 31, 2015

The time extension of this agreement still requires Habitat to be responsible for the care and maintenance of the property until the final closing.

Attached for Council review and approval is a time extension Amendment. The extension agreement was prepared by the City Legal Department.

ALTERNATIVES:

1. The City Council can support a resolution approving a time extension Amendment of City-owned property located at 1109 Roosevelt Avenue to Habitat for Humanity of Central Iowa for affordable housing.
2. The City Council can deny approval of the proposed resolution.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council approve Alternative #1 thereby extending the completion date for the proposed contract for sale of City-owned property located at 1109 Roosevelt Avenue to Habitat for Humanity of Central Iowa for affordable housing.

**AMENDMENT TO AGREEMENT BETWEEN THE CITY OF AMES
AND HABITAT FOR HUMANITY OF CENTRAL IOWA, INC., FOR PURCHASE AND
REHABILITATION OF PROPERTY AT 1109 ROOSEVELT AVENUE, AMES, IOWA**

THE AGREEMENT Between the City of Ames, Iowa and Habitat for Humanity of Central Iowa, Inc., for Purchase and Rehabilitation of Property at 1109 Roosevelt Avenue, Ames, Iowa, dated the 24th day of February, 2015, is amended at Section II.F. as follows:

II. HABITAT'S OBLIGATIONS

F. Completion Date and Terms.

Habitat shall be permitted to commence rehabilitation as soon as it has paid the down payment to the City. Habitat shall complete the rehabilitation of the property on or before September 30, 2015. Habitat shall promptly sell the property to qualified home buyers on or before October 31, 2015.

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment on this _____ day of _____, 2015.

CITY OF AMES, IOWA

By: _____
Ann H. Campbell, Mayor

Attest by: _____
Diane R. Voss, City Clerk

STATE OF IOWA, STORY COUNTY ss:

On this _____ day of _____, 2015, before me, a Notary Public in and for the State of Iowa, personally appeared Ann H. Campbell and Diane R. Voss, to me personally known, and, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Ames, Iowa; that the seal affixed to the foregoing instrument is the corporate seal of the corporation, and that the instrument was signed and sealed on behalf of the corporation, by authority of its City Council, as contained in Resolution No. _____ adopted by the City Council on the _____ day of _____, 2015, and that Ann H. Campbell and Diane R. Voss acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it voluntarily executed.

Notary Public in and for the State of Iowa

**HABITAT FOR HUMANITY OF
CENTRAL IOWA, INC.**

By: _____
Annette Forbes, Board President

By: _____
Sandi Risdal, Executive Director

STATE OF IOWA, STORY COUNTY ss:

On this _____ day of _____, 2015, before me, a Notary Public in and for the State of Iowa, personally appeared Annette Forbes and Sandi Risdal, to me personally known, who being by me duly sworn, did say that they are the Board President and Executive Director, respectively of said corporation, that the seal affixed to said instrument is the seal of said corporation, or no seal has been procured by the said corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its board of directors and the said Annette Forbes and Sandi Risdal acknowledged the execution of said instrument to be the voluntary act and deed of said corporation by it voluntarily executed.

Notary Public in and for the State of Iowa

COUNCIL ACTION FORM

SUBJECT: CYRIDE FUEL CONTRACT TERMINATION FOR CONVENIENCE

BACKGROUND:

Over the past ten years, CyRide has purchased fuel under contracts to reduce administrative duties associated with this frequent purchase and to gain the best possible price for this large budget expense. At the December 9, 2014 Ames City Council meeting, council members awarded the purchase of fuel during calendar year 2015 to REG Energy. This contract began on January 1, 2015 and will expire on December 31, 2015.

In May 2015, CyRide's previous vendor, Keck Energy informed CyRide that its previous fuel contract with this firm was still in effect. The original bid for this previous contract was to be for a three year period beginning January 1, 2014 and ending December 31, 2016. However, in reviewing the bids received at the end of 2013, it was decided that only the first twelve month period (calendar year 2014) was advantageous to CyRide; therefore the Transit Board of Trustees and Ames City Council approved fuel under this contract for only calendar year 2014. The intent of this action was to constrict the longer period bid proposals to calendar 2014 only; however, due to an oversight by the Purchasing Department and CyRide staff, the specific contract language did not reflect this constriction and reflected a contract through 2016. As this was not intentional and staff was unaware of this error until May of this year, CyRide entered into a new contract with REG in December of 2014. (Keck Energy also bid on this new fuel contracting opportunity, but was not the lowest bidder.) The result is that CyRide currently has two contracts for fuel purchases for calendar 2015 as follows:

- **Contract #1 (RFP #2014-100)** – Keck Energy, for calendar 2014, **2015** and 2016.
- **Contract #2 (RFP #2015-106)** – REG Energy, for calendar year **2015**

When this was brought to CyRide staff's attention in May 2015, CyRide, city purchasing and legal staff developed a plan that could be fair to both vendors as follows:

Since REG provided fuel from January – May 2015, it was decided to invoke a Federal Transit Administration (FTA) clause in their contract for "Termination for Convenience." CyRide would then purchase fuel under the previous contract with Keck Energy from June – December 2015, at which time CyRide would invoke this same clause under the Keck Energy contract, thereby terminating all fuel

contracts. CyRide will rebid fuel for delivery in calendar year 2016 at the end of 2015.

The specific federal clause in both the Keck Energy and REG contracts, which could be invoked is as follows:

Termination

a. Termination for Convenience (General Provision) Ames Transit Agency may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the Government's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to Ames Transit Agency to be paid the Contractor. If the Contractor has any property in its possession belonging to the Ames Transit Agency, the Contractor will account for the same, and dispose of it in the manner the Ames Transit Agency directs.

This approach provides benefit to both parties during calendar 2015 and allows both vendors to rebid at the end of the year for the next calendar year. CyRide staff has discussed this resolution with both parties, and while they would each prefer to abide by their full contract, the approach is acceptable to both parties.

In order to invoke this clause, both the Transit Board of Trustees and the Ames City Council will need to terminate for convenience the REG contract (in July) and Keck contract (in December), as provided for in the federal contract clause. The Transit Board of Trustees approved the termination in both contracts at their June 23, 2015 meeting. If approved by the Ames City Council, the City's Legal Department will draft written notification to REG and Keck.

ALTERNATIVES:

1. Terminate the REG Fuel Contract (RFP #2015-106) immediately and terminate the Keck Energy Fuel Contract (RFP #2014-100) effective December 31, 2015 as provided by the Termination for Convenience contract clause included in both fuel procurements. The Council approved total amount of \$1,200,506.20 budgeted for fuel remains the same.
2. Direct staff to develop an alternative approach based on direction from the Transit Board of Trustees.

MANAGER'S RECOMMENDED ACTION:

This approach fairly compensations both vendors and allows for timely delivery of fuel for daily transit service.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby terminating REG's fuel contract immediately and Keck Energy's fuel contract effective December 31, 2015.

COUNCIL ACTION FORM

SUBJECT: POWER PLANT UNIT #7 CRANE REPAIR

BACKGROUND:

On April 28, 2015, City Council approved preliminary plans and specifications for the Unit #7 Crane Repair. This project is for materials, equipment, and labor necessary for the installation of equipment related to the renovation of the Unit #7 crane.

Bid documents were issued to ten 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 two plan rooms. The engineer's estimated for this project is \$302,500.

On June 10, 2015, two bids were received as shown below.

Bidder	Lump Sum Bid	Sales and/or Use taxes included in Lump Sum
Kistler Crane and Hoist Omaha, NE	\$373,360.45	\$24,425.45
MHC Systems, LLC Urbandale, IA	\$400,360.00	\$25,930.00

Staff reviewed the bids and concluded that the apparent low bid submitted by Kistler Crane and Hoist, Omaha, NE, in the amount of \$373,360 (inclusive of Iowa sales tax) is acceptable.

The 2014/15 CIP contains \$204,519 for this project. Since the budget was determined for the project, a scope change was made which partially explains the difference between engineer's estimate and the size of the bids. Originally, the crane cab was going to be abandoned in-place. Now, to accommodate height clearance requirements for the new Control Room, the crane cab must be removed. Additional funding to cover the \$168,841 shortfall will come from savings in budgeted amounts for the Unit #7 and #8 Cooling Tower Replacement CIP project, estimated to be \$1,018,671.

ALTERNATIVES:

1. Award a contract to Kistler Crane and Hoist, Omaha, NE, for the Unit #7 Crane Repair in the amount of \$373,360.45 (inclusive of Iowa sales tax).

2. Award a contract to MHC Systems, LLC of Urbandale, Iowa for the Unit #7 Crane Repair in the amount of \$400,360.
3. Reject all bids which will delay the repair which could eventually render the crane unreliable and potentially create unsafe crane operation.

MANAGER'S RECOMMENDED ACTION:

The crane is critical plant equipment used in completing major work on the turbine/generators. In addition, while the cab remains on the crane, the Control Room Addition will be delayed, effecting the power plant conversion. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: TURBINE GENERATOR MAINTENANCE, REPAIR, AND RELATED SERVICES CONTRACT

BACKGROUND:

On April 28, 2015, City Council approved preliminary plans and specifications for the Turbine Generator Maintenance, Repair, and Related Services Contract. This contract is for a contractor to provide turbine maintenance services to the two steam turbine generators at the Power Plant on an as-needed basis. Applicable work on this contract would include bearing replacement and hydrogen leaks.

This contract is to provide turbine generator 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 sixteen 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 May 27, 2015, bids were received from three companies as shown on the attached report.


ALTERNATIVES:

1. Reject all three bids received for the Turbine Generator Maintenance, Repair and Related Services Contract and direct staff to procure these services on an as-needed basis.
2. Award contract to apparent low bidder.

MANAGER'S RECOMMENDED ACTION:

The goal was to have a service's contract in place to perform turbine generator work at the same time the conversion is to take place this fall. The necessary work is now being accomplished within the coal to natural gas conversion project, making the need for this contract unnecessary at this time. Staff will plan rebid for these services in 2016.

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

	ITB 2015-210 Turbine Generator Maintenance, Repair and Related Services Contract Bid Summary								
	HPI Houston, TX			Mechanical Dynamics & Analysis, Ltd. Latham, NY			Reliable Turbine Services, Inc. Sullivan, MO		
DESCRIPTION	Hourly Rate (ST)	Hourly Rate (OT)	Hourly Rate (DT)	Hourly Rate (ST)	Hourly Rate (OT)	Hourly Rate (DT)	Hourly Rate (ST)	Hourly Rate (OT)	Hourly Rate (DT)
Superintendent:				\$120.50	\$180.75	\$180.75			
Technical Director	\$105.00	\$157.50	\$210.00						
Project Manager	\$90.00	\$135.00	\$180.00				\$150.00	\$225.00	\$300.00
Supervisor:	\$68.30	\$102.45	\$136.60				\$80.00	\$120.00	\$160.00
Foreman:	\$53.00	\$79.50	\$106.00	\$59.00	\$88.50	\$88.60			
Millwright Working Foreman							\$55.00	\$82.50	\$110.00
Millwright "A"							\$51.00	\$76.50	\$102.00
Millwright "B"							\$47.00	\$70.50	\$94.00
Lead Repair Technician:							\$91.00	\$114.00	\$142.00
Repair Technician:							\$88.00	\$110.00	\$140.00
Turbine Mechanic	\$45.00	\$67.50	\$90.00	\$52.00	\$78.00	\$78.00			
Subsistence:	\$175.00 per day								
Superintendent Travel Time:				S.T. capped at 8 hrs max each way					
Superintendent Travel Expenses:				Cost + 10%					
Superintendent Per Diem (7-day per week basis):				\$250.00 per day					
Craft Travel Expenses				\$550.00 each way					
Craft Per Diem (7-day week basis)				\$152.00 per day					
Mechanic Travel:	\$.60 per mile								
Supervision Travel:	\$.75 per mile								
Supervision Travel:	\$ straight time rate per hour								
Tool Transportation / Shipping and Freight				Cost + 17%					
Material Costs:	Cost + 15%			Cost + 17%			Cost + 15%		
Purchased / Subcontracted Parts and Services				Cost + 17%					
Consumables Costs	\$1.50/man hour								
Field Engineer, Technical Field Adviser, Generator Specialist				\$225.00 (ST)	\$337.50 (DT)				
PM, Steampath Engineering Supervision				\$245.00 (ST)	\$368.00 (DT)				
Eng. Consultant, Specialty Field Engineer				\$306.00 (ST)	\$459.00 (DT)				
Principal Engineer				\$350.00 (ST)	\$525.00 (DT)				
Steampath Spec., Lead Seal Technician, CAD Designer, Reverse Engineering Technician				\$184.00 (ST)	\$276.00 (DT)				
Steampath Work Leader				\$162.00 (ST)	\$243.00 (DT)				
Steampath Technician				\$142.00 (ST)	\$355.00 (DT)				
Generator Technician				\$178.00 (ST)	\$267.00 (DT)				
Turbine Tool Container (Major Inspection Kit)				\$1,150.00 (Daily)	\$6,900.00 (Weekly)				
Turbine Tool Container (Minor Inspection Kit)				\$550.00 (Daily)	\$3,300.00 (Weekly)				
Purchased/Subcontracted Parts and Services				Cost + 17%					
Steampath Consumables				\$12.00/person/hour					



	HPI Houston, TX	Mechanical Dynamics & Analysis, Ltd. Latham, NY		Reliable Turbine Services, Inc. Sullivan, MO	
Turbobalancer		\$280.00 (Daily)	\$1,680.00 (Weekly)		
Per Diem		\$250.00/person			
Travel Expenses		Cost + 10%			
Personal Vehicle (to and from worksite)		IRS Standard Rate + 10%			
Turbine Tool Unit	\$400/day				
Various rental equip. or items required	Cost + 15%				
Subcontractors	Cost + 15%				
Tool Transportation costs	Cost + 15%				
Parts and component acquisition	Cost + 15%				
Local truck use (1 per shift)	\$75.00/day				
Daily vehicle mileage (40/miles/day/truck)	\$.75/mile				
Project Manager (Substance & Travel Expenses)				\$245.00 (substance)	Cost Plus 15% (Travel each way) \$.65 (Mileage per mile)
Craft Labor Supervisor (Substance & Travel Expenses)				\$160.00 (substance)	\$1,200.00 (Travel each way) N/A
Millwright Working Foreman (Substance & Travel Expenses)				\$160.00 (substance)	\$1,200.00 (Travel each way) N/A
Millwright "A" (Substance & Travel Expenses)				\$160.00 (substance)	\$1,200.00 (Travel each way) N/A
Millwright "B" (Substance & Travel Expenses)				\$160.00 (substance)	\$1,200.00 (Travel each way) N/A
Lead Repair Technician (Substance & Travel Expenses)				\$245.00 (substance)	Cost Plus 15% (Travel each way) \$.65 (Mileage per mile)
Repair Technician (Substance & Travel Expenses)				\$245.00 (substance)	Cost Plus 15% (Travel each way) \$.65 (Mileage per mile)
Proposed Price Increase for Renewal Periods:					
Labor Rates:	1% per year	3% per year		2% per year	
Travel & Subsistence:	1% per year	3% per year		2% per year	



CITY OF
Ames™

Caring People ♦ Quality Programs ♦ Exceptional Service

MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: July 10, 2015

Subject: Contract and Bond Approval

There are no Council Action Forms for Item Nos. **30** through **32**. Council approval of the contract and bond for these projects is simply fulfilling a *State Code* requirement.

/jr

COUNCIL ACTION FORM

SUBJECT: CHANGE ORDER #8 TO THE RITTS LAW GROUP AGREEMENT

BACKGROUND:

In September 2009, the City Council approved an engagement and retainer agreement with The Ritts Law Group, PLLC of Alexandria, Virginia, for legal services related to the regulatory compliance with the Clean Air Act.

For the initial agreement, Council authorized expenditure of an amount not exceed \$100,000. During the initial twelve months, Ritts worked closely with Electric Services and the Legal Department to evaluate projects scheduled at the steam electric plant and the combustion turbines. In the ensuing years Ritts has continued to provide assistance in support of a number of matters facing Electric Services, including the following:

- The City's request to the Iowa Department of Natural Resources (IDNR) for a Prevention of Serious Deterioration (PSD) non-applicability determination.
- Engineering and legal analyses necessary to amend the air permits for the power plant as required by the IDNR.
- Technical assistance to City staff in obtaining a determination that the wastewater treatment facility and the power plant do not comprise a single stationary source for air emissions.
- Support regarding the U.S. Court of Appeals decision regarding the Environmental Protection Agency's Cross-State Air Pollution Rule (CSAPR).
- Engineering, environmental and legal analyses necessary to develop/submit IDNR construction permits for the power plant for the conversion of units #7 and #8 from coal to natural gas, and two new cooling towers.

Since its engagement with The Ritts Law Group in 2009, the City has expended a total of \$545,717 with this firm. The initial engagement and the subsequent change order history is summarized below.

Initial Purchase Order	September 8, 2009	\$100,000
Change Order #1	September 28, 2010	\$ 50,000
Change Order #2	March 1, 2011	\$ 50,000
Change Order #3	November 1, 2011	\$ 50,000

Change Order #4	February 14, 2012	\$ 50,000
Change Order #5	July 11, 2013	\$ 50,000
Change Order #6	August 26, 2014	\$100,000
Change Order #7	December 16, 2014	\$100,000

Additional funding is needed for the City to continue to receive analyses and legal advice from the Ritts Law Group regarding existing Clean Air Act issues and proposed regulations that currently affect the City’s electric utility, or are critical in planning and mapping out the future of the utility’s energy producing resources. Most recently, staff has submitted permits for the power plant fuel conversion which required, and continues to require, specialized environmental legal support and extensive environmental analysis. New EPA regulations regarding coal combustion residue and the clean power plan will require detailed review to determine impact to the City of Ames. **It should be noted that the Ritts Law group provides engineering services and environmental analyses in addition to legal services. All of these services continue to be needed to support the review of EPA regulations and to develop a course of action.**

Funding for these services are included in the approved FY2015/16 Capital Improvements Plan under the Unit #7 and #8 Fuel Conversion project.

ALTERNATIVES:

1. Approve contract Change Order #8 in the amount of \$100,000 to Ritts Law Group.
2. Reject contract Change Order #8.

MANAGER'S RECOMMENDED ACTION:

A construction permit from the IDNR is required in order to begin the physical conversion of the power plant from coal-fired operation to natural gas-fired operation. After filing a permit application with the IDNR, there is a requirement to submit supporting documents that include extensive environmental analysis, and to respond to questions from the IDNR. An incomplete or incorrect permit application would delay issuance of a construction permit and delay the entire project. In addition, new regulations from the Federal EPA regarding the Clean Power Plan, the Coal Combustion Rule, and Supreme Court actions regarding the MATS rule, make the need for this specialized support all the more necessary.

Therefore it is the recommendation of the City Manager that City Council adopt Alternative No. 1 thereby approving Change Order #8 which continues Council authorization is now requested to extend the engagement with Ritts Law Group for an additional amount not to exceed \$100,000 the engagement with Ritts Law Group for an additional amount not to exceed \$100,000.

COUNCIL ACTION FORM

SUBJECT: LEGAL SERVICES FOR 161KV TIE LINE FRANCHISE

BACKGROUND:

Due to complexities surrounding the City's installation of a 161kV interconnection with MidAmerican Energy Company in Ankeny, a substantial amount of outside legal services have been needed. In 2008, the City Council approved a retainer agreement for legal services with the BrownWinick law firm of Des Moines. Since that time the BrownWinick law firm has assisted the City through a protracted process of filings with the Iowa Utilities Board (IUB), presentations to an Administrative Law Judge (ALJ), and dealing with legal objections raised by property owners along the route of the new tie line. The City paid \$421,553 to this firm for these services and that project purchase order was closed on November 27, 2013.

One unresolved issue required additional specialized legal services from BrownWinick. This final issue involves the determination of the amount of compensation that should be granted to a specific landowner for an easement. The City and the landowner met before the Compensation Commission and, from a city perspective, a fair value of \$14,900 for the easements was determined and paid to the landowner. On March 30, 2014, the Ames to Ankeny 161 kV transmission line was placed in service.

The landowner was not satisfied with the compensation amount awarded by the Compensation Commission and has filed suit in court for an amount of not-less-than \$300,000; hearing date is August 10, 2015. On March 13, 2014 a new Purchase Order in the amount of \$30,000 for legal services to prepare and defend the suit was authorized by the City Manager's office. Subsequently, Change Order #1, in an amount of \$18,000 was approved by the City Manager's Office for this legal work. It now appears an additional \$25,000 will be needed by the law firm to complete the task.

The FY 15/16 Electric Administration budget for outside professional services contains \$50,000 of unobligated funding which can be used to cover this additional \$25,000 expense.

ALTERNATIVES:

1. Approve Change Order #2 to the professional services agreement with BrownWinick of Des Moines, Iowa, increasing the amount authorized to pay for these legal services to \$73,000. The City will continue to be billed on an hourly basis for services incurred in accordance with the agreement.
2. Do not approve the proposed change order and ask staff for further information.

MANAGER'S RECOMMENDED ACTION:

The firm of BrownWinick has provided excellent service to the Electric Utility in the past franchise process. They are most familiar with the project and have the expertise on these types of court cases. Seeking other legal counsel at this point could seriously impair the City position and preparation for court.

Therefore it is the recommendation of the City Manager that City Council adopts Alternative No. 1, approving Change Order #2 to the professional services agreement with BrownWinick of Des Moines, Iowa, in the amount of \$25,000, and increasing the total authorized amount to \$73,000 to handle this land compensation issue.

COUNCIL ACTION FORM

SUBJECT: CHANGE ORDER FOR WASTE DISPOSAL OPERATIONS FOR RESOURCE RECOVERY

BACKGROUND:

On February 28, 2012 Council awarded a contract for joint and cooperative action for waste disposal operations by Boone County Landfill (BCL) and the City of Ames, Iowa. The period from July 1, 2014 through June 30, 2015, is the third of ten 12-month extension periods; extension periods which are contingent upon approval of funding by Council. Mid-year estimates indicated the projected amount to be disposed would be 17,820 tons, bringing the estimated amount payable to BCL by year-end to \$792,990.

Throughout the year, there have been a number of unexpected occurrences that have caused the amount of rejects to be increased, resulting in more waste being deposited in the Boone County landfill. In addition to more unplanned outages at the Power Plant, a greater number of boiler maintenance projects were accomplished in FY 2014/15. The Resource Recovery Plant also experienced an unplanned period of downtime due to a failure of shredder components. In addition, there have been more tons garbage processed at Resource Recovery in this past fiscal year. All of these factors have resulted in the need to deposit more material at the Boone County Landfill. **The final year end amount that will be due to the BCL will be \$893,602, thus necessitating an increase in the authorized amount by \$100,612.**

ALTERNATIVES:

1. Approve a change order to the City's contract with the Boone County Landfill in the amount of \$100,612.
2. Do not approve the change order.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving a change order to the City's contract with the Boone County Landfill in the amount of \$100,612.

COUNCIL ACTION FORM

**SUBJECT: ACCEPTANCE OF COMPLETION OF INFORMATION TECHNOLOGY
FIBER OPTIC DEPLOYMENT FOR THE FINANCE DEPARTMENT**

BACKGROUND:

At the March 26, 2013 meeting, the City Council approved a 28E Intergovernmental Agreement with the Iowa Department of Transportation (IDOT) for the use of the IDOT's Intelligent Transportation System network.

The IDOT installed an Intelligent Transportation System (ITS) network consisting of cameras, sensors, and dynamic message boards in the Ames area and I-35 corridor to assist in traffic operations and information dissemination in and around the Ames area. The City's access to the network through the 28E agreement provides low cost network expansion as well as access to data provided by the ITS. This project provides the City with the following cost effective network improvements:

- Access to the ITS Network Features for City use, including but not limited to Police, Fire, Information Technology, and Public Works.

-The ITS devices (e.g. cameras, sensors) are only for transportation and public safety applications. The use of the ITS devices for law enforcement purposes is prohibited.
- Fiber optic cable that the City used to connect Water and Pollution Control, Fire Station 3, and Animal Control to the existing City fiber optic infrastructure at the Veterinary Medicine Electric Substation.
- City installation of additional devices (e.g. cameras) on the ITS network at no cost or obligation to the City.

Funding for the Information Technology Fiber Optic Deployment project is from a larger pool of funding budgeted for City network infrastructure improvements and City network equipment replacement and improvements.

On August 12, 2014, Council approved specifications and issued a Notice to Bidders for the Fiber Optic Deployment project. On September 10, 2014, project bids were opened. The Council awarded the contract to Communication Innovators, Inc. of Pleasant Hill, IA on September 23, 2014, in the amount of \$74,518.

Communication Innovators, Inc. has now completed the work. There was one change

order, which added \$3,186.12 to upsize 800 feet of fiber from 12 to 24 strands. The total cost of the project, including the change order, is \$77,704.12. The Certification of Completion from the engineering firm Olsson Associates of Lincoln, NE is attached.

ALTERNATIVES:

- 1) Accept completion of the Information Technology Fiber Optic Deployment for Finance Department / Information Technology Division project in the amount of \$77,704.12.
- 2) Delay accepting the completion of the Information Technology Fiber Optic Deployment for Finance Department / Information Technology Division project and refer this matter back to staff for more information.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1, accepting completion of the Information Technology Fiber Optic Deployment for Finance Department / Information Technology Division project in the amount of \$77,704.12.



June 26, 2015

Stanley Davis
Information Technology Manager
City of Ames
City Hall
515 Clark Avenue
Ames, IA 50010

RE: Ames Fiber Connections
Final Completion
OA Project No. 013-1860

Dear Mr. Davis:

This project reached Final Completion on June 22, 2015. Stan Davis, Ken Bills and representatives from the Olsson Associates design team performed a walk through with Brandon Huen from Communication Innovators on February 5, 2015. A punchlist of items requiring correction was developed at this meeting and provided to the Contractor. In addition, design team reviews of the OTDR trace results were completed and areas not meeting project requirements were noted and provided to the Contractor for correction.

On June 22, 2015, Communication Innovators provided photographic evidence that the final remaining punch list item had been corrected. Accordingly, Olsson Associates has determined the project is complete and ready for final payment.

A handwritten signature in blue ink that reads "Justin P. Petersen".

Sincerely,

Justin P. Petersen, PE, PTOE

cc: File

COUNCIL ACTION FORM

SUBJECT: CYRIDE FACILITY CONSTRUCTION ACCEPTANCE AND FINAL COMPLETION AND RELEASE OF RETAINAGE

BACKGROUND:

CyRide's facility construction project began in March 2013 to include expansion of its bus storage area, construction of a flood wall/gate, and reconstruction of CyRide's original bus storage area to raise the ducts, allowing use by all buses. Henkel Construction Company was awarded a contract for this work at a total price of \$4,489,000. The following information details the original contract, change orders, actual payments, remaining balance and retainage amounts.

Original Contract Sum	\$4,489,000.00
Net Change with Change Order #1-43	\$ 496,642.70
New Contract Sum	\$4,985,642.70
Payment Made To-Date	\$4,793,985.08
Unpaid Balance – Retainage (5%)	\$249,282.14

The project was substantially complete on January 29, 2014.

One subcontractor claim had been filed against the project. However, this claim was successfully resolved in January 2015. As of June 1, 2015, all conditions of the construction contract have been met by Henkel Construction, with the following close out requirements being completed:

- Punch-List Items
- Operating and Maintenance Manuals
- As Built Drawings
- Lien Waivers
- Final Pay Application –**CyRide has received two pay applications for the total retainage amount of \$249,282.14. These two applications are for \$57,624.52 (Pay Application #16) and \$191,657.62 (Pay Application #17).**

Acceptance of the project as complete and release of the retainage amount was approved by the Transit Board of Trustees on June 23, 2015.

ALTERNATIVES:

1. Accept final completion and approve final payments in the amounts of \$57,624.52 and \$191,657.62 to Henkel Construction Company for completion of the Ames Transit Agency facility construction.
2. Do not accept the Ames Transit Agency facility construction project as complete and withhold payment of the retainage to address City Council identified issues.

MANAGER'S RECOMMENDED ACTION:

With all claims, construction documents, lien waivers, and punch list items being completed, as well as the final certificate of occupancy received, all conditions of the project are have been satisfied, allowing for final acceptance of the project and payment of the retainage amount.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the Ames Transit Agency facility construction project as complete and releasing the total retainage amount of \$249,282.14 in two pay applications to Henkel Construction Company.

ITEM# 38
DATE: 7/14/15

COUNCIL ACTION FORM

SUBJECT: AMES MIDDLE SCHOOL TRAFFIC SIGNAL (MORTENSEN ROAD & DOTSON DRIVE)

BACKGROUND:

As part of the Ames Middle School subdivision improvements the Ames Community School District (ACSD) designed and constructed a traffic signal at the intersection of Mortensen Road and Dotson Drive. This project included installation of new traffic signal poles, cabinet, radar based vehicle/bike detection, Americans with Disabilities Act (ADA) vibrotactile pedestrian push buttons, ADA compliant pedestrian ramps, and required pavement markings.

City staff provided specifications to ACSD so that the traffic signal would be built meeting all current City standards. In June of 2015, the ACSD submitted all final as-built information and their contractor has completed all punch-list items.

It should be noted that this project was completely funded by ACSD and did not include any additional funding sources.

ALTERNATIVES:

1. Accept the Mortensen Road and Dotson Drive traffic signal installation from the Ames School District, thereby taking ownership and long-term maintenance of the traffic signal improvements.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

This project has now been completed in accordance with all City standards and specifications.

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



Smart Choice

July 1, 2015

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

Ladies and Gentlemen:

I hereby certify that the traffic signal installation at the intersection of **Mortensen Road and Dotson Drive** as part of the Ames Middle School subdivision has been completed in an acceptable manner by **KWS, Inc. of Cedar Falls, Iowa**. The above-mentioned improvements have been inspected by the Traffic and Engineering Divisions of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

Sincerely,

John C. Joiner, P.E.
Director

JJ/ec

cc: Finance, Contractor, Construction Supervisor, PW Senior Clerk, Traffic Supervisor

COUNCIL ACTION FORM

SUBJECT: 2014/15 SHARED USE PATH MAINTENANCE (S. 4TH STREET)

BACKGROUND:

The City's shared use path transportation system has continued to expand throughout the community. These shared use paths have typically been constructed with five inches of asphalt or concrete pavement. Structural failure, drainage problems, and vegetation infringement create a need to periodically improve these pavements. This annual program addresses these needs.

This specific project involved reconstruction of the shared use path on S. 4th Street from the Squaw Creek Bridge east to Oak Avenue. This section was prioritized after a survey of shared use path pavement conditions. The S. 4th Street project also coordinated with an Electric Services project to install street lighting conduit from the Squaw Creek Bridge to east Hazel Avenue.

On June 10, 2014, City Council awarded this project to A&D Contracting LLC of Sioux City, IA in the amount of \$100,753. No change orders have been processed for this project. The City of Ames has an email indicating A&D Contracting LLC's concurrence with the final pay quantities. The City of Ames has attempted numerous times to get a signature on the balancing change order, but the company can no longer be reached. The balancing change order serves an accounting function, but is not necessary to ensure closure on the project. Construction was completed in the amount \$97,730.67. Engineering and construction administration costs totaled \$15,000 bringing overall project costs to \$112,730.67.

Funding for this project includes:

2014/15 Shared Use Path Maintenance	\$ 50,000
Shared Use Path Maint. – Project Carryover	\$ 85,477
2013/14 Sidewalk Safety Funds	<u>\$ 27,320</u>
	\$162,797

Any remaining funds will be used on future Shared Use Path Maintenance projects.

CONTRACTOR PERFORMANCE/BOND CLAIM:

A&D Contracting struggled to maintain progress during this project. City staff spent many additional hours working with the contractor to ensure completion and quality of workmanship.

In the process of negotiating the balancing change order, the City of Ames was put on notice of an Iowa Code Section 573 Claim. This code section outlines regulatory requirements for labor and materials on public improvement projects as it pertains to

bonds and retained funds. A vendor used by A&D Contracting LLC on this project had not been paid and thus filed the claim in the amount of \$26,570.29. Iowa Code Section 573 states that the public agency must withhold two times the amount claimed. By the time the claim was received by the City, only \$7,110.17 had been unpaid by the City of Ames, thus we were unable to meet the requirement of the Code. City of Ames staff has attempted to contact A&D Contracting LLC on multiple occasions to help resolve the claim, but have been unsuccessful in getting any response since November of 2014. The vendor that submitted the claim has requested that the City of Ames accept the project so that the vendor may proceed with the claim against A&D Contracting LLC's bonding company. Until the claim is resolved, the City will withhold the remaining \$7,110.17 due to A&D Contracting LLC.

ALTERNATIVES:

- 1a. Accept the 2014/15 Shared Use Path Maintenance Project (S. 4th Street) as completed by A&D Contracting LLC of Sioux City, IA in the amount of \$97,730.67.
- b. Hold final payment in the amount of \$7,110.17 due to A&D Contracting of Sioux City, IA pending resolution of the bond claim.
2. Direct staff to pursue changes to the project.

MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with approved plans and specifications, and is within the approved budget. The bond claim is between the vendor, A&D Contracting LLC, and A&D Contracting LLC's bond company, thus final acceptance will allow the bond claim to continue while the City still meets the requirement of Iowa Code Section 573 by withholding the final payment.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1a and b, thereby accepting the 2014/15 Shared Use Path Maintenance Project (S. 4th Street) as completed by A&D Contracting LLC of Sioux City, Iowa, in the amount of \$97,730.67 and withhold final payment in the amount of \$7,110.17 until the bond claim is resolved.

COUNCIL ACTION FORM

SUBJECT: ACCEPT COMPLETION OF YEAR THREE AND AWARD OF YEAR FOUR OF THE WATER PLANT WELL REHABILITATION CONTRACT

BACKGROUND:

On July 8, 2014, City Council renewed a contract with Northway Well and Pump Company of Waukee, Iowa in the amount of \$74,655 to rehabilitate five of the City's 22 drinking water wells. This was the third year of a contract that was originally awarded in 2012, with a possibility of two more one-year renewal options still remaining.

The Water Treatment Plant operating budget (FY 2014/15) allocated \$74,655 for the rehabilitation of five wells and an additional \$25,000 for any needed repairs. Rehabilitation of Well No.12 was deleted from the contract and will be performed at a later date. Additional repairs were needed in this year's contract resulting in an adjusted total contract price of \$79,920.20.

All work for this year's contract has been successfully completed as of June 24, 2015. An engineer's statement of completion has been filed with the City Clerk.

The remaining term of the contract offers optional annual renewals to complete the well rehabilitations over the next two years. In addition to accepting completion of year three, staff is requesting that Council award a renewal for year four of the contract with Northway Well and Pump Company in an amount of \$59,212. This will provide rehabilitation of four wells in FY 2015/16.

The Water Plant operating budget (FY 2015/16) allocated \$80,800 for the rehabilitation of City Well Nos. 15, 17, 18, and 25, including funds for additional repairs as needed.

ALTERNATIVES:

1. Accept final completion of year three of the five-year Water Plant well rehabilitation contract in the amount of \$79,920.20 and award year four of the contract to Northway Well and Pump Company in the amount of \$59,212 for rehabilitation of four wells in FY 2015/16.
2. Accept final completion of year three of the five-year Water Plant well rehabilitation contract in the final amount of \$79,920.20 and do not award year four of the contract. Direct staff to solicit new proposals for the FY 15/16 well rehabilitation project.

3. Take no action on the Water Plant well rehabilitation contract at this time.

MANAGER'S RECOMMENDED ACTION:

Staff has determined rehabilitation of wells on a five-year cycle to be an effective means of maintaining well production to meet demands. Year three of the Water Plant well rehabilitation contract has been successfully completed in accordance with the City's plans and specifications. The original one-year contract awarded to Northway Well and Pump Company included additional renewal options at the City's discretion up to a maximum of five years. Staff is comfortable with the quality of work performed by Northway, and is supportive of granting another one year renewal to their agreement.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting year three of the contract in the amount of \$79,920.20 and awarding year four of the five-year contract to Northway Well and Pump Company in the amount of \$59,212.



ENGINEER'S STATEMENT OF COMPLETION

Water Plant Well Rehabilitation Project Contract No. 2012-227

Engineer: City of Ames Water & Pollution Control Department
Contractor: Northway Well & Pump Company

I hereby certify that the rehabilitation of four drinking water wells, by a contract dated July 8, 2015, has been satisfactorily completed in general compliance with the terms, conditions, and stipulations of said contract.

The work was completed on June 24, 2015.

I further state that the total amount due to the contractor for the fulfillment of said contract is \$79,920.20.

Lyle Hammes

Lyle Hammes, P.E.
Water Plant Superintendent
Water & Pollution Control Department

Date: *26 June 2015*

COUNCIL ACTION FORM

SUBJECT: WATER POLLUTION CONTROL FACILITY THREE-YEAR BIOSOLIDS HAULING AND DIGESTER CLEANING PROJECT

BACKGROUND:

On July 8, 2014, Council renewed a contract with Nutri-Ject Systems, Inc. of Hudson, Iowa in the amount of \$143,407.25 for the Water Pollution Control Facility Biosolids Hauling and Digester Cleaning Project for FY 14/15. This contract was the second year of a three year project and was contingent on the contractor successfully completing the prior year's work. As part of the original bid submittal, Nutri-Ject Systems, Inc. included an annual price adjustment to the unit prices bid for the renewal years that was tied to the Engineering News-Record's published Construction Cost Index (CCI).

Nutri-Ject Systems, Inc. has completed all work required under the FY 14/15 contract to staff's satisfaction. Change Order #1 was executed by staff to adjust the final quantities of biosolids hauled; this increased the contract amount by \$2,868.03. A second change order is still needed to adjust the actual volume of material cleaned from the digesters. This second and final change order reduces the FY 14/15 contract amount by \$50,471.55. **Staff is recommending that the Council approve Change Order Number Two, and accept as complete the FY 14/15 contract.**

Original Contract Amount	\$ 143,407.25
Change Order #1	2,868.03
Change Order #2	-50,471.55
Final Contract Price	\$ 95,803.73

The work for this project was bid on a unit price basis, as the exact number of gallons disposed may vary from year to year. Because the work takes place in a very short window each fall, staff is recommending that this year's award include, as was done in the previous year's contract, a "not to exceed" cap that would allow up to a 25% increase in quantities over what was specified in the original base bid without the need to suspend work to obtain change order approval from Council to adjust quantities. Adjusting the previous year's unit prices based on the CCI (2.4%), the FY 15/16 contract would include: mobilization in a lump sum amount of \$2,625.02; hauling of biosolids in the amount of \$0.01867 per gallon; and cleaning of the digesters in the amount of \$0.1374 per gallon. This would bring the total FY 15/16 contract amount to a not to exceed total of \$146,843.77.

<u>Item</u>	<u>Qty.</u>	<u>Unit Price</u>	<u>Extended Price</u>
Mobilization	1 lump sum	\$2,625.02	\$2,625.02
Biosolids Hauled	3,125,000 gal.	\$0.01867/gal.	\$58,343.75
Digester Cleaning	625,000 gal.	\$0.1374/gal	\$85,875.00
FY 15/16 Total Contract Amount			\$146,843.77

The authorized FY 15/16 project budget is as follows:

Biosolids Hauling (Operating Budget)	=	\$100,000
<u>Digester Cleaning (CIP Budget)</u>	=	<u>\$ 89,000</u>
Total FY 15/16 Budget	=	\$189,000

ALTERNATIVES:

1. a.) Approve a Change Order #2 to the FY 14/15 Biosolids Hauling and Digester Cleaning Project in the amount of -\$50,471.55.
 - b.) Accept completion of the FY 14/15 WPC Facility Biosolids Hauling and Digester Cleaning project in the amount of \$95,803.73.
 - c.) Award the third year of the three-year contract with Nutri-Ject Systems, Inc. of Hudson, Iowa as described above in a total contract amount not to exceed \$146,843.77.
2. Approve Change Order #2 and accept completion of the FY 14/15 WPC Biosolids Hauling and Digester Cleaning project, but do not award the third year of the contract to Nutri-Ject Systems and direct staff to solicit new bids for the project.
3. Approve Change Order #2 and accept completion of the FY 14/15 WPC Facility Biosolids Hauling and Digester Cleaning project, but do not award a contract for biosolids hauling to Nutri-Ject Systems, Inc., and direct staff to purchase the additional equipment necessary to perform the work with City staff.

MANAGER'S RECOMMENDED ACTION:

Disposal of biosolids at the WPC Facility is necessary for uninterrupted operation of the facility and continued compliance with the facility's NPDES permit. Additionally, cleaning of the digesters is necessary for the completion of a separate project to rehabilitate the digester facilities. Nutri-Ject Systems, Inc. has completed all work required under the previous year's contract to staff's satisfaction.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby:

- a.) Approving Change Order #2 to the FY 14/15 contract in the amount of - \$50,471.55;

- b.) Accepting completion of the FY 14/15 Biosolids Hauling and Digester Cleaning Project; and
- c.) Awarding the third year of the three-year contract (FY 15/16) to Nutri-Ject Systems, Inc., in an amount not to exceed \$146,843.77.

COUNCIL ACTION FORM

SUBJECT: MAJOR FINAL PLAT FOR SOUTH FORK SUBDIVISION EIGHTH ADDITION

BACKGROUND:

The City's subdivision regulations are included in Chapter 23 of the Ames Municipal Code. This "Subdivision Code" includes the process for creating or modifying property boundaries, and specifies whether any improvements are required in conjunction with the platting of property. The creation of new lots is classified as either a major or minor subdivision, with a major subdivision requiring a two-step platting process to finalize the creation of new lots. The "Preliminary Plat" is first approved by the City Council, and identifies the layout of the subdivision and any necessary or required public improvements. Once the applicant has completed the necessary requirements, including provision of required public improvements or provision of financial security for their completion, an application for a "Final Plat" may then be made for City Council approval. Often the subdivision is developed in phases, called "additions." After City Council approval of the Final Plat, it must then be recorded with the County Recorder to become an officially recognized subdivision plat.

Pinnacle Properties Ames LLC has submitted a final subdivision plat for South Fork Subdivision, Eight Addition to allow further residential development. This final plat is consistent with the approved preliminary plat and master plan. The South Fork development lies south of Lincoln Way and north of the Ames Middle School site. See Attachment 1 for a location map.

This proposed final plat of this Eighth Addition (attached) includes 16 residential lots. The plat also includes an extension of Coy Street and a short extension of Sunflower Drive. An outlot (2.625 acres) is reserved for future development, including the extension of Coy Street to the east connecting to the existing Coy Street in the Vivian G Coy Subdivision. Lot 5 is slightly larger than the other lots to accommodate an existing home. Density standards in this FS-RL zoning district are met.

All required improvements, including streets, sanitary sewer, public water, and storm sewer system, have been completed or financial security provided. The applicant has provided a letter of credit in the amount of \$31,450 for completion of the streets, utilities, and erosion controls. The City Council is asked to accept those improvements that are completed, and to accept the signed Improvement Agreement with financial security for those remaining improvements.

The applicant has also provided an agreement for the installation of street trees and sidewalks and has requested a waiver of providing financial security for these improvements. As an alternative to installing sidewalks before lots are platted, Section 23.403 (14) allows deferment of sidewalks with financial security when installation is

considered premature. Notwithstanding this code requirement for financial security, the City Council's past practice has been to accept a signed, written agreement for sidewalk and street trees from the owner specifying that, in lieu of financial security, occupancy of new structures will not be permitted by the City until the sidewalks and street trees associated with each individual lot are installed. Consistent with this practice, the City Council may wish to waive this financial security condition and allow sidewalk and street trees to be deferred until occupancy of structures on abutting sites.

Although the City Council recently amended the Subdivision Regulations to require the installation of all sidewalks and street trees within three years of plat approval, those changes apply only to preliminary plats approved after January 1, 2015. The South Fork preliminary plat was approved on June 11, 2013.

After reviewing the proposed Final Plat, staff finds that it complies with the approved Master Plan, Preliminary Plat, adopted plans, Developer Agreement, and all other relevant design and improvement standards required by the Municipal Code.

ALTERNATIVES:

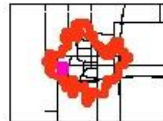
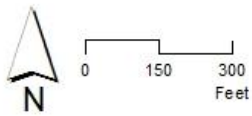
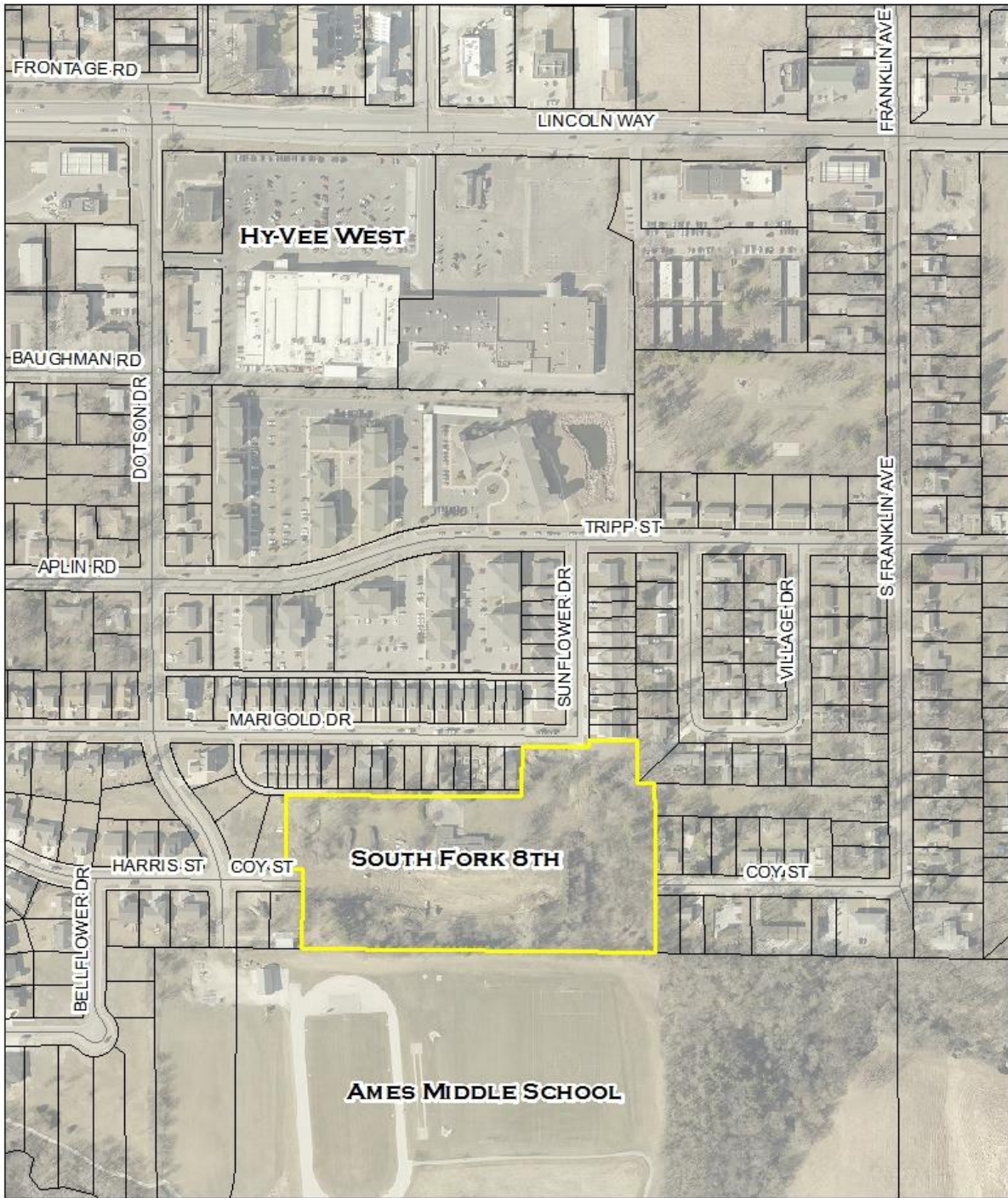
1. The City Council can take the following two actions:
 - A. Waive the subdivision code requirement for financial security for sidewalks and street trees in the South Fork Subdivision, Eighth Addition, since the Developer has signed the "Agreement for Sidewalk and Street Trees" requiring the installation of these improvements prior to occupancy or within 24 months of issuance of a building permit, whichever occurs first; and,
 - B. Approve the Final Plat of South Fork Subdivision, Eighth Addition, based upon the staff's findings that the Final Plat conforms to relevant and applicable design standards, ordinances, policies, and plans with an Improvement Agreement and financial security.
2. The City Council can deny the Final Plat for South Fork Subdivision, Eighth Addition if it finds that the development creates a burden on existing public improvements or creates a need for new public improvements that have not yet been installed.

MANAGER'S RECOMMENDED ACTION:

City staff has evaluated the proposed final subdivision plat and determined that the proposal is consistent with the preliminary plat approved by City Council and that the plat conforms to the adopted ordinances and policies of the City as required by Code.

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

ATTACHMENT 1: LOCATION MAP



Applicable Laws and Policies Pertaining to Final Plat Approval

Adopted laws and policies applicable to this case file include, but are not limited to, the following:

Ames *Municipal Code* Section 23.302

(10) City Council Action on Final Plat for Major Subdivision:

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

(b) Based upon such examination, the City Council shall ascertain whether the Final Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans.

(c) The City Council may:

(i) deny any subdivision where the reasonably anticipated impact of such subdivision will create such a burden on existing public improvements or such a need for new public improvements that the area of the City affected by such impact will be unable to conform to level of service standards set forth in the Land Use Policy Plan or other capital project or growth management plan of the City until such time that the City upgrades such public improvements in accordance with schedules set forth in such plans; or,

(ii) approve any subdivision subject to the condition that the Applicant contribute to so much of such upgrade of public improvements as the need for such upgrade is directly and proportionately attributable to such impact as determined at the sole discretion of the City. The terms, conditions and amortization schedule for such contribution may be incorporated within an Improvement Agreement as set forth in Section 23.304 of the Regulations.

(d) Prior to granting approval of a major subdivision Final Plat, the City Council may permit the plat to be divided into two or more sections and may impose such conditions upon approval of each section as it deems necessary to assure orderly development of the subdivision.

(e) Following such examination, and within 60 days of the Applicant's filing of the complete Application for Final Plat Approval of a Major Subdivision with the Department of Planning and Housing, the City Council shall approve, approve subject to conditions, or disapprove the Application for Final Plat Approval of a Major Subdivision. The City Council shall set forth its reasons for disapproving any Application or for conditioning its approval of any Application in its official records and shall provide a written copy of such reasons to the developer. The City Council shall pass a resolution accepting the Final Plat for any Application that it approves.

(Ord. No. 3524, 5-25-99)

COUNCIL ACTION FORM

SUBJECT: REQUESTS FROM HEALTHIEST AMES FOR FALL HEALTHY STREETS EVENT

BACKGROUND:

Healthiest Ames plans to host a second Healthy Streets event on Sunday, September 20. In May, the Healthiest Ames organization hosted the first Healthy Streets event. This event is intended to promote healthy living, support local businesses, and encourage sustainable transport. To achieve this, activities such as wellness education, healthy food samples, and play activities will occur in the downtown area. Organizers expect up to 1,000 participants in the event, and plan to have 50 volunteers on hand to manage the activities.

The event will take place from 1:00 p.m. to 4:00 p.m. To facilitate this event, organizers have made the following requests:

- Closure of the following streets from 8:00 a.m. to 6:00 p.m. Sunday, September 20: Main Street and Fifth Street from Burnett Avenue to Douglas Avenue, and Douglas Avenue, Kellogg Avenue, and Burnett Avenue from Main Street to Fifth Street
- Closure of 171 metered parking spaces on the streets listed above
- A blanket Temporary Obstruction Permit
- Use of electricity from City-owned electrical outlets along Main Street and waiver of electrical costs (approximately \$5 loss to the Electric Fund)

Although there will be vendors providing samples at the event, no money will change hands. Therefore, a Vending Permit is not required. Additionally, because the event takes place on a Sunday, no parking meter revenues will be affected. Event organizers have met with Main Street Cultural District (MSCD) staff regarding this event and MSCD has indicated its support. CyRide will divert its route to avoid the closed area.

Because this event is being coordinated by the City-sponsored Healthiest Ames organization, the Parks and Recreation Department is assisting with the coordination of activities. **In the opinion of the City's Risk Manager, this event can be considered an official City event, and is therefore covered under the City's liability insurance.** This arrangement is similar to that of the Ames 150 Committee, which was City-affiliated and covered under the City' liability insurance. The Risk Manager has indicated that the

activities taking place at this event present no noteworthy exposures to the City's liability.

ALTERNATIVES:

1. Approve the Healthy Streets Event requests for September 20, including the street and parking closures, blanket Temporary Obstruction Permit, use of electricity, and waiver of fees.
2. Approve the requests, but require \$5 reimbursement for the use of City electrical outlets.
3. Do not approve the requests.

MANAGER'S RECOMMENDED ACTION:

The proposed event is being conducted by a City-sponsored organization to promote healthy activities, nutrition, and lifestyles. It is a community event open to the public and will help draw residents to the downtown area. This event has received approval from the Main Street Cultural District.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the Healthy Streets Event requests for September 20, including the street and parking closures, blanket Temporary Obstruction Permit, use of electricity and waiver of fees.

SUMMARY OF EVENT
DESCRIPTION
Event Name Healthy Streets

Description Healthiest Ames is planning their second Healthy Streets event for this upcoming fall. Healthiest Ames was awarded a \$75,000 Matching Assets To Community Health (MATCH) grant from the Wellmark Foundation. The City of Ames has committed to an in kind contribution to match the \$75,000 grant. The project Engaging Ames in Complete Streets is focused on building environments and advancing policies that will enhance walkability and bikeability in the Ames community. Healthiest Ames' goal is to make Ames the healthiest community in Iowa. Healthiest Ames will continue to improve the quality of life of Ames citizens through education and collaboration that promotes lifelong engagement in healthy living.

A portion of these grant funds will be used to host Healthy Streets events. Healthy Streets spiraled off of an initiative that is celebrated throughout the nation called Open Streets. Open Streets events temporarily close streets to automobile traffic to encourage people to use them for walking, biking, dancing, playing, socializing, and wellness education. The initial Open Streets event was held in 1974 in Bogota, Columbia, and now events exist in over 90 cities throughout the nation, including: New York, Los Angeles, Minneapolis, Madison, Chicago, and Houston. Open Streets events are becoming increasingly common in cities seeking innovative and fun ways to achieve environmental, social, economic, and public health goals as well as innovative ways to promote healthy living, support local businesses and encourage sustainable transport!

- Event Category**
- | | |
|---|---|
| <input checked="" type="checkbox"/> Athletic/Recreation | <input checked="" type="checkbox"/> Concert/Performance |
| <input checked="" type="checkbox"/> Exhibits/Misc. | <input type="checkbox"/> Farmer/Outdoor Market |
| <input type="checkbox"/> Festival/Celebration | <input type="checkbox"/> Other (please explain) |
| <input type="checkbox"/> Parade/Procession/March | |

Anticipated Attendance Total 1,000 Per Day 1,000

DATE/TIME

Setup	Date <u>9/20/15</u>	Time <u>8:00 am</u>	Day of Week <u>Sunday</u>
Event Starts	Date <u>9/20/15</u>	Time <u>1:00 pm</u>	Day of Week <u>Sunday</u>
Event Ends	Date <u>9/20/15</u>	Time <u>4:00 pm</u>	Day of Week <u>Sunday</u>
Teardown Complete	Date <u>9/20/15</u>	Time <u>5:30 pm</u>	Day of Week <u>Sunday</u>

Rain Date, if applicable _____
Rain Location, if applicable NA

LOCATION

Region

(Select one or more)

- Main Street Cultural District (Downtown)
- Campustown District
- Iowa State University Property
- City Parks
- Other (please explain)

Please note that events occurring in the Downtown, Campustown, in City parks, or on ISU property require prior approvals. A letter of support will be required from CAA if the event occurs in Campustown or from MSCD if the event occurs in Downtown. Please contact the appropriate office well in advance:

Downtown - Main Street Cultural District: (515) 233-3472

events@amesdowntown.org

Campustown - Campustown Action Association: (515) 450-8771

director@amescampustown.com

Iowa State University - Events Authorization Committee: (515) 294-1437

eventauthorization@iastate.edu

CONTACTS

Host Organization

Healthiest Ames

Local Contact (Required)

Must be present during event

Name: Kristen Thompson

Address: 519 Welch Avenue #3, Ames, IA 50014

Telephone: (319) 334-0078

Cell phone: (319) 334-0078

Must be available by cell phone during event

Email: kristent@iastate.edu

At least ten business days prior to the event, Organizer must submit Emergency Contact List, including names and numbers of all coordinators, volunteers, and location assigned to each.

Yes No

Is this an annual event? How many years have you been holding this event? 1

Is this event open to the public?

Is your event being held in conjunction with another event (e.g. *Farmers' Market, 4th of July, etc.*)?

If yes, please list

COUNCIL ACTION FORM

SUBJECT: **2016/2017 ASSET PRIORITIES**

BACKGROUND:

In preparation for the FY 2016/17 ASSET funding cycle, the City's ASSET volunteers reviewed the priorities that had been set for the current fiscal year (listed below). Upon review, the volunteers felt that the existing ASSET priorities adequately reflect the need in the community and the City's role in funding human services. Therefore, the ASSET priorities recommended for FY 2016/17 are the same as those adopted by the City Council for FY 2015/16:

#1 Meet basic needs, with emphasis on low to moderate income:

- Housing cost offset programs, including utility assistance
- Sheltering
- Quality childcare cost offset programs, including daycare and State of Iowa licensed in home facilities
- Food cost offset programs, to assist in providing nutritious perishables and staples
- Transportation cost offset programs for the elderly and families
- Legal assistance
- Disaster response

#2 Meet mental health and chemical dependency needs

- Provide outpatient emergency access to services
- Provide crisis intervention services
- Provide access to non-emergency services
- Ensure substance abuse preventions and treatment is available in the community

#3 Youth development services and activities

- Provide services for social development

The volunteers agreed that the priorities as presented align with their understanding of the needs in the community. The ASSET funding process will begin on August 26, 2015, for FY 2016/17. ASSET volunteers will then begin their agency visits to discuss services and gather information in preparation for the hearings and work sessions in January, 2016.

ALTERNATIVES:

1. Approve the FY 2016/17 ASSET priorities as presented
2. Do not change the priorities and approve the existing priorities

MANAGER'S RECOMMENDED ACTION:

The ASSET volunteers have discussed the community needs and have considered the City Council's goals. They are seeking approval of the priorities indicated above.

Therefore, in accordance with the ASSET volunteers' advice, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the FY 2016/17 ASSET priorities as presented above.

Staff Report

AIRPORT IMPROVEMENTS - TERMINAL & HANGER

July 14, 2015

BACKGROUND:

The decision to upgrade our Airport Terminal dates back to as early as the FY 2008-2013 Capital Improvements Plan (CIP), where a \$715,000 project was included with the expectation that the Federal Aviation Administration (FAA) would pay 90% of the estimated cost. The project that remained in the next three CIPs reflected this same total and federal fund support. Beginning with the FY 2012-2017 CIP, the terminal replacement project cost was increased to \$2,200,000 with 90% projected from the FAA.

In December 2012, the City Council directed the staff to include a \$3,200,000 Airport Terminal and Hangar project into the third year of the FY 2013-2018 CIP. This total was derived from an analysis prepared by Architectural Alliance of Minneapolis, Minnesota, who provided the Council with the following cost estimates for exterior quality options which now included an attached hangar:

QUALITY LEVEL	TERMINAL BUILDING (Range of 5,885 to 7,290 sq. ft.)	HANGAR (12,000 sq. ft.)
Type A – Gateway	\$434/sq. ft.	-----
Type B - Quality Residential/Commercial	\$300/sq. ft.	-----
Type C - Enhanced Industrial	\$250/sq. ft.	\$150/sq. ft.
Type D - Industrial (Pre-fab.)	-----	\$100/sq. ft.

QUALITY LEVEL	TERMINAL BUILDING (5,885 sq. ft.)	TERMINAL BUILDING (7,290 sq. ft.)	HANGAR (12, 000 sq. ft.)
Type A - Gateway	\$2,554,090	\$3,163,860	
Type B - Quality Residential/Commercial	\$1,765,500	\$2,187,000	
Type C - Enhanced Industrial	\$1,471,250	\$1,822,500	\$1,800,000
Type D - Industrial (Pre-fab.)			\$1,200,000

It is important to note that a review of the meeting minutes does not give any indication of which combination of exterior quality types was selected by the City Council to justify the \$3,200,000 total. However, it is clear there was an expectation that the non-grant funding for the improvements were expected to be shared equally among the City, ISU, and the Private Sector, or approximately \$867,000 each. This new approach followed a determination that the FAA would no longer pay for 90% of the terminal cost. This same funding concept was continued in the FY 2014-2019 CIP.

Based on updated cost estimates, the most recent FY 2015-2020 CIP reflects a project cost of \$2,410,000 for the terminal building alone, with the City contributing \$867,000 in tax-supported G.O. Bonds. While not providing a definitive amount in cash for this project, ISU was expected to guarantee the principal and interest payments on an additional \$943,000 of City-issued, revenue-abated G.O. Bonds in the event that the anticipated revenue from a renegotiated Fixed Based Operator contract does not generate sufficient incremental revenue to cover those abated bonds costs. This guarantee was ultimately secured in an agreement between ISU and the City that was finalized in February 2015. Under this most recent agreement, the Private Sector would raise the funds needed to construct a large new storage hangar to house visiting aircraft, estimated at that time to be worth \$960,000. This hangar would then be donated to the City for continued use at the Airport. Since the funding and construction is being handled privately, the hangar component was removed from the CIP.

CURRENT BUILDING CONCEPT & COST ESTIMATES:

Damion Pregitzer and Bob Kindred have been working with a focus group of users to help develop the building concept for the new terminal. Members of this group include Miles Lackey (ISU Associate Vice President), Brian Aukes (Ames Hangar Owner - Land Lease), Doug Moore (Eursource), Adam Haggard (Pilot), Justin Dodge (Hunziker), Jim Kurtenbach (ISU Professor and Pilot), Dirk Scholten (Ames Glider Club President), Dave Hurst (ISU Pilot), Joel Stewart (ISU Pilot), and Brent Haverkamp (Developer and Pilot). Staff also sought input and received comments from four FBOs serving other general aviation airports in Iowa (Jet Air, Inc. serving Iowa City, classic Aviation serving Pella, Walter Aviation serving Independence, and Hap's Air Service serving Ames). Based on the input from these users and FBOs, a building concept for 6,985 square feet was developed. (See Attachment I)

The City recently received bids for the first step in this project, which is the site work for the terminal and hangar. **Unfortunately, based on the bids received for this site work, there is a need for an additional \$202,000 over the budgeted amount. In addition, staff recently received our architect's updated cost estimate for the terminal building. That estimate is \$547,500 over the budgeted amount if it is assumed that the least expensive option of a flat roof design is accepted, along with a**

projected 10% contingency. It should be remembered that this amount could be adjusted upwards or downwards when the bids for the terminal are received. **Costs for the Airport Improvements Project reflected in the CIP now appear to be \$749,500 over our expected budget.** (See Attachment II)

The original concept called for the old terminal building to be demolished and for the transformer in the basement that controls the lights for the runways, taxi ways, and beacon to be relocated. Because of the higher than expected costs of the new terminal and site work, this element of the improvement project cannot be accomplished in the near future. Therefore, under the new concept the old terminal will remain in place for some time to continue to house the airport transformer. The old terminal will thus be available for use by the Fixed Based Operator.

OPTIONS:

The bid for the site work contract is good until August 16, 2015. Before approving that bid, it would be advisable for the City Council to identify a strategy for dealing with the projected budget deficit. Possible options are listed below for the Council's consideration.

Option 1 – The City Funds the Additional \$749,500

The City Council could decide to provide 100% of the needed additional funding to accomplish this project. This approach would require increasing the amount of tax-supported bonds for this project from \$867,000 to \$1,616,500, or else utilizing available reserves to partially, or totally, fund the shortfall.

Staff Comments:

This option would not be in keeping with the original concept of sharing the costs for these improvements among the City, ISU, and the Private Sector.

Option 2 – The City, ISU, and the Private Sector Equally Share Funding of the Additional \$749,500

Under this option, each party would need to contribute an additional \$249,834 towards the project.

Staff Comments:

The Private Sector has committed to accomplish the construction of the hangar. Originally, they committed to obtain cash donations of \$500,000, as well as in-

kind contributions, for this portion of the project that was originally estimated to cost \$1,000,000. Because of a desire to build a hangar large enough to accommodate some of the largest business jets, the estimated value of their responsibility has now increased by \$495,000. Therefore, their goal is now to raise \$850,000 in cash contributions along with a significant amount of in-kind donations. While they have been very successful to date with their fundraising efforts, it is not likely they would be successful in raising the additional \$249,834 that would be required under this option.

Option 3 – ISU Funds the Additional \$749,500

Under this option, ISU would contribute the additional \$749,500 to cover the projected shortfall.

Staff Comments:

Here again, this option would not be in keeping with the original funding concept which envisioned a three party partnership in the financing of these improvements.

Option 4 – The City and ISU Share in the Funding of the Additional \$749,500, with Possible Reductions in the Size of the Terminal Building

There are numerous ways to accomplish this option. In order to minimize the amount of additional City-issued bonds for this project, one possible funding arrangement would be 1) for the City to contribute an additional \$250,000 from the available balance in the Local Option Tax Fund, 2) for ISU to contribute an additional \$250,000 from their discretionary funds, and 3) for the size of the terminal building to be reduced sufficiently to reduce the cost by an additional \$250,000.

Staff Comments:

If the City Council is willing to increase its investment in this project, this option seems like the most achievable of the various options available for covering this funding shortfall. ISU and the City already agreed upon an arrangement whereby the University has guaranteed that the City's abated G.O. debt will be paid off. The option outlined above would expand that agreement to include the specified cash contributions from each entity to cover two thirds of the anticipated shortfall. Assuming neither party is able to fund the remaining amount, the size of the terminal building could then be reduced to hopefully cover the remaining deficit.

If this option was taken, it would make the greatest sense to remove the flight training room from the terminal design. Although that space is very important to the success of our FBO, it would be possible in the short term to use space in the old terminal building for training purposes. Given the condition of the old building, however, it would not be many years before additional floor space would need to be added onto the new terminal building, or else the old terminal would need substantial rehabilitation.

Option 5 - Reduce The Square Footage Of The Proposed Terminal Building

The City Council could ask the staff and focus group to identify a reduction in the square footage of the proposed terminal building that would result in some, or all, of the savings needed to move ahead with the building project within the existing budget.

Staff Comments:

Based on feedback received from the Airport users and a number of Fixed Base Operators whose input was solicited, the existing building plan for the proposed terminal reflects the needed amount and quality of space to assure a viable FBO operation. Making significant reductions to the planned space could easily undermine the economic balance that is needed in order for an FBO to operate the scale of operation required to cash-flow the airport's operations and abated debt service. While this assignment could result in minor reductions in space, it is unlikely that that effort would yield \$750,000 in savings to bring the project back in line with the existing budget. In addition, because major City facility improvements happen very rarely, it is important to try to size the project for the next 20 years when an improvement is first made. It most likely will cost the City much more to add space at a later date.

Option 6 – Approve the Site Work Project and Delay Action on the Terminal Building

Since the bids for the site work that will accommodate the hangar and terminal are good until August 16, 2015, the Council could approve this contract at its July 28 meeting so that the hangar project can proceed. There are sufficient funds in the overall project budget to handle the added expense on the site work project. Under this option, the terminal project would be delayed until a final strategy is identified to fund that component of the Airport Improvements project.

Staff Comments:

The leaders of the private fundraising effort, Dean Hunziker and Dan Culhane, have been working diligently to accomplish their goal to finance the new hangar. They are concerned with the possible impact a delay in starting the hangar might have on their present and future financial commitments. For that reason, they would prefer this option if the terminal issue cannot be resolved in a timely fashion. They feel that rejecting the site improvement bids at this time could jeopardize their donors' commitments to pay for the new storage hangar. They are also concerned that their donors' commitments may erode if Council is not firmly committed to constructing a new terminal.

The City Council should understand that federal funds are earmarked for this phase of the project. If a decision is made to proceed with the site work contract, there will be a requirement from the FAA that the terminal be built in the near future. If the City proceeds with the site improvements while exploring other options for constructing the terminal, it would be preferable for the Council to specify a date within the next two years within which a terminal will be constructed. That would reassure the FAA that the City will fulfill its commitment to use the FAA-funded site improvements to service a new terminal.

Due to the uncertainty of committing to the FAA to some future construction date for the terminal, it would seem advisable to develop a funding strategy for the terminal project before the site work contract is approved.

Option 7 – Refer This Issue Back to the Staff for Further Information

Before agreeing to increase the financial commitment for these Airport Improvements, the City Council may desire seek additional information. This information could include a more in-depth survey of FBO's to determine the most important amenities that need to be present in a terminal to assure the long-term financial viability of their businesses. If this option is pursued, the site work bids will have to be rejected if this analysis cannot be concluded by August 16, 2015.

Staff Comments:

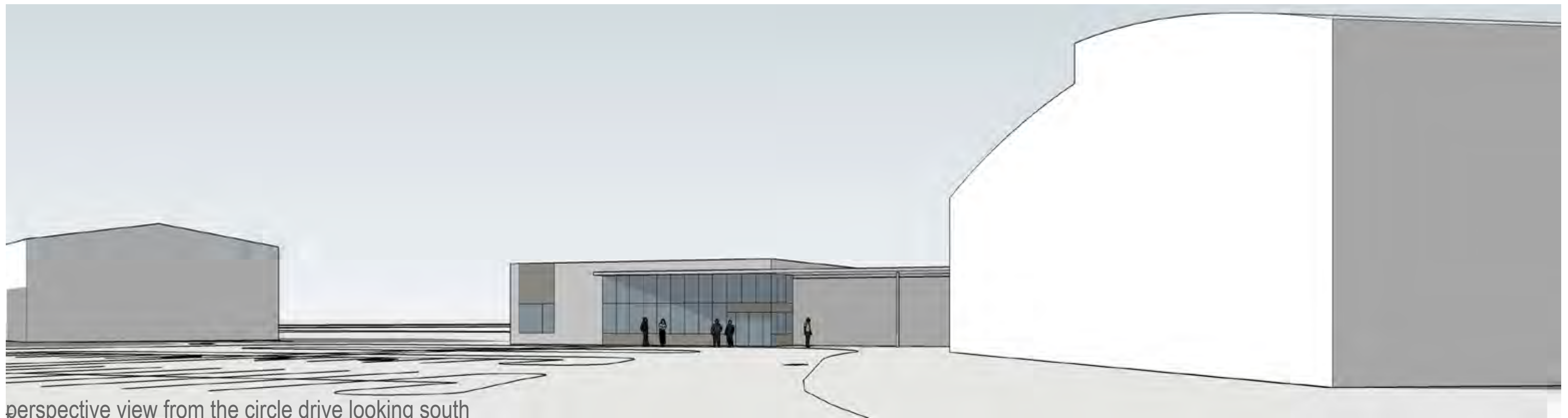
The current need for additional funding seems to stem largely from increases in construction costs as Central Iowa fully emerges from recession. Delaying award of bids is unlikely to provide cost savings in the future. Unless the project is

scaled back significantly, a delay will not generate sufficient savings to fit within the current funding.





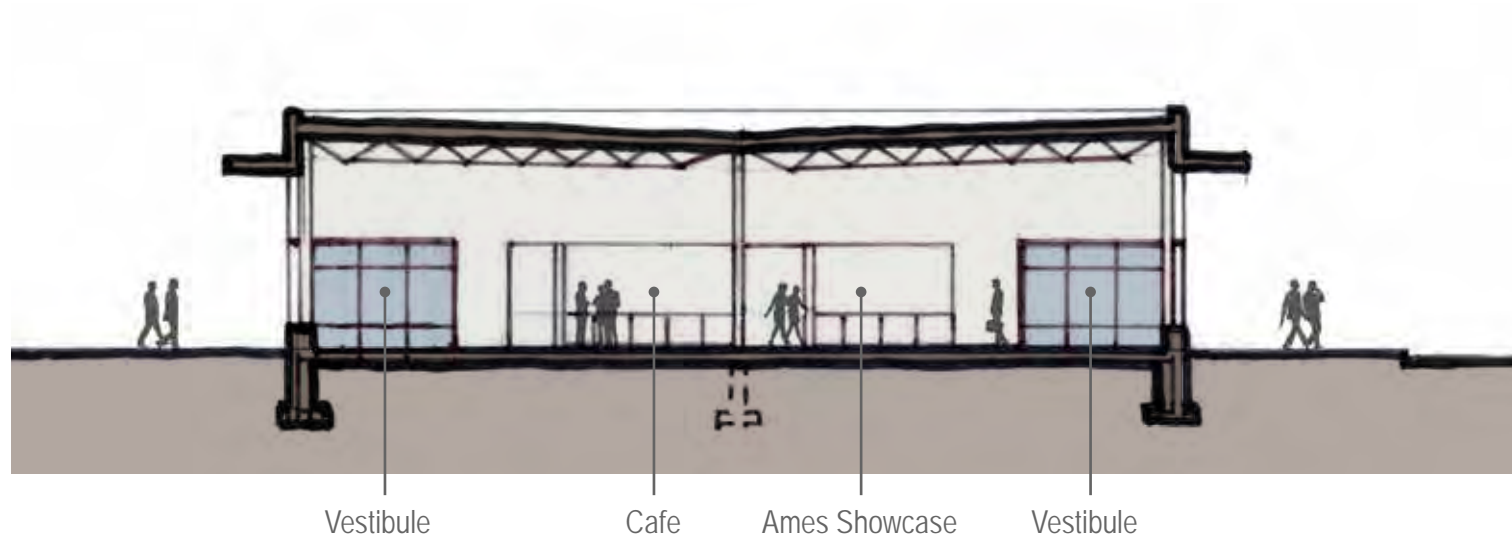
perspective view from the parking lot looking south



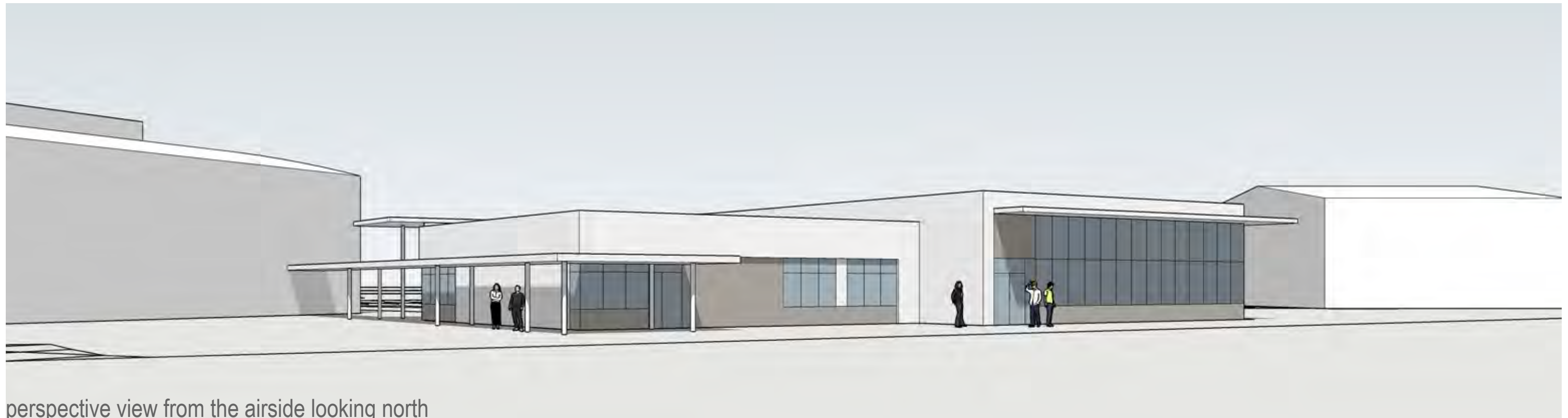
perspective view from the circle drive looking south

Terminal Building Massing Diagrams
Conventional Flat Roof

Schematic Design
Ames Municipal Airport New Executive Terminal



Section view through the lobby looking west



perspective view from the airside looking north



perspective view from the parking lot looking south



perspective view from the circle drive looking south

Terminal Building Massing Diagrams
Butterfly Roof

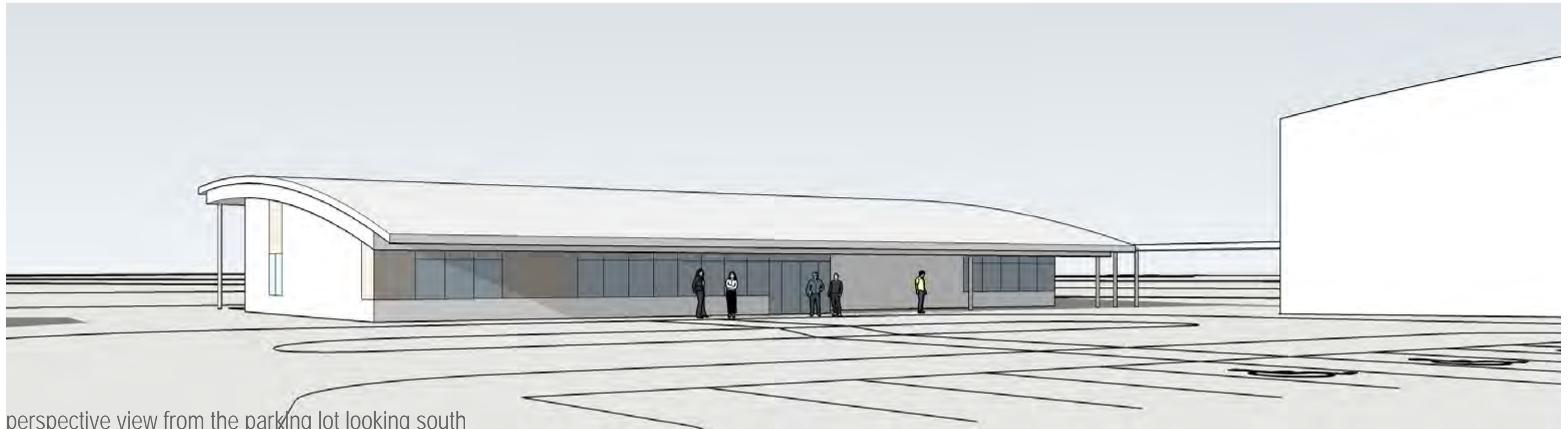
Schematic Design
Ames Municipal Airport New Executive Terminal



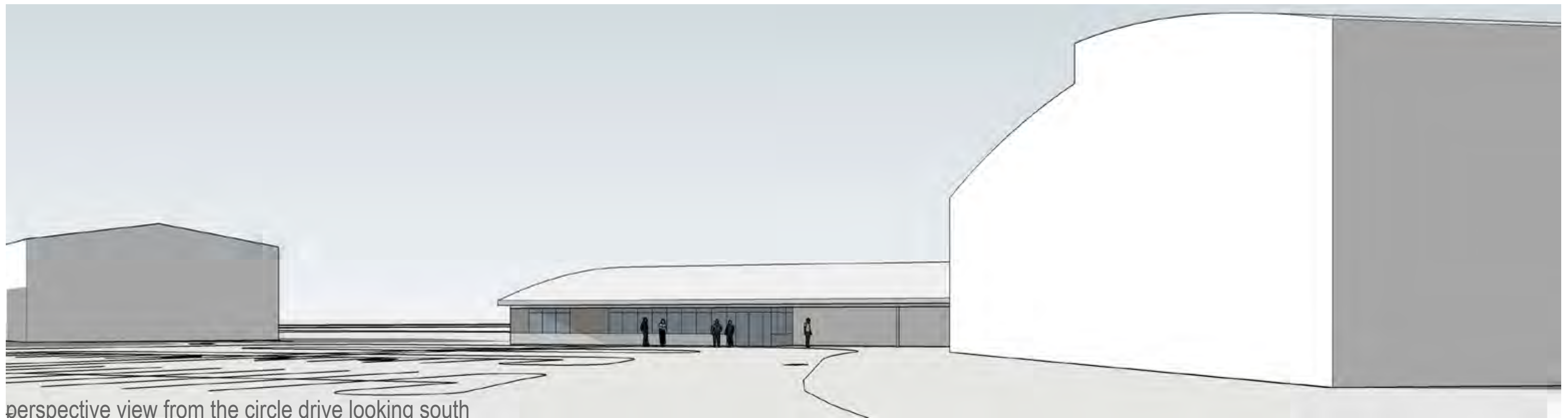
Section view through the lobby looking west



perspective view from the airside looking north



perspective view from the parking lot looking south



perspective view from the circle drive looking south

Terminal Building Massing Diagrams
Curved Roof

Schematic Design
Ames Municipal Airport New Executive Terminal



Section view through the lobby looking west

0' 4' 8' 16'



perspective view from the airside looking north

Attachment II

**AIRPORT IMPROVEMENT PROJECT
(HANGAR AND TERMINAL)**

	Estimated Cost (2014-2019 CIP)	Estimated Cost (2015-2020 CIP)	Latest Estimate (June 2015)	Difference (Latest Estimates - 2015- 2020 CIP Estimates)
COSTS:				
Site Preparation:				
Design	Included in Total	\$140,000	\$140,000	
Construction	Included in Total	\$570,000	\$772,000	
Total		\$710,000	\$912,000	\$202,000
Terminal Building:	6,500 square feet	6,500 square feet	6,985 square feet	
Design	Included in Total	\$260,000	\$260,000	
Construction	Included in Total	\$1,440,000	\$1,987,500	
Total		\$1,700,000	\$2,247,500	\$547,500
TOTAL FOR TERMINAL & SITE		\$2,410,000	\$3,159,500	\$749,500
Hangar:	12,000 square feet	12,000 square feet	14,950 square feet	
Design	Included in Total	Included in Total	Included in Total	
Construction	Included in Total	Included in Total	Included in Total	
Total		\$1,000,000	\$1,495,000	\$495,000
TOTAL ESTIMATED COST FOR HANGAR & TERMINAL	\$3,200,000*	\$3,410,000	\$4,654,500	\$1,244,500

*Based on a 2012 consultant study for a "Quality Residential/Commercial" type terminal with an estimated construction cost of \$300/sq.ft. and a "Industrial (pre-fab)" type hangar with an estimated construction cost of \$100/sq.ft.

Staff Report

RECYCLING OPTIONS FOR AMES

July 14, 2015

BACKGROUND:

The City Council recently requested staff to evaluate ways in which the City or another entity might provide the services formerly provided by the Ames Area Redemption Center (AARC). From 1989 until its closure in February 2015, AARC accepted cardboard, newspaper, white paper, mixed paper, plastics, glass, and metals (referred to in this report as **recycling**), and provided the nickel deposit back on cans and bottles (referred to in this report as **redemption**). In all cases, AARC served only as the collection point for these materials, packaging them for transport to a third party.

AARC was dependent on two primary revenue streams. For its redemption service, every redeemable can and bottle processed generated a one cent payment from distributors. The other major source of income was selling products into recycling markets. For many years, cardboard provided a steady income stream as it was a desired product for recycling. When contacted in February, former AARC co-owner Sandy Warren said that their business was no longer profitable due low prices being paid on materials sold for recycling, and she and her husband were ready to retire.

According to Mrs. Warren, AARC was staffed with approximately 10 full-time employees (averaging around \$8/hour). The facility was open Monday through Friday from 8 a.m. to 5 p.m., and from 9 a.m. to noon on Saturday. The work was labor intensive and required machinery such as a skid loaders and baling equipment. The equipment was prone to breaking down, and costs to run the business continued to climb.

Recycling

While the Warrens did lock into contracts with vendors to purchase their products, market pricing was unpredictable. For example, from its peak at \$125 per ton for bundled cardboard, the most recent price was closer to \$45 per ton. The metals market was more stable, but represented a smaller portion of the business income. As part of its commitment to keep glass out of the waste stream, the City's Resource Recovery Plant paid the Warrens for glass (called a "glass avoidance fee"). Market fluctuations made this business model very unpredictable. Two to three years ago, faced with increasing costs and decreasing income, AARC implemented a fee of \$2 per car load to accept recycling.

Redemption

Since its inception in 1979, the Iowa can and bottle bill (Iowa Code) has required a 5-cent deposit on cans, as well as some plastic and glass beverage containers. Redemption service works by collecting bottles and cans from consumers and reimbursing them for the

5-cent deposit paid. Redemption center employees then hand sort the product by distributor (Coke, Pepsi, Budweiser, Miller, etc.), and the distributors reimburse the redemption centers for the nickel deposit plus a 1-cent handling fee per item. The Warrens worked with 6 to 8 beverage distributors who would pick up product 1 to 3 times per week.

On a busy day, AARC would handle \$2,200 in redemptions (or 44,000 cans/bottles). On a slow day, that number would fall to \$1,000 to \$1,200 (or 20,000 or 24,000 cans/bottles). Product was stored at AARC until the distributors hauled it away.

Unlike grocery stores, AARC staff would take garbage bags and bins of bottles and cans from the hands of patrons, count them out, and provide the customer a cash payment. The customers were not required to touch the cans or bottles, to use automated machines, or to line up bottles/cans on flats for reimbursement. For AARC customers who only used the can and bottle service, there was no charge.

EFFECTS OF AARC'S CLOSURE

AARC's closure has resulted in increases of can and bottle redemption services at local grocery stores. Both Fareway and both HyVee stores have indicated an increase in can and bottle redemption of 25-33%. These increases have made it challenging to keep redemption machines in working order and to provide storage space for the collected materials, due to the increased volume of the redemption service. Fareway had collected cans and bottles for redemption at their stores and then arranged with AARC for disposal. Both Fareways now contract with a redemption center in Perry to collect these materials after they've been turned into the grocery store for reimbursement.

Several local bars used AARC as a collection center for their bottles and cans. Some grocery store managers have reported that they have seen increases in the volume of glass bottles being deposited into the yellow glass recycling containers provided by the Resource Recovery System.

THE RESOURCE RECOVERY SYSTEM RECYCLES

Since 1975, the Resource Recovery System has provided single-stream processing for materials recycling and fuel production. In this system, municipal solid waste is shredded, ferrous and non-ferrous metals are recovered for recycling, and the remaining burnable material becomes refuse-derived fuel (RDF). RDF offsets the use of fossil fuel in the Power Plant. This process has been improved over the years, resulting in 65 to 75 percent of the waste brought to the facility being reused as fuel or recycled. The non-burnable portion is sent to the landfill for disposal.

In 2006, the City of Ames initiated a program of free glass recycling to reduce the amount of glass in the waste stream due to its negative effects in both the Resource Recovery processing stream and the Power Plant boilers. Large yellow recycling bins were placed in local grocery store parking lots, where patrons used them to dispose of glass in the bins. Since its inception, the glass recycling program has diverted more than 1,222 tons of glass from the landfill. Glass is recycled for use in landscaping, industry, and construction.

OPTIONS CURRENTLY AVAILABLE

There appear to be a number of options that are currently available to meet the redemption and recycling desires of Ames residents.

Redemption

Bottle and can redemption options are currently provided in the community by local grocery and convenience stores. The service model may be different than AARC, but most of these businesses offer many more hours of operation than AARC provided. **In fact, businesses that sell bottles and cans that require deposits are required by State of Iowa law to provide redemption service for those products.**

Recycling

Metals recycling is provided by the Resource Recovery Plant. Both ferrous and non-ferrous metals and cans are pulled from the waste stream during processing, and are sold for recycling.

Glass recycling is provided by the Resource Recovery Plant through the placement of yellow glass recycling bins located at area grocery stores. Glass is recycled for use in landscaping, industry, and construction. This service operates 24/7 through the use of unattended glass recycling bins.

Paper & Plastics recycling (white, mixed and paperboard, newspaper, cardboard, and plastics) may be available through a resident's current trash hauler or if a resident was willing to switch trash haulers. For example, Chitty Garbage charges an additional \$7 a month for recycling service. Waste Management offers a \$5 per monthly charge for picking up recyclables.

Haulers say the recycling fee is needed to cover the cost of additional trips to pick up the items. They charge the additional fee to recover fuel and trucking charges needed to transport the items to a transfer location where they are combined with items from other locations, and then shipped again to wherever they may be made into other products. As AARC discovered, the recycling markets are not as attractive as they had been in the past making the monthly fees necessary. Recycling service is not available to residents who choose not to contract for trash collection or some apartment tenants whose landlord opts not pay for the additional recycling service.

OPTIONS FOR REDEMPTION

Should the City Council believe that the services that currently exist for redemption are insufficient, the following options could be considered.

1. Recruit A Private Vendor To Ames To Provide Redemption Service

The City could engage in an active process to recruit a redemption service using a similar process of marketing Ames to attract other types of business to the community. This option could involve some type of up-front or ongoing incentive.

2. City Assumes Responsibility For Redemption Service

Before committing to this option, additional in-depth analysis must be performed to clarify the following issues:

- **How Many Staff Members Are Needed?**

Based on Sandy Warren's input, an additional 4 to 5 full-time employees would be needed for this service. While AARC paid an average of \$8/hour to full-time staff, a comparable City position would cost \$18.38/hour or \$38,230 per year. Some of this employee complement could be comprised of part-time, non-benefitted positions that are currently paid at \$10.50.

- **How Many Hours of Operation?**

It will not be possible to match the service level of some of the area grocery stores that are open 24/7. AARC provided 48 hours per week of service. A determination will have to be made regarding the number of hours the operation should be open.

- **What Is the Appropriate Subsidy Level?**

Mrs. Warren advised that this type of operation will require some level of subsidy, because the 5-cent deposit and 1-cent handling fee has not changed since 1979. However, rent, utilities, insurance, equipment, and labor costs have continued to increase, making it difficult to run a successful redemption center business. The Warrens were able to cash flow the redemption center when the recycling markets were profitable. Many businesses pair their redemption operation with another service to remain financially viable.

- **At What Location Will This Service Be Provided?**

A redemption facility requires product sorting and storage space, storage for equipment, secured space for cash, patron parking, and delivery truck access. Various City of Ames facilities have components of these needs, but no one property can currently meet all of them. According to Mrs. Warren, a 4,000-square-foot building would be adequate for providing this service.

OPTIONS FOR RECYCLING

Should the City Council believe that the services that currently exist for recycling are insufficient, the following options could be considered.

1. Recruit An Existing Vendor To Ames To Provide Recycling Service

The City could engage in an active process to recruit a recycling service using a similar process of marketing Ames to attract other types of business to the community. This option could involve some type of up-front or ongoing incentive.

2. Partnership With Iowa State University

Iowa State University contracts with vendors to pick up white paper, newspaper, mixed paper, cardboard, plastics, glass, and metals for recycling. These products are collected on campus, and a vendor regularly hauls away recyclables. In preliminary discussions with Iowa State University, allowing residents to use university recycling was identified as a “possibility to explore.”

In this option, Iowa State University would allow Ames residents to use ISU paper, cardboard, and plastic recycling options on campus. This would require discussion and negotiation at the administrative level of both organizations to determine how this service would be managed and compensated.

○ What Would Be The Cost Of This Option?

The cost of this partnership option would need to be determined after conversations with ISU administration and purchasing specialists.

3. City Assumes Responsibility For Recycling Through Recycling Bins

Stand alone recycling bins could be located on private or public property and offer 24-hour access to recycling. It might be possible to identify one, centralized public space for this service, or this concept could be modeled after the current glass-recycling option with multiple locations. Adding paper or plastic to the glass recycling bins would provide an option for recycling, but also creates some challenges.

○ What Impact Will This Option Have On The Resource Recovery Plant?

If unattended drop-off service is offered at no cost, the City would be in competition with the private sector businesses who offer this service and with itself (the Resource Recovery Plant). If successful, the Resource Recovery Plant could see a reduction in revenues necessitating an increase in subsidy needs. In addition, paper and plastic are good sources of high-BTU product at the Resource Recovery Plant, so these bins would divert products that could otherwise offset the use of fossil fuel in the Power Plant.

- **What Are Operational Costs Of This Option?**

Sorted paper and plastic would need to be transported to a facility that accepts these products for recycling. Drop-off recycling bins do not provide options to recover costs. As is the risk for glass recycling, unattended bins can be contaminated. Proposals would have to be sought in order to determine the one-time and on-going costs of this option.



One option would be to ask grocery stores to consider adding additional stand alone recycling bins to the ones already placed in parking lots. The photo above shows two City of Ames glass recycling bins and a non-City clothing recycling drop box.

COUNCIL ACTION FORM

SUBJECT: SCENIC POINT LAND ANNEXATION AT 3599 GW CARVER

BACKGROUND:

The City Council conducted a public hearing on the 80/20 annexation of Scenic Point and adjacent land on April 14, 2015. The Council did not act on the annexation as the applicant, Hunziker Land Development, was still in discussions with Xenia about the provision of water service to the annexation area.

Also, at that public hearing, only the two properties owned by Hunziker and the Athens were consenting property owners. Council made a motion directing the applicant to complete a boundary line adjustment to create a lot for annexation that would not create any islands of unincorporated land, thereby allowing for a 100% consenting annexation petition for just the consenting property at 3599 GW Carver.

If the Council approves the boundary line adjustment for 3599 and 3601 GW Carver, Parcel J will be created allowing for that annexation of 3599 GW Carver (Parcel J) totally 4.08 acres. The proposed annexation area of 3599 GW Carver (Parcel J) is shown in Attachment A. The legal description is included as Attachment B.

As part of an annexation request, the City reviews the potential to serve development with City utilities. When the Scenic Valley property to the north was annexed there was a sanitary sewer study completed for service to that development. The findings of the study were that downstream limitations existed and that mitigation was needed to fully serve the Scenic Valley development. The developer entered into a development agreement to fund the cost of realigning a pipe to improve flows.

The prior analysis did not consider additional loading for development of this area. Public Works has received data from the developer regarding loading information for the proposed annexation area. That information has been sent to the city's consultant who has made a determination that the proposed development (24 multi-family residential units) "is of a size that will not impact the overall performance of the sewer in this area." At this time no further commitment for mitigation by the developer is required to proceed with annexation. However, the staff will need to verify this fact at the time of zoning.

Since this area lies within the Xenia Rural Water District territory and some owners receive service from Xenia, an agreement will need to be in place for all consenting owners regarding the buyout of the Xenia service territory and disconnection of service prior to development. This is a customary requirement of the City of Ames for all annexations of land intended for development. **The property owner has agreed to sign the requested agreement, described as the "Covenant and Agreement Pertaining to Water Service" with the City of Ames, which is currently under**

review with the City Attorney’s Office. Once the Agreement is finalized the consenting property owner will need to sign the agreement for approval of the annexation request. Signing of the Agreement needs to be a condition of approval of the proposed annexation.

The Ames Urban Fringe Plan identifies the property as being within the Natural Area. See Attachment C. This does not preclude annexation (even though it is not “Urban Residential”). Recent annexations have included land designated Natural Area if it is adjacent to the city limits or to areas designated as Urban Residential. **Upon annexation, the property would automatically be given the Land Use Policy Plan designation of Village/Suburban Residential with the Environmentally Sensitive Areas overlay.** This overlay identifies potentially sensitive areas and would allow the City to impose development standards during subsequent subdivision or rezoning actions. For instance, grading, slope disturbances, and tree clearing were regulated within the Environmentally Sensitive Area of Scenic Valley subdivision to the north.

The property would automatically receive agricultural zoning upon annexation to the City.

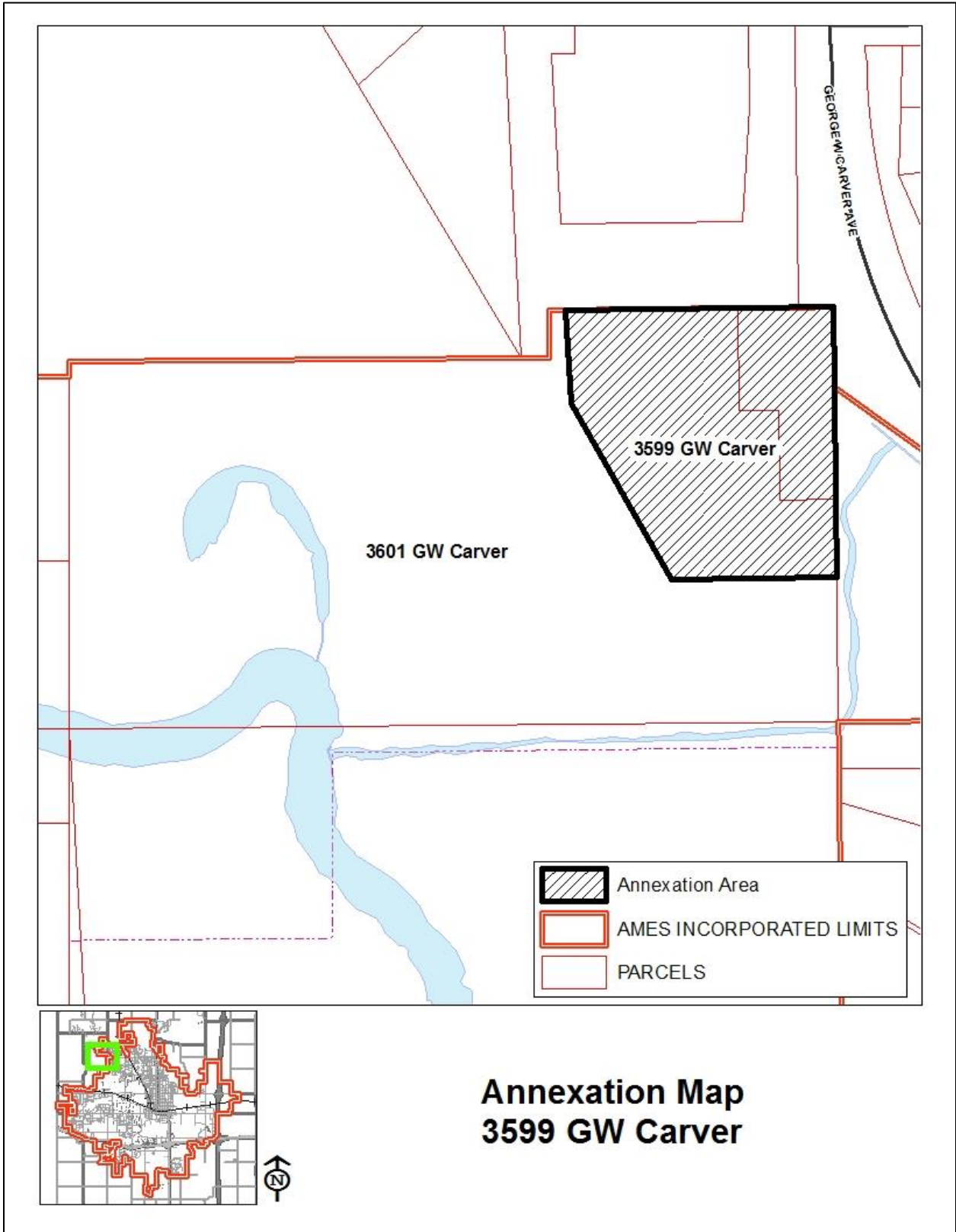
ALTERNATIVES:

1. The City Council approve and annex 4.08 gross acres, generally located at 3599 GW Carver Avenue, all in Section 29 of Franklin Township, Story County by finding that the proposed annexation is consistent with the Land Use Policy Plan and Urban Fringe Plan, subject to the follow condition:
 - a. Signing of the “Covenant and Agreement Pertaining to Water Service” by the consenting property owner.
2. The City Council can annex a smaller area of land, consistent with state law and the City of Ames Land Use Policy Plan and Urban Fringe Plan.
3. The City Council can deny the request to annex the 4.08 gross acres, generally located at 3599 GW Carver Avenue, all in Section 29 of Franklin Township, Story County by finding that the Land Use Policy Plan is not consistent with the Land Use Policy Plan and Urban Fringe Plan.

MANAGER’S RECOMMENDED ACTION:

This 100% voluntary annexation is consistent with the Land Use Policy Plan and the Ames Urban Fringe Plan for areas of expansion of the City. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 and approve the proposed annexation of property at 3599 GW Carver Avenue, known as Scenic Point, into the City of Ames conditioned on the property owner first signing the Covenant and Agreement Pertaining to Water Service.**

**ATTACHMENT A:
ANNEXATION MAP**



ATTACHMENT B: LEGAL DESCRIPTION

100 % Consenting Annexation

Property Owner: Hunziker Christy Shirk Builders, Inc.

Land Area: 4.08 acres

Legal Description:

ALTERNATE LEGAL DESCRIPTION - PARCEL J:

THAT PART OF THE NORTHEAST QUARTER (NE1/4) OF SECTION 29, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 29; THENCE N00°42'10"W, 260.39 FEET ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29 TO THE POINT OF BEGINNING; THENCE S89°16'37"W, 281.77 FEET; THENCE N29°39'20"W, 353.72 FEET; THENCE N02°58'39"W, 140.39 FEET; THENCE N89°16'37"E, 458.57 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29; THENCE S00°42'10"E, 449.85 FEET ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29 TO THE POINT OF BEGINNING.

COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY FOR 3599 AND 3601 GEORGE WASHINGTON CARVER AVENUE

BACKGROUND:

The City's subdivision regulations are found in Chapter 23 of the Ames Municipal Code. These regulations include the process for creating or modifying property boundaries and for determining if any improvements are required in conjunction with the platting of property. The regulations also describe the process for combining existing platted lots or conveyance parcels in order to create a parcel for development purposes. A plat of survey is allowed by Section 23.309 for the consolidation of conveyance parcels.

This plat of survey is for a proposed boundary line adjustment between two properties along the west side of GW Carver Avenue. The existing lot configuration is shown on Attachment A, Location Map. The proposal is to increase the lot area of the property at 3599 GW Carver (Parcel J) to 4.08 acres and reduce the lot size of 3601 GW Carver (Parcel H) to 15.852 acres. **Approval of the proposed Plat of Survey will allow for the Annexation of Parcel J into the City of Ames without creating any islands of unincorporated land to the east of the subject property.**

The City has asked the applicant to provide a road preservation easement along the east and south property lines of the two properties to allow for the potential for a future extension of GW Carver south and west. The applicant has shown on the Plat of Survey a 50 foot Road Preservation Easement along the south property line and a 60 foot Road Preservation Easement along the east property lines.

The existing two lots currently share an access drive for access to GW Carver. Based on the newly created lot lines, an access easement is required to allow continued shared access for Parcel H to the GW Carver right of way. The 60 foot wide Road Preservation Easement is also indicated as an Ingress/Egress Easement for Parcel H.

Approval of this plat of survey will allow the applicant to prepare the official plat of survey, submit it to the Planning and Housing Director for review. The Director will 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, who will submit it for recording 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.

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

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: Hunziker Christy Shirk Builders, Inc.

Existing Street Addresses: 3599 and 3601 George Washington Carver Avenue

Assessor's Parcel #: 0529200480 and 0529200460

Legal Description:

ALTERNATE LEGAL DESCRIPTION - PARCEL H:

THAT PART OF THE NORTHEAST QUARTER (NE1/4) OF SECTION 29, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 29; THENCE N00°42'10"W, 260.39 FEET ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29; THENCE S89°16'37"W, 281.77 FEET; THENCE N29°39'20"W, 353.72 FEET; THENCE N02°58'39"W, 140.39 FEET; THENCE S89°16'37"W, 30.58 FEET; THENCE S00°39'38"E, 80.50 FEET; THENCE S89° 28'59"W, 824.13 FEET; THENCE S00°46'34"E, 24.41 FEET; THENCE S00°03'17"W, 605.46 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER (SE1/4 - NE1/4) OF SAID SECTION 29; THENCE N89°24'08"E, 1,321.31 FEET ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER (SE1/4 - NE1/4) OF SAID SECTION 29 TO THE POINT OF BEGINNING.

ALTERNATE LEGAL DESCRIPTION - PARCEL J:

THAT PART OF THE NORTHEAST QUARTER (NE1/4) OF SECTION 29, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 29; THENCE N00°42'10"W, 260.39 FEET ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29 TO THE POINT OF BEGINNING; THENCE S89°16'37"W, 281.77 FEET; THENCE N29°39'20"W, 353.72 FEET; THENCE N02°58'39"W, 140.39 FEET; THENCE N89°16'37"E, 458.57 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29; THENCE S00°42'10"E, 449.85 FEET ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 29 TO THE POINT OF BEGINNING.

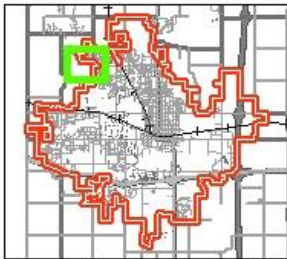
Public Improvements:

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
3599 and 3601 GW Carver**

COUNCIL ACTION FORM

SUBJECT: HUNZIKER ANNEXATION AT 3535 S. 530TH AVENUE

BACKGROUND:

The City Council conducted a public hearing on the 80/20 annexation of the property owned by Hunziker Development Company LLC at 3535 S. 530th Avenue, and adjacent land, on May 26, 2015, (See Attachment A – Annexation Plat, Attachment B – Ownership of Parcels of Proposed Annexation and Attachment C – Legal Descriptions). The Council did not act on the annexation as the applicant was still in discussions with Xenia about the provision of water service to the annexation area.

Notably, the City has not identified this site as being within the Xenia Rural Water District territory. Staff has requested an agreement from the property owner that in the event there was a required buyout cost of rural water service that the property would be responsible for the cost. This is a standard requirement of the City of Ames for all annexations of land intended for development. **The consenting property owner has signed the agreement, described as the “Covenant and Agreement Pertaining to Water Service”, however a few revisions in dates and property ownership are needed for the Agreement to be accurate and current. These changes are in the process of being made by the City Attorney’s Office. Once the Agreement is revised the consenting property owner will sign the revised agreement. Signing of the revised Agreement needs to be a condition of approval of the proposed annexation.** The non-consenting Oakwood Akers property is under no obligation to provide the same agreement.

ALTERNATIVES:

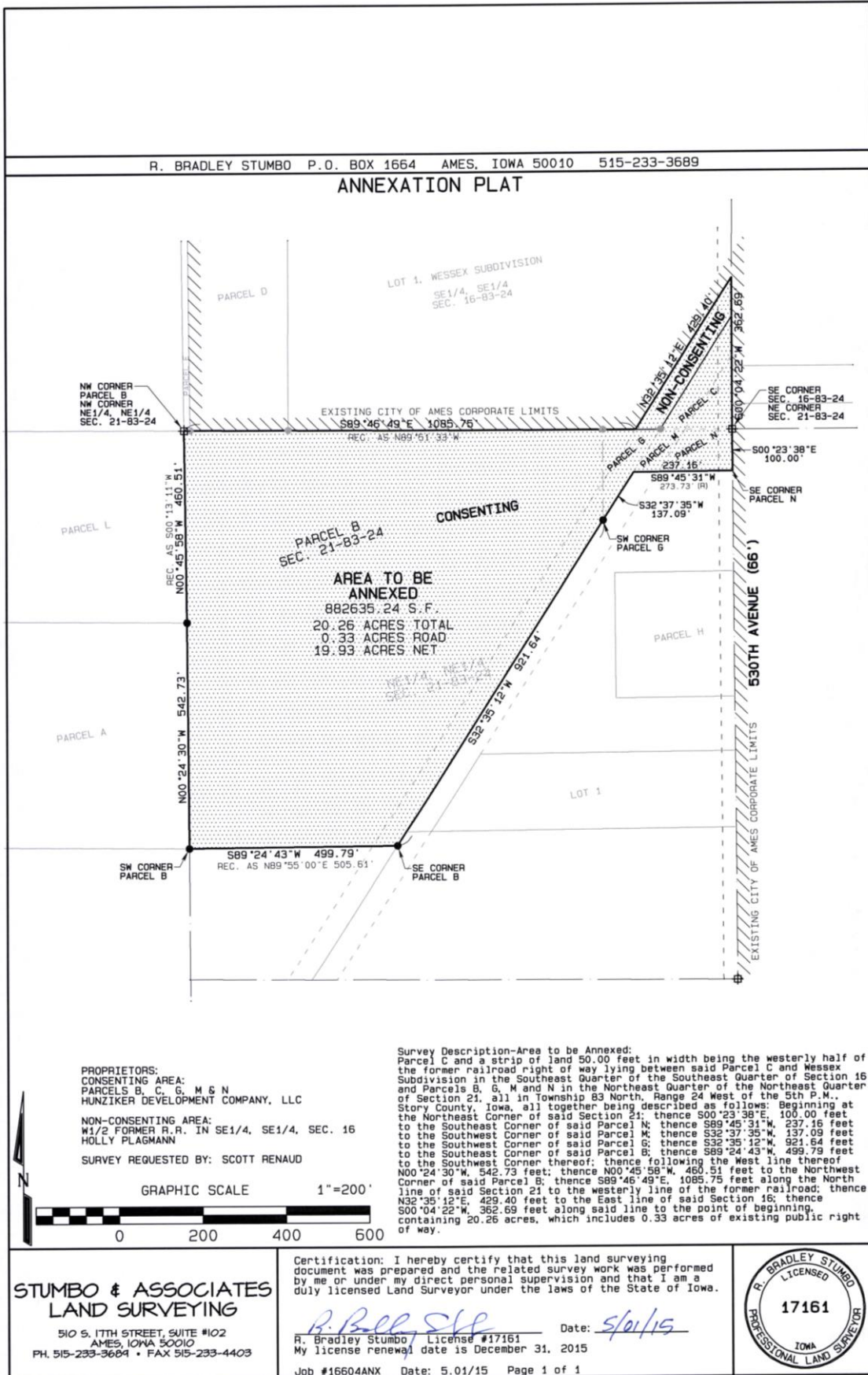
1. The City Council can accept the covenant for water service and annex 20.26 gross acres, generally located at 3535 S. 530th Avenue, all in Section 16 of Washington Township, Story County by finding that the proposed annexation is consistent with the Land Use Policy Plan and Urban Fringe Plan, subject to the following condition:
 - a. Signing of the revised “Covenant and Agreement Pertaining to Water Service” by the consenting property owner.
2. The City Council can annex a smaller area of land, consistent with state law and the City of Ames Land Use Policy Plan and Urban Fringe Plan.
3. The City Council can deny the request to annex the 20.26 gross acres, generally located at 3535 S. 530th Avenue, all in Section 16 of Washington Township, Story County by finding that the Land Use Policy Plan is not consistent with the Land Use Policy Plan and Urban Fringe Plan.

CITY MANAGER’S RECOMMENDED ACTION:

The proposed annexation is consistent with the LUPP in that it is part of the Southwest Growth Area intended for future City expansion. Utilities are generally available to serve the site. Based on the annexation efforts from last year for this same area, there does not appear to be a broader interest in annexation and staff does not believe waiting for additional interest would allow for a larger or more complete annexation to further the development of the this part of the Southwest Growth Area.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1. This would approve the annexation of 20.26 gross acres, generally located at 3535 S. 530th Avenue, all in Section 16 of Washington Township, Story County by finding that the proposed annexation is consistent with the Land Use Policy Plan and Urban Fringe Plan, subject to the signing of the revised “Covenant and Agreement Pertaining to Water Service”, by the consenting property owner.

ATTACHMENT A: ANNEXATION PLAT



STUMBO & ASSOCIATES
LAND SURVEYING
 510 S. 17TH STREET, SUITE #102
 AMES, IOWA 50010
 PH. 515-233-3689 • FAX 515-233-4403

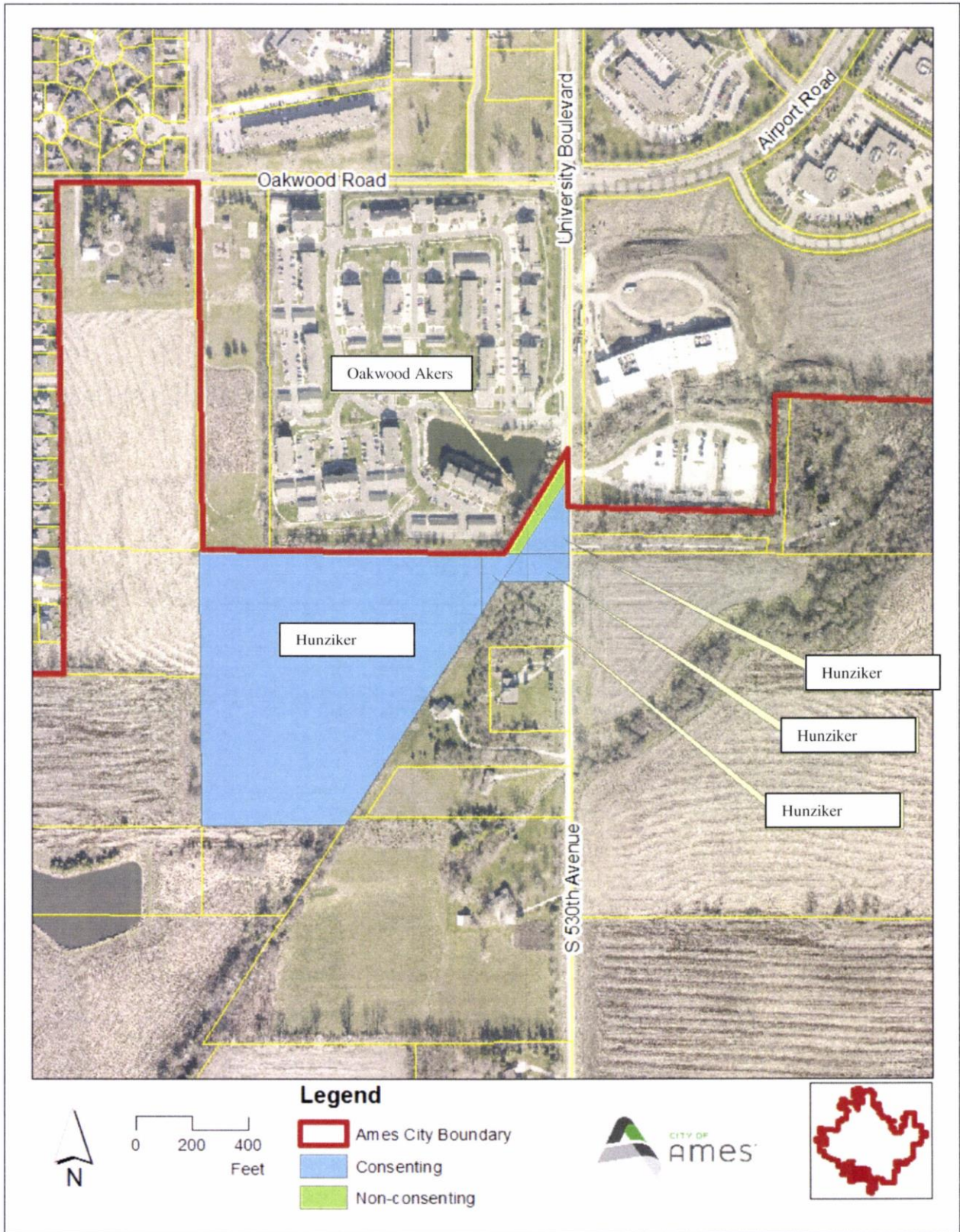
Certification: I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Land Surveyor under the laws of the State of Iowa.

R. Bradley Stumbo Date: 5/01/15

R. Bradley Stumbo License #17161
 My license renewal date is December 31, 2015



ATTACHMENT B: OWNERSHIP OF PARCELS OF PROPOSED ANNEXED



ATTACHMENT C: LEGAL DESCRIPTIONS

Consenting:

Parcel ID: 09-21-200-200

Owner: Hunziker Development Company LLC

Area: 18.61 acres

Address: 3535 530th Avenue

Legal: Parcel "B" of the Northeast ¼ of Section 21, Township 83 North, Range 24 West of the 5th PM, as recorded in the office of the Story County Recorder in CFN Book 14 page 19 on July 15, 1996 as Instrument Number 96-07239 and Except Parcel "G" of the Northeast ¼ of Section 21, Township 83 North, Range 24 West of the 5th PM, as described in a Plat of Survey recorded in the office of the Story County Recorder on Slide 271 page 4 on February 7, 2006 as Instrument Number 2006-00001651.

Parcel ID: 09-21-200-220

Owner: Hunziker Development Company LLC

Area: 0.35

Address: None

Legal: Parcel "G" of the Northeast ¼ of Section 21, Township 83 North, Range 24 West of the 5th PM, as described in a Plat of Survey recorded in the office of the Story County Recorder on February 7, 2006 on Slide 271 page 4 of the Recorder's Plat Cabinet as Instrument Number 2006-00001651.

Parcel ID: 09-21-200-235

Owner: Hunziker Development Company LLC

Area: 0.48 acres

Address: None

Legal: Parcel "M" of the Northeast ¼ of Section 21, Township 83 North, Range 24 West of the 5th PM, as described in a Plat of Survey recorded in the office of the Story County Recorder on February 7, 2006 on Slide 271 page 3 of the Recorder's Plat Cabinet as Instrument Number 2006-00001650.

And

Parcel "N" of the Northeast ¼ of Section 21, Township 83 North, Range 24 West of the 5th PM, as described in a Plat of Survey recorded in the office of the Story County Recorder on February 7, 2006 on Slide 271 page 5 of the Recorder's Plat Cabinet as Instrument Number 2006-00001652.

Parcel ID: 09-16-480-305
Owner: Hunziker Development Company LLC
Area: 0.53 acres
Address: None

Legal: Parcel "C" of the Southeast ¼ of the Southeast ¼ of Section 16, Township 83 North, Range 24 West of the 5th PM, as described in a Plat of Survey recorded in the office of the Story County Recorder on October 12, 1998 on Slide 4 page 1 of the Recorder's Plat Cabinet as Instrument Number 98-14136.

Non-Consenting

Parcel ID: 09-16-480-260
Owner: Oakwood Akers LLC
Area: 0.59 acres
Address: None

Legal: That part of the Southeast ¼ of the Southeast ¼ of Section 16, Township 83 North, Range 24 West of the 5th PM, bounded as follows: On the Northeast by the East line of said Southeast ¼ of the Southeast ¼ of Section 16; On the Northwest by a line parallel with and distant 50 feet Northwesterly, measured at right angles, from the center line of the main track (now removed) of the Des Moines and Minnesota Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 16; On the Southwest by the South line of said Southeast ¼ of Section 16; And on the Southeast by said above described original main track center line, as described in a Deed recorded in the office of the Story County Recorder on February 8, 1991 as Instrument Number 05678.

ITEM #: 49
DATE: 07-14-15

COUNCIL ACTION FORM

REQUEST: PRELIMINARY PLAT ISU RESEARCH PARK PHASE III

BACKGROUND:

Iowa State University Research Park, as the owner of four (4) parcels of land, and Erben Hunziker and Margaret Hunziker Apartments, as the owner of two (2) parcels of land, for a total of 187.93 acres, have submitted a Preliminary Plat Application for Iowa State University Research Park, Phase III. The six (6) parcels of land that constitute the new subdivision are presently addressed as: 3800, 3400 and 3140 University Boulevard, including a portion of the right-of-way for the former S. 530th Avenue (now University Boulevard following annexation), and 3801, 3401 and 3101 South Riverside Drive, including a portion of right-of-way for South Riverside Drive. (See *Attachment A - Location Map*) Annexation of this land was officially approved by the State of Iowa on September 23, 2013.

At the time of annexation, the zoning designation of the property was “A” (Agricultural), in accordance with Section 29.302 of the Municipal Code. On December 16, 2014, the City Council approved rezoning of the land from “A”(Agricultural) to “P-I” (Planned Industrial). An “Agreement for Public Improvements and Other Work Pertaining to the Iowa State University Research Park Phase III” was approved by the City Council on October 14, 2014 in conjunction with establish the area as an Urban Renewal Area for economic development.

The Preliminary Plat includes 22 developable lots and 3 outlots for stormwater management and open space. Lots 1 through Lot 7 are part of the initial Phase III expansion of the Park. Lots 2 through 6 are intended to be part of the Hub Activity Area commercial uses of the new Research and Innovation (RI) Zoning District. Outlot A is intended to be used as public space, in agreement with Story County, as a regional open space facility. Stormwater treatment will be accommodated primarily through the proposed regional facilities within the outlots, this will minimize the need for areas of individual lots to be used for stormwater treatment.

The proposed street alignments and public improvements are consistent with the previous Council approved agreement. Additional dedication of land to accommodate the roundabout design may be required with the final plat. Staff has recommended, and the applicant agreed, to place sidewalks along both sides of the public streets in the subdivision. Collaboration Way will also include on-street bike lanes connecting the Park to the new bike facilities being built along University Boulevard.

The Preliminary Plat includes a block for Collaboration Way that creates a length in excess of the 1,320 foot maximum limit of the Section 23.401(2), unless the block length is approved for topographic or other considerations. In this

instance, the developer is trying to preserve a low area abutting the south side of Collaboration Way as open space and drainage area. The Plat design does include trails to allow for north south circulation, despite the lack of street intersections. Staff has supported the extended block length design of Collaboration Way, and recommends that the City Council grant a waiver of this requirement.

Planning and Zoning Commission Recommendation. On July 1, 2015, the Commission considered the Preliminary Plat for the Iowa State University Research Park, Phase III. Representatives for the Arthur E. Riley property at 3315 S. Riverside Drive addressed the Commission in the public hearing with questions regarding the installation of water service along Collaboration Place and S. Riverside Drive, timing for the development of proposed “Outlot Z”, and plans for storm water management. City staff explained that the water main will be looped through the proposed subdivision from University Boulevard on the west through the proposed subdivision on Collaboration Place, and north on S. Riverside Drive to Airport Road. Timing for the future development of Outlot Z as individual buildable lots is yet to be determined. Storm water management for the subdivision will be provided through the utilization of three outlots in the subdivision designed for storm water detention and treatment.

ALTERNATIVES:

- 1a. The City Council can grant a waiver from the subdivision requirement for a maximum block length of 1320 feet for Collaboration Place, as described in Section 23.401(2) of the Municipal Code.
- 1b. The City Council can approve the Preliminary Plat for Iowa State University Research Park Phase III.
2. The City Council can recommend that the City Council deny the Preliminary Plat for Iowa State University Research Park Phase III.
3. The City Council can defer action, to no later than July 28, 2015, and refer the request back to City staff and/or the applicant for additional information.

MANAGER’S RECOMMENDED ACTION:

The Preliminary Plat design carries through the vision of the Research Park’s expansion for a collaborative and sustainable environment through its use of open space, stormwater treatment design, and construction of complete streets for bicycle and pedestrian users. With the determination that the requirements of the Ames Subdivision and Zoning regulations are met by the proposed development, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1a and #1b, thereby granting a waiver from the subdivision requirement for a maximum block length of 1320 feet, as described in Section 23.401(2) of the Municipal Code and approving the preliminary plat of Iowa State University Research Park Phase III.

ADDENDUM

Project Description. The Preliminary Plat of “Phase III A” includes seven (7) lots for development, Lots A, B & C (public street right-of-way to be dedicated to the City) and, two outlots (Outlots “A” and “Z.”) Outlot “A” is to be used as public open space, and Outlot “Z”, also known as “Phase III B”, is planned for development as future lots and public streets are needed for the ISU Research Park. Lot sizes range in size from 2.06 acres to 9.59 acres. Outlot “A” includes 37.13 acres. At the time of replatting of Outlot “Z” (112.02 acres), Outlot “B” (18.89 acres) and “C” (4.79 acres) will be incorporated into the subdivision for storm water management, Lot “D” will be added for public street right-of-way, and fifteen (15) additional lots will be added for development.(See *Attachment B - Phase III Preliminary Plat*)

The Preliminary Plat shows two (2) points of access to University Boulevard. Each point of access on University Boulevard will be the location of a roundabout, to be constructed in 2015. The northern access point will serve proposed Lot 1 and Outlot A (public open space). The southern access point will be the location of a new public street (Collaboration Place) to serve the subdivision from both University Boulevard and from South Riverside Drive. A looped street (Plaza Loop) will have two points of access on the north side of Collaboration Place and will serve as access to Lot 3. Lots 2, 4, 5 and 6 abut the south side of Collaboration Place, and will have access from that street. Lot 7 abuts South Riverside Drive and will have its access directly from that existing street. At the time of further division of Outlot “Z” into buildable lots, another street will be added to serve additional lots in the subdivision. The street, Entrepreneur Way, will provide access to South Riverside Drive, and will be extended to the south property line of the subdivision, for future extension, as development occurs on land abutting the southern boundary of the Iowa State University Research Park.

Applicable Law. Laws pertinent to the proposal are described on *Attachment C – Applicable Law*. Pertinent for the Planning and Zoning Commission are Sections 23.302(3) and 23.302(4).

Block/Lot Configuration and Street Connections. The proposed subdivision is bounded by University Boulevard on the west, and South Riverside Drive on the east. Access by proposed lots in this subdivision to University Boulevard will be limited due to the fact that it is a major arterial roadway. Wherever possible, access to lots will be from streets to be constructed within the boundaries of the subdivision. Circulation through the subdivision will be provided by Collaboration Place, which will extend between University Boulevard and South Riverside Drive. Plaza Loop will include on-street parking spaces to serve the “Hub Building” development of this subdivision surrounded by Plaza Loop on the north, west and east sides of proposed “Lot 3”, and by Collaboration Place on the south. University Boulevard is an off-site improvement being constructed this summer to include two roundabouts that will provide access to the proposed subdivision from this major arterial street.

The design of Collaboration Way does not include a north/south street intersection that would connect to the proposed Entrepreneur Drive. **This creates a block length in excess of the 1,320 foot maximum limit of the Section 23.401(2), unless the block length is approved for topographic or other considerations. In this instance, the development is trying to preserve a low area abutting the south side of Collaboration Way as open space and drainage area. The Plat design does include trails to allow for north south circulation, despite the lack of street intersections. Staff has supported the extended block length design of Collaboration Way, and recommends that the City Council grant a waiver of this requirement.**

All lots meet minimum size requirement of one (1) acre for the “P-I” (Planned Industrial) zoning district with a size between 2.06 acres and 9.59 acres in “Phase III A” of the subdivision. Lots configurations and lot sizes for the “Phase III B” portion of the subdivision will be determined as Outlot “Z” is replatted at some future date. At the time of final plat approval, there will need to be an easement to accommodate temporary turnarounds acceptable to the fire department.

Street widths, proposed with a right-of-way width of eighty (80) feet, meet the standards for commercial/industrial streets. On-street parking will be limited to Plaza Loop. All other parking will be on constructed on each lot to serve the development.

Public Improvements. Public utilities (sanitary sewer, water) are proposed to serve the subdivision and will be available to all lots. The public water main will be constructed in the street right-of-way for University Boulevard, Collaboration Place, and South Riverside Drive to form a complete loop to serve the subdivision. Sanitary sewer will be extended from the existing Iowa State University Research Park property to the north through the planned public open space to the intersection of Collaboration Way and University Boulevard. Through the “Agreement for Public Improvements,” the City will be responsible for the design and installation of public improvements, including water mains, sanitary sewer mains, and street improvements funded through the IDOT RISE grant, including street lighting, street related storm sewer facilities, sidewalk on the west side of University Boulevard, roundabouts, and on-street bike lanes on Collaboration Place.

Sidewalks, Pedestrian Trails and Street Trees. Sidewalks are planned for construction on both sides of all streets. This was a recommendation by staff to accommodate the anticipated demand for pedestrian circulation within this subdivision, given that development is planned to be a mix of commercial and industrial uses. Sidewalks will be required along the “Hub Building” Lot 3 and are also required along Riverside Drive. The developer is in agreement with the plan for sidewalks on both sides of all streets. In addition pedestrian trails, ten (10) feet wide, are planned throughout the subdivision to provide alternative routes for pedestrians along the longer lengths of street sections, and to provide access into and through the planned public open space.

A street tree planting plan has been submitted that includes street trees planted at a

spacing of fifty (50) feet on-center along the perimeter of Plaza Loop, next to the on-street parking spaces, and along Collaboration Place between the intersection with University Boulevard and the eastern portion of Plaza Loop. The street trees are not required by the subdivision standards of Chapter 23 of the Municipal Code, since street trees are only required for residential subdivisions

Storm Water Management. The Public Works Department has reviewed and approved the Storm Water Management Plan for this subdivision, and it meets the requirements of the adopted Post Construction Storm Water Ordinance.

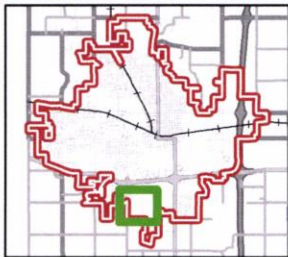
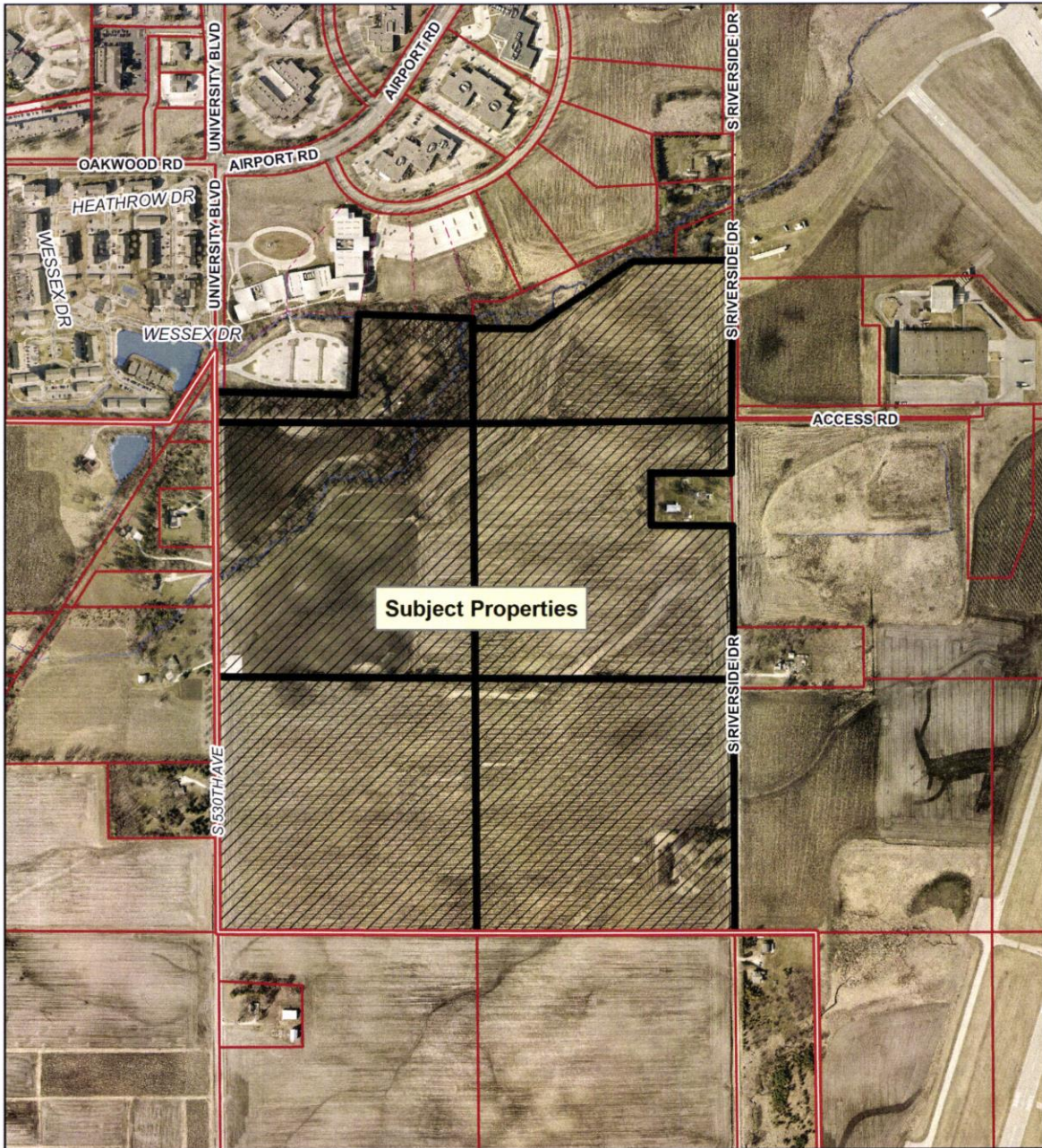
Environmentally Sensitive Area and Floodplain. A portion of the land in this proposed subdivision lies within the Environmentally Sensitive Overlay Area of the Land Use Policy Plan, and is designated as flood plain. This land has been accounted for within the proposed subdivision as public open space, where development of buildings is not planned.

Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property. As of this writing, no comments have been received.

Conclusions. Based on this analysis, staff finds that the proposed Iowa State Research Park, Phase III Subdivision complies with all relevant and applicable design and improvement standards of the Subdivision Regulations, to other standards and ordinances of the City

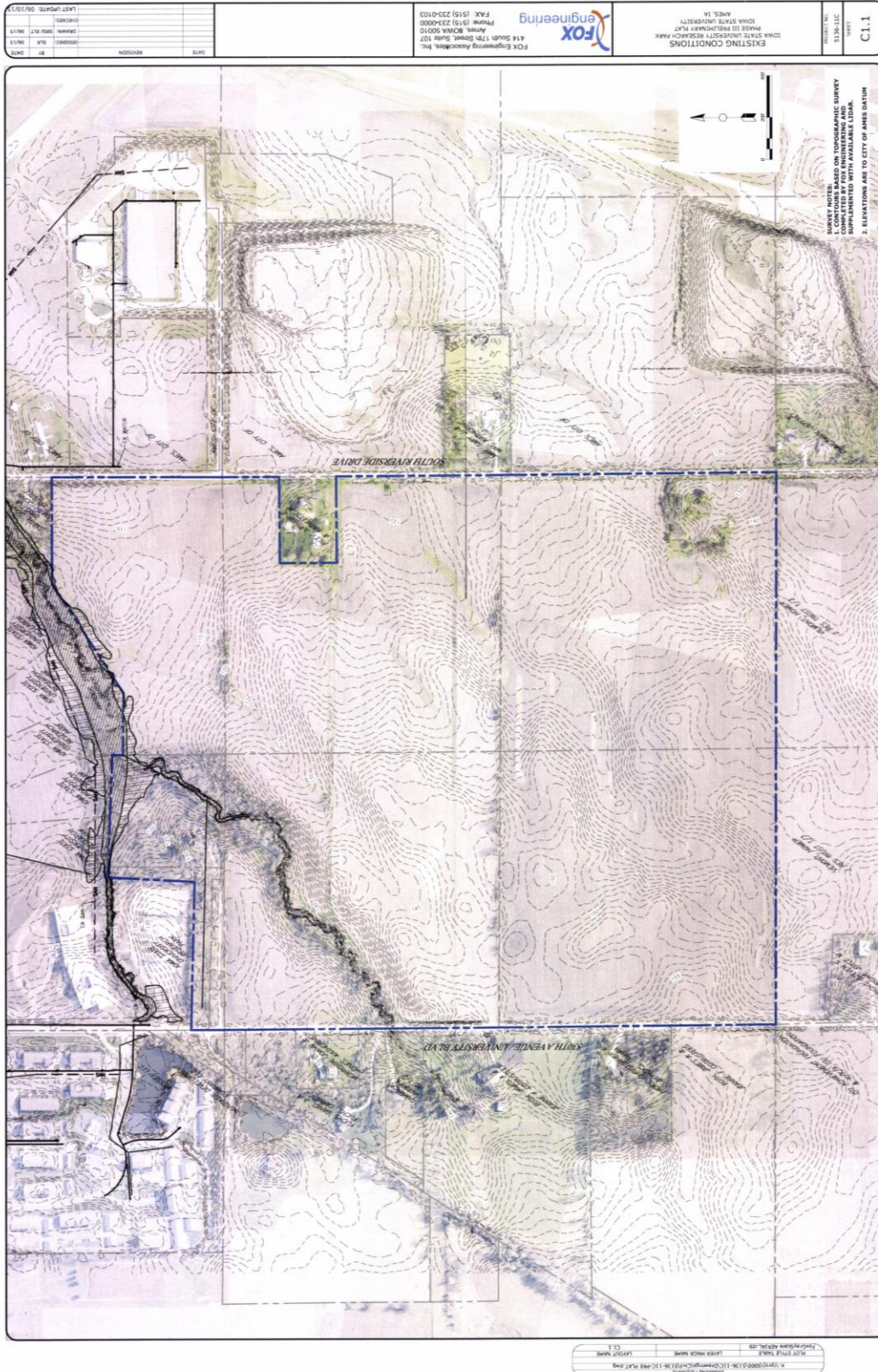
Off-site infrastructure to support development of the site is part of the "Agreement for Public Improvements and Other Work Pertaining to the Iowa State University Research Park Phase III.'

Attachment A: Location Map

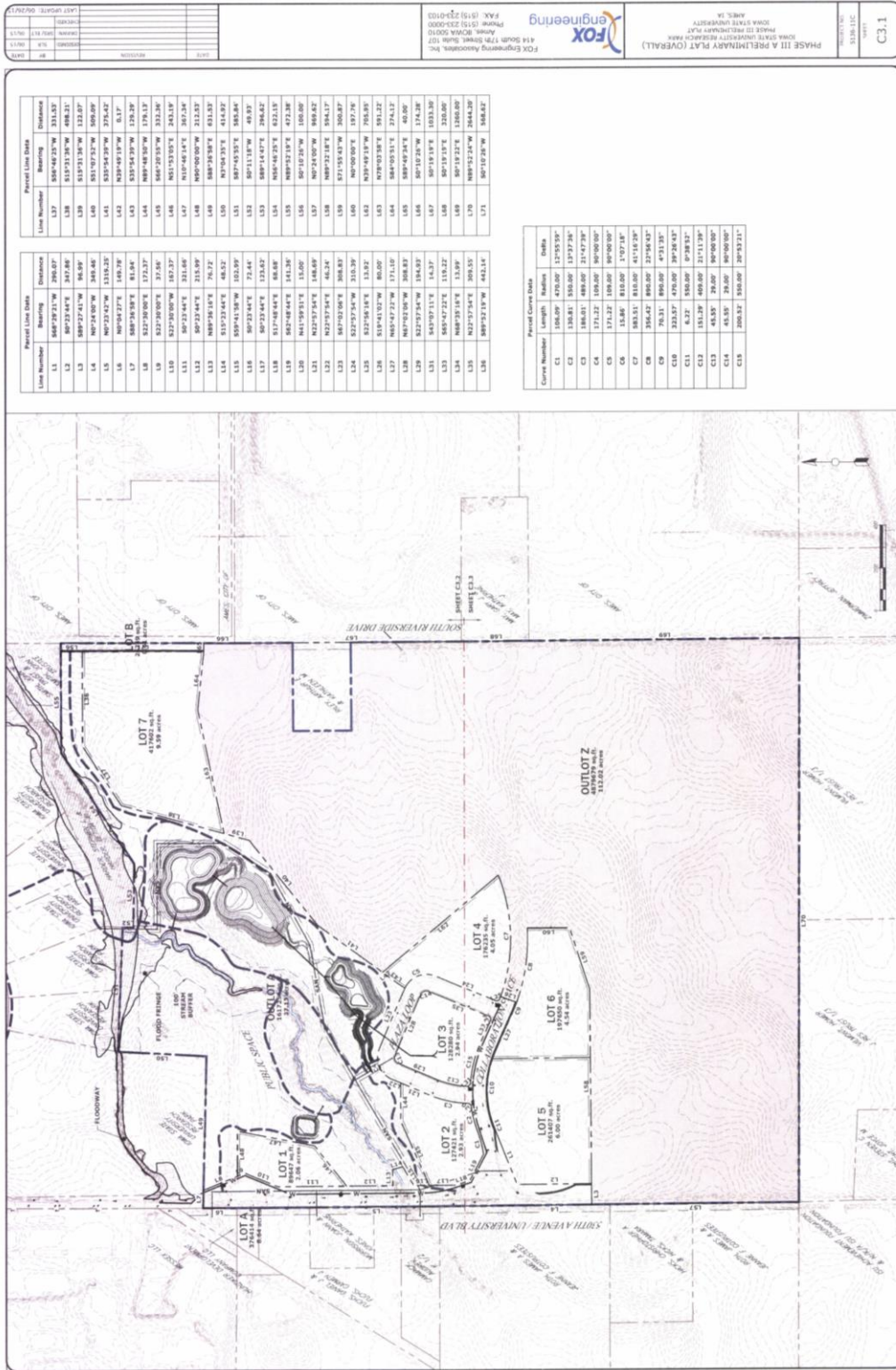


**Location Map
ISU Research Park**

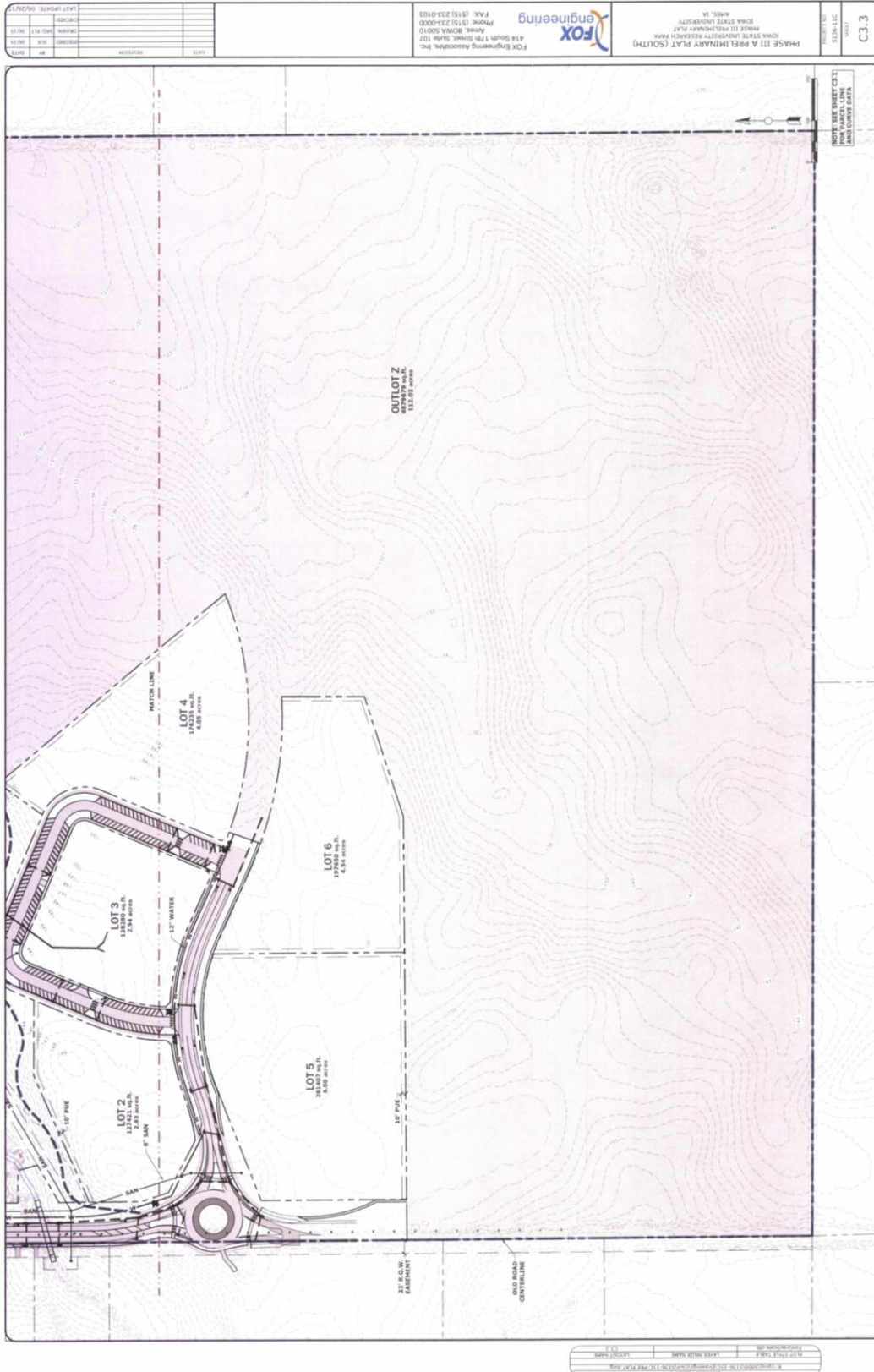
Attachment B: Phase III Preliminary Plat Existing Conditions



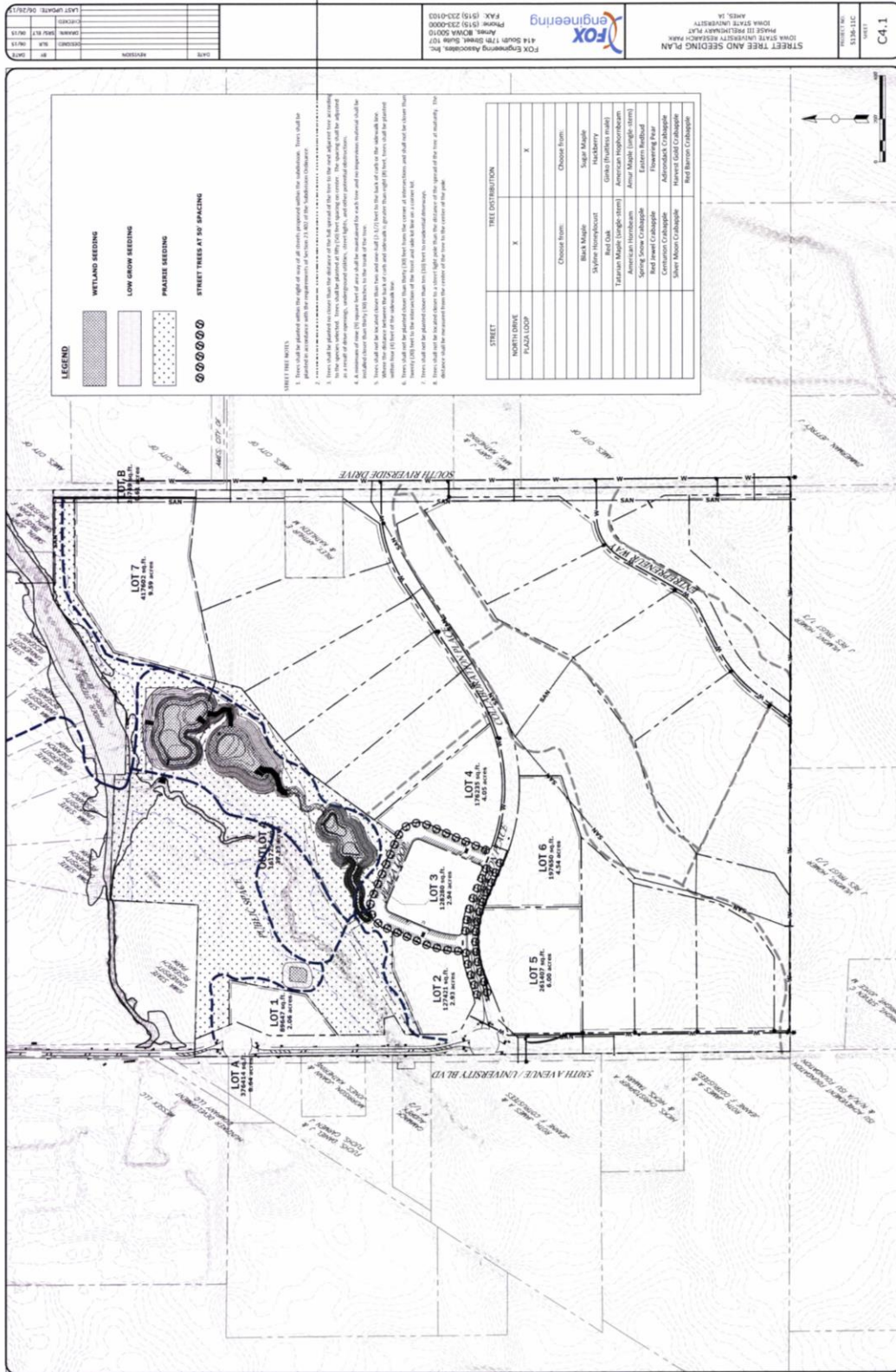
Attachment B: Phase III Preliminary Plat Entire Subdivision



Attachment B: Phase III Preliminary Plat South Portion of the Subdivision



Attachment B: Phase III Preliminary Plat Street Tree and Seeding Plan



DATE	10/20/2017
PROJECT	PHASE III PRELIMINARY PLAT
CLIENT	FOX ENGINEERING ASSOCIATES, INC.
SCALE	AS SHOWN
DRAWN BY	CH
CHECKED BY	CH

Attachment C: Applicable Subdivision Law

The laws applicable to this Preliminary Plat Subdivision include, but are not limited to, the following: (verbatim language is shown in *italics*, other references are paraphrased):

Code of Iowa Chapter 354, Section 8 requires that the governing body shall determine whether the subdivision conforms to its Land Use Policy Plan.

Ames Municipal Code Chapter 23, Subdivisions, Division I, outlines the general provisions for subdivisions within the City limits and within two miles of the City limits of Ames.

Ames Municipal Code Section 23.302(3):

(3) *Planning and Zoning Commission Review:*

- (a) *The Planning and Zoning Commission shall examine the Preliminary Plat, any comments, recommendations or reports assembled or made by the Department of Planning and Housing, and such other information as it deems necessary or desirable to consider.*
- (b) *Based upon such examination, the Planning and Zoning Commission shall ascertain whether the Preliminary Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan, and to the City's other duly adopted Plans.*

Ames Municipal Code Section 23.302(4):

- (4) *Planning and Zoning Commission Recommendation: Following such examination and within 30 days of the regular meeting of the Planning and Zoning Commission at which a complete Application is first formally received for consideration, the Planning and Zoning Commission shall forward a report including its recommendation to the City Council. The Planning and Zoning Commission shall set forth its reasons for any recommendation to disapprove or to modify any Preliminary Plat in its report to the City Council and shall provide a written copy of such reasons to the developer.*

COUNCIL ACTION FORM

SUBJECT: DOWNTOWN FAÇADE GRANTS – 2015/16 FIRST ROUND AWARDS

BACKGROUND:

The City Council annually budgets \$50,000 for the Downtown Façade Grant Program. This program has an eligibility requirement for projects to be within the downtown area, which is generally described as from 6th Street to the railroad tracks and from Duff Avenue to Northwestern Avenue (see Attachment 1). The program includes up to \$15,000 of matching funds per façade and allows up to \$1,000 for architectural services. The program requires compliance with specified design guidelines, ground floor use of office or retail trade, and historic façade removal of non-compliant elements; and allows one year to complete the project after signing a grant agreement. In addition, the program includes preferences for façades that have not had previous funding, for front façades, and for façades along Main Street. The accompanying scoring criteria prioritize visual impact, financial impact, extent of improvements, and historic design (See Attachment 2).

The Downtown Façade Grant Program has a carryover balance of \$22,423 in unencumbered funds remaining from FY14/15 and an additional \$50,000 for FY2015/16. The available combined funds total \$72,423 for façade grants in FY15/16.

Grant Applications

The City solicits a first round of grants applications in the spring for award in the summer of each year. If they are remaining funds, the City solicits for a second round of application in the winter for a spring award of grants. The City requested applications in April of 2015 for award in July 2015. An invitation for grant applications was sent to all eligible property and business owners and was also publicized by the Main Street Cultural District. Two property owners submitted applications for multiple building facades for consideration by the Council.

The first grant application is for the property at 100 6th Street for the Freidrich Realty building requesting \$15,000 in grant funds and an additional \$1,000 in design fees. The second application is for the property at 301-311 Main Street for the Sheldon Munn building requesting a total of \$101,457 for the remodeling of multiple commercial storefronts for the building. **The total requested amount of grant funding, \$117,457, exceeds the combined FY2014/15 and FY2015/16 amount of \$72,423 available for award in this round.** Project information, a location map, and project design illustrations are attached for each project.

100 6th Street (Friedrich Realty):

The grant application for the project at 100 6th Street consists of a renovation to the northwest corner of the building to install two new windows into the entry lobby (one on the north façade and one on the west façade). The project also includes a raised roof parapet over the northwest corner of the building, new stone pilasters on the north and west facades, a new front sidewalk and planter area at the east side of the entry door, and new signage for the building. The grant request is for the 6th street facing façade.

This façade grant request is being made under the non-historic criteria of the Grant Guidelines. The non-historic guidelines have only been applied on one other occasion. The Grant program for non-historic buildings allows for grant funding for “improvements to select portions or features of a façade when it is not feasible to do an entire façade renovation.” The proposed project has addressed some of the guideline requirements but has complications when trying to match the existing brick colors of the building to include other architectural features described in the guidelines. Therefore, the focus of the work has been on the northwest corner entry area, including the two new windows and stone pilasters and parapet, and the new landscape planter with sidewalk walls to bring the project in compliance with the guidelines for the grant. Staff has requested and the applicant agreed to wrap the improvements around the corner of the building to the west to meet more of the interests of the guidelines. **Staff recommends approving the 6th Street façade request conditioned on including the west façade improvements as well as the planter and landscape enhancements with the 6th Street Façade. The applicant is requesting a \$15,000 grant with an additional \$1,000 grant for design fees for a total of \$16,000. The total project cost for the project is estimated at \$77,846.**

301 to 311 Main Street (Sheldon Munn):

The grant application for the project at 301 Main Street consists of 7 commercial storefronts along Main Street and Kellogg Avenue as evaluated by staff. Additionally there are two residential lobby entrances to the building that are not counted as commercial storefronts and, therefore, not eligible for grant funding. The proposal is to reestablish the historic style of the first floor commercial facades consistent with the Historic Design Guidelines. The applicant is proposing to renovate the first floor commercial facades to remove non-compliant elements of the historic façade and re-establish the historic elements of the original building design. This will include refurbishing existing clear glass transom windows, pulling the storefront windows forward to align with the front façade of the building, recessing the new storefront doors, and repairing the kick plate and brick columns of the building.

After review of the scope of the proposed project, staff has determined that there is the possibility of 6 full grant awards and one partial grant award that could be awarded for the entire building subject to the availability of funding. The two residential entrances (one on Main Street and one on Kellogg) for the upper story apartments do not qualify for grant funding under the downtown façade guidelines as they are not interpreted as commercial storefronts. Based on staff’s review of the project, the following table shows the storefronts eligible for potential grant funding under the submitted application and the project total for each storefront. Staff notes that the total grant request for the

Sheldon Munn exceeds the total available funding for Downtown Façade Grants FY15/16 without considering other requests.

Address	Business	Grant Request	Project Estimate
311 Main	Natures Touch	\$11,457*	\$93,390
307/309 Main	Shield Comics	\$15,000	\$134,232
305 Main	House of Hair	\$15,000	\$89,949
303 Main	Barbershop	\$15,000	\$82,845
301 Main, #6	Hair Professionals	\$15,000	\$124,179
301 Main, #5	YOUnique	\$15,000	\$164,347
405 Kellogg	Firehouse Books	\$15,000	\$75,957
Totals		\$101,457	\$764,899

* 311 Main received a previous grant of \$3,543 for the front awning.

While the current program preference is to not approve second grants for a façade in the first round of funding for façades that have had a previous award, in this case 311 Main (Natures Crossing) received a grant of \$3,543 for only the awning back in 2007. It is the intent of the proposed renovation project for the Nature’s Crossing façade that the awning be removed and replaced; therefore staff is only noting a partial grant award request of \$11,457 for that façade to total the allowed maximum of \$15,000 that could be awarded for a single façade.

The total grant request for the Sheldon Munn exceeds what the total Façade Grant program has in available funds FY15/16. **Should Council approve the grant application for the \$16,000 for the Freidrich Building, a total of \$56,423 would remain in the grant budget and could be awarded to the Sheldon Munn to cover the cost of up to four façades (storefronts) for four grant awards.** This project does not qualify for funding for any design fees as the applicant is a licensed architect.

ALTERNATIVES:

1. The City Council can approve Downtown Façade Improvement Grants for both projects listed above, awarding 100 6th Street a grant in the amount of \$16,000 and awarding up to four grants for 301-311 Main Street in the amount of \$56,423 for the total amount of remaining budgeted funds for the façade grant program FY15/16.

Approval of this alternative includes five grants totaling \$72,423 from the combined Downtown Façade Grant fund FY2014/15 and FY 2015/16. Under this alternative no funding would remain for a second round of façade grants FY15/16 in the spring of 2016.

2. The City Council can approve an alternative selection of façade grants and amounts to those projects that the Council finds meet its priorities for downtown façades, including awarding fewer grants to the Sheldon Munn to reserve funding for a second round of applications in the spring of 2016.

3. The City Council can refer this request to staff or the applicants for additional information.

MANAGER'S RECOMMENDED ACTION:

City staff has determined that the proposed Downtown Façade Improvement projects for the Friedrich Building and the Sheldon Munn are consistent with the Downtown Design Guidelines. Staff believes that these two projects have sufficient visual and financial impact, and extent of improvements to warrant support of the façade grant program.

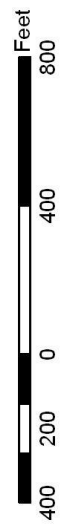
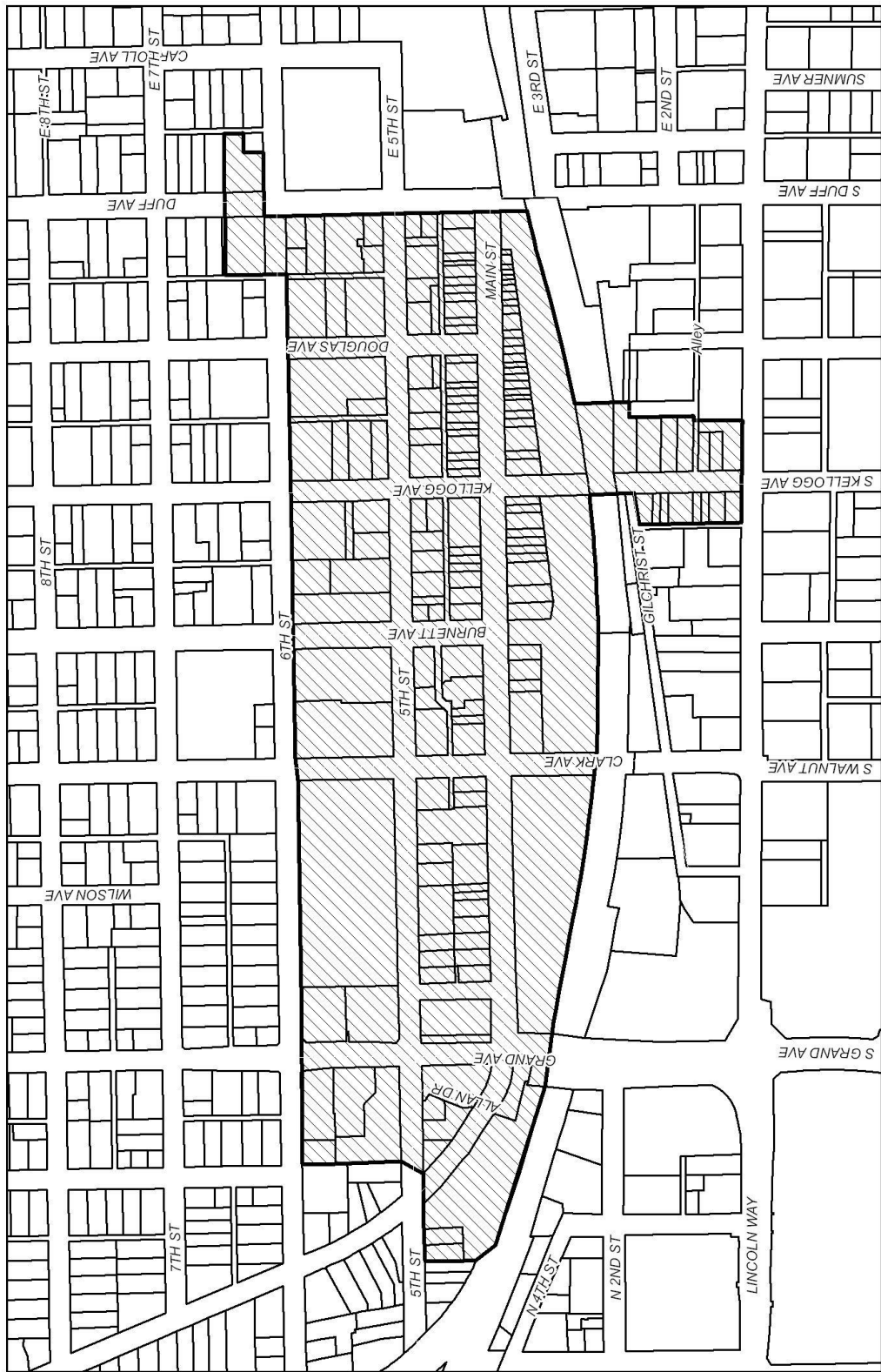
The Sheldon Munn request for 7 grants is unprecedented for the program, which rarely has had two grants awarded to a project at one time. Typically a request for multiple grants would be considered over multiple application periods to allow for a variety of property owners and facades to receive funding for improvements. Staff believes this project is unique due to its size and its prominent corner location to potentially justify a more substantial investment than prior projects. The closest example to this request is the Council's awards of three grants over two years for the facades of The Spice, La Toca, and the Tom Evans Plaza that are all part of one building.

Staff is not aware of any other pending or active façade grant interests that were not submitted in April for the FY15/16 grant review. **With no other pending interest, Staff supports awarding all budget funds at this time by combining the FY14/15 second round funding with FY15/16 first round funding; \$72,423 will be available for matching grants funds at this time.**

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby approving Downtown Façade Improvement Grants for both projects listed above, awarding 100 6th Street a grant in the amount of \$16,000 and awarding up to four grants for 301-311 Main Street in the amount of \$56,423 for the total amount of remaining budgeted funds for the façade grant program FY15/16.

Downtown Facade Grant Area

Attachment 1



Prepared June 16, 2011
By the City of Ames Planning Division

Legend

-  Downtown Facade Grant Area

Attachment 2 - Downtown Façade Grant Review

Requirements for all Façade Grants

- The building must be located downtown within boundaries established by City Council.
- The ground floor must be Office Uses or Trade Uses as defined by the Ames zoning ordinance.
- The façade design must comply with Downtown Design Guidelines.
- Improvements to historic facades shall include replacing non-compliant elements with compliant elements.
- Residential structures and buildings owned by the government, churches and other religious institutions are not eligible.
- No façade grant shall exceed \$15,000.

Program Logistics

The following process for review of applications for façade grants provides time to inform all potential applicants of the opportunity, to work with applicants, applicants to prepare submittals and for staff to review applications and report to City Council. Two grant periods will be planned for each fiscal year.

First Grant Period

For this first grant period, preference for grant awards will be given to:

- facades that have not received any previous grant funding
- front facades

Action Steps:

- Staff will inform all property and business owners of grant availability, process, and deadlines.
- Staff will work with applicants to define the project, ensure that it meets the guidelines, and assure that it is feasible and can be completed within the time frame.
- Applications will be accepted in May and June.
- Staff will review and score applications and report to City Council in July or August for awarding grants.
- Projects may then start in the fall and be potentially completed before the holiday shopping season.

Second Grant Period

If the entire budget is not committed in the first grant period in each year, a second grant period will begin in October for projects to be implemented the following spring. While facades on Main Street and facades for which no previous grants have been awarded will still receive first preference in this second grant period, all downtown grant requests will be considered and potentially approved if funds remain after all first-preference proposals are awarded.

Conditions of Grant Approval

- Grant projects must be completed within one year from award of grant.
- Any required building code and/or safety improvements to a structure must be completed before grant work proceeds or before grant funds are paid.

100 6th Street
Existing Building



Proposed Elevation



100 6th Street
Project Cost Estimate

Benjamin Design Collaborative, P.C.

401 Clark Avenue, Suite 200

Ames, Iowa 50010

515-232-0888

Fax 515-232-0882



Friedrich Façade Renovation

06.30.15

Friedrich Iowa Realty
 100 6th Street

Recap of Divisions

Division 1 - General Requirements		4,671
Division 2 - Site Work		12,790
Division 3 - Concrete		3,940
Division 4 - Masonry		25,800
Division 5 - Metal		1,000
Division 6 - Carpentry		300
Division 7 - Thermal & Moisture Protection		4,003
Division 8 - Doors & Windows		7,540
Division 9 - Finishes		2,450
Division 10 - Specialties		7,500
		69,993
 Division 16 - Electrical		 2,400
		2,400
 Contractor's Markup	 15%	 360
		2,760
 Total Cost of Project		 72,753
Estimate Contingency	7%	5,093
		77,846

Cost Estimate Values based on the 2012 R.S. Means Construction Cost Data, updated annually

Sheldon Munn
Existing Building



Sheldon Munn
1918 and 1938 Building



Sheldon Munn Proposed Building



SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



EAST ELEVATION

SCALE: 1/16" = 1'-0"

Sheldon Munn
Project Cost Estimate

Benjamin Design Collaborative, P.C.
401 Clark Avenue, Suite 200
Ames, Iowa 50010
515-232-0888
Fax 515-232-0882



Sheldon Munn Façade Grant Renovations

May 7, 2015

301 Main, LLC.
Ames, IA

Preliminary Estimate - Recap of Storefronts

All Storefronts

Bay 6 - Nature's Touch	93,390
Bay 5 - Shield Comics	134,232
Bay 4 - House of Hair	89,949
Bay 3 - Barbershop	82,845
Bay E - Main South Entrance	80,255
Bay 2 - Hair Professionals	124,179
Bay 1A - Younique - South Face	86,987
Bay 1B - Younique - East Face	77,360
Bay E2 - East Entrance	47,021
Bay 7 - Firehouse Books	75,957
Total Construction Cost of Project	<hr/> 892,176

ITEM # 12
 DATE: 6-23-15

COUNCIL ACTION FORM

SUBJECT: PUBLIC HEARING AND NOTICE OF INTENT TO ISSUE \$395,000 IN ESSENTIAL CORPORATE PURPOSE GENERAL OBLIGATION BONDS

BACKGROUND:

The FY 2015/16 budget includes a number of General Obligation (G.O.) Bond funded capital improvements. A public hearing was held on March 3, 2015, and Council authorized issuance of bonds and the levy of property taxes for debt to be issued. The dollar amounts and corresponding property tax levy for the planned G.O. bond issue are included as part of the FY 2015/16 budget. The projects included are listed below:

East Industrial Area Sewer Extension	\$ 2,000,000	
ISU Research Park Improvements	2,938,990	
Airport Terminal	943,000	
Debt to be Abated by Other Revenues	\$ 5,881,990	
Flood Mitigation	\$ 144,000	
West Lincoln Way Improvements	450,000	
Asphalt Street Improvements	1,300,000	
Grand Avenue Extension	280,000	
Concrete Pavement Improvements	1,100,000	
Arterial Street Pavement Improvements	400,000	
Downtown Street Pavement Improvements	800,000	
Seal Coat Pavement Improvements	350,000	
Bridge Rehabilitation Program	2,320,000	
Airport Terminal Building	867,000	
Subtotal Tax Supported Bonds	\$8,011,000	
Refunding Bonds	5,950,000	
Issuance Cost and Allowance for Premium	1,107,010	
Grand Total – 2015/16 G.O. Issue	\$20,950,000	

Council approval of the sale will be required at a later date. In addition to the G.O. Bonds to fund scheduled capital improvement projects, staff identified a potential bond refunding for bonds issued in 2006 and 2007 that may provide savings in debt service costs. Even though Council held a public hearing and notice of intent on the sale of bonds, the refunding sale will not go forward unless adequate savings are expected.

In the time since the budget was adopted and the public hearing was held for the bond sale, bids were received on a current year G.O. bond-funded project to pave Grant Avenue. The total cost for the Grant Avenue project is now estimated to be \$468,812 above the \$2,825,000 budgeted for the project. The cost of this project is shared between developers and the City, with initial funding all coming from bond proceeds. The developers' shares will be repaid through assessments.

The City share of the additional \$468,812 cost is \$107,827. Staff had identified savings from other bond funded projects to cover this expense. The developers' share of the \$468,812 increase is \$360,985. That portion will be funded by bond proceeds from the upcoming issue and be repaid through assessments.

A public hearing is required to increase the issuance amount for the 2015 G.O. bonds by \$395,000, bringing the total authorized to \$21,345,000. An additional \$34,015 is included in the public hearing for issuance costs and allowance for bids over par value of the bonds.

As was noted above, the proposed bond issue includes \$2,000,000 for the East Industrial Area Sewer Extension. That project will extend sanitary sewer under the Interstate and hasten the City's ability to serve eastern industrial growth. Council previously indicated that the sewer extension should not occur until the City reached an agreement with Central Iowa Water Association (CIWA) regarding water service territory. City staff has held several productive meetings with CIWA staff in recent weeks, and is optimistic that an agreement can be reached within the next two months. That will allow the sewer extension project to move forward as planned. In the event that an unexpected delay occurs in the sewer project, the \$2,000,000 in GO funding could be redirected to other priority projects in 2016/17. The 2016/17 bond issue would then be decreased by the same amount.

ALTERNATIVES:

1. Adopt a resolution increasing the issuance of Essential Corporate Purpose General Obligation bonds for 2015 by an amount not to exceed \$395,000 and set the date of public hearing for July 14, 2015.
2. Reject the resolution increasing the issuance of Essential Corporate Purpose General Obligation Bonds. Rejection of the increase in Essential Corporate Purpose Bonds will create a shortfall in funding for Grant Avenue paving. City staff would need to work with Council to reprioritize other projects to allow funding for Grant Avenue.

MANAGER'S RECOMMENDED ACTION:

Prior to the issuance of this debt, state law requires that a public hearing be held.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby adopting a resolution increasing the issuance of Essential Corporate Purpose General Obligation bonds for 2015 by an amount not to exceed \$395,000, and setting the date of public hearing for July 14, 2015.

COUNCIL ACTION FORM

**SUBJECT: ZONING TEXT AMENDMENT FOR RESEARCH AND INNOVATION (RI)
ZONING DISTRICT**

BACKGROUND:

The City has been working on supporting the expansion of the ISU Research Park for the past year. The expansion area of the Park is approximately 180 gross acres (100 acres developable) located ¼ of a mile south of the intersection of Airport Road and University Boulevard (Attachment A – Location Map). Within the past year the City has annexed land, rezoned property to Planned Industrial, created an Urban Renewal Area, and started construction of improvements along University Boulevard and utilities to serve the area.

The Research Park is bordered by the Ames Municipal Airport to the east, agricultural land to the south, Highway 30 to the north, multi-family residential to the west, and highway oriented commercial to the northwest and northeast. (Attachment B – Zoning Map)

The current Planned Industrial (PI) zoning of the expansion area matches the zoning of the existing Research Park. However, the vision for the expansion area is somewhat different than that of the office park PI zoning that is in place today. **The Park expansion is intended to create a business environment for innovation with a central commercial hub of activity as a resource and amenity to employees and businesses of the entire Park.** Some of desired uses of restaurants, recreation, and retail services are more commercial in nature than industrial uses and do not fit within the PI zoning. Additionally, PI zoning is a type of zoning that has standards that reinforce the look and character of a stand-alone office park development that does not fit the vision of a walkable, more intensely developed environment for the expansion area. Therefore, Council directed staff to create a new zoning district that is supportive of the vision for the future of the Park.

The ISU Research Park Corporation is non-profit development company governed by a board of directors and operated by professional staff. The Corporation, generally, owns the properties within the Park and works with individual companies for development, leasing, and management of building space. ISU Research Park Corporation has strong ties with Iowa State University faculty and staff, providing relationships and resources desired by research and development (R&D) oriented businesses.

The current Park is approximately 120 net acres with about 80% of the lot area developed or under development. (See Aerial Photo next page.) The Park has been built out over approximately 25 years in a traditional office park setting with mostly one-story buildings, large building setbacks, and wide roadways providing access to office, R&D, and small industrial uses. The vacant parcels in the existing Park include one site along Airport Road and three sites along South Loop Drive.



Excerpt of the Park looking from the north, fall 2014.

Research Park Innovation Zoning District

The ISU Research Park Corporation has worked together with the City for a common vision and intent for development in the expansion area (Conceptual Plan Attachment D). Research and Innovation (RI) zoning includes similar industrial uses to PI zoning, but includes different allowances for commercial use and creates different development standards. The new zoning district is designed to match the vision of an area of innovation and collaboration. The new RI zoning is intended to be applied only to the expansion area, not to the existing Park area. To articulate the vision for the expansion area and guide the use and development within the RI zoning district, it has the following purposes:

- (a) *Allow for mixing of use and interaction of people to foster a collaborative environment.*
- (b) *Create a node of activity around the Hub of the district.*
- (c) *Design development to promote the new innovation district by integrating multi-modal transportation facilities, intensification of land use, and a wide range of office and research uses.*
- (d) *Promote a high level of architectural and site design features that signify the commitment to innovation and investment through architecture with visual interest and unique identity, site design incorporating stewardship of natural resources, district layout and development supporting the pedestrian environment, and green building techniques demonstrating the commitment to sustainability.*

Staff believes there are three central issues to how the RI zoning is structured to meet the purposes described above. The first issue is to consider the need for supportive commercial uses and potential locations in the Park. The second issue is the appropriate balancing of commercial and industrial uses to match the vision of an innovation district of office and R&D uses supported by commercial. The third issue addresses how the vision of the Park's intended character can be supported through site design standards and design guidelines. **The full language of the draft ordinance is included in Attachment E.**

Commercial Locations

Commercial uses are potentially needed to serve the existing and expanded Park. Most of the Highway Oriented Commercial (HOC) areas abutting the Park allow for retail and service uses, but have been developed with office and hotel uses that are not convenient for daily needs. There are vacant properties adjacent to the Park that could support retail uses, such as the corner of Oakwood and Airport. However, the ISU Research Park Corporation would prefer to seek development of 4 acres along Airport Road for commercial uses similar to HOC and to seek creating a small node of potentially 20 acres of commercial in the south expansions area. (Attachment C – Commercial Areas)

Staff has advised the Corporation to seek HOC zoning for the property along Airport Road rather than trying to rezone the 4-acre Airport Road property to RI, since it would be outside of the expansion Hub Activity area. The draft RI zoning language accommodates commercial uses within the Hub Activity area with a different design expectation than that of typical HOC types of uses. This recommendation was based on the different context of the Airport Road site as a mostly vehicular oriented site that is different from the intent of a walkable Hub area. If the City Council has a concern about the potential commercial locations that could be developed in the Park, it can be addressed at this time with direction on locations and the intent and language of the proposed RI zoning.

Commercial and Industrial Use

The allowed RI industrial uses are similar to the range allowed within PI, with a major exception of not allowing for warehouse uses but allowing for more commercial uses. The RI industrial uses are much more limited than what is permitted within the General Industrial zoning district. This is intentional to meet the vision of allowing for intensification of uses and a mix of uses that can be complementary within the Park and are likely to be developed in a similar manner and design approach. Allowing for a wide range of general industrial uses and warehousing would not permit intensification of the area with a high number of employees and may be disruptive to the office and R&D uses desired for the area.

The RI zone does permit more commercial uses within the Hub Activity area than what is generally permitted within industrial zoning. The intent is that a zoning master plan would accompany any rezoning of the property and would identify where a Hub Activity area is planned and would benefit from the broader

allowance for commercial uses. The commercial uses are not permitted to be dispersed onto various lots. The Hub area is planned for the expansion area on the west side of the Park (Attachment C). Within the allowance for commercial uses, there is a challenge to balance supportive services for industrial development and going too far and unintentionally creating a node of commercial services for a broad area beyond the Park. It is likely that for uses to flourish in the Hub area, they will need area support while the Park is being built out. The concern is that we are using the industrial land resource as efficiently as possible.

The Hub area is approximately 20 acres in size, anchored by a combined state of Iowa and ISU economic development 34,000 square foot office and conference building on a 4 acre site with public parking around the central square. The areas immediately adjacent to this building are planned to allow for commercial uses of retail, office, restaurant, entertainment, and potentially a childcare facility. Professional office uses such as medical, financial, or law would be allowed. The commercial buildings may be single purpose or mixed commercial uses on approximately 15 acres. Current language allows for this wide array of uses with no limit on individual or collective square footage in the Hub Area. This allows for some flexibility for the Research Park Corporation to seek out development opportunities. In deference to the general flexibility with RI, staff believes that some review of the Hub area commercial square footage may be appropriate at the time of property rezoning with the required master plan.

Development Standards and Design Guidelines

The RI zoning district standards are different for the Hub Activity area and the normal industrial lots planned in the expansion area. Development of each lot is subject to conformance with the development standards of RI as well as the other standards of the Zoning Ordinance (E.g., parking lot screening, trash enclosures, parking ratios, and Article 5 definitions of use). The intensity of use outside of the Hub area is limited to a .35 Floor Area Ratio (FAR). This is consistent with PI standards and matches the level of development contemplated by the traffic study for the Park. However, within the Hub area there is no limit on FAR to help support the vision of intensification and identity.

Building height is limited to 100 feet for all properties. Properties within the Hub area have a minimum two-story building height requirement to help create the intended character and intensity of this area. While the Research Park Corporation supports this concept, they do have some concerns about the mandatory height requirement and the limits on flexibility of uses and development desires in the near term.

A substantial difference from PI zoning is the reduction in setbacks for the new RI zoning. PI was written to require wide minimum 50-foot setbacks that placed buildings far back from the street. Staff proposes a 30-foot setback along University Boulevard, but only a 10-foot setback along all other streets. The Hub area also includes a maximum setback of 20 feet for facades not facing University Boulevard.

Staff also supports a minimum of 10-foot setbacks along the rear and sides of sites to allow for more flexibility in layout of a site than the larger 20 and 30-foot setbacks of PI. Setbacks of 10 feet still allow for openings near properties lines and enough space for some landscaping and the location of utilities. There is no required wider setback for

agricultural properties abutting the industrial zoning, only for residentially zoned property.

Parking requirements will follow City standards for the amount of parking, design, and location, with one exception. The RI zoning allows for the public parking within the Hub Activity area to be counted towards minimum required parking for development in the Hub area without approval of shared or remote parking agreements. Parking must be set back a minimum of 20 feet, but is allowed between the buildings and the streets.

Staff has included design guidelines for the RI zoning to help guide development to include features that enhance its surroundings of public spaces that include natural areas, trails, and streets. **This will allow for flexibility in design compared to writing quantitative guidelines or zoning standards about design.** The design guidelines focus layout of site features, buildings, landscape features that enhance natural and sustainable environments, and architectural guidelines for building entrances and massing. The guidelines are general in language and do not provide precise requirements for design, materials, or percentages to measure consistency. However, that does not mean that guidelines can be disregarded in the project review and only attempt to comply with zoning standards.

The Planning and Zoning Commission reviewed a draft RI Zoning Ordinance on June 17, 2015. One member of the public spoke concerning the details of the zoning district and expansion area and how it would relate to the agriculturally zoned “Riley Farm” property along Riverside Drive. The Commission discussed with staff and the Corporation’s representatives the intent of the zoning, applying the new RI zoning to the existing Park, creating commercial use allowances, and the specifics of design standards, parking, and design guidelines. **The Planning and Zoning Commission voted 5-1 to recommend City Council adopt an ordinance as recommended by staff with modifications to allow for parking between buildings and the street with a 20-foot setback and with changes to the design guidelines to delete architectural guidelines. Staff has incorporated all changes discussed with the Commission and the Research Park Corporation into two versions of ordinance language. The one difference between these two versions is the inclusion or removal of the proposed Architectural Guidelines.**

ALTERNATIVES:

1. City Council can approve on first reading the ordinance to create the Research Park and Innovation District zoning within Chapter 29 of the Municipal Code. **This option includes design guidelines for site plan, landscape, and architectural features as recommended by staff, and is shown in Attachment E.**
2. City Council can approve on first the reading the ordinance to create the Planning and Zoning Commission recommendation to create the Research Park and Innovation District zoning within Chapter 29 of the Municipal Code. **This option reflects the same zoning standards, but includes only design guidelines for site plan and landscape features. In accordance with the Planning and Zoning Commission’s recommendation, this option deletes the architectural guidelines, and is shown in Attachment F.**

3. The City Council can request additional information before approving the ordinance.

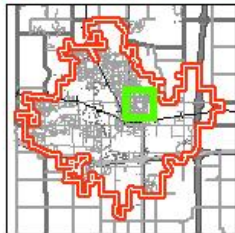
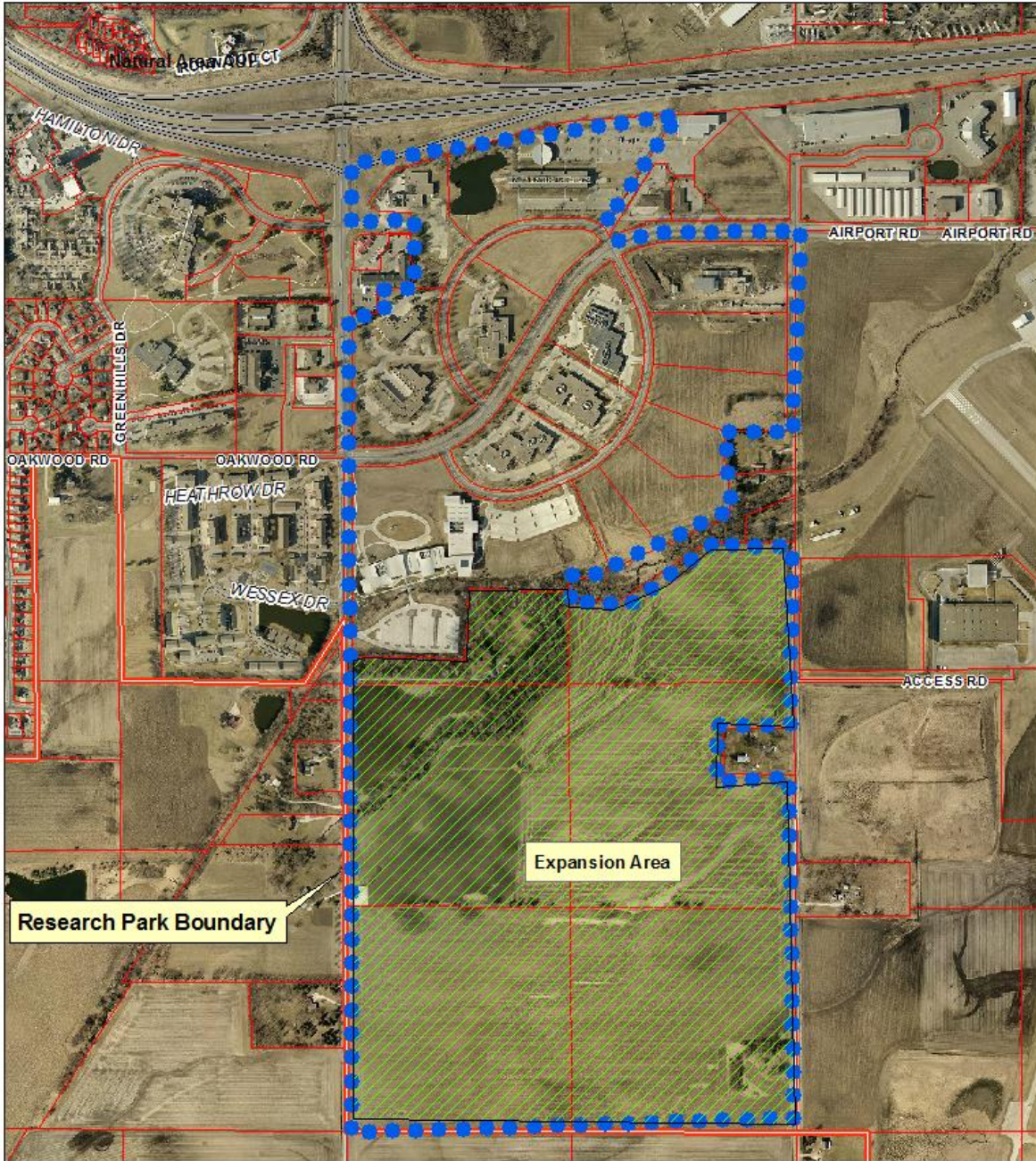
MANAGER'S RECOMENDED ACTION:

The proposed RI Zoning District is tailored to the specific needs and vision for the ISU Research Park Expansion Area. The general approach to development standards and uses is a departure from the traditional Ames industrial zoning, but is necessary to help reach a goal of a modern multi-service environment for office and R&D uses. Staff believes the standards are supportive of the vision and provide a basic framework to reach the overall vision. This approach is consistent with the national trend to plan for Innovation Districts that focus on a mix of uses and an intensity of uses that are supportive of interaction and collaboration desired by businesses in the field of R&D.

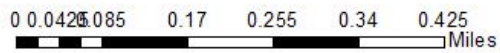
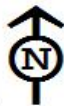
Staff feels that inclusion of the architectural design guidelines is an important element to achieve this vision for the Research Park's Expansion Area. These guidelines are included as the final subsection in Attachment E. (See Section 29.903(5)(d) on page 14 below.)

Therefore, it is the recommendation of the City Manager that the Council act in accordance with Alternative #1, which is to on first reading adopt the ordinance for the new RI Zoning District, including architectural guidelines, as shown in Attachment E.

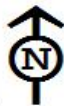
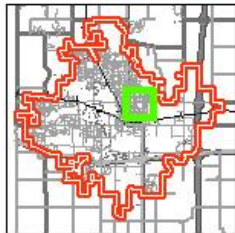
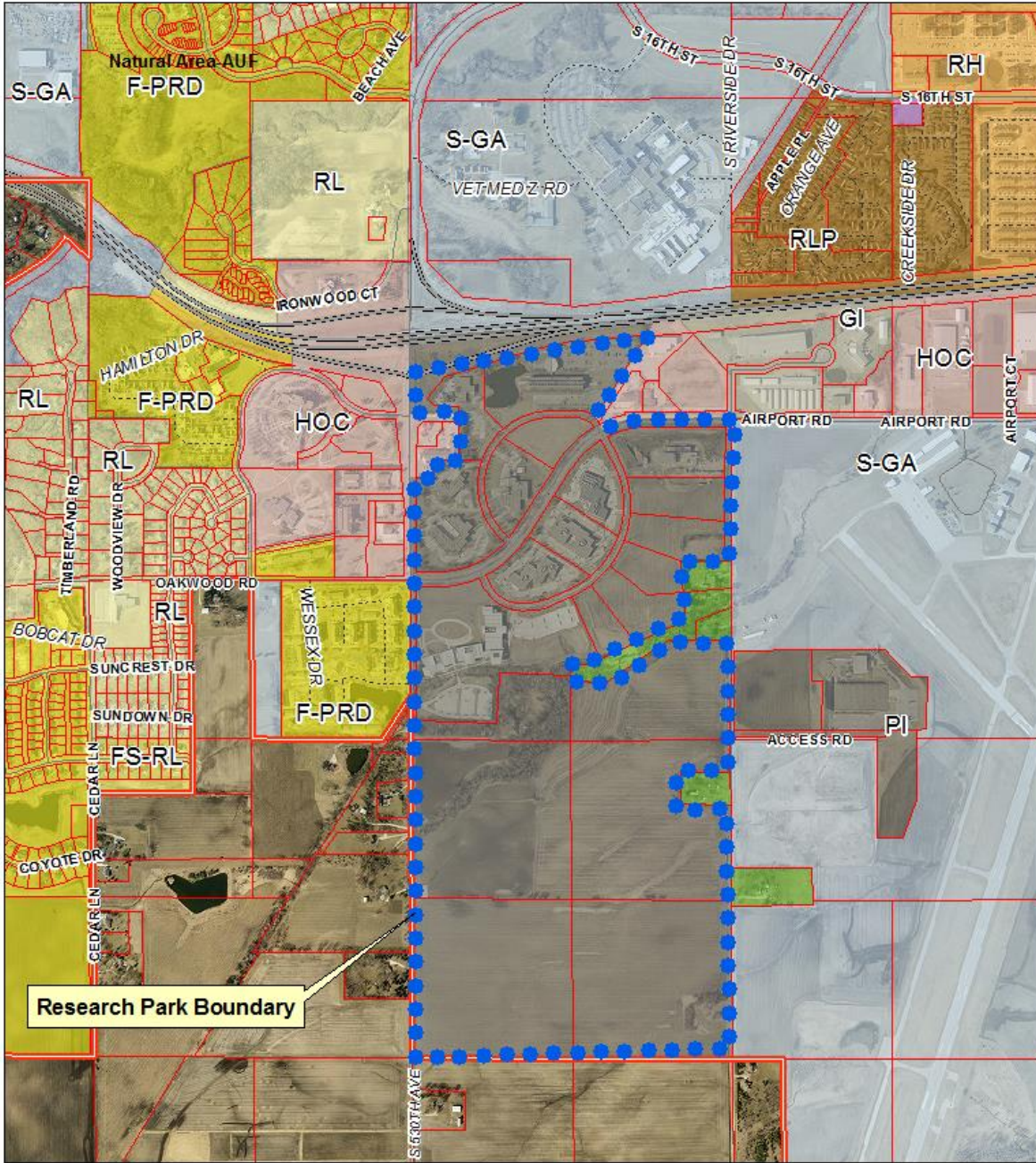
Attachment A



Location Map



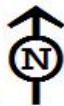
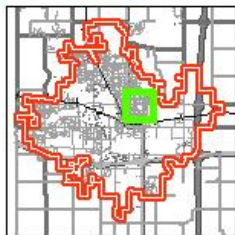
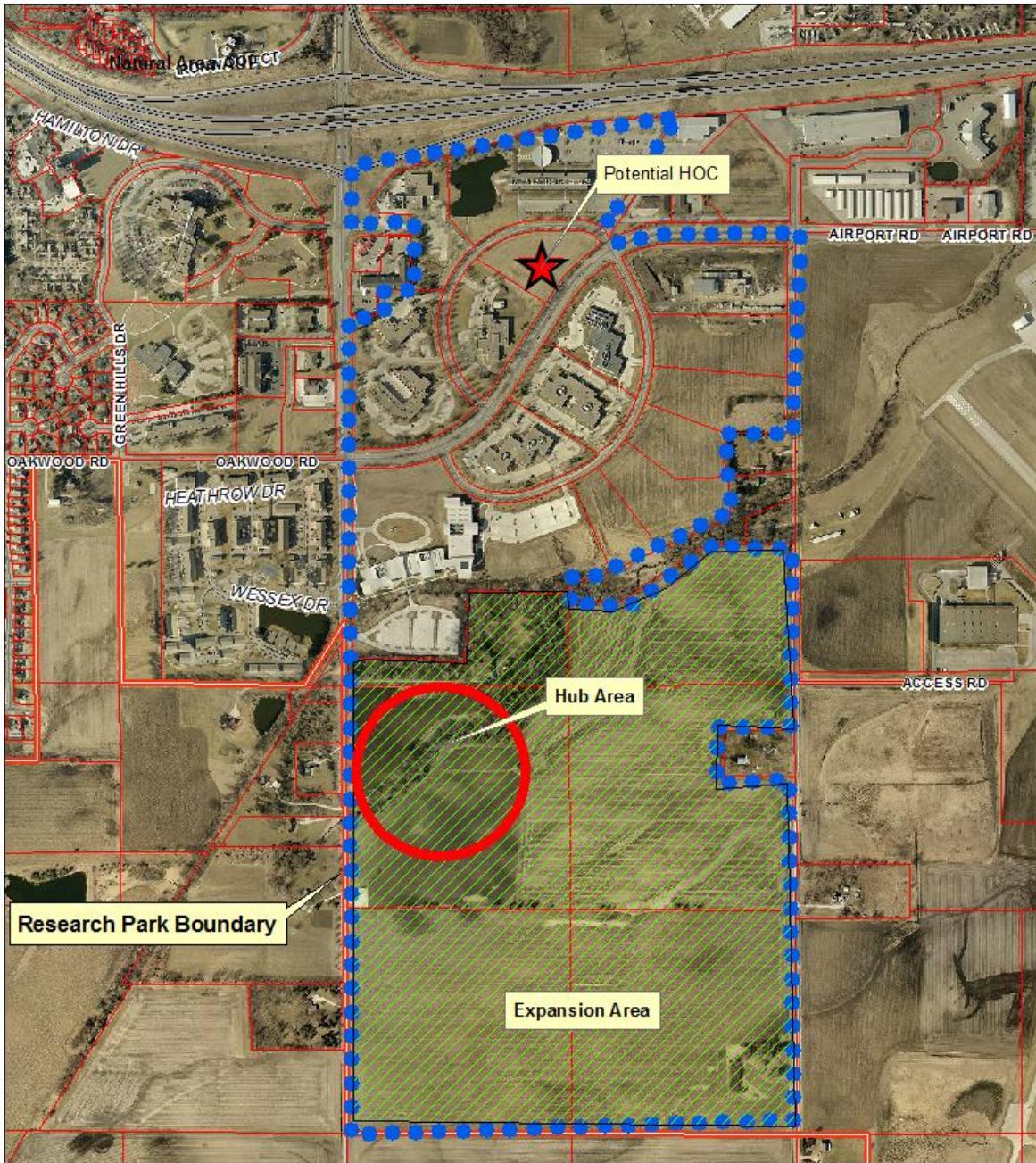
Attachment B



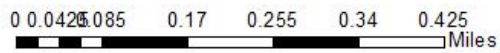
Zoning Map



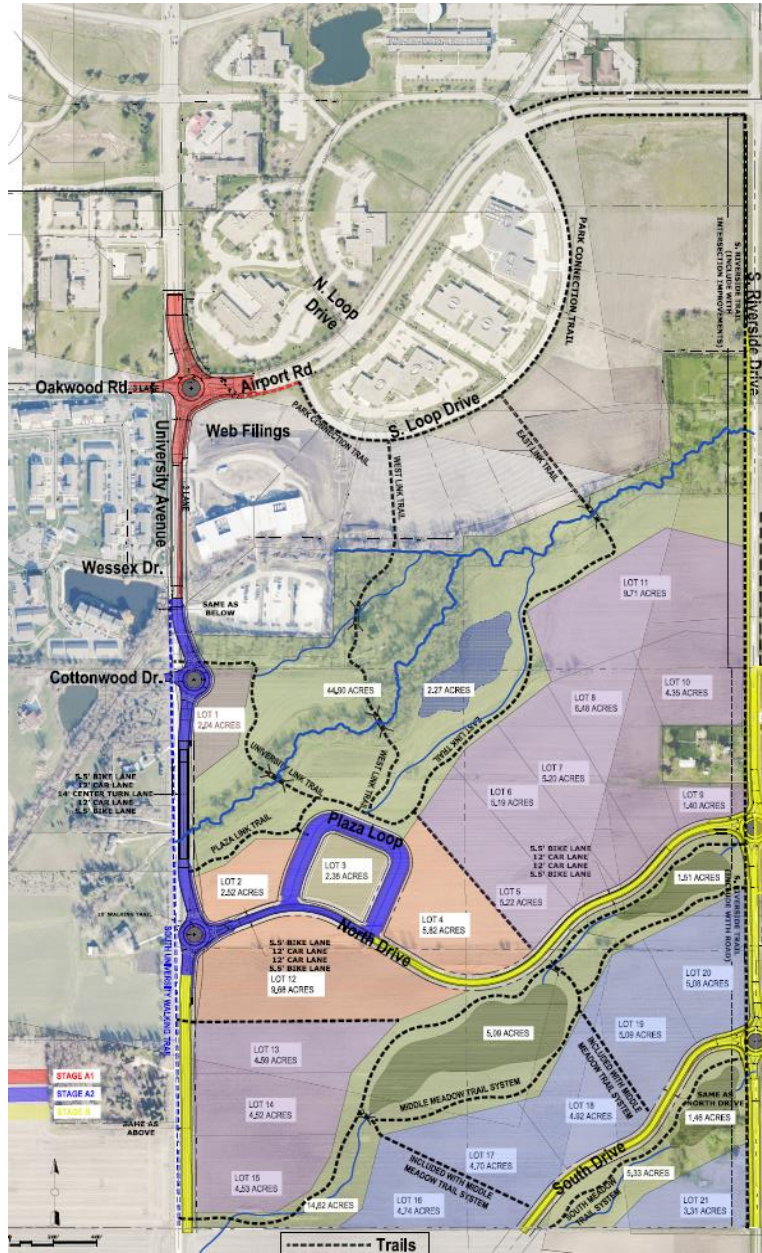
Attachment C



Expansion Area



Attachment D



Expansion Area Development Concept

ATTACHMENT E

OPTION #1 - CREATING NEW ZONING DIST. FOR ISU RESEARCH PARK EXPANSION

STAFF RECOMMENDATION

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting a new Section 29.903 as follows:

“29.903. Research Park Innovation District (RI)

(1) **Purpose.** This District supports development of an integrated commercial service and concentrated employment area to:

- (a) Allow for mixing of use and interaction of people to foster a collaborative environment;
- (b) Create a node of activity and commercial services for the district;
- (c) Design development to promote the new innovation district by integrating multi-modal transportation facilities, intensification of land use, and a wide range of office and research uses; and
- (d) Promote a high level of architectural and site design features that signify the commitment to innovation and investment through architecture with visual interest and unique identity, site design incorporating stewardship of natural resources, district layout and development supporting the pedestrian environment, and green building techniques demonstrating the commitment to sustainability.

(2) **Permitted Uses.** The RI Zoning District is to be established by the City Council through the requirements of 29.1507. Hub Activity Area uses may only be allowed for properties that are consistent with a City Council approved master plan accompanying a rezoning request. A Hub Activity Area means an area of concentrated commercial uses providing support services intended primarily to provide service and retail uses supportive of the surrounding businesses and their employees.

The uses permitted in the RI Zone are set forth in Table 29.903(2) below:

**Table 29.903(2)
RI Zone Uses**

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
RESIDENTIAL USES			
Group Living	N	--	--
Household Living	N	--	--
Short-term Lodgings	Y	SDP Minor	Staff
OFFICE USES	Y	SDP Minor	Staff
TRADE USES			
Retail Sales and Services - General	N	--	--
Retail Sales and Services - General-Located within Hub Activity Area	Y	SDP Minor	Staff
Retail Trade - Automotive, etc.	N	--	--
Restaurant -Located within Hub Activity Area- no drive throughs	Y	SDP Minor	--
Entertainment, Restaurant, Recreation Trade-Outside Hub Activity Area	N	--	--
Small Production Facility	Y	SPU	ZBA
Recreation Trade-Within Hub Activity Area	Y	SDP Minor/	Staff
Wholesale Trade	N	--	--
INDUSTRIAL USES			
Research and Development Facilities and Laboratories	Y	SDP Minor	Staff

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
Manufacturing and Processing - all uses except concrete batching and asphalt mixing; lumber and wood products manufacturing; manufactured homes and prefabricated structures manufacturing; printing and publishing; and rock crushing and screening	Y	SDP Minor	Staff
Warehouse and Freight Handling	N	--	--
INSTITUTIONAL USES			
Colleges and Universities	N	--	--
Public Facilities and Services	Y	SDP Minor	Staff
Social Service Providers	N	--	--
Medical Centers	N	--	--
Parks and Open Areas (as designated in a Master Plan)	Y	SDP Minor	Staff
Religious Institutions	N	--	--
Schools	N	--	--
TRANSPORTATION, COMMUNICATIONS AND UTILITY USES			
Passenger Terminals	Y	SDP Minor	Staff
Basic Utilities- outside of the Hub Activity Area	Y	SDP Major	City Council
Commercial Parking	Y	SDP Minor	Staff
Personal Wireless Communication Facilities	Y	Article 13	--
Radio and TV Broadcast Facilities	Y	SDP Minor	Staff
Rail Line and Utility Corridors	Y	SDP Minor	Staff
Railroad Yards	N	--	--
MISCELLANEOUS USES			
Commercial Outdoor Recreation	N	--	--
Child Day Care Facilities	Y	SDP Minor	Staff
Detention Facilities	N	--	--
Major Event Entertainment	N	--	--
Vehicle Service Facilities	N	--	--
Vehicle Repair	N	--	--

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

(3) **Zone Development Standards.** The zone development standards applicable in the RI Zone are set forth in Table 29.903(3) below:

**Table 29.903(3)
Development Standards**

DEVELOPMENT STANDARDS	RI ZONE
Maximum FAR	.35 for areas outside of Hub Activity Area/ No limit within Hub Activity Area
Minimum Lot Area	One Acre
Minimum Lot Frontage	100 ft.

DEVELOPMENT STANDARDS	RI ZONE
Minimum Building Setbacks: Street Lot Line University Ave Street Lot Line Side Lot Line Rear Lot Line Lot Line Abutting a Residential Zoned Lot	30 ft. 10 ft. 10 ft. 10 ft. 50 ft.
Maximum Building Setbacks in Hub Activity Area for Principal Facade, excepting central common area	20 ft.
Landscaping in Setbacks Abutting an R Zoned Lot	20 ft. @ L3. See Section 29.403
Maximum Impervious Surface Coverage	70%
Minimum Landscaped Area	20%
Maximum Height	100 ft.
Parking Allowed Between Buildings and Streets	Yes
Parking Location	Parking within the public right-of-way may count toward required on-site parking in the Hub Activity Area for an adjacent individual site as approved with a site development plan. Parking must be setback a minimum of 20 feet from a street lot line.
Drive-Through Facilities Permitted	No
Outdoor Display Permitted	No
Outdoor Storage Permitted-not between building and the street	Yes, See Section 29.405; Screened per Section 29.403(1)(c)
Trucks and Equipment Permitted	Yes

(4) **Site Development Plan Requirements.**

(a) In addition to Site Development Plan submittals, a Use Analysis Report shall be prepared by the applicant that shows the following:

(i) Approximate number of employees;

(ii) Approximate utility needs and effect upon existing systems, e.g., projected water demand (Gallons Per Minute or Gallons Per Day), waste water generation (Gallons Per Day + Chemical oxygen Demand or Biochemical oxygen Demand), electricity demand (Kilowatts), storm water increase (Cubic Feet Per Second), solid waste generation (tons);

(iii) Possible nuisance factors and means for alleviating those factors, such as noise, odor, smoke, dust, fumes, vibration, or heat; and

(iv) Uses with a substantial inventory of hazardous materials, as regulated by the Ames Fire Department, shall be sited away from residential uses across University Boulevard.

(b) No Site Development Plan approval will be issued for any use in the RI District if the determination is made by the approving authority exercising independent judgment, that there is reason to believe that the proposed use or structure, as presented by the application, will create a nuisance in terms of diminished air quality, smoke, noise, toxic matter, odor, vibration, glare, sewage waste, water quality, street system capacity, heat or other condition detrimental to the public health and safety or reasonable use, enjoyment and value of other properties; or diminish the quality or quantity of any utility service presently provided by the City. Furthermore, no approval or permit shall be issued unless there is compliance with all other applicable City, state, and federal regulations.

(5) **Design Guidelines**

(a) The goal is to create a development that acknowledges its natural surroundings, develops a human scale, and provides innovative contemporary architectural designs which harmonize with the environment, express individuality and promote worker health, wellness and productivity. Site Plan approvals must be found to conform to site development standards and the design guidelines. Design guidelines are to be applied with

discretion by the Planning and Housing Director to promote consistency with the intent of the District and to adapt to individual site needs.

(b) **Site Design Guidelines**

- (i) Use site design to locate buildings and site improvement in manner that is supportive of the pedestrian environment.
- (ii) Coordinate building and parking in manner that is supportive of a transition to trails and pedestrian areas.
- (iii) Extend walkways to both public streets and trail system.
- (iv) Coordinate shared access points for lots to reduce driveway intersections along bike and pedestrian facilities.
- (v) Locate support areas such as mechanical areas and storage areas away from pedestrian areas and behind the principal building.

(c) **Landscape Design Guidelines**

- (i) Use landscape design to support sustainable site features, such as stormwater treatment and parking lot shading.
- (ii) Locate landscape areas in a manner which is complementary to adjacent open space areas in types of vegetation and planting.
- (iii) Incorporate vegetation that provides for screening of storage and equipment areas from trails and streets.
- (iv) Use landscape design to enhance pedestrian environments with shading of sidewalks and creating visual interest with art, trellis, gathering spaces, and interesting vegetation.

(d) **Architectural Design Guidelines**

- (i) Identify and accentuate main building entrances with architectural elements or projections.
- (ii) Utilize high levels of glazing to identify areas of activity and interest for customers, employees, and public. Prefer location of office and other active uses at street sides of buildings to provide support for building identity and interest.
- (iii) Building massing should distinguish building components through variations in height, building relief, and exterior materials.”

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

ATTACHMENT F

OPTION #2 - CREATING NEW ZONING DIST. FOR ISU RESEARCH PARK EXPANSION

PLANNING AND ZONING COMMISSION RECOMMENDATION

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting a new Section 29.903 as follows:

“29.903. Research Park Innovation District (RI)

(1) **Purpose.** This District supports development of an integrated commercial service and concentrated employment area to:

- (a) Allow for mixing of use and interaction of people to foster a collaborative environment;
- (b) Create a node of activity and commercial services for the district;
- (c) Design development to promote the new innovation district by integrating multi-modal transportation facilities, intensification of land use, and a wide range of office and research uses; and
- (d) Promote a high level of architectural and site design features that signify the commitment to innovation and investment through architecture with visual interest and unique identity, site design incorporating stewardship of natural resources, district layout and development supporting the pedestrian environment, and green building techniques demonstrating the commitment to sustainability.

(2) **Permitted Uses.** The RI Zoning District is to be established by the City Council through the requirements of 29.1507. Hub Activity Area uses may only be allowed for properties that are consistent with a City Council approved master plan accompanying a rezoning request. A Hub Activity Area means an area of concentrated commercial uses providing support services intended primarily to provide service and retail uses supportive of the surrounding businesses and their employees.

The uses permitted in the RI Zone are set forth in Table 29.903(2) below:

**Table 29.903(2)
RI Zone Uses**

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Short-term Lodgings	Y	SDP Minor	Staff
OFFICE USES	Y	SDP Minor	Staff
TRADE USES			
Retail Sales and Services - General	N	--	--
Retail Sales and Services - General-Located within Hub Activity Area	Y	SDP Minor	Staff
Retail Trade - Automotive, etc.	N	--	--
Restaurant -Located within Hub Activity Area- no drive throughs	Y	SDP Minor	--
Entertainment, Restaurant, Recreation Trade- Outside Hub Activity Area	N	--	--
Small Production Facility	Y	SPU	ZBA
Recreation Trade-Within Hub Activity Area	Y	SDP Minor/	Staff
Wholesale Trade	N	--	--
INDUSTRIAL USES			
Research and Development Facilities and Laboratories	Y	SDP Minor	Staff

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
Manufacturing and Processing - all uses except concrete batching and asphalt mixing; lumber and wood products manufacturing; manufactured homes and prefabricated structures manufacturing; printing and publishing; and rock crushing and screening	Y	SDP Minor	Staff
Warehouse and Freight Handling	N	--	--
INSTITUTIONAL USES			
Colleges and Universities	N	--	--
Public Facilities and Services	Y	SDP Minor	Staff
Social Service Providers	N	--	--
Medical Centers	N	--	--
Parks and Open Areas (as designated in a Master Plan)	Y	SDP Minor	Staff
Religious Institutions	N	--	--
Schools	N	--	--
TRANSPORTATION, COMMUNICATIONS AND UTILITY USES			
Passenger Terminals	Y	SDP Minor	Staff
Basic Utilities- outside of the Hub Activity Area	Y	SDP Major	City Council
Commercial Parking	Y	SDP Minor	Staff
Personal Wireless Communication Facilities	Y	Article 13	--
Radio and TV Broadcast Facilities	Y	SDP Minor	Staff
Rail Line and Utility Corridors	Y	SDP Minor	Staff
Railroad Yards	N	--	--
MISCELLANEOUS USES			
Commercial Outdoor Recreation	N	--	--
Child Day Care Facilities	Y	SDP Minor	Staff
Detention Facilities	N	--	--
Major Event Entertainment	N	--	--
Vehicle Service Facilities	N	--	--
Vehicle Repair	N	--	--

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

(3) **Zone Development Standards.** The zone development standards applicable in the RI Zone are set forth in Table 29.903(3) below:

**Table 29.903(3)
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Maximum Building Setbacks in Hub Activity Area for Principal Facade, excepting central common area	20 ft.
Landscaping in Setbacks Abutting an R Zoned Lot	20 ft. @ L3. See Section 29.403
Maximum Impervious Surface Coverage	70%
Minimum Landscaped Area	20%
Maximum Height	100 ft.
Parking Allowed Between Buildings and Streets	Yes
Parking Location	Parking within the public right-of-way may count toward required on-site parking in the Hub Activity Area for an adjacent individual site as approved with a site development plan. Parking must be setback a minimum of 20 feet from a street lot line.
Drive-Through Facilities Permitted	No
Outdoor Display Permitted	No
Outdoor Storage Permitted-not between building and the street	Yes, See Section 29.405; Screened per Section 29.403(1)(c)
Trucks and Equipment Permitted	Yes

(4) **Site Development Plan Requirements.**

(a) In addition to Site Development Plan submittals, a Use Analysis Report shall be prepared by the applicant that shows the following:

(i) Approximate number of employees;

(ii) Approximate utility needs and effect upon existing systems, e.g., projected water demand (Gallons Per Minute or Gallons Per Day), waste water generation (Gallons Per Day + Chemical oxygen Demand or Biochemical oxygen Demand), electricity demand (Kilowatts), storm water increase (Cubic Feet Per Second), solid waste generation (tons);

(iii) Possible nuisance factors and means for alleviating those factors, such as noise, odor, smoke, dust, fumes, vibration, or heat; and

(iv) Uses with a substantial inventory of hazardous materials, as regulated by the Ames Fire Department, shall be sited away from residential uses across University Boulevard.

(b) No Site Development Plan approval will be issued for any use in the RI District if the determination is made by the approving authority exercising independent judgment, that there is reason to believe that the proposed use or structure, as presented by the application, will create a nuisance in terms of diminished air quality, smoke, noise, toxic matter, odor, vibration, glare, sewage waste, water quality, street system capacity, heat or other condition detrimental to the public health and safety or reasonable use, enjoyment and value of other properties; or diminish the quality or quantity of any utility service presently provided by the City. Furthermore, no approval or permit shall be issued unless there is compliance with all other applicable City, state, and federal regulations.

(5) **Design Guidelines**

(a) The goal is to create a development that acknowledges its natural surroundings, develops a human scale, and provides innovative contemporary architectural designs which harmonize with the environment, express individuality and promote worker health, wellness and productivity. Site Plan approvals must be found to conform to site development standards and the design guidelines. Design guidelines are to be applied with

discretion by the Planning and Housing Director to promote consistency with the intent of the District and to adapt to individual site needs.

(b) **Site Design Guidelines**

- (i) Use site design to locate buildings and site improvement in manner that is supportive of the pedestrian environment.
- (ii) Coordinate building and parking in manner that is supportive of a transition to trails and pedestrian areas.
- (iii) Extend walkways to both public streets and trail system.
- (iv) Coordinate shared access points for lots to reduce driveway intersections along bike and pedestrian facilities.
- (v) Locate support areas such as mechanical areas and storage areas away from pedestrian areas and behind the principal building.

(c) **Landscape Design Guidelines**

- (i) Use landscape design to support sustainable site features, such as stormwater treatment and parking lot shading.
- (ii) Locate landscape areas in a manner which is complementary to adjacent open space areas in types of vegetation and planting.
- (iii) Incorporate vegetation that provides for screening of storage and equipment areas from trails and streets.
- (iv) Use landscape design to enhance pedestrian environments with shading of sidewalks and creating visual interest with art, trellis, gathering spaces, and interesting vegetation.”

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

COUNCIL ACTION FORM

SUBJECT: AMENDMENTS TO REQUIRE INFRASTRUCTURE IMPROVEMENTS WITH BUILDING PERMIT APPLICATIONS

BACKGROUND:

At the May 12, 2015 meeting, the City Council provided direction on proposed amendments to the Ames Municipal Code regarding requiring missing infrastructure for individual developments. In summary, the City Council moved:

- That sidewalks in industrial areas be installed on the north and east sides of streets with criteria for exceptions (6-0 vote).
- That substantial improvements be defined as alterations or additions in excess of \$100,000 (6-0 vote)

Furthermore, staff remarked that a “hardship clause” would be written for incorporation.

Proposed Amendments

The following language summarizes the proposed text amendment. The amendments will be found in Chapter 5: Building Electrical, Mechanical and Plumbing Codes and in Chapter 22: Streets and Sidewalks

- Sidewalks, shared use paths, street lights, street paving, and right-of-way dedications are required for new construction or substantial improvements to existing structures prior to issuing a building permit. Missing infrastructure will need to meet the design standards of the subdivision regulations. Single-family and two-family homes are exempt.
- In industrial zones, the City Council chose to require sidewalks on only one side for subdivisions. When an individual development is proposed on a lot, the first step is to see if there is a sidewalk installation agreement for the proposed individual development. If not, then the default is that a sidewalk will be installed if there is already a sidewalk on that side of the street adjacent to the proposed individual development. If not, the default is that the sidewalk will be installed on the north side of an east/west street or the east side of a north/south street.
- If the side of the street opposite the proposed development is zoned other than industrial, the industrial side will need to install its own sidewalk.
- If the infrastructure is not present, it will need to be installed prior to issuing a building permit or, alternatively, an installation agreement and security can be

posted and the infrastructure installed prior to issuance of a certificate of occupancy.

- If the cost of the installation of the missing infrastructure exceeds 20 percent of the project cost, this is considered a significant hardship that may result in some or all of the requirements being waived. A prioritized list of missing infrastructure would need to be installed until the 20 percent threshold is reached.
- Substantial improvement is defined as work with a value of \$100,000 or more.
- The implementation is phased so that projects that require a site plan approval will be subject to the requirements beginning on August 15. Projects needing only a building permit will be subject to these requirements beginning on November 1.

The Building Board of Appeals discussed this item at their regular meeting on July 6 and recommended approval (5-0) of the proposed amendments to Chapter 5.

ALTERNATIVES:

1. The City Council can approve the first reading of ordinances to amend the City of Ames Municipal Code, Chapter 5 and Chapter 22 of the Municipal Code to include changes 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 Municipal Code back to staff for specific further information or for further options.

MANAGER'S RECOMMENDED ACTION:

New and infill commercial and multi-family development continues to occur, sometimes in areas that have missing infrastructure. In order to ensure that all development pays its own costs and that full infrastructure serves development, the City Council directed staff in early 2014 to research and prepare ordinances addressing missing infrastructure.

Based on the specific direction that the City Council gave to staff at the January 24 and May 12 meetings, 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 the Ames Municipal Code as shown in the attached ordinance.

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY ENACTING A NEW CHAPTER 5, SECTION 5.118 THEREOF, FOR THE PURPOSE OF ESTABLISHING REQUIREMENTS FOR INFRASTRUCTURE INSTALLATION ; 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 enacting a new Section 5.118 as follows:

“Sec. 5.118. INFRASTRUCTURE TO BE INSTALLED.

1. Except for single family and two family structures, no building permit shall be issued for construction of a new principle building or addition to an existing principle structure unless sidewalks, shared use paths, street lights, street paving, and dedicated rights-of-way or easements, in satisfactory condition and consistent with the requirements of Division IV, Design and Improvements Standards of Chapter 23, Subdivisions are adjacent to the subject property. Applications for building permits consistent with a site development plan approved prior to August 15, 2015 are exempt from this requirement.

2. Except for single family and two family structures, no building permit shall be issued for substantial improvements to an existing principle building for complete applications submitted after November 1, 2015 unless sidewalks, shared use paths, street lights, street paving, and dedicated rights-of-way or easements, in satisfactory condition and consistent with the requirements of Division IV, Design and Improvements Standards of Chapter 23, Subdivisions are adjacent to the subject property.

3. Requirements for infrastructure installation, financial security, and installation priority are found in Section 22.31 of the Ames Municipal Code.

4. Definitions: For purposes of this section, the following definition shall be used.

a. Substantial improvement means any repair, reconstruction, rehabilitation, addition, or improvement of a principle building, the cost of which has a value of \$100,000 or more. The term does not, however, include any project for improvement of a building required to correct existing health, sanitary, or safety code violations identified by the Building Official and that are the minimum necessary to assure a safe living condition. The term also does not include improvements to the site or to an accessory structure.”

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

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY ENACTING A NEW DIVISION VI SECTION 22.31 THEREOF, FOR THE PURPOSE OF ESTABLISHING REQUIREMENTS FOR INFRASTRUCTURE INSTALLATION ; 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 enacting a new Division VI, Section 22.31 as follows:

“Division VI, Section 22. 31 Infrastructure Required

1. If infrastructure required under Section 5.118 is not present or is not in a satisfactory condition, as determined by the Public Works Director or designee, the developer shall install said infrastructure and/or dedicate said rights-of-way prior to issuance of a building permit. Alternatively, the developer may submit financial security and an improvement agreement to be approved by the Public Works Director or designee and City Clerk, in which case the building permit may be issued. No final certificate of occupancy of any structure shall occur until the public improvements have been installed, inspected, and accepted by the City and/or rights-of-way have been dedicated.

2. If a sidewalk in satisfactory condition does not meet the current width requirements, it does not have to be replaced. If City plans indicate that a shared use path is required, the sidewalk shall be replaced with a shared use path.

3. In addition to the above requirements, these specific exceptions apply to sidewalk and shared use paths for projects in industrial zones:

- a. In areas zoned industrial on both sides of the street, a sidewalk or shared use path shall be installed consistent with an approved sidewalk installation agreement.
- b. In areas zoned industrial on both sides of the street and where there is no sidewalk installation agreement, a sidewalk or shared use path shall be installed if an adjacent lot has an existing sidewalk or shared use path.
- c. In areas zoned industrial on both sides of the street and where there is no sidewalk installation agreement and where the adjacent lots have no sidewalk or shared use path, a sidewalk or shared use path shall be installed on the north side of east/west streets or the east side of north/south streets. If conditions exist that would impact the placement of a sidewalk or shared use path, such as topography, width of right-of-way, or proposed future road improvements, the Public Works Director or designee may approve an alternative location.
- d. In areas zoned industrial and the other side of the street is zoned other than industrial, a sidewalk or shared use path shall be installed whether or not the non-industrial zoned side has a sidewalk or shared use path.

4. If it can be demonstrated to the satisfaction of the Public Works Director or designee that there is significant hardship for the installation of required infrastructure, the Public Works Director or designee may approve an alternative improvement schedule.

- a. Significant hardship is presumptively demonstrated when the construction costs for the required infrastructure equal or exceed 20 percent of the permit valuation.

- b. In the event that significant hardship is determined, improvements shall still be required and will be based on the stated preference for installation, provided that the construction costs do not equal or exceed 20 percent of the permit valuation. Once the 20 percent threshold is reached, any additional required infrastructure may be waived by the Public Works Director or designee.
 - c. Preference for improvements are generally in ordered listed below.
 - i. Dedication of needed rights-of-way or easements.
 - ii. Shared-use paths.
 - iii. Sidewalks.
 - iv. Street lights.
 - v. Street paving.
 - d. The determination of preferred infrastructure and the design and construction is at the discretion of the Public Works Director or designee. All improvements must meet SUDAS requirements as referenced in Chapter 23.
 - e. Significant hardship can be demonstrated only for additions or substantial improvements to existing principle buildings. The cost of site work and building permit valuation shall be considered in review of hardships for building additions. New principle buildings shall meet all installation requirements.
5. Definitions: For purposes of this section, the following definitions shall be used.
- a. Satisfactory condition means in a state of good repair meeting the adopted standards of the City, such as Statewide Urban Design and Specifications (SUDAS).
 - b. Substantial improvement means any repair, reconstruction, rehabilitation, addition, or improvement of a principle building, the cost of which has a value of \$100,000 or more. The term does not, however, include any project for improvement of a building required to correct existing health, sanitary, or safety code violations identified by the Building Official and that are the minimum necessary to assure a safe living condition. The term also does not include improvements to the site or to an accessory structure.”

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