

Staff Report

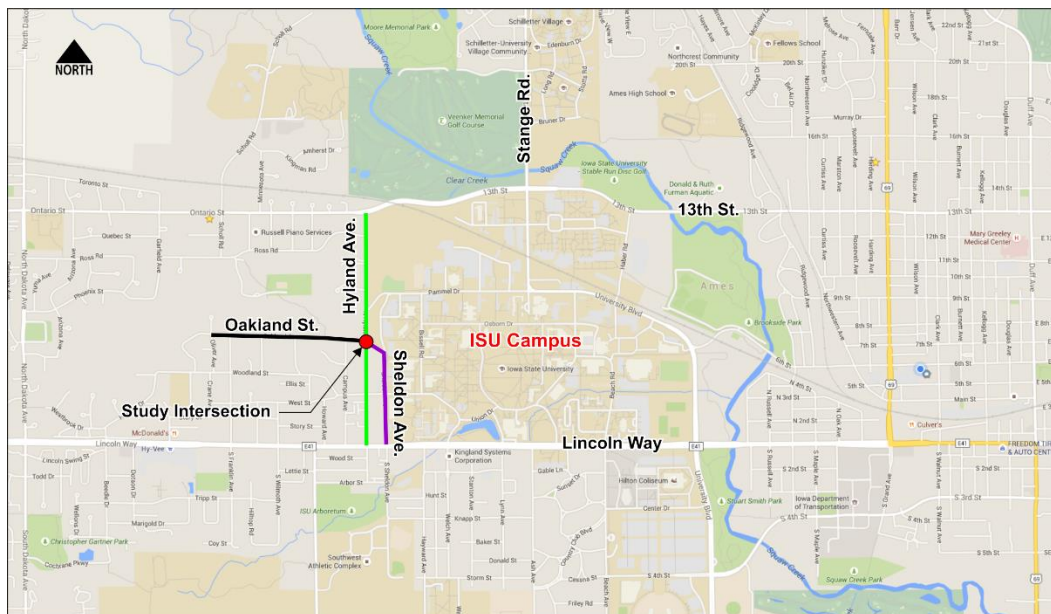
**Hyland Avenue and Oakland Street/Sheldon Avenue Crosswalk Traffic Study**

August 25, 2015

**Background:**

The City Council referred a letter from Sue Ravenscroft regarding the pedestrian safety of the east-west crosswalk on the south side of Hyland Avenue and Oakland Street (west)/Sheldon Avenue (east). In response, staff conducted a traffic study including an analysis of speed, volumes, and safety. The following is a summary of the findings of the study and recommendations.

The study intersection is located along the western boundary (Hyland Avenue) of the main Iowa State University campus. Hyland Avenue is classified as a minor arterial, Sheldon Avenue is a collector street, and Oakland Street is a local residential street. Similar to the intersection of Hyland Avenue and West Street, this intersection is used as one of the main walking and bicycling routes into the ISU campus from west Ames.



**Speed on Hyland Avenue:**

The operational speed of a roadway is analyzed by comparing the “Prevailing Speed” versus that of the Posted Speed Limit. The Prevailing Speed is a combination of the 85<sup>th</sup> Percentile Speed and the top speed of the Pace. The 85<sup>th</sup> Percentile Speed is defined as the speed at which 85 percent of the motoring traffic is traveling at or slower. The

Pace is defined as the 10 MPH speed range that contains the highest volume of traffic. Under ideal conditions the Prevailing Speed should be +/- 5 MPH from that of the Posted Speed Limit. It should be noted that the speed limit along Hyland Avenue changes from 25 MPH on the south side of the intersection to 30 MPH north of the intersection.

Northbound was found to have a prevailing speed of 35 MPH, an 85<sup>th</sup> Percentile speed of 34 MPH, and a Pace from 26 MPH to 35 MPH (see figure 1). This exceeds the ideal of the Prevailing Speed being +/- 5 MPH from that of the Posted Speed Limit. Northbound traffic approaches the intersection of Oakland/Sheldon coming over and down a hill starting approximately at the property of 426 N. Hyland Avenue. This equates to an available sight distance of around 400 feet in advance of the crosswalk. Meaning, under normal breaking conditions a vehicle would have to be traveling faster than 43 MPH before they would be unable to stop in time.

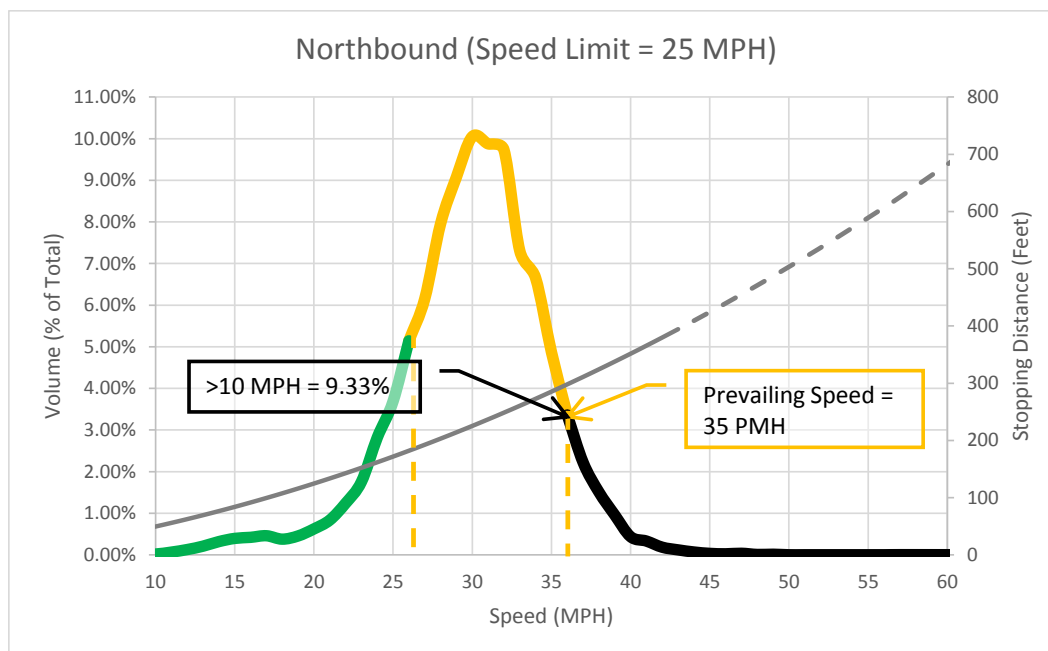


Figure 1

The most concerning issue with northbound traffic is related to the percent of motorists traveling greater than 10 MPH over the posted speed limit. This metric is used during an evaluation of a roadway for traffic calming measures to help slow traffic. Typically, if the percent of motorists traveling 10 MPH over the speed limit is around 5% (or higher) of the distribution, it would be recommended to install some type of physical improvement proportionate to the severity of the speeding observed (speed hump, curb extensions, etc.). However, the challenge exists that many traffic calming methods are not appropriate on higher volume roads such as the case of an arterial streets.

Southbound was found to have a Prevailing Speed of 36 MPH, an 85<sup>th</sup> Percentile speed of 36 MPH, and a Pace from 27 MPH to 36 MPH (see figure 2). Traffic traveling from the north can see the crosswalk at Oakland/Sheldon well in advance and therefore stopping sight distance is not a significant factor in this direction. Southbound also sees

a much less severe level of speeding as is was found to only have 3.12% traveling greater than 10 MPH over the speed limit.

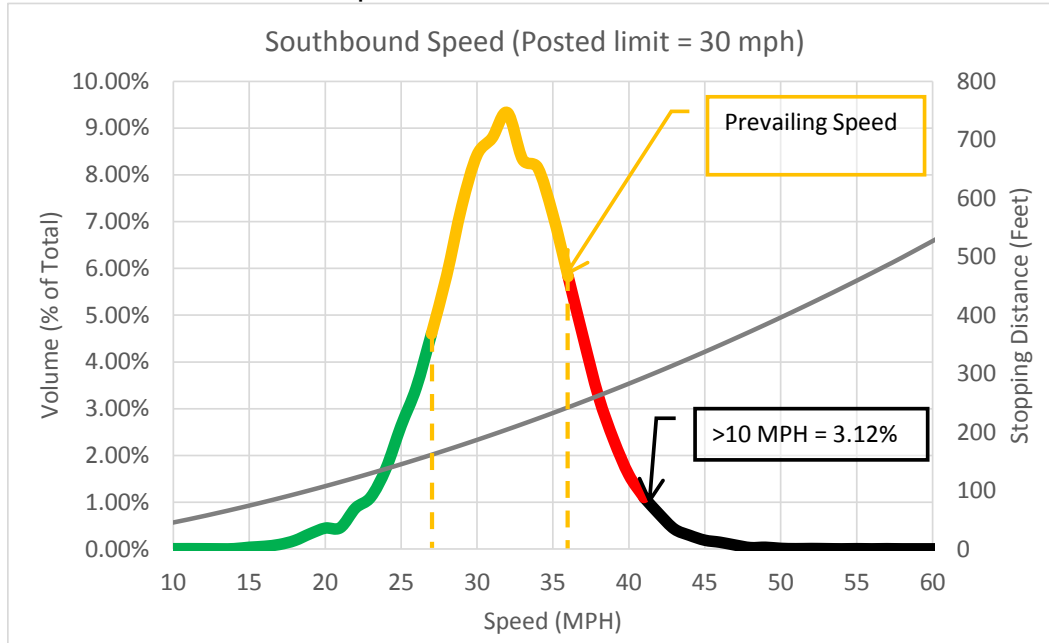


Figure 2

**Traffic Volumes - All-Way Stop Evaluation:**

At request of the neighborhood, staff evaluated the traffic volumes at the intersection to see if they meet the minimum thresholds to warrant stopping traffic traveling north-south on Hyland Avenue. Currently the intersection of Hyland and Oakland/Sheldon is a two-way stop, stopping east-west traffic. The criteria for changing the intersection to an All-Way Stop condition are found under Chapter 2B of the Manual on Uniform Traffic Control Devices (MUTCD). It states that in order to warrant an All-Way Stop, the combined traffic volumes of the main street (Hyland Avenue) must be 300 vehicles/hour or greater for eight consecutive hours, and at the same time the volumes (including vehicles, bikes, and pedestrians) on the side street (Oakland/Sheldon) must be at least 200 vehicles/hour.

Figure 3 below shows the data collected, which indicates that the All-Way Stop warrant thresholds were not met for any one hour period, let alone for eight consecutive hours.

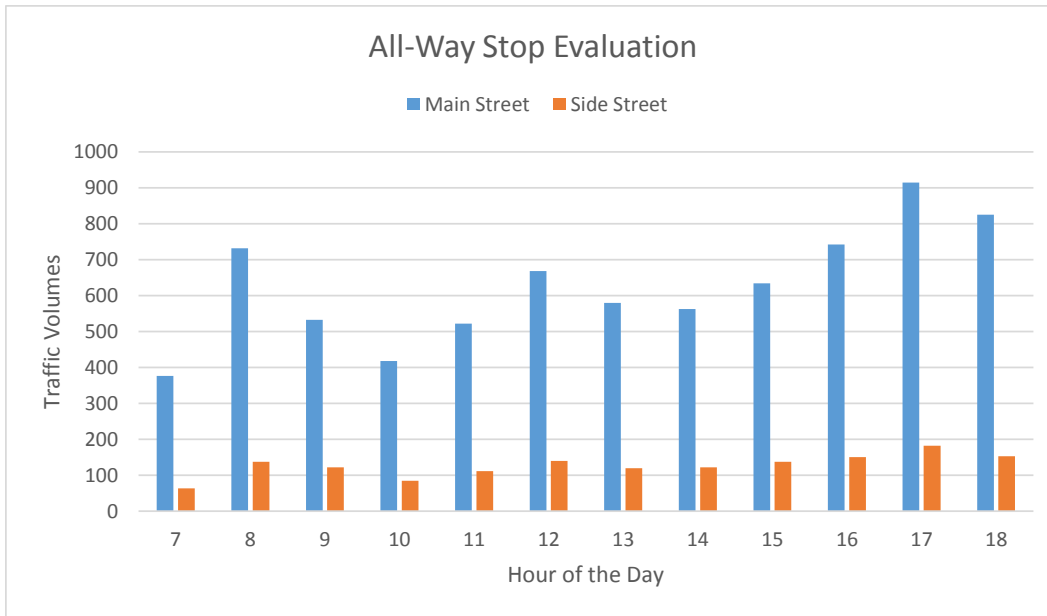


Figure 3

The volume data however does reinforced the fact that this intersection is heavily used as a pedestrian and bicycle connection to the University. Figure 4 shows that the number of bikes and pedestrians using the crosswalk across Hyland Avenue can get as high as approximately 80 per hour during the peak hour.

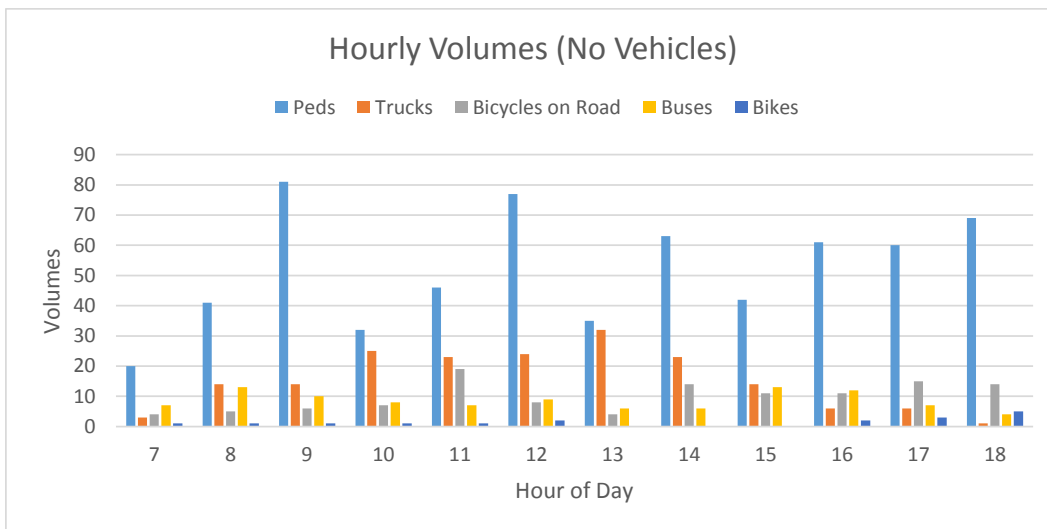


Figure 4

**Safety Evaluation of Crash Data:**

Staff looked at the most current 10 years of crashes data (2004-2014) for the intersection of Hyland Avenue and Oakland/Sheldon. It was found to have seven (7) crashes in that 10-year period. There were two minor injury crashes (the rest were Property Damage Only crashes), one in 2007 and the other in was in 2009. The 2007 crash involved a southbound vehicle that was turning left from Hyland onto Sheldon in the dark evening hours of November. The driver hit a pedestrian that was in the street at



low speed causing minor injuries to the pedestrian. The 2009 crash only involved the motorist whose vision was obstructed hitting a roadside object causing minor injury to the driver.

### **Staff Comments and Recommendations:**

The evaluation of the data shows that historically there are a very low number of accidents at the intersection of Hyland Avenue and Oakland/Sheldon, especially those involving a pedestrian or bicyclist. However, the data also indicated a concerning amount of motorists exceeding the posted speed limit by greater than 10 MPH in the northbound direction, which at 9% was approximately three times higher than observed on typical streets within Ames.

Staff spoke with Sue Ravenscroft during this study regarding her and other neighborhood member's experiences when crossing Hyland Avenue. Many of them involved distracted drivers who had "close calls" with pedestrians walking to and from campus, which would not have been captured in the crash data. Generally, it appears that vehicles coming over the hill headed northbound are not aware of the pedestrian crossing even though the crosswalk has been painted with high-visibility pavement markings and has pedestrian warning signs in place.

It was suggested during this study that an All-Way Stop be used to mitigate the issues between motorist and pedestrians at the intersection. However, this report has shown that the minimum criteria has not been met, nor is close enough for staff to make a recommendation at this time to install additional Stop Signs. It should be noted that if Stop Signs are installed without meeting the minimums it is likely to frustrate users and produce increasing disrespect of the signs, thereby losing its intended purpose of providing enhanced safety.

It is apparent throughout this study that the greatest area for improvement is in the awareness of the pedestrian using the crosswalk. A recent treatment that appears to provide a significant improvement to pedestrian awareness along arterial streets is the Rectangular Rapid Flashing Beacon (RRFB). This is a push-button activated warning device that uses very bright flashing yellow LEDs to warning motorists that a pedestrian is actively using the crosswalk. This is the same treatment that is being used to help students cross 13<sup>th</sup> Street to an overflow parking area on the north side of Frederiksen Court Apartments. This is another example of an intersection that was in need on pedestrian enhancements on the edges of ISU campus.

**The cost for a RRFB is approximately \$10,000 (including all time and materials). City Council could choose to direct staff purchase and install a RRFB for the east-west crosswalk at Hyland Avenue and Oakland/Sheldon. The \$10,000 could come from FY 2015-16 Accessibility Enhancement Program. Staff is currently soliciting input regarding possible projects for this first-time program. With direction from the Council, the RRFB for this location would be the first project financed from this new program.**

**It is the opinion of staff that this would be a great step to improve safety in this area. Staff is also working together with ISU on an ongoing planning effort to improve pedestrian/bicycling connections at the interfaces of Ames and ISU Campus. The RRFB is anticipated to be one of many strategies implemented.**

Item #: 32a  
Date: 8/25/15

**COUNCIL ACTION FORM**

**SUBJECT: APPROVAL OF REVISED SCHEMATIC DESIGN FOR AIRPORT TERMINAL BUILDING**

**BACKGROUND:**

On July 14, 2015, staff presented a report updating City Council on the status of the funding for the Airport Terminal Building and Hangar project. Staff presented the probable opinion of cost by Connico, a third party cost estimator, and based upon the original schematic design of a 6,985 sq. ft. building at approximately \$285/sq. ft., total costs were projected to be \$1,987,500 (see **Attachment 1**). After this more detailed cost evaluation was performed, there was found to be an estimated shortfall in funding of \$750,000. City Council directed staff to move forward to increase the City and Iowa State University contribution each by \$250,000 (\$500,000 total) and to reduce the scope of the project by \$250,000. Below is a summary anticipated revenues and expenditures to date:

<b><u>Revenues</u></b>		<b><u>Expenditures</u></b>	
G.O. Bonds	\$ 867,000	Site Work Design	\$ 140,000
Bonds (ISU Backed)	\$ 943,000	Site Work Construction	\$ 772,000
Federal	\$ 450,000	Terminal Design	\$ 260,000
State	\$ 150,000	Terminal Construction/FFE	\$ 1,738,000
	<hr/>	Total Expenditure =	<hr/>
	\$ 2,410,000		\$ 2,910,000
 <b><u>Additional Revenue</u></b>			
Local Option Sales Tax	\$ 250,000		
ISU Funding	\$ 250,000		
Total Revenue =	<hr/>		
	\$ 2,910,000		

It should be noted that the new estimated cost for construction of \$1,738,000 could be adjusted upwards or downwards when the bids for the terminal are received. It is important to note that this is an only estimate due to the fact that the Terminal Building itself will still need to go through final design and be bid before actual costs can be known.

Since the July 14<sup>th</sup> meeting staff have been working with Allliance, the City's design architect, to reduce the scope of the building by \$250,000 in value while still trying to have a viable facility. Generally, the reduction would follow two principles; 1) to identify areas that could be temporarily taken out of the new terminal building and located in the existing terminal (4600 sq. ft.), and 2) to maximize the ability to expand the terminal in the future in the most cost effective way possible (see **Attachment 2**). Therefore, Alliance has proposed a new reduced building footprint of 5,358 sq. ft. that tries to

maintain the core airport services needed in the new terminal. This is approximately a 1,600 sq. ft. reduction, or approximately a 23% smaller facility (see **Attachment 3**).

The revised estimated budget of \$1,738,000 for terminal construction now reflects a \$320/sq. ft. cost. The Architects believe this increase in square footage cost from the original design is due to the fact that a smaller building will have less economies of scale as there is still the need for the structure and foundations of a building, and that the utilities of the reduced building are still sized to accommodate a larger building in anticipation of future expansion.

It should be noted that a future expansion of the terminal would add back the 1,600 sq. ft. (see **Attachment 4**). However, there would need to be additional funding in the future to account for inflation and for design (plus contingency). Staff developed a budget estimate for both 5-years and 10-years in the future when the City might choose to move the airfield lighting control equipment out of the basement of the existing terminal, demolish the existing terminal, and build an expansion on the eastside of the new terminal. The future estimates assume 5% inflation per year for construction costs and that the City will need to secure a new design contract and bid documents. **It should be emphasized that the higher costs in the future also include the additional expense to demolish the FBO spaces (office, kitchen, line crew) shown in the east side of the building (in attachment 3) and rebuild them into the future expansion.**

	<u>5-Year Estimate</u>	<u>10-Year Estimate</u>
Electric Vault Relocation	\$ 367,000	\$ 469,000
Demo Existing Terminal	\$ 77,000	\$ 98,000
1,600 sqft Expansion	\$ 653,000	\$ 834,000
<b>Construction Subtotal=</b>	<b>\$ 1,097,000</b>	<b>\$ 1,400,000</b>
Design (15%)	\$ 165,000	\$ 210,000
Contingency (10%)	\$ 110,000	\$ 140,000
<b>Grand Total =</b>	<b>\$ 1,372,000</b>	<b>\$ 1,750,000</b>

The Airport Terminal Building Focus Group has also been given the revised schematic designs in to provide their preliminary feedback on the proposed reduction. To summarize the discussion, the Focus Group appreciates the compromises needed in order to meet budgetary constraints of the project.

Their first concern relates to the day-to-day feasibility of having Fixed Based Operator (FBO) staff and services split between a new facility and the existing terminal. In an effort to minimize this impact it is being proposed that the flight training and vehicle rental car functions be located in the existing terminal along with non-vital FBO office space. This will allow the enhanced pilot areas, meeting/lobby space, and primary FBO customer service functions to be located in the new facility.

The second concern relates to the conference room space being shown as training/multipurpose space. However, this room ultimately can be used as conference

space or for other purposes, and will be furnished and finished using the same level of quality expected throughout the new terminal building.

**ALTERNATIVES:**

1. Approve the revised schematic design for the new Airport Terminal Building which reflects a reduction in square footage from 6,970 square feet to 5,358 square feet (as shown in Attachment 3) with most of the reduction coming from the reception and training areas, and direct Alliance to develop plans and specifications for the new terminal building based on this modified schematic design.
2. Approve the current schematic design for the new Airport Terminal Building at 6,970 square feet (as shown in Attachment 1).

This alternative would require staff to identify additional funding before developing final plans and specifications based on the current schematic design.

3. Direct staff to pursue alternative modifications to the schematic design, including any specific direction from City Council.
4. Refer this matter back to the City staff to develop alternatives to the schematic design.

This alternative would require the City to reject the site preparation bids and delay the construction of the itinerant hangar and terminal building for a year.

**MANGER'S RECOMMENDED ACTION:**

The revised schematic design for the new Airport Terminal Building is anticipated to assure a facility that is able to 1) accommodate the minimum required services for the Ames Airport, 2) finance the project within the available revenue, and provide the opportunity to expand the facility in the future in order to meet the anticipated growth of general aviation in the Ames area.

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

# Schematic Design

## Ames Municipal Airport New Executive Terminal



### Scheme 'B' Plan Square Footages

Passenger Lobby / Lounge .....	2,364 sf
FBO Offices .....	540 sf
Training / Multi-Purpose .....	660 sf
Reception / Copy-File / Food Prep / Line Crew .....	456 sf
Restrooms / Janitor .....	467 sf
Storage .....	95 sf
Vending .....	30 sf
Cafe .....	38 sf
Pilot Area .....	1,092 sf
Conference .....	380 sf
Business Center .....	110 sf
Mechanical / Electrical / Communications .....	270 sf
Circulation / Vestibules .....	468 sf
<b>Total Building SF .....</b>	<b>6,970 sf</b>

### Plan Key of Program Categories

- Public
- Conference / Meeting
- Training / Multi-Purpose
- Administration / Building Operation
- Pilot Area
- Leasable Office Space
- Mechanical / Restroom / Utility / Storage

Terminal Building - Scheme 'B'



# Schematic Design Ames Municipal Airport New Executive Terminal



### Scheme 'B' Plan Square Footages

Passenger Lobby / Lounge	.....2,364 sf
FBO Offices	.....540 sf
Training / Multi-Purpose	.....660 sf
Reception / Copy-File / Food Prep / Line Crew	.....456 sf
Restrooms / Janitor	.....467 sf
Storage	.....95 sf
Vending	.....30 sf
Cafe	.....38 sf
Pilot Area	.....1,092 sf
Conference	.....380 sf
Business Center	.....110 sf
Mechanical / Electrical / Communications	.....270 sf
Circulation / Vestibules	.....468 sf
<b>Total Building SF</b>	<b>.....6,970 sf</b>

### Plan Key of Program Categories

- Public
- Conference / Meeting
- Training / Multi-Purpose
- Administration / Building Operation
- Pilot Area
- Leasable Office Space
- Mechanical / Restroom / Utility / Storage

Areas Revised per Scheme 'B-1'

Terminal Building - Scheme 'B'







Scheme 'B-1' Plan Square Footages

Passenger Lobby / Lounge	1,896 sf
FBO Offices	144 sf
Training / Multi-Purpose	497 sf
Reception / Kitchen / Line Crew	368 sf
Restrooms / Janitor	467 sf
Storage	58 sf
Vending	30 sf
Cafe	38 sf
Pilot Area	1,092 sf
Conference ( <b>Eliminated</b> )	0 sf
Business Center	30 sf
Mechanical / Electrical / Communications	270 sf
Circulation / Vestibules	468 sf
<b>Total Building SF</b>	<b>5,358 sf</b>

Plan Key of Program Categories

- Public
- Conference / Meeting
- Training / Multi-Purpose
- Administration / Building Operation
- Pilot Area
- Leasable Office Space
- Mechanical / Restroom / Utility / Storage

Terminal Building - Scheme 'B-1'





Scheme 'B-1' Plan Square Footages

Passenger Lobby / Lounge	.....	1,896 sf
FBO Offices	.....	144 sf
Training / Multi-Purpose	.....	497 sf
Reception / Kitchen / Line Crew	.....	368 sf
Restrooms / Janitor	.....	467 sf
Storage	.....	58 sf
Vending	.....	30 sf
Cafe	.....	38 sf
Pilot Area	.....	1,092 sf
Conference (Eliminated)	.....	0 sf
Business Center	.....	30 sf
Mechanical / Electrical / Communications	.....	270 sf
Circulation / Vestibules	.....	468 sf
<hr/>		
<b>Total Building SF</b>	.....	<b>5,358 sf</b>

Plan Key of Program Categories

- Public
- Conference / Meeting
- Training / Multi-Purpose
- Administration / Building Operation
- Pilot Area
- Leasable Office Space
- Mechanical / Restroom / Utility / Storage

Terminal Building - Scheme 'B-1' Future Expansion

**COUNCIL ACTION FORM**

**SUBJECT: IDENTIFICATION OF ADDITIONAL FUNDING FOR AIRPORT IMPROVEMENTS**

**BACKGROUND:**

The City's 2015-2020 Capital Improvements Plan (CIP) includes a project to construct a new terminal building, itinerant hangar, and related site improvements at the Ames Municipal Airport. Because the itinerant hangar will be built from private donations, the budget reflected in the CIP includes the following sources of revenue for what was estimated to be a \$2,410,000 project for the design/engineering of the terminal building, the site preparation work, and the terminal construction.

*\$867,000 From debt supported General Obligation (G.O.) Bonds*

*\$ 943,000 From abated G.O. Bonds (abated by future revenues from the management agreement with a Fixed Base Operator (FBO) and backed by ISU guarantee*

*\$150,000 From a State of Iowa Vertical Infrastructure Grant*

*\$450,000 From Federal Aviation Administration funding*

*\$2,410,000 Total Revenue*

On July 14, 2015, staff presented a report summarizing the funding history of the terminal building and detailed a projected budget shortfall for the improvements based on 1) the fact that the low bid received for the site preparation work came in \$202,000 greater than the budget and 2) the City's architect for the project provided a cost update for the terminal building which indicated that the building as proposed with 6,970 sq. ft. is now estimated to be \$548,000 over the budget amount (assuming the least expensive option of a flat roof design is accepted, along with a projected 10% contingency.) **Therefore, the most recent cost estimates indicate that the Airport improvements reflected in the CIP are now \$750,000 over the current budget.**

In order to rectify this \$750,000 budget shortfall, the City Council identified the following three conditions for the project to proceed.

- a) ISU must agree to contribute up to an additional \$250,000 in cash towards the improvements that included the engineering/design of the terminal, site preparations, and terminal construction costs.
- b) The City must agree to contribute up to an additional \$250,000 in cash towards the improvements that included the engineering/design of the terminal, the site preparations, and terminal construction costs. These additional City funds were to come from the available balance in the Local Option Sales Tax Fund.
- c) The City staff must work with the architect/engineers and user focus group members to identify reductions in the square footage of the proposed terminal building that will reduce the construction cost by \$250,000.

**ALTERNATIVES:**

- 1a) The City Council can approve the attached Addendum to the December 10, 2015 agreement and obligates ISU and the City to each contribute up to an additional \$250,000 towards the Airport improvements, and
- 1b) The City Council can authorize the City's portion of this additional \$250,000 towards the Airport improvements come from the available balance in the Local Option Sales Tax Fund.
2. The City Council can approve the attached Addendum to the December 10, 2015 agreement that obligates ISU and the City to each contribute up to an additional \$250,000 towards the Airport improvements, but identify another source of revenue to meet the City's additional \$250,000 obligation.
3. The City Council can decide not to approve the attached Addendum to the December 10, 2015 agreement with ISU at this time if the City Council members do not support the suggested 1,600 reduction in the square footage of the terminal that is being proposed to cut the project costs.

**MANAGER'S RECOMMENDED ACTION:**

Assuming that the addition of a new terminal building and itinerant hangar remains a high priority of the City Council and the Council is satisfied with the square footage reduction that is being recommended to reduce the project costs by \$250,000, then **it is the recommendation of the City Manager that the City Council approve Alternatives #1a and #1b.** This action approves the attached Addendum to the December 10, 2015 agreement and obligates ISU and the City to each contribute up to an additional \$250,000 towards the Airport improvements as well as authorizes the

City's portion of this additional \$250,000 towards the Airport improvements come from the available balance in the Local Option Sales Tax Fund. Now that the three conditions of the City Council have been met, \$2,910,000 is available for the Airport improvements project.

**ADDENDUM TO AGREEMENT FOR PUBLIC IMPROVEMENTS  
AT THE AMES MUNICIPAL AIRPORT DATED FEBRUARY 10, 2015**

This Addendum to Agreement for Public Improvements at the Ames Municipal Airport is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2015, by and between Iowa State University (hereinafter called "ISU") and the City of Ames, Iowa (hereinafter called the "City").

**WITNESSETH:**

**WHEREAS**, the City and Iowa State University have entered into a comprehensive Agreement for Public Improvements ("Main Agreement") in order to fund, design and construct significant improvements to the Ames Municipal Airport, which Agreement was executed on February 10, 2015; and

**WHEREAS**, since the execution of the agreement, the design and taking of bids for site preparation work and completion of preliminary construction cost estimates for the terminal building were completed; and

**WHEREAS**, the latest estimated construction costs for site preparation and terminal building were found to exceed what had been anticipated; and

**WHEREAS**, the City and University determined that each was willing to equally commit additional funds to the project so that all of the improvements necessary to meet both Parties' needs could be timely and efficiently built;

**NOW THEREFORE**, in consideration of the mutual promises agreed to in the Agreement of February 10, 2015, and in further consideration of the mutual promises hereinafter set forth, the Parties hereto agree and covenant as follows:

**I.**

**CITY OF AMES ADDITIONAL FUNDS GUARANTEE**

In the event that the costs for the design and site preparation construction costs as well as the design and construction costs for the new terminal building exceed the \$2,410,000 that was previously budgeted for this work, the City shall provide funding in addition to that it committed to provide under the terms and provisions of the Main Agreement up to the amount of \$250,000.00.

**II**

**ISU ADDITIONAL FUNDS GUARANTEE**

In the event that the costs for the design and site preparation construction costs as well as the design and construction costs for the new terminal building exceed



the \$2,410,000 that was previously budgeted for this work, ISU shall provide funding in addition to that it committed to provide under the terms and provisions of the Main Agreement up to the amount of \$250,000.00.

**III.  
PRORATION AND PAYMENT OF FUNDING**

Utilizing the funding identified under Sections I and II of this Addendum, the City and ISU shall share equally in any additional funding needed in excess of the \$2,410,000 originally identified for the design and construction of the site preparation and terminal building. Payment of ISU's portion of this funding shall be made upon request by the City.


**IV.  
ALL OTHER TERMS CONTINUE**

The Parties understand and agree that all other terms and provisions set forth in the Main Agreement continue in full force and effect as set forth therein.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed and sealed by their authorized representatives as of the date first above written.

IOWA STATE UNIVERSITY

CITY OF AMES, IOWA

By   
Warren R. Madden  
Senior Vice President for  
Business & Finance

By \_\_\_\_\_  
Ann H. Campbell, Mayor

Attest \_\_\_\_\_  
Diane R. Voss, City Clerk



**COUNCIL ACTION FORM**

**SUBJECT: FY 2015/16 AIRPORT TERMINAL BUILDING AND HANGAR –  
PHASE 1: SITE WORK**

**BACKGROUND:**

The City's 2015-2020 Capital Improvements Plan (CIP) includes a project to construct a new terminal building, itinerant hangar, and related site improvements at the Ames Municipal Airport. This project is divided into two phases. The first phase is for the site improvements, and the second phase is for construction of the terminal facility. On Wednesday, June 17, 2015, bids for Phase 1 of this project were received as follows:

<b><u>Bidder</u></b>	<b><u>Base Bid</u></b>	<b><u>Bid Alt #1</u></b>
<b>Engineer's Estimate</b>	<b>\$ 689,526.50</b>	<b>\$ 122,812.00</b>
Absolute Concrete Construction	\$ 772,499.10	\$ 292,716.70
Con-Struct, Inc.	\$ 803,144.20	\$ 292,138.40
Manatt's, Inc.	\$ 820,080.75	\$ 278,481.75

Bid Alternate #1 included all related work necessary to move the airport runway and taxiway lighting controls from the basement of the existing terminal building over to a new, above ground electric vault. **Because of funding constraints, it is recommended that the City Council reject Alternate #1 and only consider the base bids.**

City Staff will propose at a future date a project to build the vault and demolish the old terminal building. In meantime, the lighting controls can remain in the existing terminal building. Space in the terminal can be leased to the FBO or other entities for airport-related services, thereby generating additional future revenue to the City.

**ALTERNATIVES:**

1. Award the FY 2015/16 Airport Terminal Building and Hangar (Phase 1: Site Work) to Absolute Concrete Construction of Slater, Iowa, in the amount of \$772,499.10, conditional upon FAA concurrence.
2. Award the FY 2015/16 Airport Terminal Building and Hangar (Phase 1: Site Work) to one of the other bidders.

However, this alternative is possible only if the FAA concurs with decision, which is highly unlikely without a justification for not moving ahead with the lowest, qualified bidder.

3. Reject the base bids and bid alternate #1, thereby delaying the terminal building improvements until such a time as the City Council is satisfied to proceed with the project.

**MANAGER'S RECOMMENDED ACTION:**

By awarding the site work contract for the new Ames Airport Terminal Building and itinerant hangar, it is anticipated that the City might still be able to take receipt of the donated Hangar by the private sector before the end of the year and expedite the completion of the new terminal building.

While the site work bids are \$202,000 over the original estimates and the construction cost for the new terminal is estimated to be \$548,000 over budget, the square footage of the terminal building has been reduced to generate \$250,000 in cost savings for the overall project and the revenue has been increased by \$500,000 with the commitment from ISU and City to each contribute up to an additional \$250,000, if needed. **With the financing now in place to meet the current projected costs, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.**

## Staff Report

**REQUEST FOR DIVISION OF LAND WITHIN NATURAL AREA**

August 25, 2015

**BACKGROUND:**

On July 14, 2015, the City Council referred to staff a letter from Tom Thielen requesting an exemption to the policies of the Fringe Plan and a waiver the subdivision regulations for a division of land at 3974 North Dakota Avenue (see Attachment 1). The Thielens own this 13.38-acre property on which they have a house. They seek to divide it to allow the construction of an additional home. A location map is found in Attachment 2.

The subject property does not have access to Deer Run Lane and can be characterized as a “flag pole” lot, having a 2,000 foot driveway connected to North Dakota Avenue. The driveway is north of and parallel to Deer Run Lane, which serves the Deer Run subdivision to the south. Two other homes also have their access from the Thielen driveway.

Squaw Creek flows north to south near the east edge of the property. There is a designated Floodway and Floodway Fringe along the creek valley but do not impact the existing home or the location for a proposed home. An aerial photograph is included in Attachment 3.

*Ames Urban Fringe Plan*

The Ames Urban Fringe Plan was adopted in 2007. The Plan establishes polices for areas within two miles of the City and identifies areas for urban growth, low-density residential development, preservation of agricultural land, and protection of natural resources.

**This land owned by the Thielens is within the Natural Area of the Urban Fringe Plan as shown on the location map of Attachment 2.** One policy goal of that designation limits subdivisions for new non-farm residential development. Policy No. 2 states:

NA Policy 2: Prevent subdivisions for new non-farm residential development. However, Natural Areas may include farm and non-farm residences existing at the time of this Plan or remaining scattered building sites where farmstead homes once existed or homes on very large parcels of ground typical of the agricultural setting.

The full text of the policy statements for Natural Areas is found in Attachment 4.

The Plan describes Natural Areas as follows:

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

The existing parcel and home were established well before the adoption of the Ames Urban Fringe Plan. Since then, however, the Plan has sought to protect environmentally sensitive areas within the urban fringe. The Natural Area designation was placed over the Squaw Creek floodplain and the adjacent wooded corridor. The policies of the Natural Area recognize that existing residences, of course, may remain within this corridor but that the establishment of new residential development is to be prohibited within the Natural Area Designation.

However, in 2010, on a property immediately to the south of the Thielen property, Charles and Jacquelyn Olson on Deer Run Lane made a similar request. They owned an 11.83-acre parcel which they also sought to divide to build one additional home. (This is also shown on Attachment 1.) The City Council ultimately directed staff and the applicant to work on creating a “draft subdivision plat” for one additional lot that addressed preserving the natural area around the lot. The Olsons have never prepared a final plat application and submitted a request for waivers of subdivision standards and the three standard rural subdivision signed covenants.

#### *City Subdivision Requirements*

The proposed lot split would also require a waiver of portions of the Ames subdivision regulations. Specifically, since urban infrastructure is not present and unlikely to be installed, the Thielens would have to request a waiver of a portion or of all of Division IV: Design and Improvement Standards. The City Council has routinely granted these waivers for proposed subdivisions in the Rural Transitional Area (RTR)<sup>1</sup>. These waivers have been granted only if the owner signs the three covenants consenting to future annexation, the buyout of rural water service territory, and to participate in any assessments for extensions of services. The Thielens have not yet signed the three covenants, but are not yet asking for a waiver of City subdivision regulations. The Thielens have not formally submitted a sketch plan application to begin the subdivision process as they await direction on how to proceed.

#### *County Zoning and Subdivision Standards*

The Thielen land is zoned A-1 by the County. **The county planning staff has provided information that the current zoning and subdivision regulations would not allow the proposed lot split to go forward.** A change of zoning as well as a number of

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<sup>1</sup> The RTR is a designation on the Ames Urban Fringe Plan that specifically allows for low-density residential development (1.00 to 3.75 dwelling units per acre).

waivers to the subdivision standards would be needed, in addition to City action, to build an additional home.

For instance, County approval of a subdivision plat would require both lots to have frontage on a public road requiring the driveway to be upgraded to county road standards (right-of-way width, paving width, etc). The current driveway does not meet this standard and the County would need to determine if it would be acceptable.

**STAFF COMMENTS:**

Prior to asking for a waiver of specific subdivision standards of the Ames and Story County, and prior to seeking a rezoning of the land from Story County, the Thielens are first seeking a waiver of the Ames Urban Fringe Plan policy restricting the division of land in the Natural Area. Without City's consent to proceed on considering a lot split, the other details would be superfluous.

Ames has been presented with only one other instance of granting such a waiver—the Olson request noted above and an actual approval of a subdivision did not occur. While the Olson site is geographically proximate, the situation is much different in that the Olson Land was zoned Agriculture-Residential and they had access to Deer Run Lane. The only waivers that Olson would have needed were specific waivers to the Ames Design and Improvement Standards, not County regulations.

If the City Council were to be consistent with current policy and past practices, it may choose not to act on the request of the Thielens.

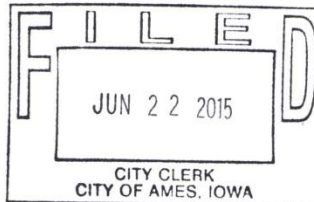
If, however, the City Council were to support the request of the Thielens, staff would place this item on a future City Council agenda for specific waivers to the Ames Subdivision Regulations that would be needed and with the three required covenants signed by the Thielens. Staff would suggest that such a motion include requiring evidence that the proposed lot split is consistent with Story County zoning and County subdivision standards prior to the City Council granting any waivers from the Ames subdivision requirements.

**ATTACHMENT 1: THIELAN LETTER OF JULY XX**

*PKTS. 6-26-15  
Copy: Kelly Dietmann*

June 17, 2015

The Honorable Ann Campbell, Mayor of Ames  
and Members of the Ames City Council  
Ames City Hall  
515 Clark Avenue  
Ames, Iowa 50010



I am writing this letter to ask the Mayor and Ames City Council to consider an exemption to carve out a plat of land on our property at 3974 North Dakota Avenue, Ames, Iowa 50014. This exemption is needed to comply with current policies regarding subdivision approval.

Our family has owned this property since the late 1970s. We would like to build another home on our property. I acknowledge the need to receive an exemption to build another home on our eleven (11) acres of land. I'm requesting the exemption for just one home. This home will remain in the family and not be for sale to the public.

Our family has planted more than 600 trees over the past 30+ years on our property. The trees have matured and created beautiful grounds for generations to come. We will not need to cut down any trees for the proposed site.

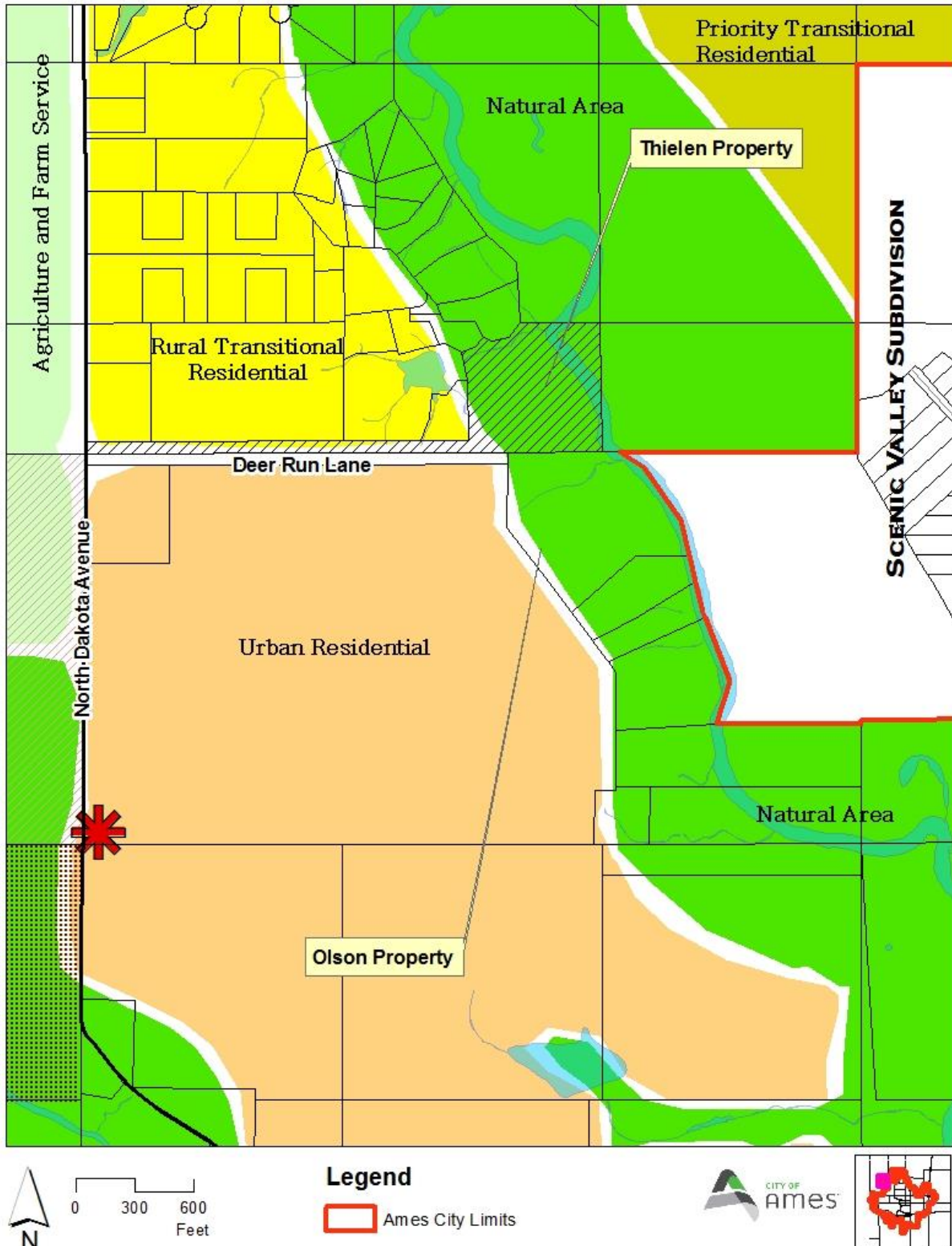
We appreciate your consideration - and we pledge continued protection for the environment and landscape. We are proud of the Mayor and City Council's desire to protect our environment and make Ames a "green city".

Best Regards,

Thomas Thielen

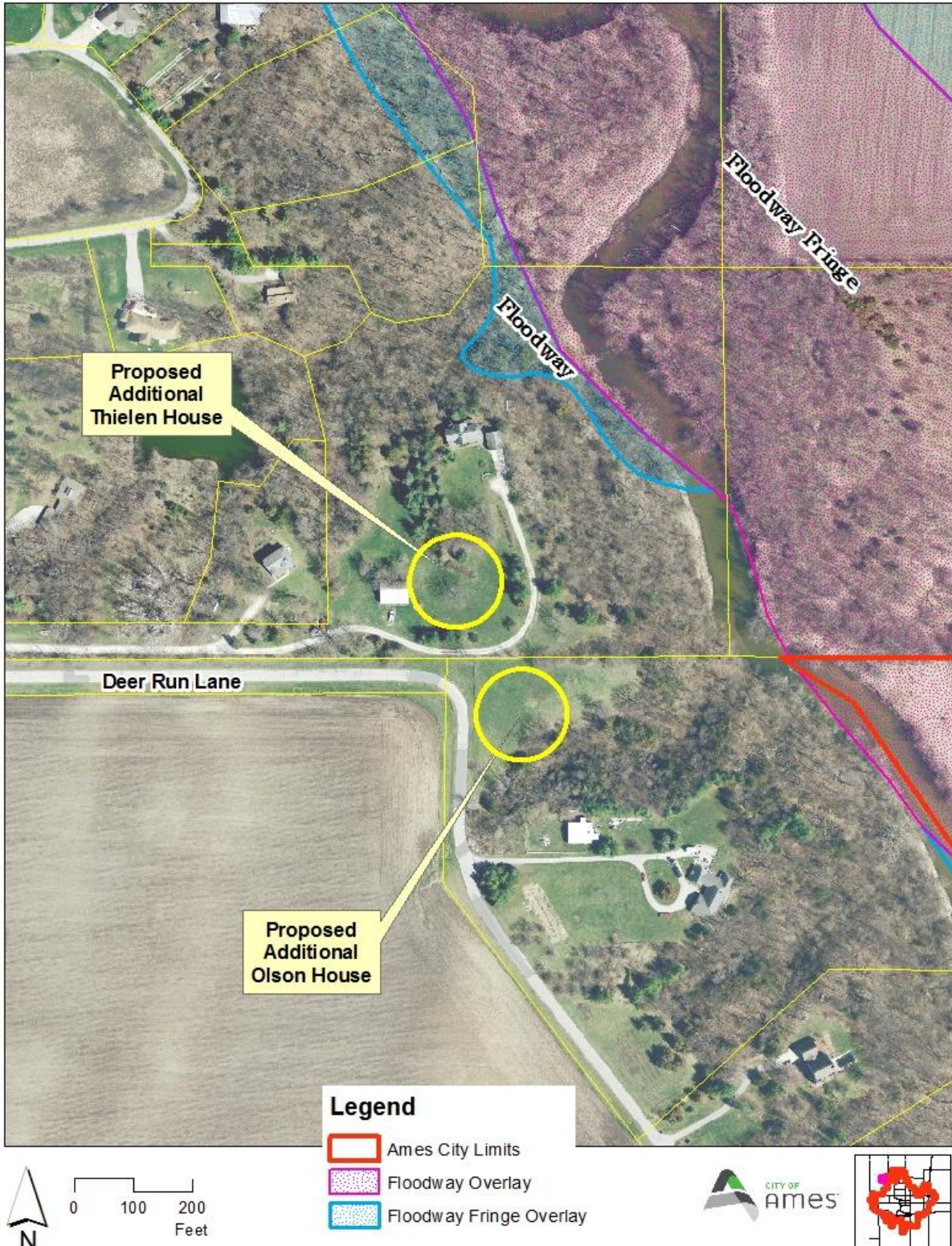
3974 North Dakota Avenue  
Ames, Iowa 50014  
(515) 296-2439

# Attachment 2: Location Map





ATTACHMENT 3: AERIAL PHOTOGRAPH OF AREA



## ATTACHMENT 4: POLICIES OF THE NATURAL AREA (AUF PP. 35-36)

### Natural Areas (NA)

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

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

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

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

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

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

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

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

NA Policy 2: Prevent subdivisions for new non-farm residential development. However, Natural Areas may include farm and non-farm residences existing at the time of this Plan or remaining scattered building sites where farmstead homes once existed or homes on very large parcels of ground typical of the agricultural setting.

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

Staff Report

**Land Use Policy Plan Amendment Initiation Request for  
3535 S. 530<sup>th</sup> Avenue**

August 25, 2015

**BACKGROUND:**

On July 24, 2015, the City Council referred to staff the letter from Chuck Winkleblack asking to initiate a Minor Amendment to the Land Use Policy Plan **“for a piece of land on the southern edge of town (formerly known as the Reyes property).”** This land includes approximately 20 acres, and was recently approved for voluntary annexation into Ames, on July 14, 2015. Final recording of annexation documents are in process. The land is located west of University Boulevard (S. 530<sup>th</sup> Avenue) and the ISU Research Park, and south of the Wessex apartment development (*See Attachment A – Location/Ownership Map*).

**In response to the referral, staff has prepared this report to provide the City Council with background information to determine 1) if the LUPP amendment process should be initiated and 2) if the amendment request should be considered a minor amendment or a major amendment to the Land Use Policy Plan Future Land Use Map.**

The designation of the property is currently “Urban Residential” in the Ames Urban Fringe, but will automatically become Village/Suburban Residential once it is formally annexed. (*see Attachment B – Land Use Designation*). Current land use designations adjacent to the site are Medium Density, Industrial, Park and Recreation, and Village/Suburban Residential.

The owner and developer of the property, Hunziker Development Company LLC, is **requesting a change in the land use designation of the property from Village/Suburban Residential to High-Density Residential in order to ultimately rezone the site to Residential High Density (RH) to develop multi-family housing.** The developer desires to develop the site under RH zoning rather than utilizing Floating Suburban Medium Density (FS-RM) zoning or Planned Residential Development (F-PRD) zoning that is allowed with the Village/Suburban Residential land use designation.

The density range allowed with Village/Suburban Residential is 3.75 to 22 units per acre, whereas High Density allows between 11 and 38.56 units per acre. **As noted by the developer in his letter, the zoning regulations (units per building) of FS-RM versus RH are what have motivated the request for the LUPP amendment more than the allowable density associated with each land use designation.** The developer wishes to have the option to construct apartment buildings in a variety of sizes, ranging from 12-unit, to 18-unit, 24-unit and 36-unit structures. Buildings of these



sizes could only occur with RH zoning or a PRD, rather than FS-RM. Apartment dwellings are limited in the FS-RM zone to no more than 12 units in each structure. FS-RM has this requirement to match standard RM zoning and to be a comparable zoning choice with Village zoning. The building size limit is also intended to assist in apartment buildings compatibility with single-family homes. Examples of FS-RM apartment complexes include Ringgenberg in south Ames and Grayhawk in north Ames. Additionally, apartment buildings require Council approval within FS-RM, while RH only requires staff site plan approval.

### **APPLYING THE RH SITE EVALUATION TOOL:**

In January, Council asked that each apartment development request include an assessment with the RH Site evaluation tool. (*see Attachment C – RH Site Evaluation Tool*) With this request there is minimal detail available to complete the checklist. Additionally, it is different than the three previous High Density requests that were changes from a commercial to a residential designation. Council has not previously discussed how to apply the tool when a request is a change from one type of residential to another type of residential.

Staff approached the checklist as comparing the proposed high density development to the allowed medium density of FS-RM, rather than in isolation as new residential area. This made answers to questions regarding Housing Type and Design rank as low, since the City has already planned for the site to be residential and it accommodates multi-family. However, it did rank fairly well for Location and Surroundings because it is located in an area planned for residential development.

### **OPTIONS:**

The applicant has requested the initiation of a LUPP Amendment. City Council may or may not decide to proceed with the amendment process. Secondly, if it does proceed, Council must determine whether a Major or Minor Amendment process will be required. A full description of the Amendment process of [Appendix C](#) of the LUPP can be found at the following [link](#):

**Option 1** If the Council believes that the site as Village/Suburban Residential is the appropriate designation, it should decline to approve the request.

**This option would require the applicant to seek either PRD zoning or FS-RM zoning to reach their goals of constructing multi-family apartment housing on the site.**

**Option 2** If the Council believes allowing for High Density Residential on the site may be appropriate, it must determine if the project requires a Major Amendment of a Minor Amendment Process. **The applicant has requested a Minor Amendment viewing the request as a one step change from medium to high density that is compatible with the surroundings of employment and existing medium density to the north.**

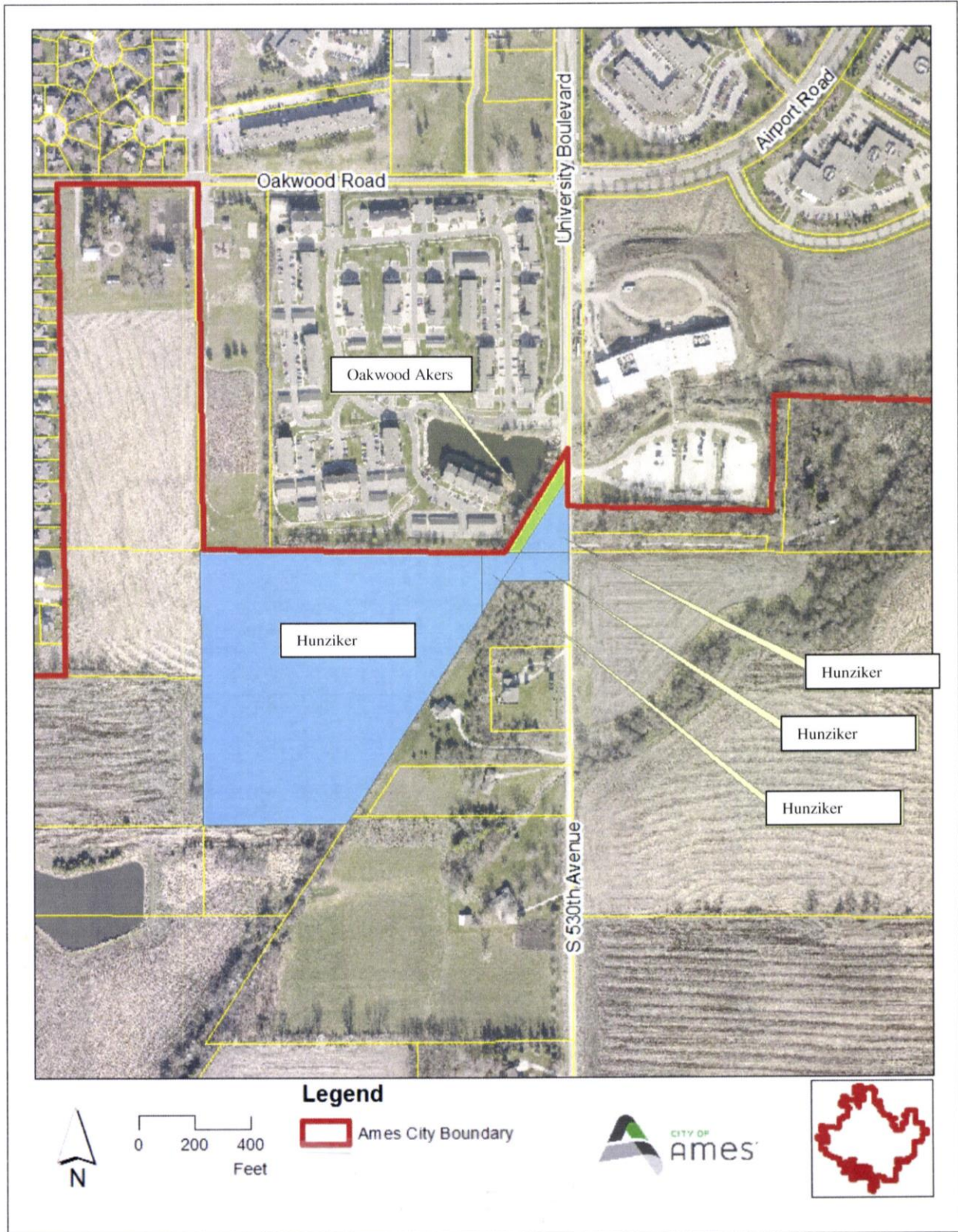
A minor amendment is designed for “single-step” changes or for meeting immediate needs. It does not require workshops or neighborhood involvement. A minor amendment goes through a public hearing process with the Planning and Zoning Commission and City Council. For this site, this process would take approximately 2-3 months if no major studies are needed.

Alternatively, a Major Amendment is appropriate for proposals that are more significant changes to the LUPP or require a high level of public engagement and review of project options before proceeding with an amendment. A referral for a major amendment would signal the need for a comprehensive assessment of the area and for outreach to neighboring property owners. Staff would assess suitability of this site and area for adding density and the ability of the City to serve a new neighborhood or district. A Major Amendment process would likely take approximately 5 months and need to be worked into the Planning Division work plan priorities.

**Option 3** A significant part of the applicant’s LUPP Amendment request is about development standards (e.g. number of units per building) for apartments, rather than use or density. Council has directed staff to work on apartment related standards through both the drafting of RH design guidelines and to review options for housing variety in New Lands areas as part of the Planning Division workplan. It’s likely that zoning text amendments for PRD zoning or a new zoning district will be the outcome of these workplan items.

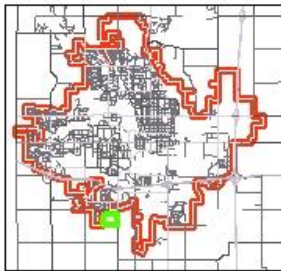
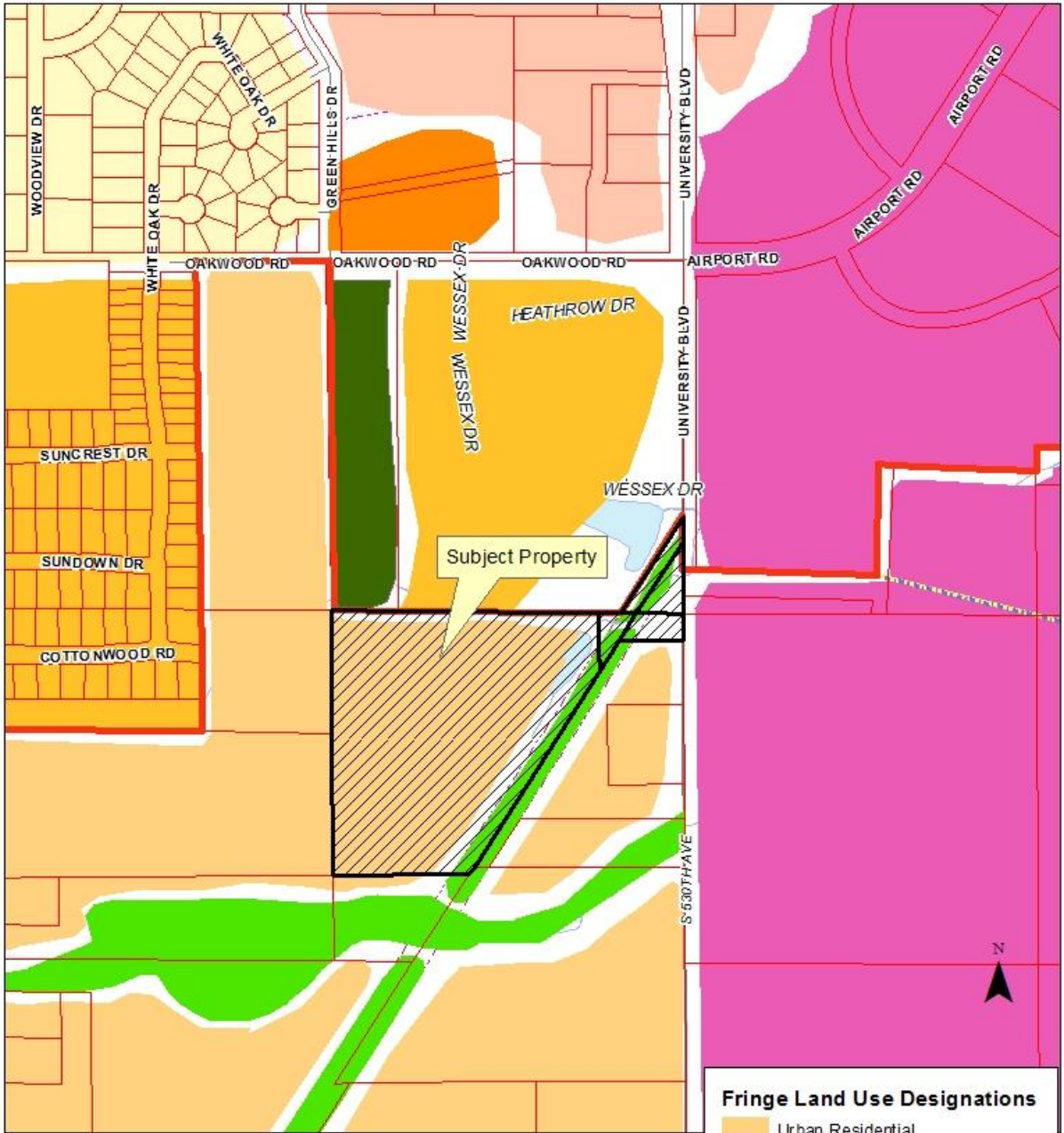
Staff believes options on how to proceed will be available early in the winter with the intent that they would be in place for use with new development starting in the spring of 2016. Council could find that the applicant’s interests for larger apartment buildings may be addressed by one or both of these workplan issues and that a LUPP Amendment is not needed at this time.

**Attachment A – Location/Ownership Map  
(LUPP Future Land Use Map Change Requested for Hunziker Land)**





## Attachment B Land Use Designation



**LUPP & AUF Map  
3535 S. 530th Avenue**

Fringe Land Use Designations	
<span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span>	Urban Residential
<span style="display: inline-block; width: 15px; height: 10px; background-color: #00ff00; border: 1px solid black;"></span>	Natural Areas
City Land Use Designations	
<span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black;"></span>	Low-Density Residential
<span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9800; border: 1px solid black;"></span>	High-Density Residential
<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffc107; border: 1px solid black;"></span>	Village/Suburban Residential
<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black;"></span>	Highway-Oriented Commercial
<span style="display: inline-block; width: 15px; height: 10px; background-color: #e91e63; border: 1px solid black;"></span>	Planned Industrial
<span style="display: inline-block; width: 15px; height: 10px; background-color: #38761d; border: 1px solid black;"></span>	Parks and Open Space



## Attachment C RH Site Evaluation Tool

RH Site Evaluation Matrix	Project Consistency		
	High	Average	Low
<b>Location/Surroundings</b>			
Integrates into an existing neighborhood with appropriate interfaces and transitions High=part of a neighborhood, no significant physical barriers, includes transitions; Average=adjacent to neighborhood, some physical barriers, minor transitions; Low=separated from an residential existing area, physical barriers, no transitions available		X	
Located near daily services and amenities (school, park ,variety of commercial) High=Walk 10 minutes to range of service; Average=10 to 20 minutes to range of service; Low= Walk in excess of 20 minutes to range of service. *Parks and Recreation has specific service objectives for park proximity to residential			X
Creates new neighborhood, not an isolated project (If not part of neighborhood, Does it create a critical mass or identifiable place, support to provide more services?)		X	
Located near employment centers or ISU Campus (High=10 minute bike/walk or 5 minute drive; Average is 20 minute walk or 15 minute drive; Low= exceeds 15 minute drive or no walkability)	X		
<b>Site</b>			
Contains no substantial natural features on the site (woodlands, wetlands, waterways)		X	
Located outside of the Floodway Fringe	X		
Separated adequately from adjacent noise, business operations, air quality (trains, highways, industrial uses, airport approach)			X
Ability to preserve or sustain natural features		X	
<b>Housing Types and Design</b>			
Needed housing or building type or variety of housing types			X
Architectural interest and character			X
Site design for landscape buffering			X
Includes affordable housing (Low and Moderate Income)			X
<b>Transportation</b>			

Adjacent to CyRide line to employment/campus High=majority of site is 1/8 miles walk from bus stop; Average= majority of site 1/4 mile walk from bus stop; Low= majority of site exceeds 1/4 miles walk from bus stop.		×	
CyRide service has adequate schedule and capacity High=seating capacity at peak times with schedule for full service Average=seating capacity at peak times with limited schedule Low=either no capacity for peak trips or schedule does not provide reliable service			×
Pedestrian and Bike path or lanes with connectivity to neighborhood or commute	×		
Roadway capacity and intersection operations (existing and planned at LOS C)		×	
Site access and safety		×	
<b>Public Utilities/Services</b>			
Adequate storm, water, sewer capacity for intensification High=infrastructure in place with high capacity Average=infrastructure located nearby, developer obligation to extend and serve Low=system capacity is low, major extension needed or requires unplanned city participation in cost.	×		
Consistent with emergency response goals High=Fire average response time less than 3 minutes Average=Fire average response time within 3-5 minutes Low=Fire average response time exceeds 5 minutes, or projected substantial increase in service calls		×	
<b>Investment/Catalyst</b>			
Support prior City sponsored neighborhood/district investments or sub-area planning			×
Creates character/identity/sense of place			×
Encourages economic development or diversification of retail commercial (Mixed Use Development)			×

## Attachment D-Applicant Letter

Date: July 24, 2015

To: Honorable Mayor and city council

From: Chuck Winkleblack, Hunziker Companies

RE: LUPP minor amendment

Honorable Mayor and council,

Hunziker Development Company has been working on developing a piece of land on the Southern edge of town (formerly known as the Reyes property). I believe that the Xenia water agreements are going to be on your agenda for action on the July 28 agenda. The council recently approved the annexation of the property and subsequently the non-consenting portion of the annexation became a voluntary annexation therefore avoiding the state development board.

Having those 2 things behind us we would like to move towards the zoning and platting of the site. We met with the planning director this morning and he indicated that we needed to ask for an amendment to the LUPP for this to be considered for (RH) high density zoning. We believe that there will be strong housing demands going forward with the research park expansion. This area is well suited for a higher density development of varying types and sizes.

We need to clarify the zoning before we can finalize plans and layouts for this project. Our goal would be to hopefully move dirt yet this fall. We believe that this change is a minor amendment to the LUPP. We met with most of the home owners along 530<sup>th</sup> Ave and feel that they are supportive of our goals and intentions for the area. One of our affiliated companies owns the property to the North (Wessex) and they are supportive of the change in zoning. The biggest reason for the change from FS/RM-RL is that those zoning classifications don't allow anything larger than 12 unit structures to be built. To efficiently and effectively develop that land it needs to have some larger buildings on it.

I urge you to send this back to staff to bring back to you in the form of a minor LUPP amendment. We have been working with this property for a long time and feel this will be a great help to our housing stock in close proximity to the research park.

Thanks in advance for your consideration



Chuck Winkleblack, Hunziker companies

**COUNCIL ACTION FORM**

**SUBJECT: URBAN REVITALIZATION TAX ABATEMENT REQUEST FOR 2300 LINCOLN WAY (THE FOUNDRY MIXED USE PROJECT)**

**BACKGROUND:**

In accordance with Chapter 404 of the Code of Iowa, the City Council has established Urban Revitalization Areas (URAs) with Plans specifying standards for types and elements of physical improvements that provide public benefits. When property within one of these URAs is developed, redeveloped, rehabilitated, or remodeled, the property owner is eligible for abatement of property taxes on the incremental increase in property value after the improvements are completed. This abatement can extend for three, five or ten years, based on the individual Urban Revitalization Plan approved by Council.

Property owners within an approved URA may apply for tax exemption for a complete project or preapproval for project that is planned to be built. **The City must determine if the completed improvements meet the standards in the Urban Revitalization Plan in order to grant tax abatement and forward the determination to the Assessor.** If the project complies with the criteria, it must be approved for tax abatement.

**Opus Development Company, LLC, Minnetonka, Minnesota, is requesting approval of tax abatement for the property located at 2300 Lincoln Way, on which a residential/commercial mixed use project has been constructed in the Campustown Urban Revitalization Area. The new development (known as “The Foundry”), includes 53 apartments (144 beds), 53 parking spaces within the footprint of the building, and 7,466 gross square feet of commercial floor area.**

The estimated cost for this project totals \$10,500,000. The estimate is based on construction cost or sales price provided by the property owner and may not be the same as the added property value upon which the abatement is based. The applicant indicates they will choose the 10-year abatement option.

The full Campustown URA criteria are found in Attachment B. The project proposed compliance with the Mixed Use, Design Criteria, and with the mandatory public safety elements. Staff from the Police Department and Planning and Housing Department have completed a site inspection of the building as part of this request for tax abatement. Staff has found the project to comply with standards of the URA with three comments on project consistency.

The owner previously sought pre-approval of an alternative screened window design in place of doing fixed windows along Lincoln Way. Council approved this option on August 12, 2014. However, the applicant did not decide to build screened windows and chose to instead use fixed windows consistent with the criteria.

The public safety standards include dimensions of spaces for hallways, doors, and stairs that exceed building code requirements. **These standards are meant to provide enhanced means of egress in an emergency. With the staff walk through, we found some of the railings in stairwells were between 59" to 59.5" apart where the standard is 60 inches. Opus states the shortage of width was not intentional as it was not uniformly done in all areas of the stairs. Opus believes the ½ inch of variation is within normal construction tolerances and meets the spirit of the standard. The Police Department believes that overall, the stairwell railing width it is adequate and meets the intent of the regulation.** If Council does not find that the railing width is adequate, Opus would need to consider installation of an alternative railing system that meets building code and the tax abatement criteria to receive abatement.

One design criteria involves signage goals for a building. This standard does not define how to achieve the requirements. Staff has worked with individual signage requests by tenants in an effort to have a uniform approach to the building signage, but not all signs are in place at this time. Council has approved an encroachment permit for a blade sign related to Starbucks at this site. **Staff has approached signage requests as trying to assure there is reasonable placement and uniformity in style of signage and that this meets the intent of the tax abatement criteria.**

#### **ALTERNATIVES:**

1. The City Council can approve the request for approval of tax exemption for the mixed use project located at 2300 Lincoln Way, if it finds that it substantially conforms to the Campustown Urban Revitalization Area Criteria, as adopted by the City Council.
2. The City Council can deny the request for approval of tax exemption for the mixed use project located at 2300 Lincoln Way, if it finds that the improvements are not in conformance with the Campustown Urban Revitalization Area Criteria, as adopted by the City Council. If denied, the applicant may make modifications to the project to meet the criteria and submit a new request for tax abatement.

#### **MANAGER'S RECOMMENDED ACTION:**

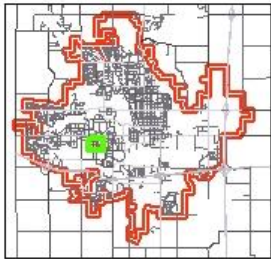
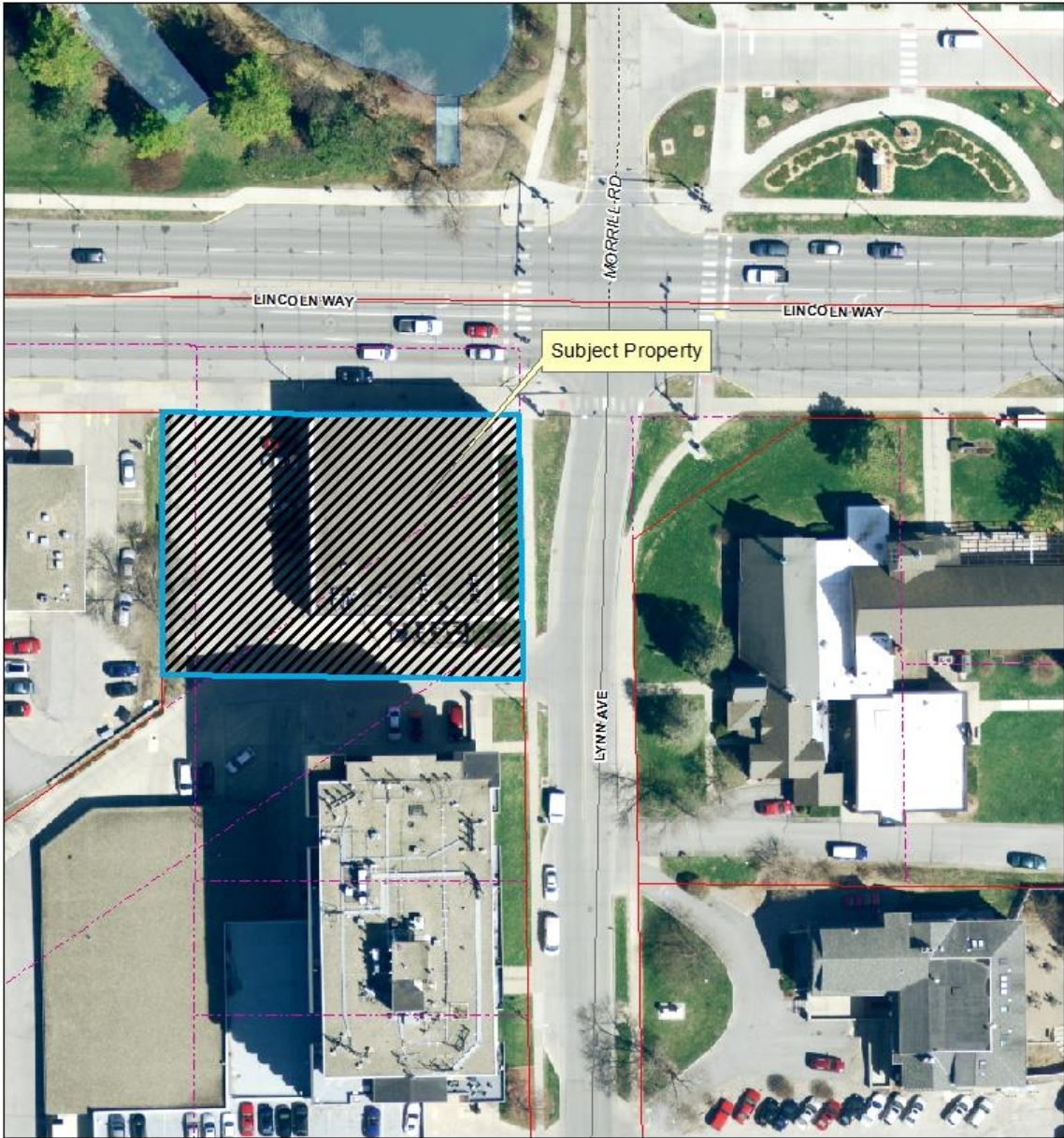
**Staff has completed an on-site inspection of the improvements constructed, and finds that the work completed conforms to the Campustown Urban Revitalization Area Criteria. This finding is based on the Police Department's belief that the discrepancy in stairwell railing separation is de minimus.**

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the request for tax exemption as conforming to the Campustown Urban Revitalization Criteria.

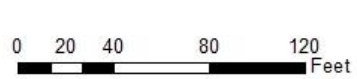
Approval of the request for tax exemption will enable the City Assessor to process tax exemption for this property and determine the value of the respective exemption. Be careful that you allows signs in ROW, often underlying property of others.



# Attachment A



**Location Map**  
**2300 Lincoln Way**



## CAMPUSTOWN URBAN REVITALIZATION CRITERIA MATRIX

### Attachment B Campustown Urban Revitalization Criteria

PROJECT MUST MEET CRITERIA OF ONE OF THESE COLUMNS		AND	PROJECT MUST MEET CRITERIA OF ONE OF THESE COLUMNS	
<p><b>Slum and Blighted</b></p> <p>Properties where a majority of the assessed valuation of the properties has been determined to be <b>substantially</b> unsafe or to have an unsafe use by the City Council.</p>	<p><b>Parking</b></p> <p>A minimum of 70% of the total required parking is provided in a structure. If utilizing a parking deck, the restrictions in Chapter 29.406.12 of the Municipal Code must be adhered to.</p> <p><b>AND</b></p> <p><b>Mixed Use</b></p> <p>The first floor must be used for permitted commercial and retail uses as shown in Table 29.803(2) of the Municipal Code. The second floor must be used for either commercial or retail uses as shown in the Table 29.803(2) or for household living. All floors above the second floor must be used for household living.</p>		<p><b>Adaptive Reuse</b></p> <p>The building on the site was originally built before 1941.</p> <p><b>AND</b></p> <p>70% of the area of existing exterior walls of the structure will remain</p> <p><b>AND</b></p> <p>Historic materials and designs are preserved and/or restored.</p>	<p><b>Underrepresented</b></p> <p>Properties that are to include a business use where that actual use is below the expected sales for the business use as determined by the City Council to be of benefit to the City (should be supported by a retail leakage study).</p>
<p><b>Design Standards</b></p> <p>Retail and office uses on the first floor adjacent to a public sidewalk must have direct access to the public sidewalk.</p> <p><b>AND</b></p> <p><b>Signage</b></p> <p>The signage design, scale, materials, and colors shall be in proportion to and consistent with the architecture of the building and support the business identity.</p> <p><b>AND</b></p> <div style="border: 1px solid black; padding: 5px; display: inline-block; text-align: center;"> <b>OR</b> </div> <p><b>Brick Material</b></p> <p>100% of the front and 80% of the three remaining sides of the structure shall be faced with clay brick for the first four stories. On stories five through seven any other building materials except vinyl will be allowed.</p>			<p><b>Alternative Siding Material</b></p> <p>If historically significant - use and repair of historically appropriate siding material is permitted and must be maintained for the term of the selected tax abatement schedule.</p>	
<b>ALL RESIDENTIAL USES SHALL ALSO MEET THE FOLLOWING CRITERIA OR EQUIVALENT AS APPROVED BY THE CITY COUNCIL</b>				
<ol style="list-style-type: none"> <li>1. Limit commercial space in the same building to the ground floor</li> <li>2. Provide separate entrances for commercial and residential uses</li> <li>3. Locate all residential entrances to be visible from the street and provide secure access control at each</li> <li>4. Prevent access from the exterior to the interior through doors that serve only as fire exits</li> <li>5. Prohibit public access to structured parking, using overhead door and secure access control</li> <li>6. Provide transparent glass windows into all stairwells</li> <li>7. Provide camera monitoring of all pedestrian and vehicle entrances and areas</li> </ol>			<ol style="list-style-type: none"> <li>8. Minimum widths of all exit routes: 48" for halls, 42" for doors, 60" between rails for stairs</li> <li>9. No balconies are permitted</li> <li>10. Provide for natural daylight requirements of applicable codes with exterior windows</li> <li>11. On facades facing any street use only fixed windows</li> <li>12. Design of all other windows to prevent passing of sphere larger than 4" diameter</li> <li>13. Prevent by physical means access to all roofs</li> <li>14. Where access is not required, provide security fencing controlling access to all areas between new or existing buildings</li> <li>15. Provide a minimum of four 100 w. metal halide light fixtures on each building façade: two at elevation between first and second floors and two at elevation between third and fourth floor</li> </ol>	



RE: The Foundry tax abatement walk-through  
Conway, Jason  
to:  
Smith, Jeff, Ray D Anderson  
08/17/2015 05:56 PM  
Show Details

Ray,

Both Jeff and I left messages for you today. Could you get back to us and outline the process to conclude the abatement process please ?

Thanks,

Jason



Your Vision, Delivered.

**Jason W. Conway**

Director, Real Estate Development | Opus Development Company, L.L.C.  
10350 Bren Road West | Minnetonka, MN 55343  
D: 952.656.4829 | C: 612.327.5300  
[Jason.Conway@opus-group.com](mailto:Jason.Conway@opus-group.com) | [www.opus-group.com](http://www.opus-group.com)



**From:** Smith, Jeff  
**Sent:** Thursday, August 13, 2015 11:53 AM  
**To:** Ray D Anderson <[RAnderson@city.ames.ia.us](mailto:RAnderson@city.ames.ia.us)>  
**Cc:** Conway, Jason <[Jason.Conway@opus-group.com](mailto:Jason.Conway@opus-group.com)>  
**Subject:** The Foundry tax abatement walk-through

Ray,

In follow-up to our walk through earlier in the week, I wanted to provide some additional information for consideration regarding the stairwell construction at The Foundry.

To accommodate the requirement for 60" width between rails in the stairs, we designed our building assuming the following:

66" wide stairwells.

3" on each side for handrail installation, leaves us 60" between rails.

On our walk through, we confirmed that we had a 66" wide stairwell, but we also noticed spots where construction tolerances encroached into the 60" dimension. Just wanted to communicate what the design contemplated as the City looks at this issue on the checklist. Hopefully this is helpful in determining that we met the design intent.

Thanks Ray, please let me know if you need any additional information or have any questions.

Jeff



## Staff Report

**KINGLAND SYSTEMS WINDOWS**

June 10, 2014

**Background:**

Kingland Systems is the land owner of 1.41 acres in the 2400 block of Lincoln Way at the intersection of Welch Avenue. Kingland came to the City in 2013 and requested support for the redevelopment of their property with a 3-story, approximately 75,000 square foot commercial building. They requested a text amendment for building height along Lincoln Way and financial incentives from the City. City Council agreed to provide incentives to Kingland on December 10, 2013 by adopting an Urban Renewal Area and Plan with a tax increment financing (TIF) rebate of property taxes for up to ten years or \$2,064,530, whichever occurs first. **The City Council also entered into a Development Agreement with Kingland Systems on December 10, 2013 that described mandatory development requirements for Kingland to receive the agreed upon TIF rebate.**

Among other design and use requirements in the Development Agreement, it includes a specific standard for storefront windows:

*A.4(f) The developer shall be required to keep the windows along the ground level storefronts substantially clear and unobstructed so as to allow for visibility into or through to the interior spaces.*

As the construction of the project has progressed and the corner tenant for the ground floor, CVS Pharmacy, has made plans for the space it became clear that a determination of the meaning of this provision was needed for Kingland. Staff visited the site to discuss the layout and advised the property owner that “visibility into or through to the interior space” was a key part of Development Agreement language as it pertains to the ground level openings of the project. Staff advised that even though the CSC zoning district allows for windows or display cases to meet opening requirements, that in this instance a display case does not match the language of the Development Agreement. **Kingland now requests a clarification of the intent of provision A.4.(f) dealing with storefront window obstructions and visibility and whether two openings along Lincoln Way can be classified as display cases. (Kingland Letter and Plans Attachment A)**

Kingland and CVS propose to have two display cases along Lincoln Way due to the desire to physically construct a walk-in cooler along the north wall. The remaining CVS openings would be windows and not be physically obstructed at eye level and above. Cashier systems and shelving/coolers would not block complete views into other areas

of the store by either allowing views over the cashier area or down aisles situated perpendicular to the street.



Rendering June 2014

Kingland proposes that the remaining openings along Lincoln Way would be storefront windows as intended by the Development Agreement and remain obstructed.



## **OPTIONS:**

### Option 1

City Council can find that the proposed inclusion of two display cases along Lincoln Way substantial conform to the provisions of the Development Agreement. *Note that Display Cases are not intended to solely be an internal signage opportunities, but to include merchandise or displays of interest for pedestrians.*

### Option 2

City Council can provide comment and direction to the developer regarding changes needed to find the project in substantial conformance with the Development Agreement.

## **STAFF COMMENTS:**

Campustown Service Commercial (CSC) zoning requires either windows or display cases for a minimum of 50% of the street façade. **The purpose of the Development Agreement standard was to ensure that the highest quality of pedestrian interest at street level was provided for in the project. Additionally, the standard is meant for the property owner to ensure that after construction of the windows that the desired transparency is not eliminated by putting up signs, graphics, or films that disengage the interior space from the external pedestrian environment.**

Kingland's proposed display cases are spaces designed as single windows rather than a storefront glazing system, as is the case at the entrance and at the east end of the tenant space. **Converting the two windows to display cases can be found to fit in with the overall architectural aesthetic of the building because these two openings do not have the appearance of commercial storefront glazing. Including display cases at these locations would still leave the majority of the Lincoln Way façade windows as substantially transparent.** Staff does note that display cases are meant to include items of visual interest of either merchandise or an exhibit, it is not considered solely to be an internal signage area.



# Kingland Campus Properties

August 19, 2015

The Honorable Mayor Ann Campbell and City Council Members  
City of Ames  
City Hall  
515 Clark Ave.  
Ames, IA 50010

RE: Kingland Campustown Retail Space

Dear Mayor Campbell and City Council Members:

On August 11<sup>th</sup>, representatives from Kingland and CVS met with City staff to review the proposed CVS storefront design, store graphics, and signage. The meeting was constructive and allowed the CVS representatives to describe the storefront layout and design, and enabled CVS to better describe the operational aspects of the store's layout.

The meeting also allowed CVS and City Staff to discuss language in the Development Agreement that pertains to keeping the storefronts substantially clear and unobstructed. Specifically, the Development Agreement between Kingland Campus Properties and the City of Ames states that the Landlord is required to "... keep the windows along the ground level storefronts substantially clear and unobstructed so as to allow for visibility in to or through to the interior spaces.". Whereas interior construction of the CVS space has begun, we wanted to meet with Staff and confirm that we have met the "substantially clear and unobstructed" requirement. With input from Staff, and subsequent revisions made by CVS at Staff's request, we believe we do, indeed, meet this requirement of the Development Agreement.

The exterior windows for the CVS space along Lincoln Way and Welch Avenue consists of 13 sets of windows/glass entrance doors, equaling 1,353 square feet of window space. With interior store design, two of the smallest of the 13 window sets (single windows measuring 10'8" tall by 6' wide) are located in the vicinity of where the walk-in coolers will be. By design, the walk-in cooler will be shielded from view from the sidewalk by an interior display wall offset from the Lincoln Way storefront. These two windows equates to only 9 percent of the total surface area of windows for the CVS space, thus conforming to the substantially clear and unobstructed requirement. To illustrate the design of the storefronts, I have attached an exhibit which details the CVS facades along Lincoln Way and Welch Avenue, and highlights the treatment along the areas containing the glass storefronts.

It is our belief that the language used in the Development Agreement was not intentionally specified to require that 100 percent of all retail window space remain clear, but rather language was chosen so as to provide flexibility for the interior design of the retail spaces, while remaining consistent with the intent of providing for public view into the interior of the retail spaces. It is with the interest of ensuring that the project is proceeding with this intent that we are seeking concurrence from the City Staff and Council that the current design of the interior space for CVS is in fact compliant with the terms of the Agreement.

Thank you.  
Sincerely,



Jeff Gorball  
Managing Director

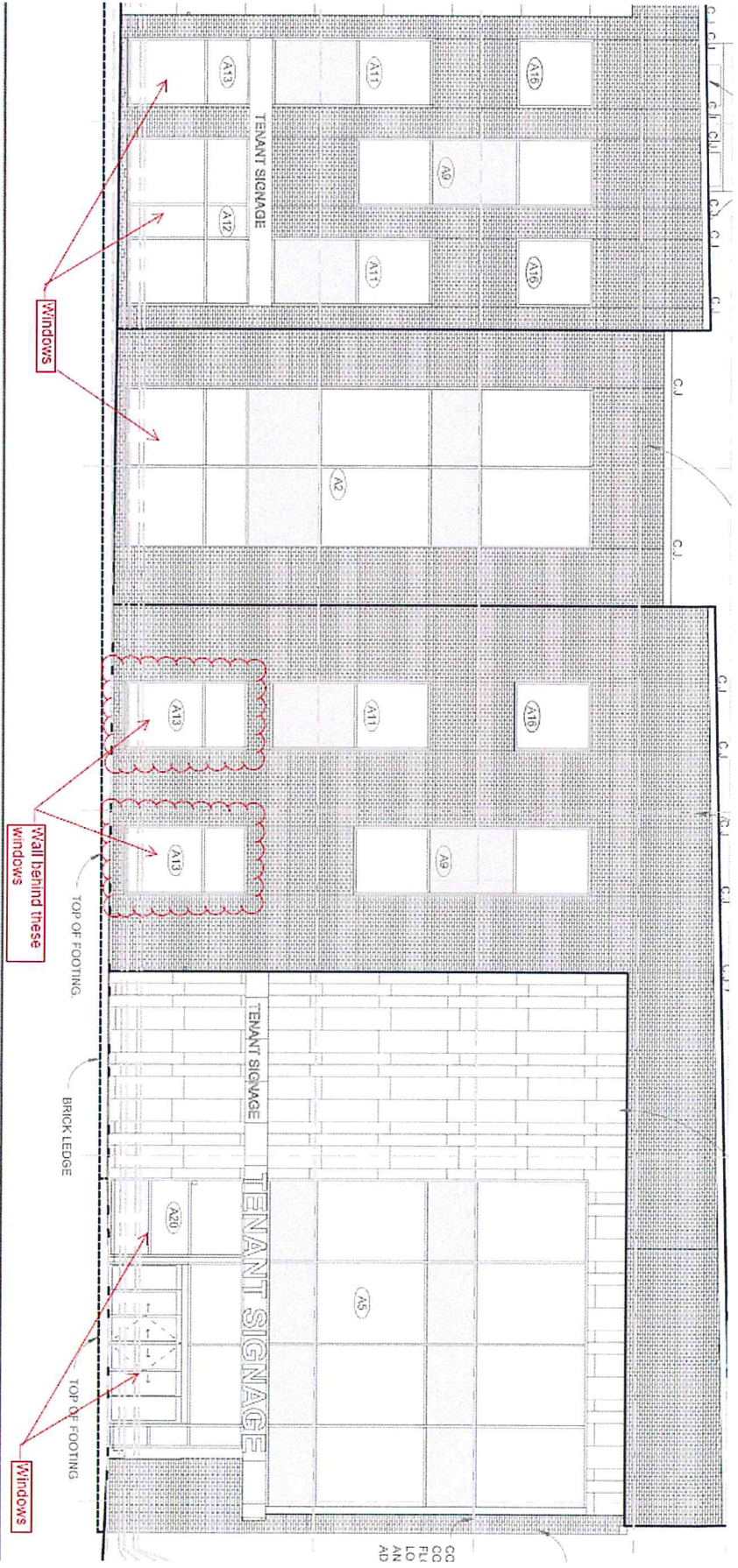
Cc: Thomas Lowe, First Equity Group  
Richard Smart, CVS Caremark

Enclosure (1) Façade drawings

1401 Sixth Avenue South Clear Lake, IA 50428 Phone: 641-355-1000 Fax: 641-355-1013



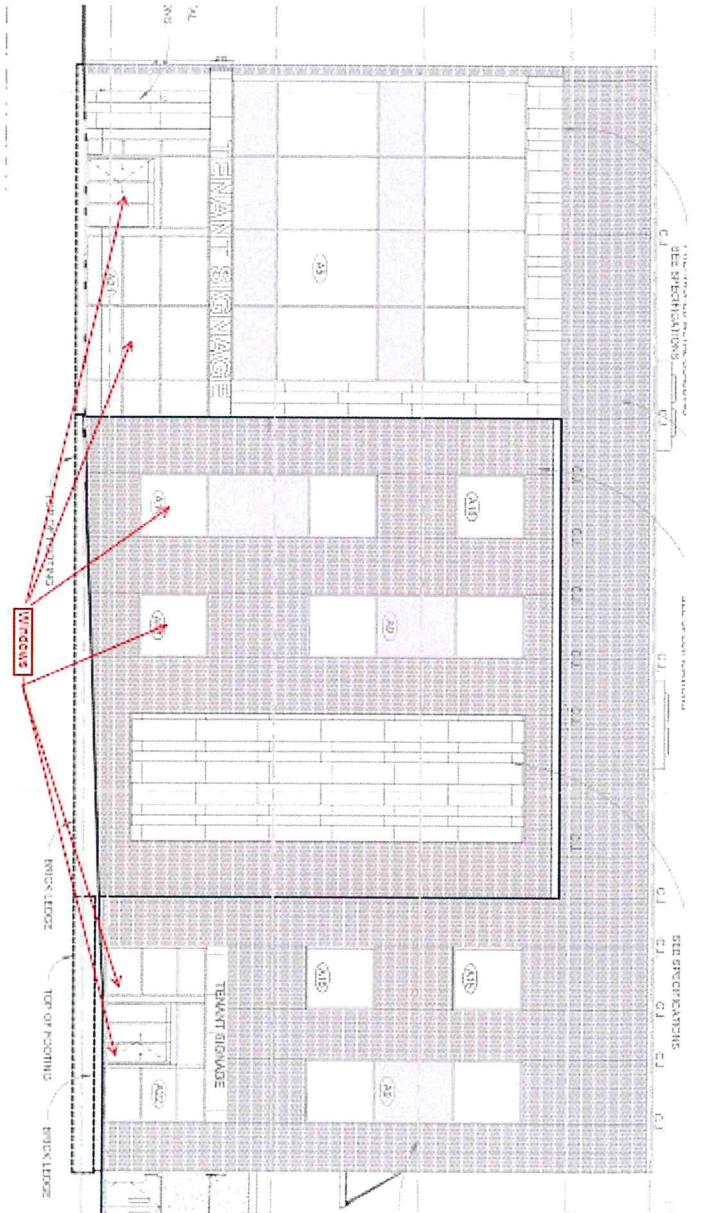
North Facade, CVS Space



Enclosure (1)

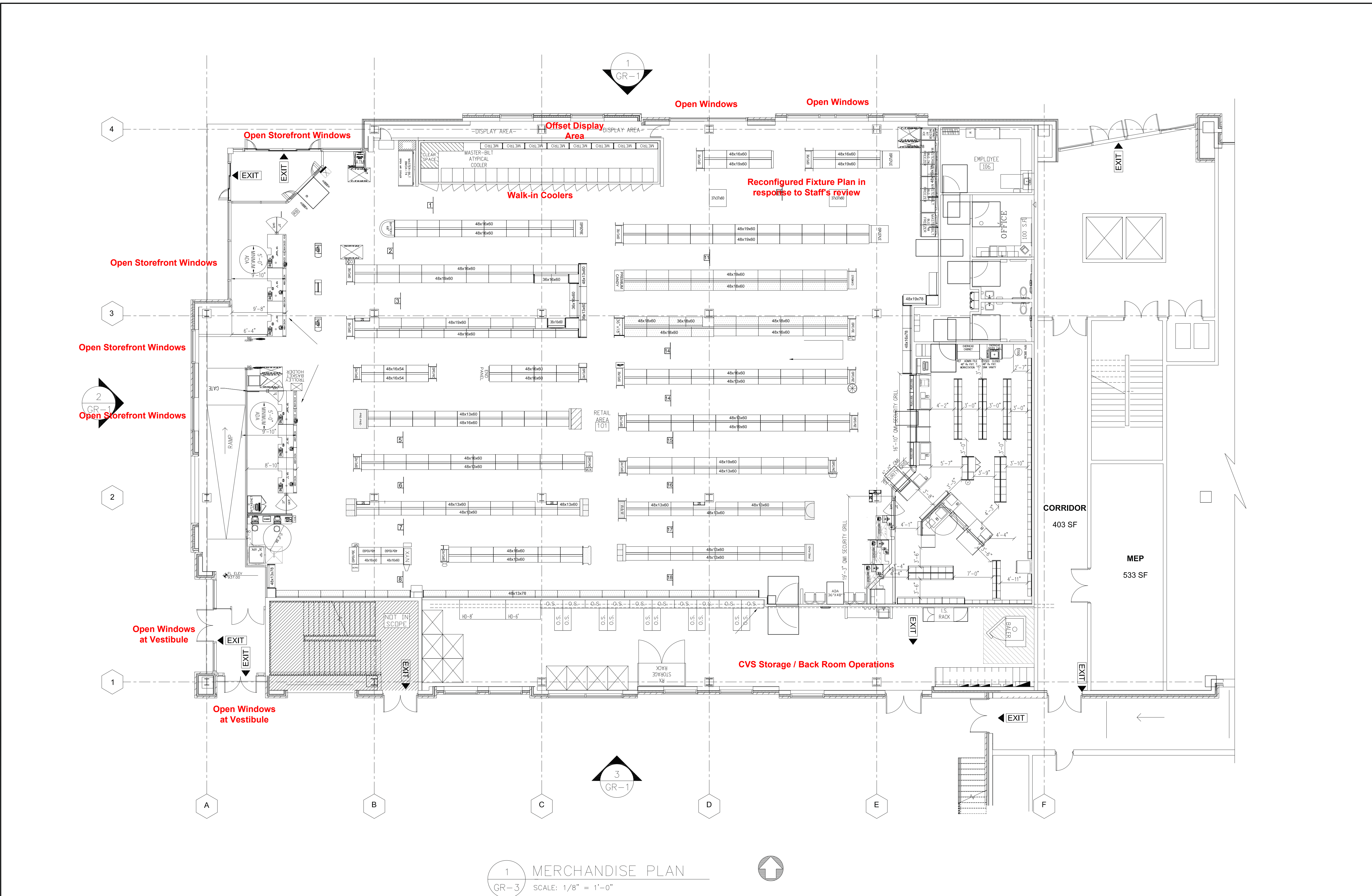
1401 Sixth Avenue South Clear Lake, IA 50428 Phone: 641-355-1000 Fax: 641-355-1013

West Façade



Enclosure (1)



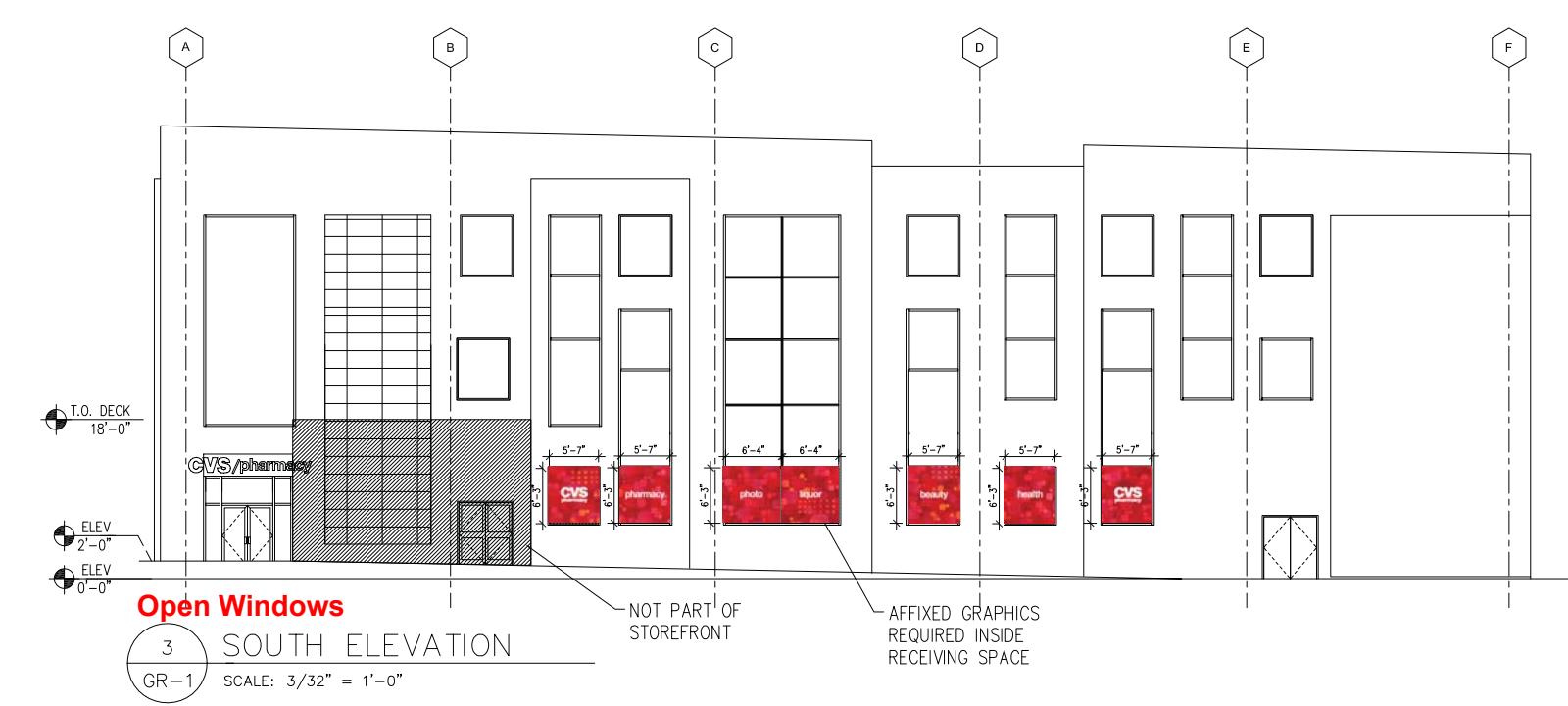
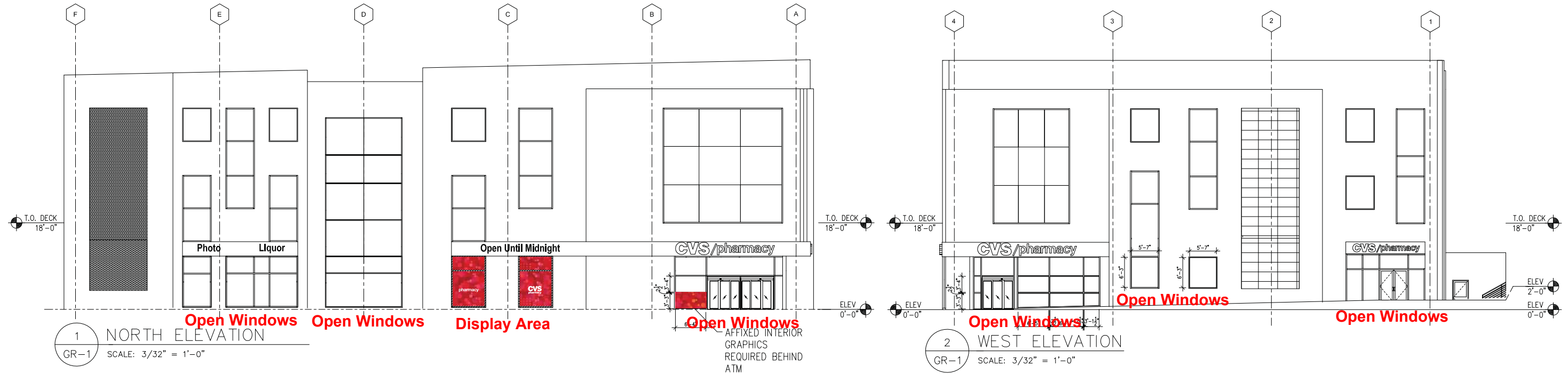


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Date = Tuesday, August 18, 2015 2:06:32 PM  
Filename = C:\CVS\10452\_Ames\_JA - SEC Lincoln Way & Welch CS70597\300-DEWV\300-COND\OC\ARCHITECTURAL\Sheets\10452A\_A41rxx.dwg

**STORE #10452:** SEC LINCOLN WAY & WELCH ST., AMES, IA

## STORE TYPE

New



**NOTE:**  
Elevations not scale

**LSI Graphic Solutions™**  
American Innovation Through Technology

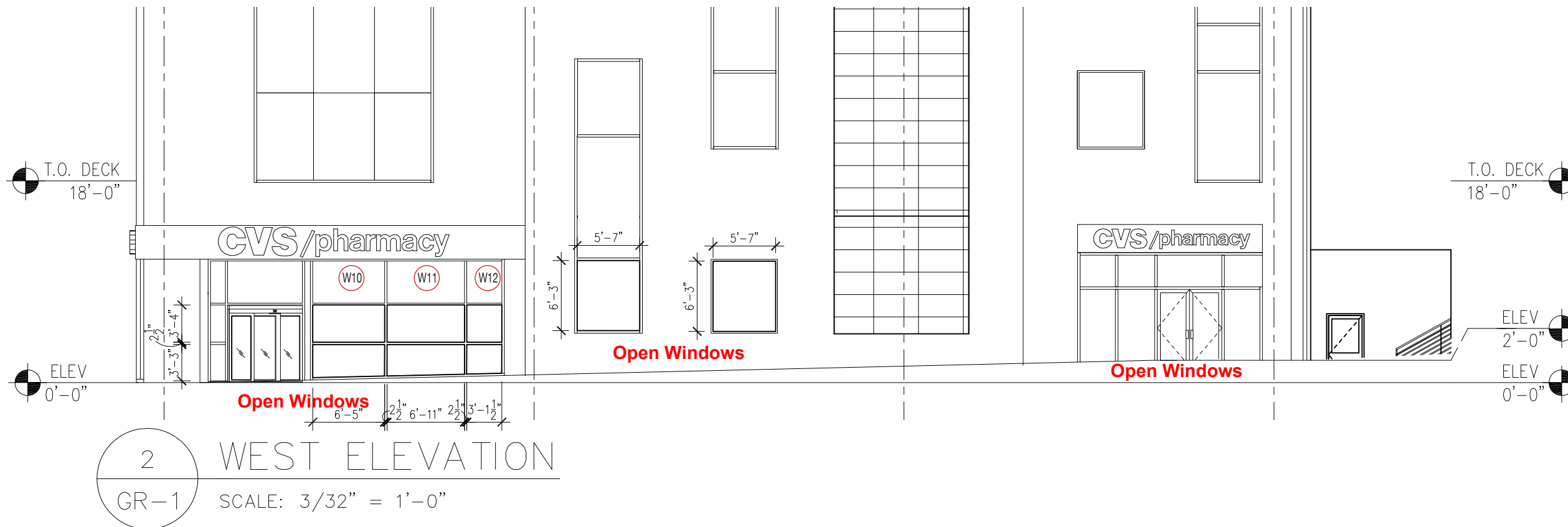
601 Park East Drive  
Woonsocket, RI 02895  
Phone 800.866.7446  
Fax 401.652.2598  
www.lsi-industries.com

**STORE #10452:** SEC LINCOLN WAY & WELCH ST., AMES, IA

## STORE TYPE

New

## WEST ELEVATION



Proposal Page 3  
 Account: CVS  
 File: Store #10452  
 Date: 08/19/2015  
 Version: 2  
 Initials: CL

Description  
 1 Layer  2 Layer  3 Layer

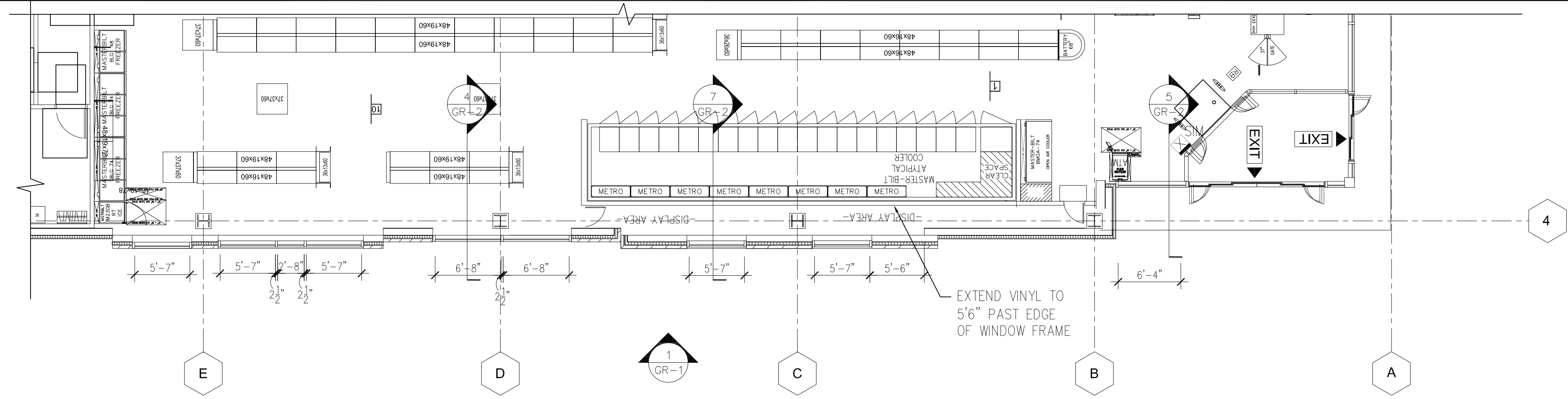
Installation Type  
 Interior  Exterior

Solution Type  
 Redcore  Historic  Rainbow  
 Regional Rainbow  
 Other:

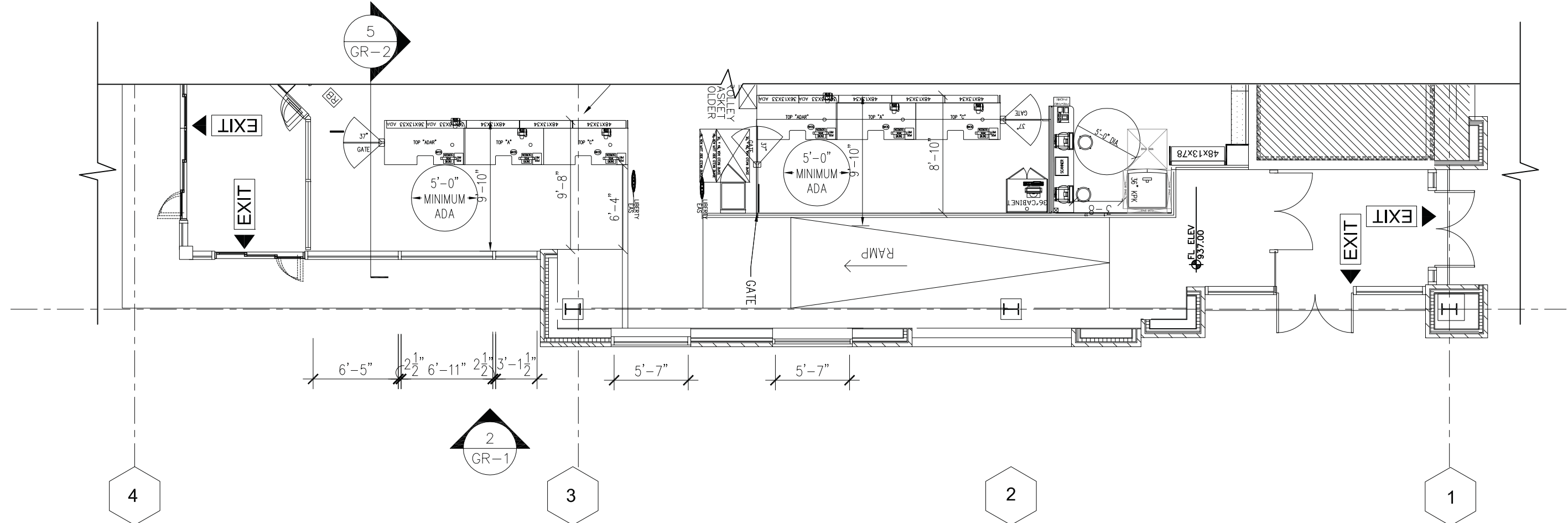
Application Type  
 Scotchprints  Diecut Vinyl  
 Styrene Panel  Transom Banner  
 Digi Panel  Clear Hanging Panel  
 Wallpaper  Backwall Scotchprints  
 Shades  Reversed Clear Scotchprints  
 None With White Vinyl Backer  
 Other:



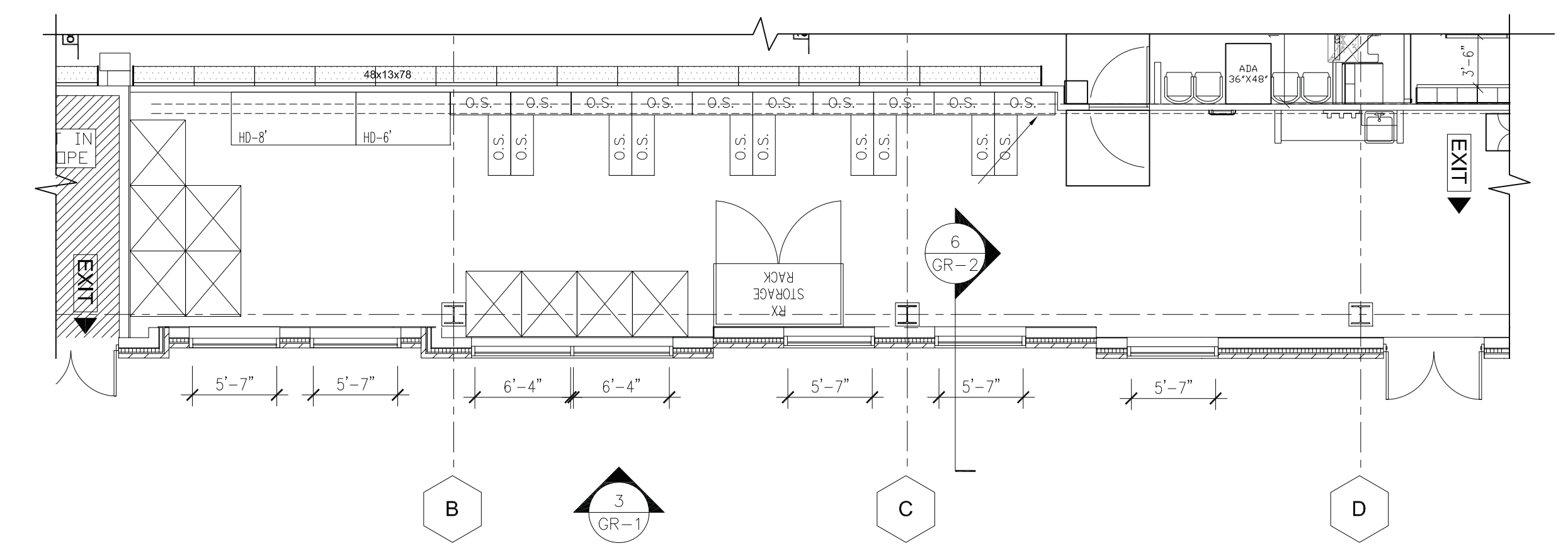
NOTE: ALL GRAPHICS DIMENSIONS TO BE VERIFIED IN FIELD



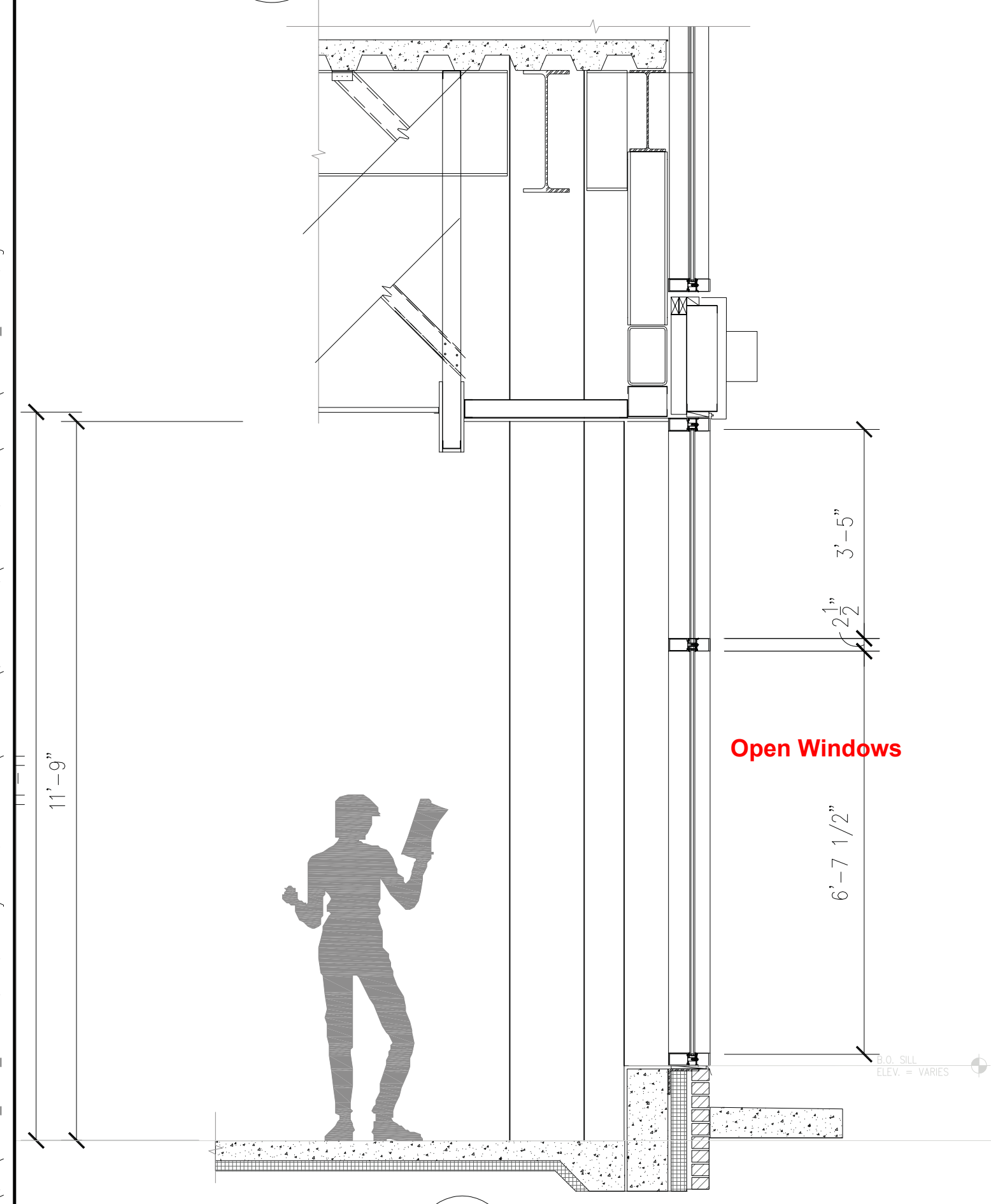
1 DISPLAY WALL PLAN  
GR-2 SCALE: 1/8" = 1'-0"



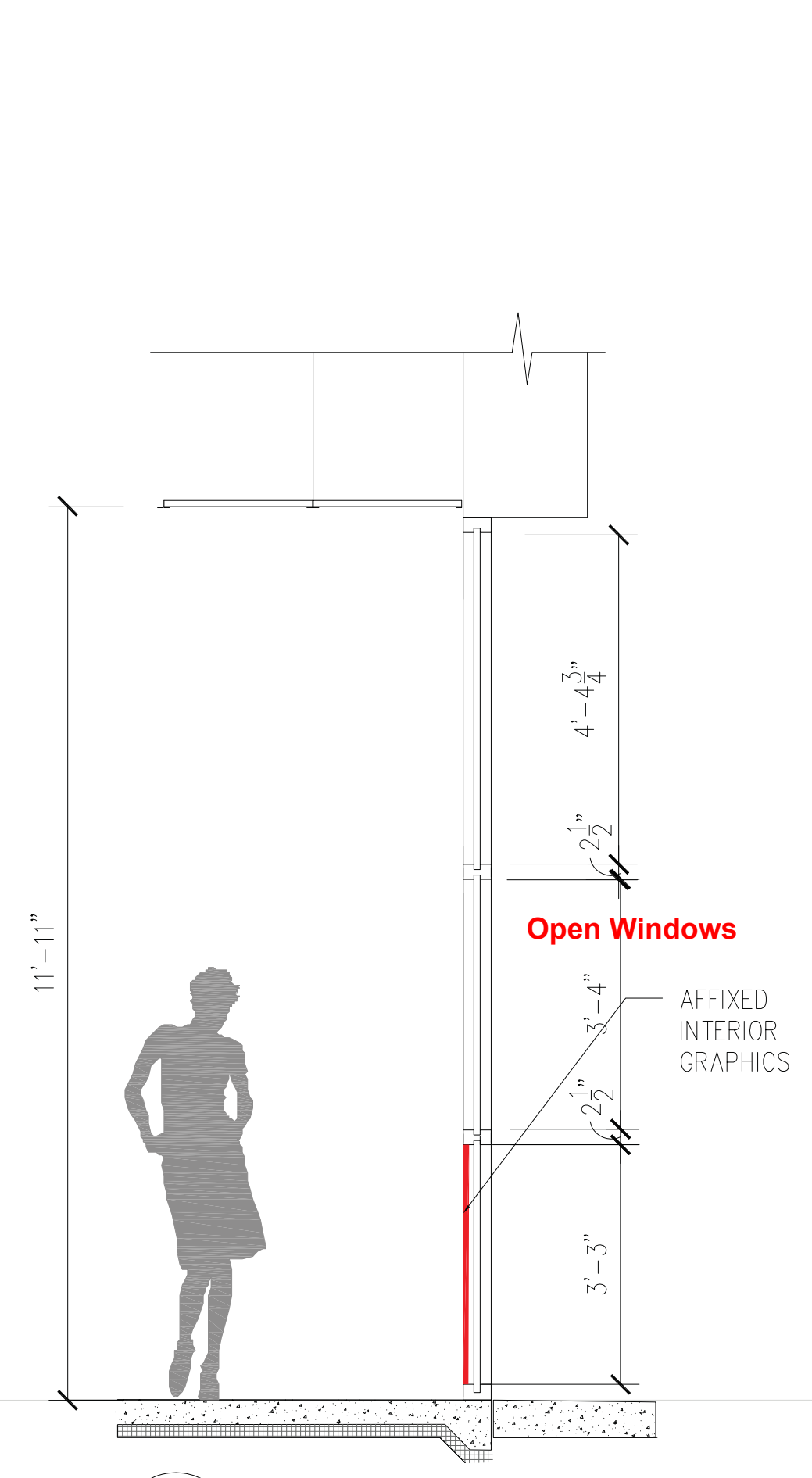
2 WEST WALL PLAN  
GR-2 SCALE: 1/8" = 1'-0"



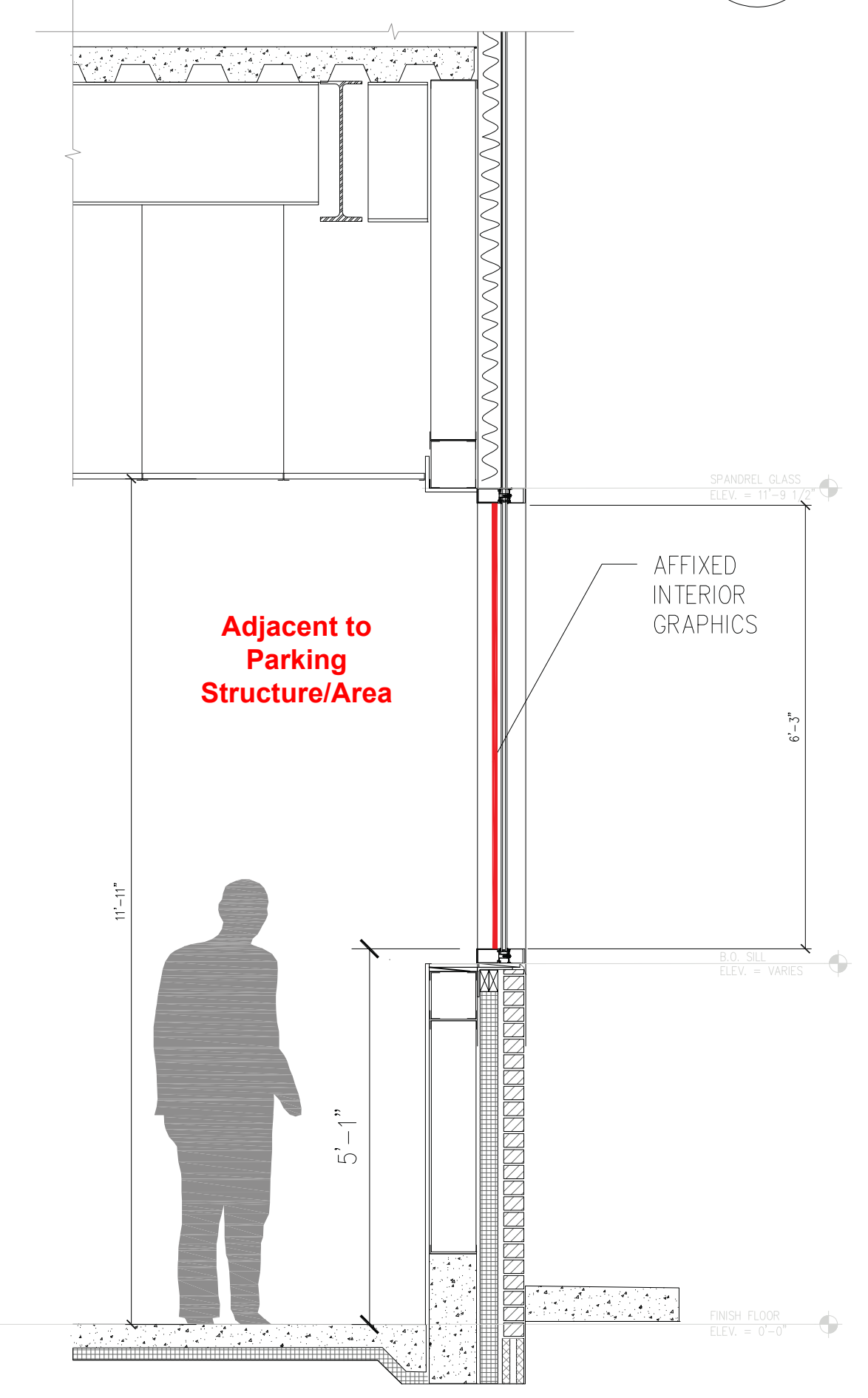
3 RECEIVING ROOM PLAN  
GR-2 SCALE: 1/8" = 1'-0"



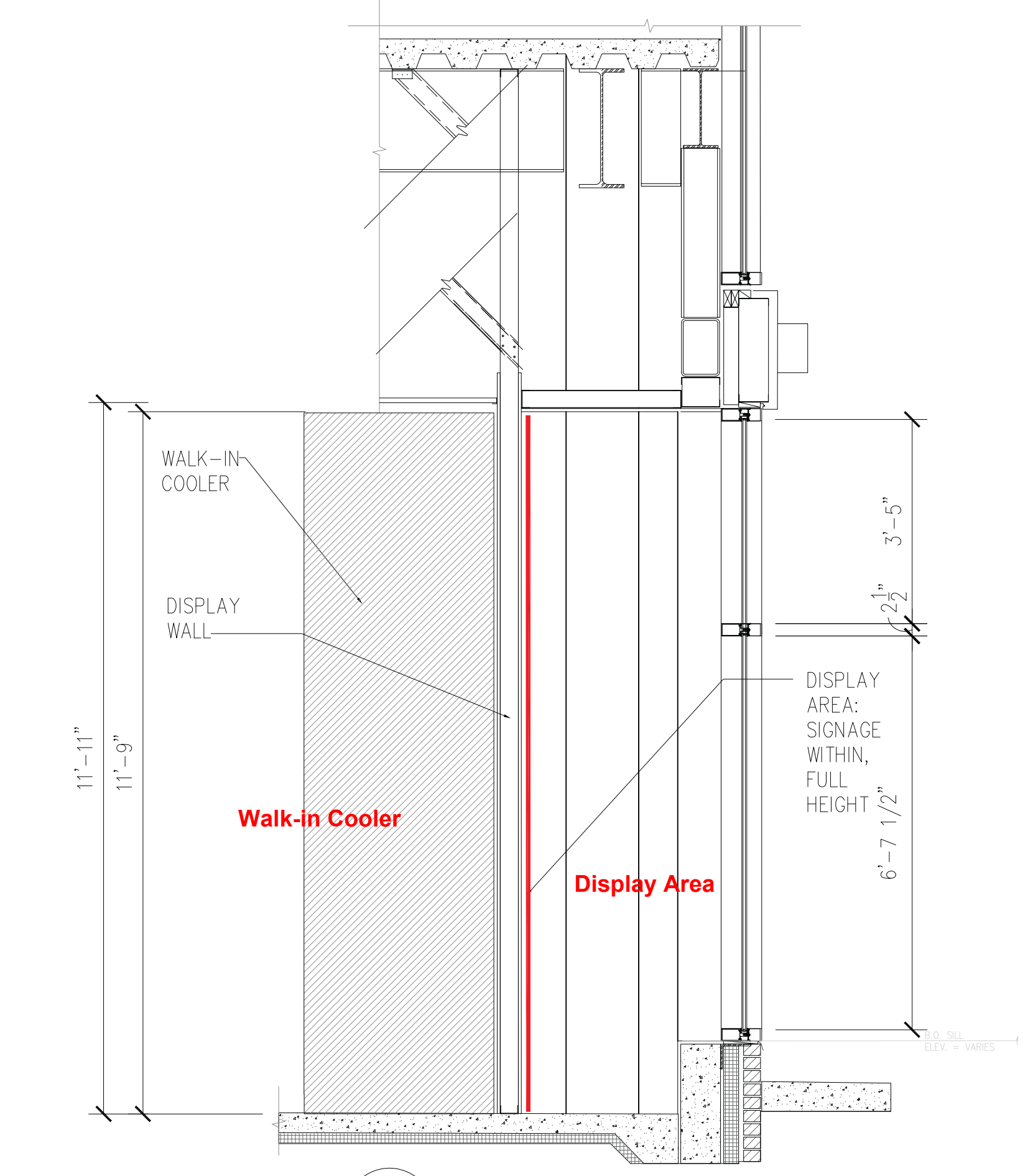
4 WALL SECTION  
GR-2 SCALE: 1/2" = 1'-0"



5 WALL SECTION  
GR-2 SCALE: 1/2" = 1'-0"



6 WALL SECTION  
GR-2 SCALE: 1/2" = 1'-0"

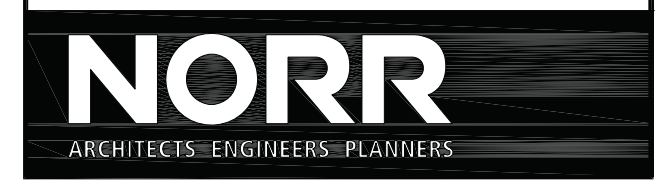


7 WALL SECTION  
GR-2 SCALE: 1/2" = 1'-0"



14,333 SQ FT  
AS- IS SPACE  
STORE NUMBER: 10452  
SEC LINCOLN WAY AND WELCH ST  
AMES, IA  
PROJECT TYPE: AS-IS SPACE  
DEAL TYPE:  
CS PROJECT NUMBER: 070597

ARCHITECT OF RECORD



CONSULTANT:

DEVELOPER:  
**IE**  
FIRST EQUITY GROUP, LLC  
150 N. Wacker Dr. Suite 1717  
Chicago, Illinois 60606  
(312) 857-7000 Phone  
(312) 857-7015 Fax

SEAL:

REVISIONS:  
08-18-2014 PERMIT SET  
08-06-2015 GRAPHICS REVISION  
08-18-2015 GRAPHICS REVISION 2

DRAWING BY: P. PERKINS  
DATE: 08-18-2014  
JOB NUMBER: JCDT.14.01.81  
TITLE:

GRAPHICS PACKAGE  
SHEET NUMBER:

GR-2

COMMENTS:

User = Phillip Perkins  
Date = Tuesday, August 18, 2015 2:09:16 PM  
Filename = G:\CVS\10452\_Ames\_JA - SEC Lincoln Way & Welch\0509-DELIV\330-COND\OC\ARCHITECTURAL\Sheets\10452A\_A41xxx.dwg

**COUNCIL ACTION FORM**

**SUBJECT: SALE AND ISSUANCE OF ESSENTIAL CORPORATE PURPOSE GENERAL OBLIGATION BONDS SERIES 2015A ISSUE IN AN AMOUNT NOT TO EXCEED \$21,345,000**

**BACKGROUND:**

The 2015/16 budget and Council-approved changes include General Obligation (G.O.) Bond-funded capital improvement projects in the amount of \$14,253,975. The City Council held public hearings on the issuance of these bonds and refunding bonds on March 3, 2015, as part of the budget process, and on July 14, 2015, to include an additional amount for the Grant Avenue extension project. Council action is now required to authorize the sale.

Projects to be funded by this bond issue include the following:

East Industrial Area Sewer Extension	\$ 2,000,000	
ISU Research Park Improvements	2,938,990	
Grant Avenue Extension (Assessment)	360,985	
Airport Terminal	943,000	
	<hr/>	
<b>Debt to be Abated by Other Revenues</b>		<b>\$ 6,242,975</b>
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	
	<hr/>	
<b>Subtotal Tax Supported Bonds</b>		<b>\$8,011,000</b>
<b>Refunding Bonds</b>		<b>5,950,000</b>
<b>Issuance Cost and Allowance for Premium</b>		<b>1,141,025</b>
<b>Grand Total Not to Exceed – 2015/16 G.O. Issue</b>		<b>\$21,345,000</b>

**On the morning of August 25, 2015, the City will accept bids for the bonds per the terms of our offering statement. The bids will be evaluated by our financial advisor, Public Financial Management, by the City’s Bond Counsel, and by City staff to recommend award to the bidder with the lowest cost. A report of bids will be provided to Council at the August 25 meeting. The City Council will then be asked to adopt a resolution accepting bids and authorizing that the sale of bonds be awarded to the chosen bidder.**

**ALTERNATIVES:**

1. The City Council can adopt a resolution accepting bids and authorizing the sale and issuance of Essential Corporate Purpose General Obligation Bonds in an amount not to exceed \$21,345,000.
2. The Council can reject the bond sale resolution and delay the capital projects.

**MANAGER'S RECOMMENDED ACTION:**

Issuance of these bonds is necessary in order to accomplish the City's approved capital improvements during this fiscal year and savings can be realized by bond refunding.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative No. 1, thereby adopting a resolution accepting bids and authorizing the sale and issuance of Essential Corporate Purpose General Obligation Bonds in an amount not to exceed \$21,345,000.

**The City Council should be reminded that this bond issue includes \$2,000,000 to extend a sanitary sewer line just east of Highway 35 along Lincoln Way. This project will help facilitate the development of the East Industrial Area annexation which is a priority of the City Council. It was hoped that the issue regarding which entity would be supplying water to this area (the City of Ames or the Central Iowa Water Association (CIWA)) would be resolved prior to moving ahead with this project. While progress has been made in the negotiations between City staff and representatives from the CIWA, an agreement has not yet been finalized. Rather than omit this project from this bond sale which will result in a one year delay in starting the project, the action tonight will borrow \$2,000,000 to finance this sanitary sewer extension. Even under the worst case scenario where the City Council decides not to annex and extend infrastructure into this area, these borrowed funds can be used to finance street projects planned for in second year of the CIP. This action will allow the City to issue fewer bonds in FY 2016/17.**

**COUNCIL ACTION FORM**

**SUBJECT: PHASE 1 ASH POND REHABILITATION**

**BACKGROUND:**

On July 28, 2015, City Council approved preliminary plans and specifications for the Phase 1 Ash Pond Rehabilitation. This project is for a contractor to furnish labor, materials, and equipment to clear and grub trees and brush from the internal ash pond embankments, and to reshape the embankment slopes.

Bid documents were issued to eleven 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 \$75,000.**

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

<b>Bidder</b>	<b>Lump Sum Bid</b>	<b>Sales and/or Use taxes included in Lump Sum</b>
J.J. Westhoff Construction Co. Lincoln, NE	\$188,000	Not licensed
Gehrke Inc. Eldora, IA	Non-Responsive	
Chamness Technology, Inc. Blairsburg, IA	Non-Responsive	

Staff reviewed the bids and determined that the bids submitted by Gehrke Inc. and Chamness Technology, Inc. were both non-responsive because neither bidder signed its bid which is a mandatory requirement.

**Staff evaluated the remaining bid and determined that the lowest responsive bid in the amount of \$188,000 submitted by J. J. Westhoff Construction Co. was technically compliant. However, their bid was 250% more than the engineer's cost estimate of \$75,000. Therefore, staff has concluded that it would be in the city's best interest to reject all bids received and rebid at a later date in order to attempt to obtain competitive bids that are more in alignment with the cost estimate. Council should note that staff will be revising the technical specifications which could lower the cost estimate.**

Funding for Phase 1 is available from the approved FY2014/15 Power Plant operating budget in the Unit #8 Ash system account. This account contains \$134,000 and will be carried over to the FY 2015/16 budget.

**ALTERNATIVES:**

1. a. Accept the report of bids.  
b. Reject all bids and direct staff to rebid the project at a later date.
2. Award a contract to J.J. Westhoff Construction Co., Lincoln, NE for the Phase 1 Ash Pond Rehabilitation in the amount of \$188,000. City of Ames will pay applicable sales tax directly to the state of Iowa.
3. a. Do not direct staff to rebid at a later date.  
b. Do not award project.

**MANAGER'S RECOMMENDED ACTION:**

By choosing Alternative 1, staff believes it would be in the City's best interest to reject all bids received and rebid at a later date in order to attempt to obtain competitive bids that are more in alignment with the cost estimate.

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



~~ITEM# 23  
DATE: 09-09-14~~

**COUNCIL ACTION FORM**

**SUBJECT:    MODIFICATION OF PARKING REGULATIONS ALONG NORTH 2<sup>ND</sup> STREET**

**BACKGROUND:**

On August 19, 2014, City Council referred a letter from Wandling Engineering, located at 923 North 2<sup>nd</sup> Street, requesting that Council approve the removal of the 90-minute parking regulation in front of its business. In 1962, Ordinance No. 1027 established time-limited parking during business hours, 8 AM to 5 PM, from North Oak Street east to the east line of Lot 5, Block 4 of the College Park Subdivision (see attached map). It is important to note that Cleveland Street was the original name for North 2<sup>nd</sup> Street.

In the Wandling letter, Office Manager Dodi Petersen outlined some of the history of the businesses in the area. Specifically, the parking regulation was initially intended to facilitate a shared parking relationship between Wandling Engineering and its neighbor, Ellen’s Ceramics. Since that time, Ellen’s Ceramics has closed and the building has been removed. There have also been significant changes to the availability of off-street parking by the creation of new private parking lots.

**For these reasons, the conditions warranting the 90-minute parking prohibition appear to no longer exist. Due to the fact that no other business is affected by this parking regulation other than Wandling Engineering, it seems appropriate to remove the 90-minute parking restriction as requested.**

**ALTERNATIVES:**

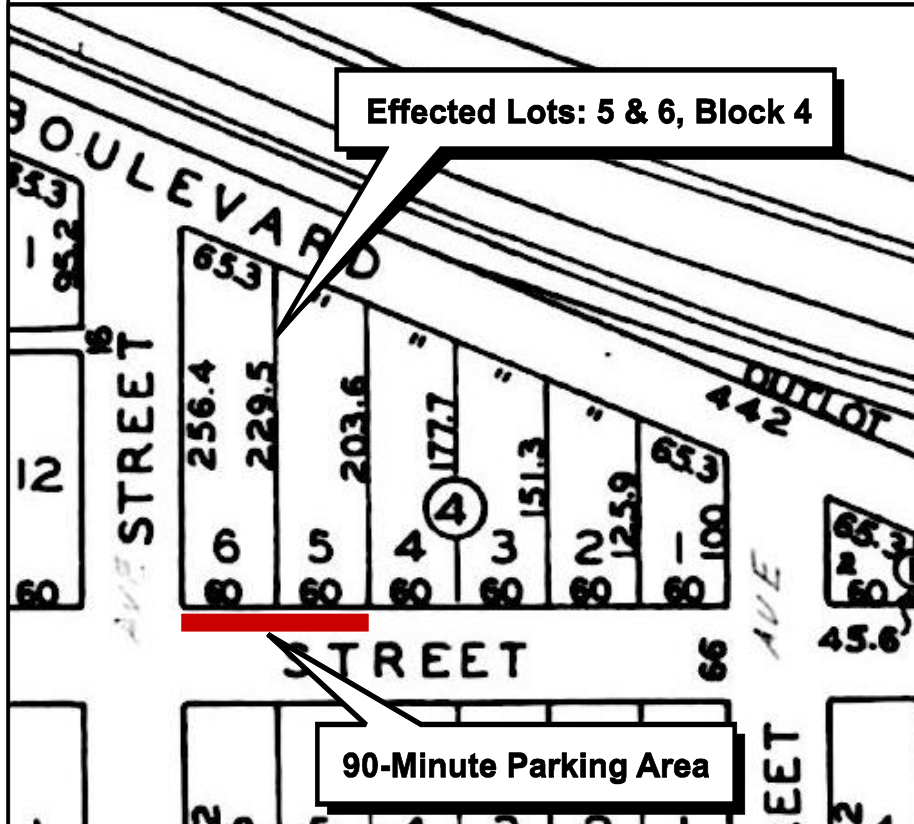
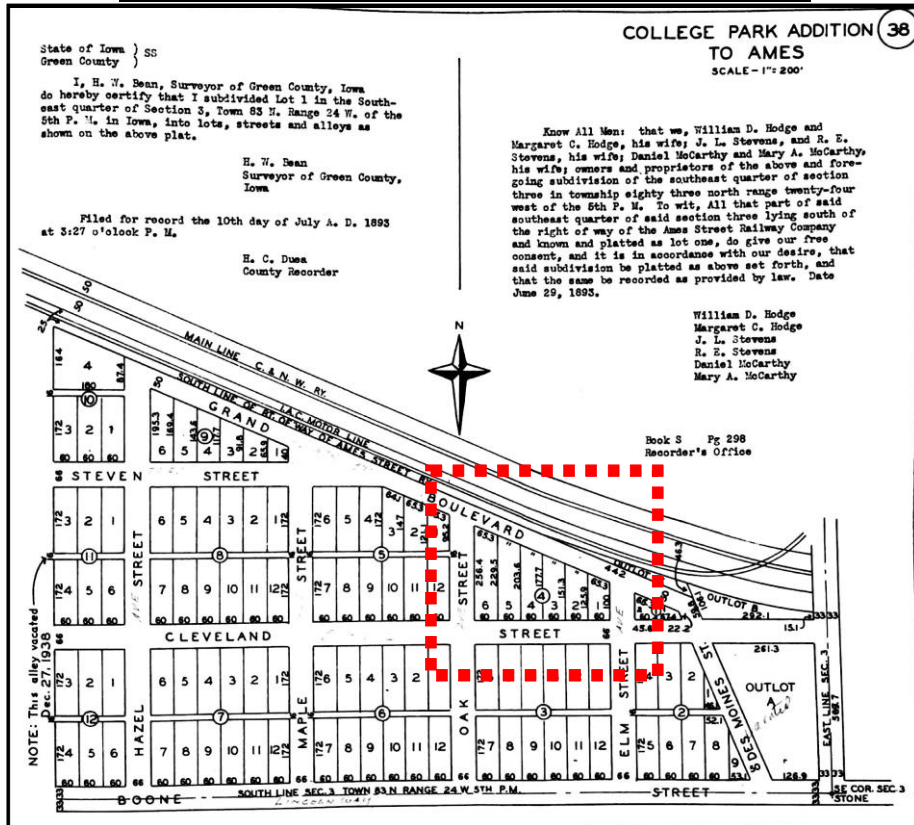
1.     Direct the City Attorney to draft an ordinance to remove the 90-minute parking prohibition on North 2<sup>nd</sup> Street.
  
2.     Direct staff to keep the existing conditions.

**MANAGER’S RECOMMENDED ACTION:**

Changing the ordinance to allow parking on the north side of North 2<sup>nd</sup> Street will better match the existing conditions. Due to the fact that no other business is affected by this parking regulation other than Wandling Engineering, it seems appropriate to remove the 90-minute parking restriction as requested.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby directing the City Attorney to draft an ordinance removing the 90-minute parking prohibition on North 2nd Street.

### Attachment: Map of College Park Subdivision



**ORDINANCE NO.**

**AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 18.31(177) AND ENACTING A NEW SECTION 18.31(177) THEREOF, FOR THE PURPOSE OF MODIFYING THE PARKING REGULATIONS ALONG NORTH 2<sup>ND</sup> STREET BY REMOVING THE 90-MINUTE PARKING PROHIBITION; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.**

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by repealing Section 18.31(177) and enacting a new Section 18.31(177) as follows:

**“Sec. 18.31. REGULATIONS FOR SPECIFIC STREETS OR LOCATIONS.**

...

(177) **NORTH SECOND STREET.** Parking is prohibited at all times on the south side from the east line of North Hazel Avenue to a point sixty (60) feet west of the west line of North Elm Avenue and on the north side from the east line of North Elm Avenue easterly one hundred twenty-seven (127) feet.

Parking is prohibited for more than two hours, Mondays through Saturdays, except on city holidays, from North Elm Avenue to a point one hundred fourteen (114) feet east of the southeast line of North Elm Avenue.

*(Ord. No. 1027, Sec. 2, 5-15-62; Ord. No. 2233, Sec. 2, 3-19-68; Ord. No. 2253, Sec. 1, 7-2-68; Ord. No. 2398, Sec. 1, 2, 4-18-72; Ord. No. 2666, Sec. 2, 8-1-78; Ord. No. 2980, Sec. 1, 6-30-87; Ord. No. 3360, Sec. 1, 11-21-95).”*

...

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

ITEM #: 52  
 DATE: 07-28-15

### COUNCIL ACTION FORM

**REQUEST: REZONE FROM A (AGRICULTURE) TO FS-RL (SUBURBAN RESIDENTIAL LOW DENSITY) WITH A MASTER PLAN AT 5400 GRANT AVENUE (PROPOSED HAYDEN'S CROSSING SUBDIVISION)**

### **BACKGROUND:**

Hunziker Land Development Company owns a 12-acre parcel north along Grant Avenue north of Ada Hayden Heritage Park's west trailhead and 1,500 feet south of 190th Street. (See *Attachment A, Location Map.*) The owner proposes the development of a residential subdivision to be known as Hayden's Crossing and is requesting a rezoning of 12.0 acres from Agriculture to Suburban Residential Low Density (FS-RL). (See *Attachment D, Proposed Zoning*) Total development is estimated between 29 and 37 dwelling units.

This land was annexed by the City on December 30, 2013. Before annexation, the Ames Urban Fringe Plan designated this property for Urban Residential land use and Watershed Protection Area, since it is within the watershed of Ada Hayden Lake. Upon annexation, the property was designated as Village/Suburban Residential on the Land Use Policy Plan map. (See *Attachment B, Land Use Policy Plan Future Land Use Map*) The "FS-RL" zoning district is consistent with this land use designation. Support materials provided by the applicant (*Attachment G, Applicant's Narrative*) describe how the proposed rezoning and implementation of the proposed development is consistent with all ten goals of the Land Use Policy Plan. **Ultimately, development of the site will require approval of a Conservation Subdivision subsequent to approval of the rezoning request.**

A Master Plan provides a broad view of the development concept by describing the intended uses, building types, access points, and protected areas. The submitted FS-RL Master Plan (Attachment E) illustrates residential development on 7.60 acres of the property and common open space and 3.98 acres of conservation areas. Project details of the Master Plan include:

1. Developable acreage of approximately 7.60 acres. Applicant proposes potential mix of single family attached and detached units. Total development will meet minimum density requirements of 3.75 units per net acre. This is estimated to be a minimum of 29 units, with a maximum of 37 units as described by the applicant. Maximum density under FS-RL would permit approximately 76 dwelling units at 10 dwelling units per net acre.
2. One access point on the west with Grant Avenue. Future street connections to the abutting north property are also likely to occur.

3. A single pedestrian access from Hayden's Crossing into Ada Hayden Heritage Park near the middle of the site along the south property boundary. This will provide a connection to the existing "Upland Trail" within the park. This connection would be at the sole cost of the developer
4. Conservation areas along the west, east and south perimeter of the site as shown on the plan. Including, a minimum 30-ft wide buffer of undevelopable open space between Hayden's Crossing and the City-owned property to the east and south, to be planted with native grasses and forbs during the first phase of the development.

The attached addendum includes a full description of the Master Plan and analysis of the rezoning proposal.

Development of this site is the second project to request approval under the Conservation Subdivision standards of Ames *Municipal Code*. The initial Conservation Subdivision established inside the city is the Quarry Estate development to the north of this site at the southeast corner of the intersection of Grant Avenue and 190<sup>th</sup> Street. The Ames Conservation Subdivision standards are to protect the quality of water in Ada Hayden Lake, protect existing surface drainage systems, promote interconnected greenways, provide commonly-owned open space and conservation areas and protect such areas in perpetuity. The Master Plan shows 33% of the property as conservation areas and open space distributed throughout the development and abutting the residential areas.

Because no significant native plant communities exist on the site, this conservation area will be "naturalized" by establishing native plant communities. Conservation easements will be established for all conservation areas and maintained according to a conservation area management plan that is required during the subdivision process.

Prior to annexation, an agreement was approved by owners of this subject property and other land parcels between Ada Hayden Heritage Park and the railroad right-of-way and south of 190<sup>th</sup> Street, which established the timing and responsibility for extension of all of the urban infrastructure necessary to provide city services to this area as an assessment district (Grant Avenue) and connection districts (sewer and water). Sewer and water main extensions have been constructed and street construction will be completed before the end of 2015. Utilities are available to serve the development. Grant Avenue construction is expected to be completed in the fall of 2015.

**Staff concludes that the Master Plan identifies developable and undeveloped areas, range of uses and residential unit types consistent with the proposed FS-RL zoning district. Staff believes it is consistent with the Objectives and Future Land Use Map of the City of Ames Land Use Policy Plan, with the following conditions:**

- a. Developer is responsible for frontage and intersection access improvements at time of subdivision;



- b. A single pedestrian access be provided from Hayden's Crossing into Ada Hayden Heritage Park at the location shown on the Master Plan; and,
- c. A minimum of a 30-foot wide buffer of undevelopable open space be established between Hayden's Crossing and the city-owned park land to the east and south.

**Planning and Zoning Commission Recommendation.** At its public hearing on July 1, 2015, the Planning and Zoning Commission recommended approval (4-1) of the proposed rezoning from A to FS-RL, including the proposed Master Plan and the conditions recommended by staff. The Commission discussed the type of housing proposed, proximity of housing to the Park, use of the green areas, location of pedestrian connections, locations for storm water detention, and the purpose and maintenance of the buffer strips and access to adjacent properties.

**ALTERNATIVES:**

1. The City Council can approve on first reading the rezoning of the land located at 5400 Grant Avenue from Agriculture (A) to Suburban Residential Low Density (FS-RL), including the attached Master Plan, and require a signed rezoning agreement with the following conditions of the Master Plan prior to third reading of rezoning ordinance:
  - a. Developer is responsible for frontage and intersection access improvements at time of subdivision;
  - b. Single pedestrian access be provided from Hayden's Crossing into Ada Hayden Heritage Park at the location shown on the Master Plan; and,
  - c. A minimum of a 30-foot wide buffer of undevelopable open space be established between Hayden's Crossing and the city-owned park land to the east and south.
2. The City Council can approve on first reading the rezoning of land located at 5400 Grant Avenue from Agriculture (A) to Suburban Residential Low Density (FS-RL), with different conditions.
3. The City Council can deny the request for rezoning from Agriculture (A) to Suburban Residential Low Density (FS-RL), including the attached Master Plan, if the Commission finds that the City's regulations and policies are not met.
4. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information or to require a signed rezoning agreement prior to first reading.

**CITY MANAGER’S RECOMMENDED ACTION:**

As noted in the attached addendum, the proposed rezoning is consistent with the Land Use Policy Plan goals, objectives and policies and land use designations. Adequate infrastructure has been provided for at the time of development. The Master Plan provides for developed areas, conservation areas and open space, housing types and densities that are consistent with the proposed FS-RL zoning district standards and generally consistent with the intent of subsequent Conservation Subdivision standards. The Master Plan also provides adequately for major transportation connections and circulation and for interface with Ada Hayden Heritage Park that are in the best interests of the community, under the proposed conditions. A signed zoning agreement with the Master Plan will be provided prior to the third reading of the rezoning ordinance.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1, which is approval of the rezoning on first reading, including the attached Master Plan, and requiring a signed zoning agreement prior to third reading.

## **ADDENDUM**

**Existing Land Use Policy Plan.** The LUPP designation of the entire subject area is Village/Suburban Residential. The proposed change of zone to FS-RL is consistent with that designation as one option for zoning of the site. The applicant has provided support materials (see *Attachment G – Applicant’s Narrative*) regarding how the proposed rezoning is consistent with the Land Use Policy Plan. These materials describe how the proposed rezoning and implementation of the proposed development is consistent with all ten goals of the LUPP.

The LUPP designation of the property to the east and south is Parks and Open Space, with Ada Hayden Lake and its surrounding land designated as Environmentally Sensitive Area. Property to the west is the future Rose Prairie development and designated as Village/Suburban Residential.

The property to the north inside the city limits, and is designated as Village/Suburban Residential. This property is known as the Frame’s properties and is situated between the proposed Hayden’s Crossing and the approved Quarry Estates.

**Existing Uses of Land.** Land uses that occupy the subject property and other surrounding properties are described in the following table:

<b>Direction from Subject Property</b>	<b>Existing Land Uses</b>
Subject Property	Farm Land, Former Homestead
North	Farm Land, Former Homestead
East	(Ada Hayden Heritage Park)
South	(Ada Hayden Heritage Park, trailhead and future parking lot)
West	Farmland, Former homestead

**Existing Zoning.** The site is zoned Agriculture (A). The property directly to the east and south is Ada Hayden Heritage Park, a city park zoned Government/Airport (S-GA). North of the subject property and west of the park is property recently annexed into the city and zoned Agriculture (A), The property to the west of the subject property across Grant Avenue is also zoned Agriculture (A). The proposed zoning is reflected in *Attachment D – Proposed Zoning*.

**Proposed Floating Suburban Zoning.** The applicant has requested FS zoning as an alternative to Village Residential Zoning. FS zoning is an option that may be selected by an applicant to create a more homogenous development type as compared to the heterogeneous development pattern of Village Residential. With FS zoning there is an option for Residential Low or Residential Medium. The applicant is proposing FS-RL zoning which allows for either single family attached or single family detached housing within the same zoning district. **Development within FS-RL zoning must reach a minimum density of 3.75 units per net acre and not exceed 10 units per net acre.**

**Master Plan.** A Master Plan is intended to provide a general description of the intended development of a property. A Master Plan must address natural areas, buildable areas, building types, range of uses and basic access points, as described in zoning requirements of Section 29.1507(4) (see *Attachment F – Applicable Regulations*).

The entire property has been in agricultural use for many years. An inventory of vegetation and structures required by the Conservation Subdivision standards has been submitted, and will be part of the consideration and approval of the subdivision plat for this property. The submitted Master Plan proposes areas for homes and conservation areas with residential development on 7.60 acres of the property and common open space and conservation areas totaling about 3.98 acres.

The Master Plan proposes a development pattern with both single-family detached and single-family attached home. The applicant describes a minimum of 29 units, with a maximum of 37 units. At the most intense development level of 10 units per net acre, there may be approximately 76 housing units without the restriction of the Master Plan.

The minimum density standard for the area to be rezoned to FS-RL is 3.75 dwelling units per net acre. The Master Plan proposes a minimum net density for the area to be zoned FS-RL of approximately 3.81 dwelling units per acre, including both single-family detached and attached homes. Full review of net acreage will occur with the subsequent preliminary plat subdivision review.

Each attached and detached single-family home must be on its own individual lot. Layout and specific design of the site will be evaluated at the time of preliminary plat review. Attached single-family homes of three or more units also require an administrative site development plan review after subdivision approval.

**Access.** The Master Plan includes one access point with the existing street, Grant Avenue, that borders the west property line of the site. In all likelihood at least one additional local street would be stubbed to the north to help promote development of the Frame properties.

**Ada Hayden Heritage Park.** Among of the attractions of Hayden's Crossing will be its proximity to Ada Hayden Heritage Park and the view into the park's naturalized landscape from some of the Hayden's Crossing lots. The Master Plan seeks to protect the park landscape from the development and the many more people who will be living next door to it. Single-family homes may be as close as 50 feet to the park boundary and 70 to 100 feet from the north loop upland trail. The 30-foot landscape buffer within this separation area provides for a transition from private to public space with native vegetation.

**The only access from Hayden's Crossing into Ada Hayden Heritage Park will be a pedestrian connection along the southeast facing property line of the subdivision in close proximity to the existing upland trail.** The north loop upland trail within the park follows the southeast edge of this site. The existing trail is rock, as will be the pedestrian connection to Hayden's Crossing. The material for this connection and its

final location with Hayden's Crossing will be determined during the subdivision process. Any other future connections between Ada Hayden Heritage Park and Hayden's Crossing would require City Council approval.

The Master Plan includes a buffer between the developed lots of Hayden's Crossing and the park. This buffer will consist of 30 feet (minimum) of open space running along the entire shared property boundary, in which development is prohibited. It will be planted with native grasses and forbs. The shared property boundary itself will be identified with permanent markers designed by the city. This entire buffer will be established, installed and maintained by the Hayden's Crossing property owners association as a requirements of the conservation subdivision.

**Landscape Buffers.** Other landscape buffers, with a width of 25-feet, will be established between the proposed single family units and Grant Avenue. The City is planning construction of a parking lot for 20 vehicles just to the south of this site. The Parks and Recreation Department will establish parking lot buffer screening adjacent to the parking lot on park property and Hayden's Crossing will maintain its own conversation area along the park. The use of buffering is consistent with the development expectations identified within FS zoning standards.

**Conservation Subdivision.** The Hayden's Crossing property is within the watershed that drains into Ada Hayden Lake, which the city uses for a back-up water supply. To protect the quality of the water in the lake, the development is required to comply with the Conservation Subdivision standards of Ames *Municipal Code*, Section 23.600.

In addition to protecting water quality, the intent of the Conservation Subdivision Developments is to protect existing surface drainage systems, to promote interconnected greenways, to provide commonly-owned open space and conservation areas and to protect such areas in perpetuity.

The Conservation Subdivision standards address lot arrangement, buffer distances from drainage ways, stormwater management systems and pedestrian and bicycle facilities. Many of these standards will apply only during the subdivision process.

**Open Space and Conservation Areas.** Several Conservation Subdivision standards are evident in the Master Plan. Conservation areas and open space is required to comprise at least 25% of the property and must be distributed throughout the development. The Master Plan identifies approximately 33% of the land area as open space and conservation areas.

Because no significant native plant communities exist on the site, this conservation area and will be "naturalized" by establishing native plant communities. Conservation easements will be established for all conservation areas and maintained according to a conservation area management plan that is required during the subdivision process.

A requirement of the Conservation Subdivision ordinance is that 80% of the residential lots must abut a conservation area or open space. Therefore, the Master Plan layout demonstrates an effort to plan a development pattern of residential areas around central



open spaces or conservation areas. The details of features within the conservation areas will be part of the preliminary plat review. The preliminary plat also will provide the arrangement of these lots and the local streets serving them and final configuration of open space areas.

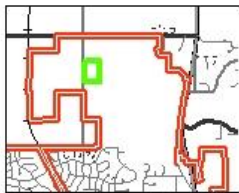
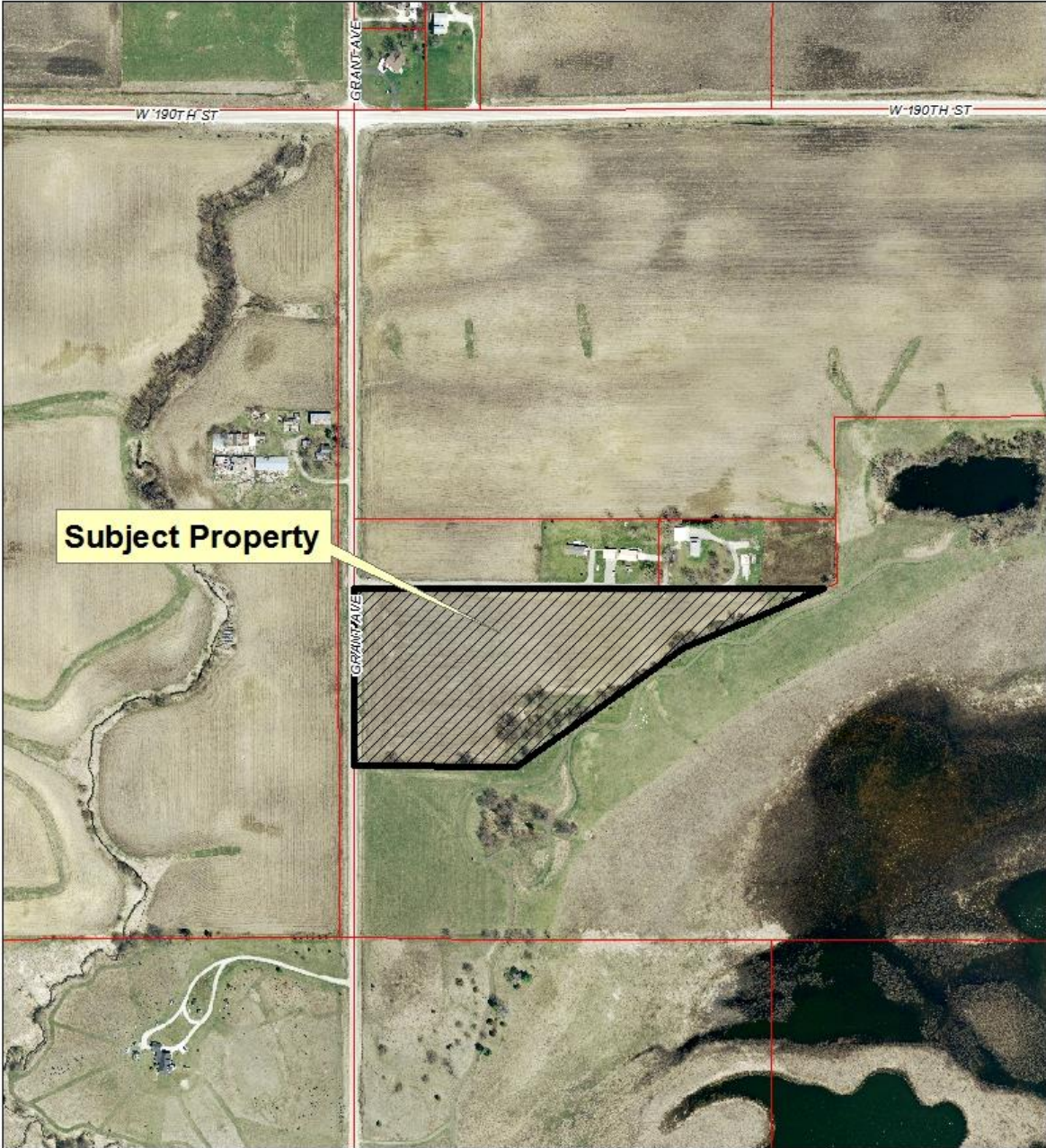
**Water Quality.** In addition to the protection of the water quality in Ada Hayden Lake afforded by the Conservation Subdivision standards, the city also has design standards for new construction to protect surface waters from degradation due to storm water runoff. Ames *Municipal Code*, Chapter 5B “Post Construction Stormwater Management” contains these standards and also references the “Iowa Stormwater Management Manual.”

**Infrastructure.** City and developer have a pre-annexation agreement that, among other commitments, confirms the developers’ contributions to City infrastructure costs. Installation of water and sanitary sewer mains serving the developments along Grant Avenue are underway and paving of Grant Avenue will be completed during the 2015.

**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.

# Attachment A

## Location Map



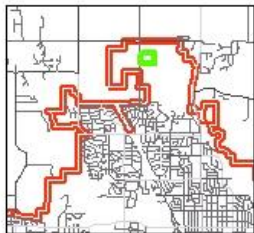
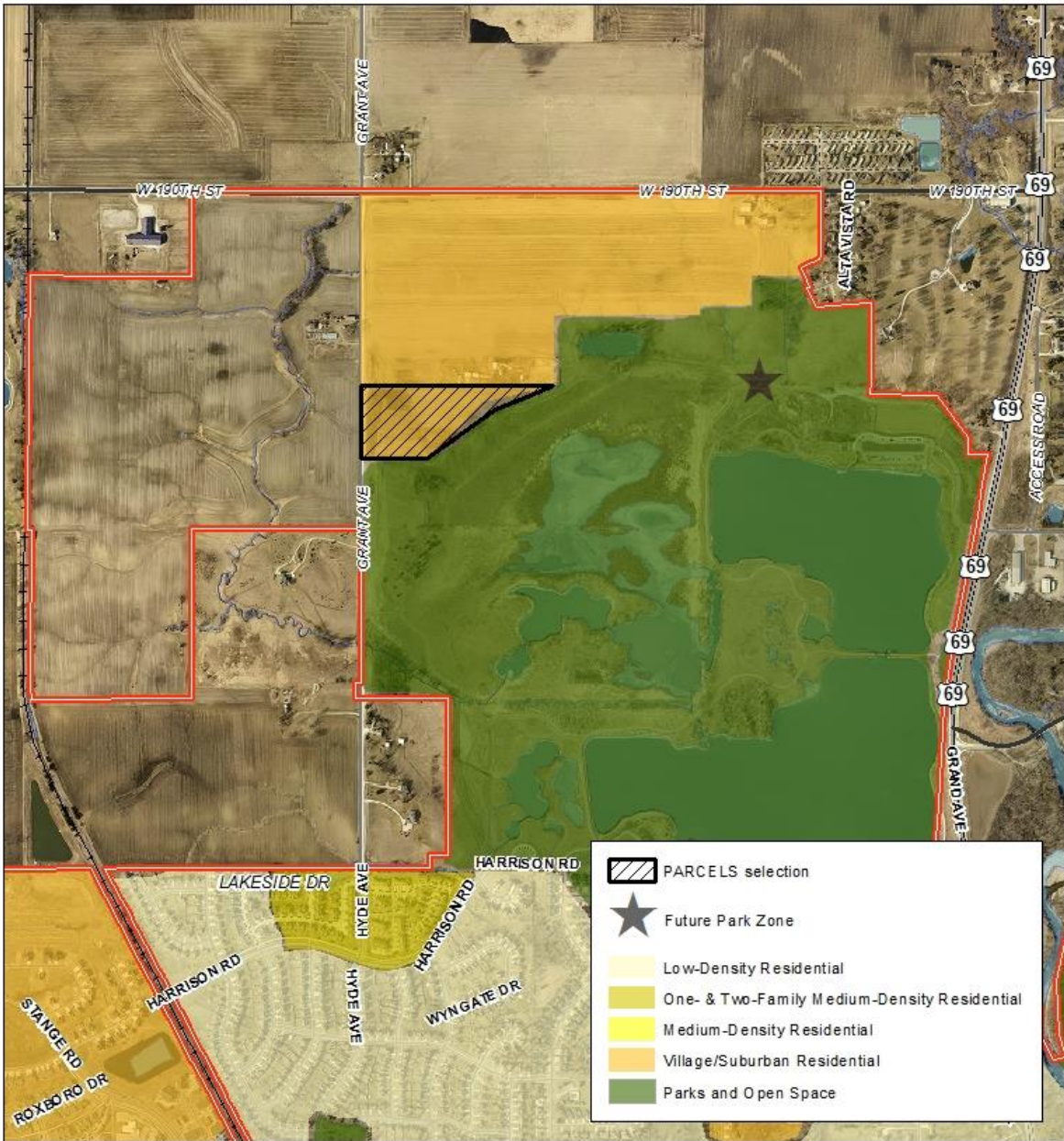
**Location Map**  
**5400 Grant Avenue**





# Attachment B

## Land Use Policy Plan Future Land Use Map

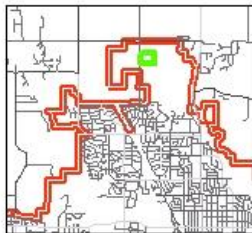
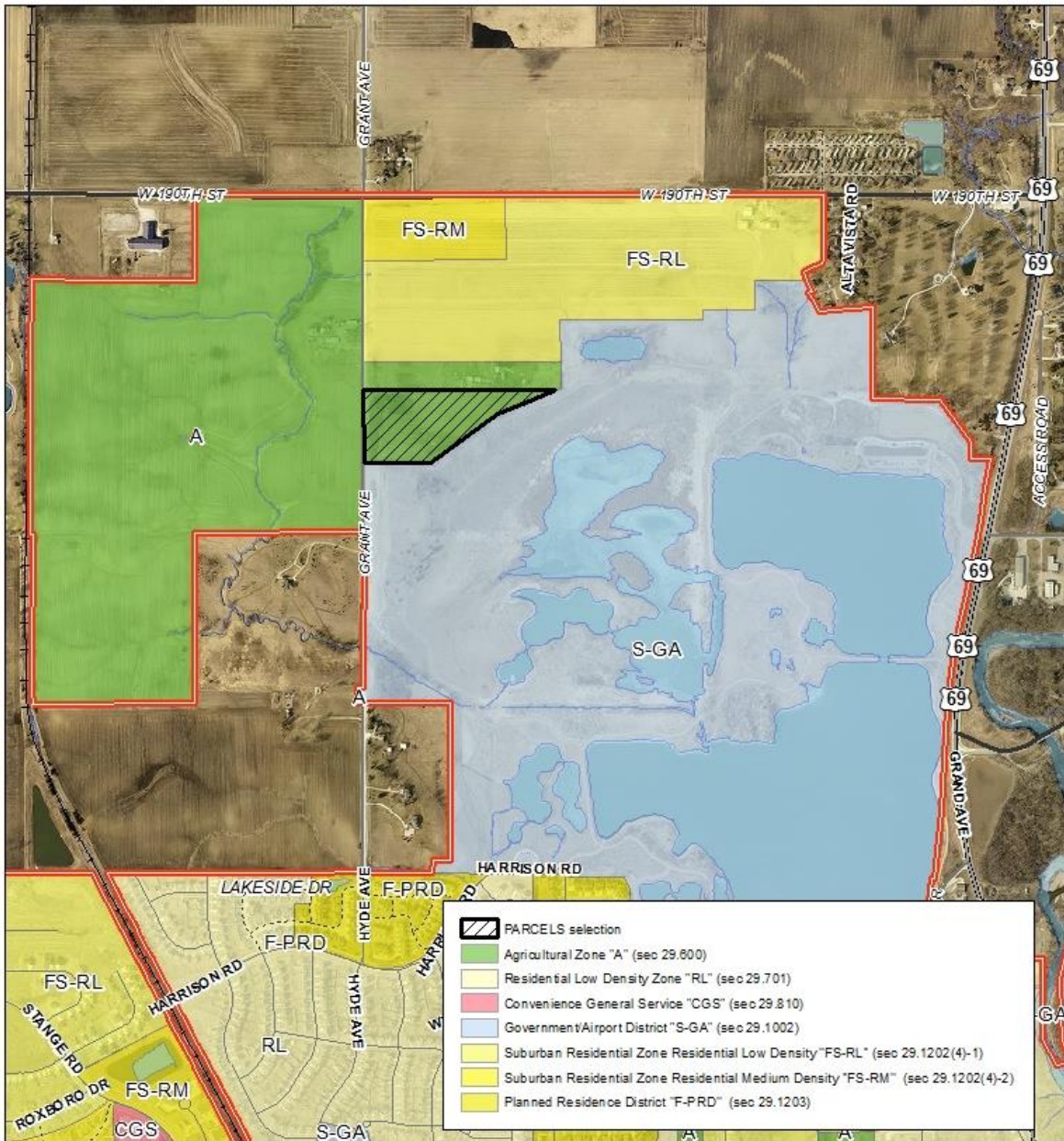


### LUPP Future Land Use Map 5400 Grant Avenue



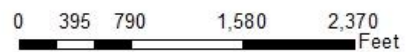
# Attachment C

## Existing Zoning



### Zoning Map

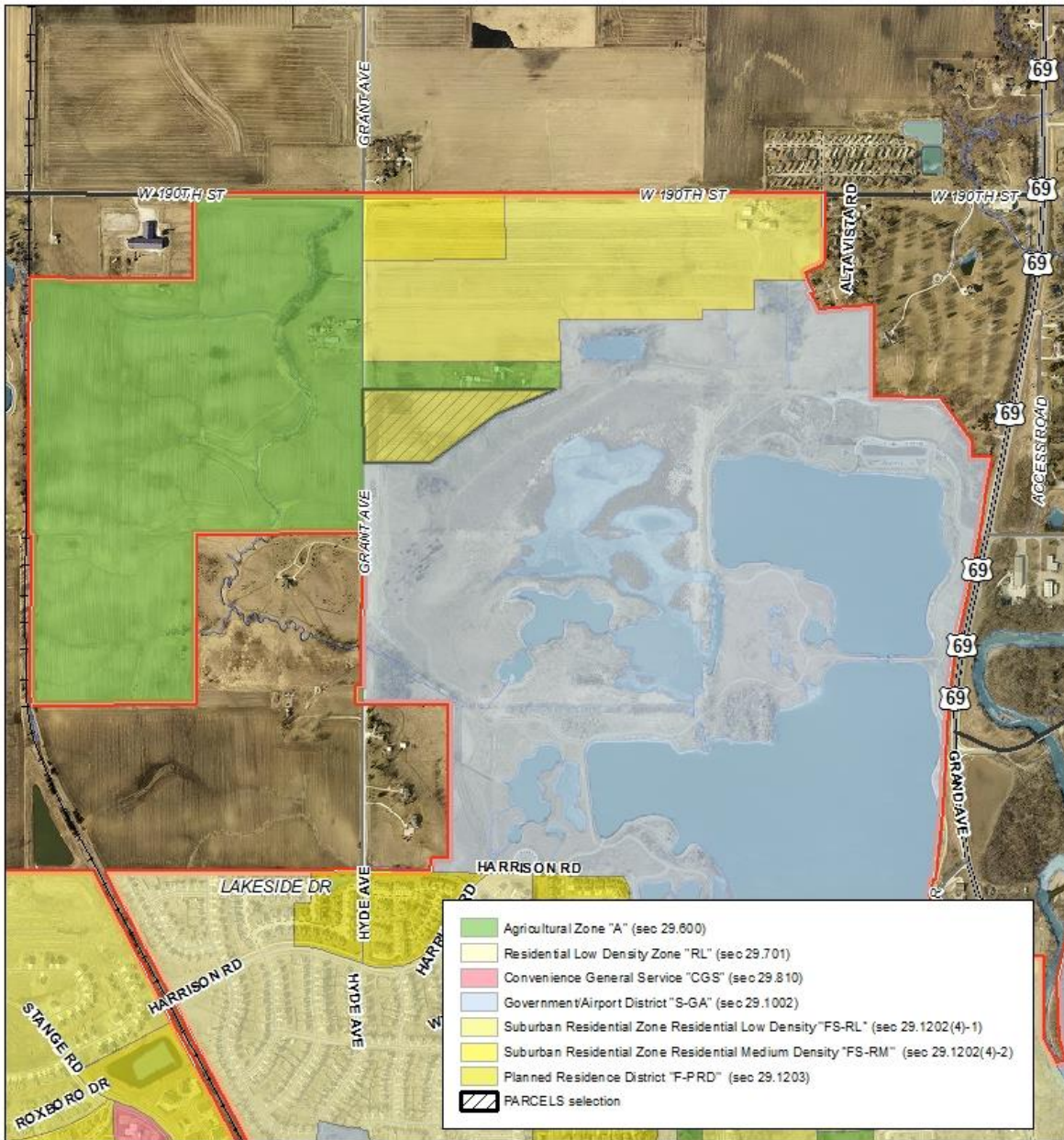
### 5400 Grant Avenue





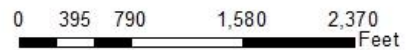
# Attachment D

## Proposed Zoning



### Proposed Zoning Map

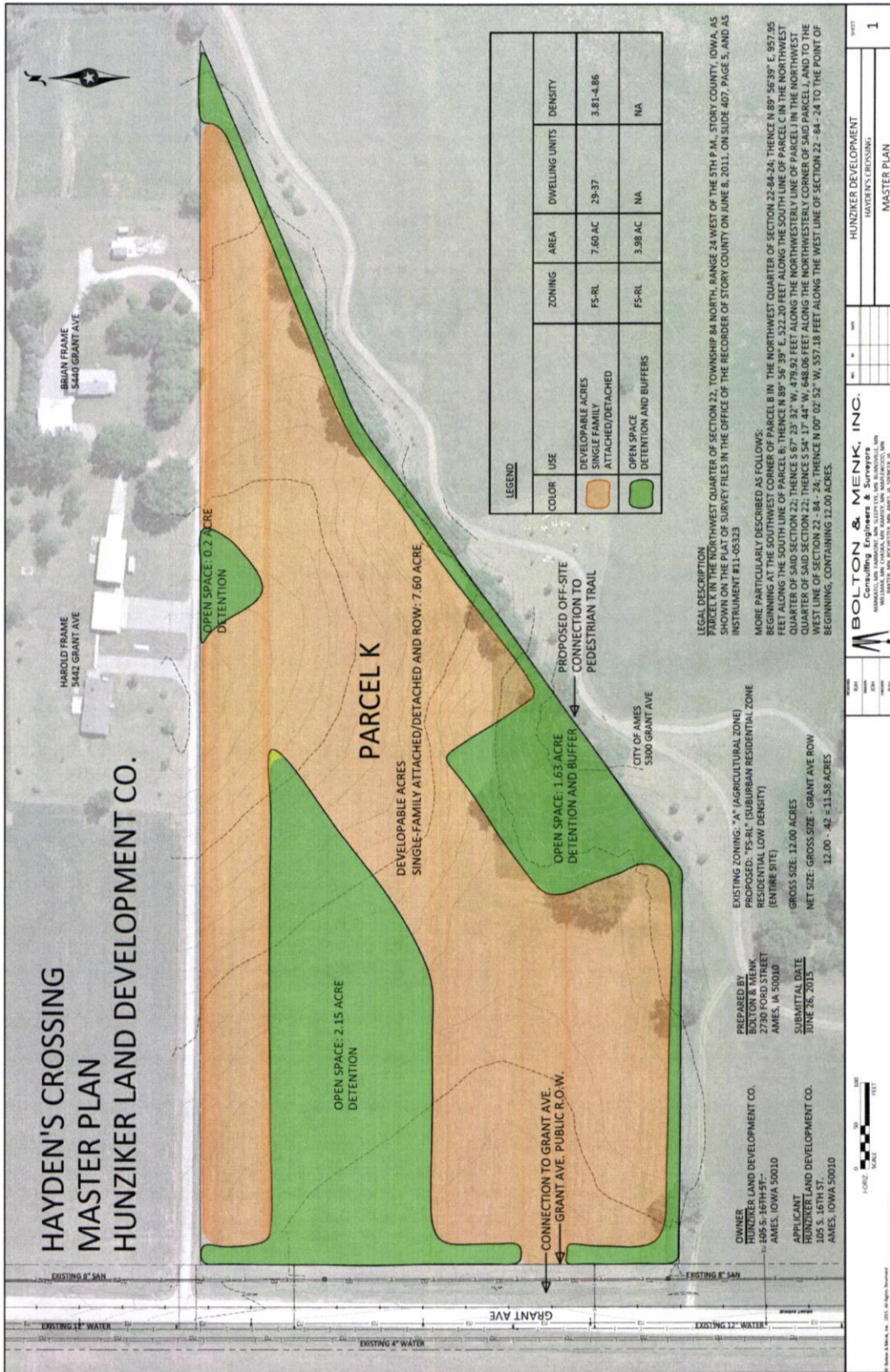
### 5400 Grant Avenue





# Attachment E

## Master Plan Sheet



## **Attachment F**

### ***Applicable Regulations***

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

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

- Ames *Municipal Code* Chapter 29, Section 1507, Zoning Text and Map Amendments, includes requirements for owners of land to submit a petition for amendment, a provision to allow the City Council to impose conditions on map amendments, provisions for notice to the public, and time limits for the processing of rezoning proposals.
- Ames *Municipal Code* Chapter 29, Section 1200, Floating Zones, includes a list of uses that are permitted in the Village Residential, Suburban Residential and Planned Residential zoning districts and the zone development standards that apply to properties in those zones.

#### **Per Section 29.1507(4): Master Plan Submittal Requirements:**

- a. Name of the applicant and the name of the owner of record.
- b. Legal description of the property.
- c. North arrow, graphic scale, and date.
- d. Existing conditions within the proposed zoning boundary and within 200 feet of the proposed zoning boundary: Project boundary; all internal property boundaries; public rights-of-way on and adjacent to the site, utilities; easements; existing structures; topography (contours at two-foot intervals); areas of different vegetation types; designated wetlands; flood plain and floodway boundaries; areas designated by the Ames Land Use Policy Plan as Greenways and Environmentally Sensitive Areas
- e. Proposed zoning boundary lines.
- f. Outline and size in acres of areas to be protected from impacts of development
- g. Outline and size in acres of areas proposed of each separate land use and for each residential unit type
- h. Pattern of arterial streets and trails and off-site transportation connections
- i. For proposed residential development provide the number of unit type for each area, expressed in a range of the minimum to maximum number to be developed in each area
- j. For proposed residential development provide a summary table describing all uses of the total site area, including the number of units per net acre for each unit type and each zoning area.



# Attachment G

## *Applicant's Narrative – Page 1*

### Hayden's Crossing Subdivision Rezoning

#### Reasons for Requesting Rezoning

We are requesting the parcel be rezoned from the current Agricultural – A to Suburban Residential – Low Density FS-RL to allow the development of the property as residential.

#### Consistency of this rezoning plan with the Land Use Policy Plan

The parcel requested for rezoning meets the consistency and goals of the Land Use Policy Plan (LUPP), as FS-RL zoning is an acceptable use for residential subdivisions. The LUPP identifies the parcel as part of the North Allowable Growth Area. We feel that this rezoning meets the following goals of the LUPP:

- 1. Recognizing that additional population and economic growth is likely, it is the goal of Ames to plan for and manage growth within the context of the community's capacity and preferences.** This expansion provides for additional housing to provide for the expanding population. It allows for the utilization of recently upgraded infrastructure to expand the City, making it an ideal location for a residential subdivision. The community also has a preference to locate here, as seen by recent construction.
- 2. In preparing for the target population and employment growth, it is the goal of Ames to assure the adequate provision and availability of developable land. It is the further goal of the community to guide the character, location, and compatibility of growth with the area's natural resources and rural areas.** This request fits the character and compatibility of growth of the surrounding area by expanding on the development of existing residential to provide sufficient land resources.
- 3. It is the goal of Ames to assure that it is an "environmentally-friendly" community and that all goals and objectives are integrated with this common goal. In continuing to serve as a concentrated area for human habitat and economic activity, Ames seeks to be compatible with its ecological systems in creating an environmentally sustainable community.** The development planned for this area is to include buffers, natural areas, and storm water management features based on the City's Conservation Subdivision overlay.
- 4. It is the goal of Ames to create a greater sense of place and connectivity, physically and psychologically, in building a neighborhood and overall community identity and spirit. It is the further goal of the community to assure a more healthy, safe, and attractive environment.** The development is intended to add to the connectivity of the community by having a physical connection to Ada Hayden Park which will allow for healthy and safe recreation and attractive views of the environment.
- 5. It is the goal of Ames to establish a cost-effective and efficient growth pattern for development in new areas and in a limited number of existing areas for intensification. It is a further goal of the community to link the timing of development with the installation of public infrastructure including utilities, multi-modal transportation system, parks and open space.** As noted in item 1, this development will be able to utilize the new infrastructure installed along Grant Avenue for the development for the North Allowable Growth Area.

# Attachment G

## Applicant's Narrative – Page 2

6. **It is the goal of Ames to increase the supply of housing and to provide a wider range of housing choices.** This development will provide for additional lots for construction which will help with the availability of housing.
7. **It is the goal of Ames to provide greater mobility through more efficient use of personal automobiles and enhanced availability of an integrated system including alternative modes of transportation.** This development will be directly adjacent to a park access and across the street from a future shared use path, which can both provide alternate modes of transportation.
8. **It is the goal of Ames to enhance the role of Downtown as a community focal point.** This project does not propose uses that would duplicate those offered by the downtown. It would increase population which will provide potential shoppers/customers/users of downtown.
9. **It is the goal of Ames to promote expansion and diversification of the economy in creating a base that is more self-sufficient and that is more sustainable with regard to the environment.** The subdivision provides additional housing for people to allow economic growth.
10. **It is the goal of Ames to maintain and enhance its cultural heritage.** The proposed site does not negatively impact the cultural heritage of Ames.

### **Current Zoning of the subject property**

The property is currently zoned Agricultural – A

### **Proposed Zoning of the subject Property**

The requested zoning is Suburban Residential – Low Density FS-RL

### **Proposed Use of the Property**

The intended use of the property is single family residential housing.

### **Legal Description of the property proposed for rezoning.**

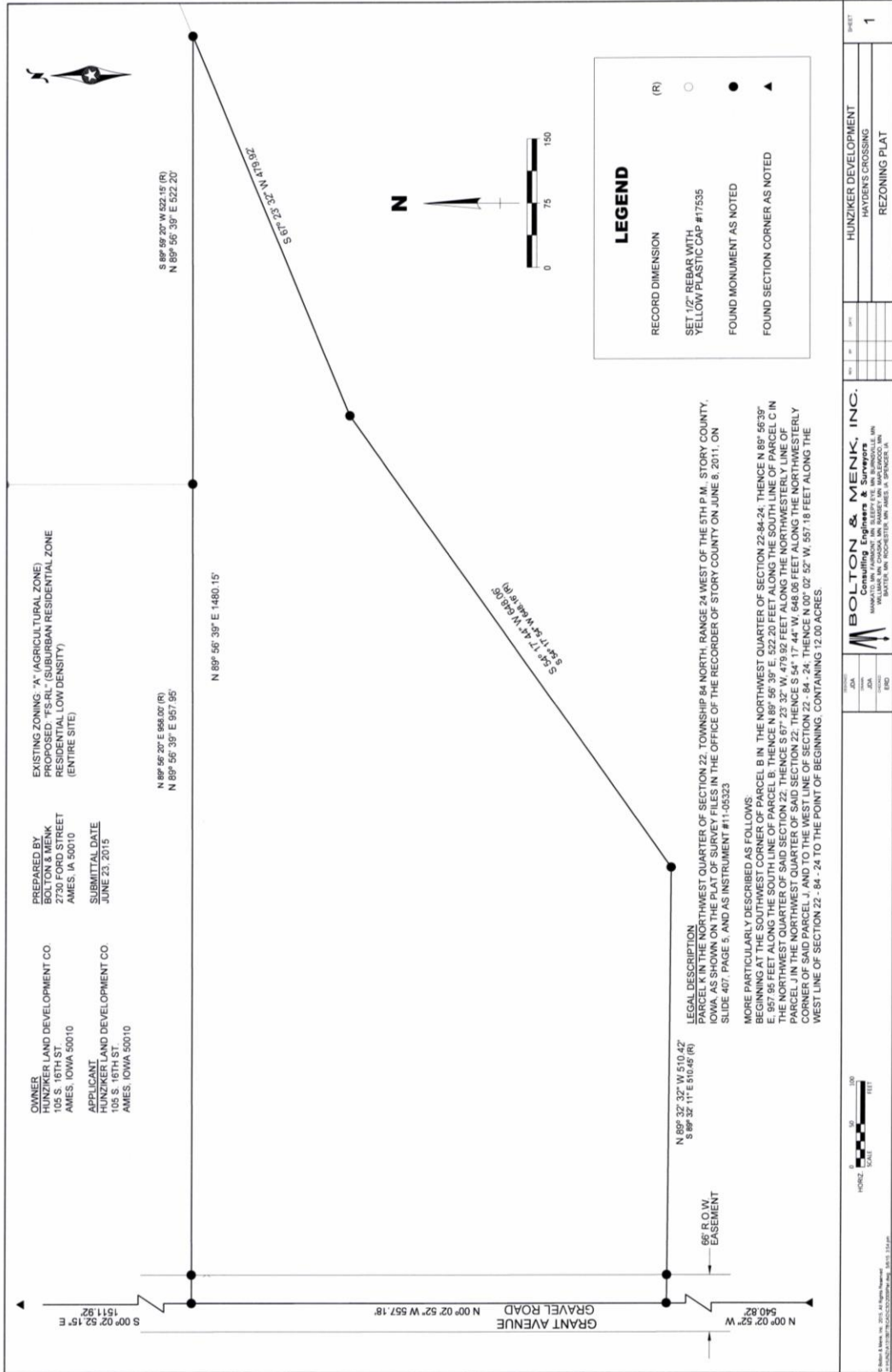
PARCEL K IN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON THE PLAT OF SURVEY FILES IN THE OFFICE OF THE RECORDER OF STORY COUNTY ON JUNE 8, 2011, ON SLIDE 407, PAGE 5, AND AS INSTRUMENT #11-05323

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF PARCEL B IN THE NORTHWEST QUARTER OF SECTION 22-84-24; THENCE N 89° 56'39" E, 957.95 FEET ALONG THE SOUTH LINE OF PARCEL B; THENCE N 89° 56' 39" E, 522.20 FEET ALONG THE SOUTH LINE OF PARCEL C IN THE NORTHWEST QUARTER OF SAID SECTION 22; THENCE S 67° 23' 32" W, 479.92 FEET ALONG THE NORTHWESTERLY LINE OF PARCEL J IN THE NORTHWEST QUARTER OF SAID SECTION 22; THENCE S 54° 17' 44" W, 648.06 FEET ALONG THE NORTHWESTERLY CORNER OF SAID PARCEL J, AND TO THE WEST LINE OF SECTION 22 - 84 - 24; THENCE N 00° 02' 52" W, 557.18 FEET ALONG THE WEST LINE OF SECTION 22 - 84 - 24 TO THE POINT OF BEGINNING, CONTAINING 12.00 ACRES.

# Attachment H

## Rezoning Plat





**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF AMES, IOWA, AS PROVIDED FOR IN SECTION 29.301 OF THE *MUNICIPAL CODE* OF THE CITY OF AMES, IOWA, BY CHANGING THE BOUNDARIES OF THE DISTRICTS ESTABLISHED AND SHOWN ON SAID MAP AS PROVIDED IN SECTION 29.1507 OF THE *MUNICIPAL CODE* OF THE CITY OF AMES, IOWA; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH AND ESTABLISHING AN EFFECTIVE DATE**

**BE IT HEREBY ORDAINED** by the City Council of the City of Ames, Iowa;

Section 1: The Official Zoning Map of the City of Ames, Iowa, as provided for in Section 29.301 of the *Municipal Code* of the City of Ames, Iowa, is amended by changing the boundaries of the districts established and shown on said Map in the manner authorized by Section 29.1507 of the *Municipal Code* of the City of Ames, Iowa, as follows: That the real estate, generally located at 5400 Grant Avenue, is rezoned with a Master Plan from Agricultural (A) to Suburban Residential Low Density (FS-RL).

**Real Estate Description:** Parcel K in the Northwest Quarter of Section 22, Township 84 North, Range 24 West of the 5th P.M., Story County, Iowa, as shown on the plat of survey files in the office of the Recorder of Story County on June 8, 2011, on Slide 407, Page 5, and as Instrument #11-05323.

More particularly described as follows: Beginning at the Southwest Corner of Parcel B in the Northwest Quarter of Section 22-84-24; thence N89°56'39" E, 957.95 feet along the South line of Parcel B; thence N89°56'39" E, 522.20 feet along the South line of Parcel C in the Northwest Quarter of said Section 22; thence S67°23'32" W, 479.92 feet along the Northwesterly line of Parcel J in the Northwest Quarter of said Section 22; thence S54°17'44" W, 648.06 feet along the Northwesterly Corner of said Parcel J, and to the West line of Section 22-84-24; thence N00°02'52" W, 557.18 feet along the West line of Section 22-84-24 to the point of beginning, containing 12.00 acres.

Section 2: All other ordinances and parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3: This ordinance is in full force and effect from and after its adoption and publication as provided by law.

ADOPTED THIS \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Diane R. Voss, City Clerk

\_\_\_\_\_  
Ann H. Campbell, Mayor

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

Prepared by: Jessica D. Spoden, City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010; 515-239-5146  
Return to: Ames City Clerk, Ames City Hall, 515 Clark Ave., P.O. Box 511, Ames, IA 50010

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**ZONING AGREEMENT FOR ADOPTION OF  
THE MASTER PLAN FOR  
HAYDEN'S CROSSING SUBDIVISION  
5400 GRANT AVENUE**

**THIS AGREEMENT**, made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2015, by and between the City of Ames, Iowa (hereinafter called "City") and Hunziker Land Development Company, L.L.C. (hereinafter called "Developer"), its successors and assigns, both collectively being referred to as the "Parties,"

**WITNESSETH THAT:**

**WHEREAS**, the Parties hereto desire the improvement and development of an area which has been recently annexed into the City, known as Hayden's Crossing (hereinafter referred to as the "Site"); and

**WHEREAS**, the Parties entered into an Agreement Pertaining to Voluntary Annexation of the Site, pursuant to which the Developer agreed to seek rezoning of the Site; and

**WHEREAS**, the Site is designated on the Land Use Policy Plan as Village/Suburban Residential with certain portions therein also designated as Watershed Protection area; and the Developer is seeking rezoning of the Site from A - Agriculture zoning to FS-RL - Suburban Low Density Residential consistent with the LUPP designations and in conformance with the Agreement Pertaining to Voluntary Annexation; and

**WHEREAS**, the City Council resolved that a Master Plan accompany this rezoning, pursuant to Ames Municipal Code section 29.1507(3), and the Developer has submitted a Master Plan in conformance with the requirements set forth in Ames Municipal Code section 29.1507(4); and

**WHEREAS**, Ames Municipal Code section 29.1507(5) requires approval of a zoning agreement when a Master Plan is required and that all development of the Site comply with the Master Plan.

**NOW, THEREFORE**, the Parties hereto have agreed and do agree as follows:

**I.  
HAYDEN’S CROSSING MASTER PLAN ADOPTED**

The Master Plan set forth at Attachment A and incorporated by reference in this agreement shall be the Master Plan for the Hayden’s Crossing Subdivision.

**II.  
MASTER PLAN CONDITIONS**

The Parties agree to the following additional items which could not be graphically represented on the master plan:

- A. The Developer is responsible for frontage and intersection access improvements at the time of subdivision.
- B. The Master Plan shall include a single pedestrian access from the Site into Ada Hayden Heritage Park at the location shown on the plan, indicated as “Proposed Off-Site Connection to Pedestrian Trail”.
- C. The Site shall include a minimum thirty (30) foot wide buffer of undevelopable open space to be located between the developed lots of Hayden’s Crossing and Ada Hayden Heritage Park, as shown on the Master Plan as “Open Space”.

**III.  
NON-INCLUSION OF OTHER OBLIGATIONS**

The Parties acknowledge and agree that this Agreement is being executed to fulfill a specific requirement of section 29.1507(5) of the Ames Municipal Code. It is also understood that this Agreement supplements but does not replace or supersede any agreements made with the City or third parties as necessary to complete annexation.

The Parties understand that the Master Plan adopts a general conceptual plan for development, without review or approval of specific subdivision plats or site plans for development of the Site. The Parties therefore acknowledge that the Master Plan adoption does not anticipate or incorporate all the additional approvals or requirements that may be required to properly and completely develop the Site and does not relieve the developer of compliance with other provisions of the Ames Municipal Code, the Iowa Code, SUDAS, or other federal, state or local laws or regulations.



**IV.  
MODIFICATION OF AGREEMENT**

Any modifications or changes to the Master Plan shall be undertaken in accordance with the process provided for in Ames Municipal Code section 29.1507(5).

**IN WITNESS WHEREOF**, the parties hereto have caused this instrument to be executed effective as of the date first above written.

CITY OF AMES, IOWA

By \_\_\_\_\_  
Ann H. Campbell, Mayor

Attest \_\_\_\_\_  
Diane R. Voss, City Clerk

STATE OF IOWA, COUNTY OF STORY, 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, 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

HUNZIKER LAND DEVELOPMENT  
COMPANY, LLC

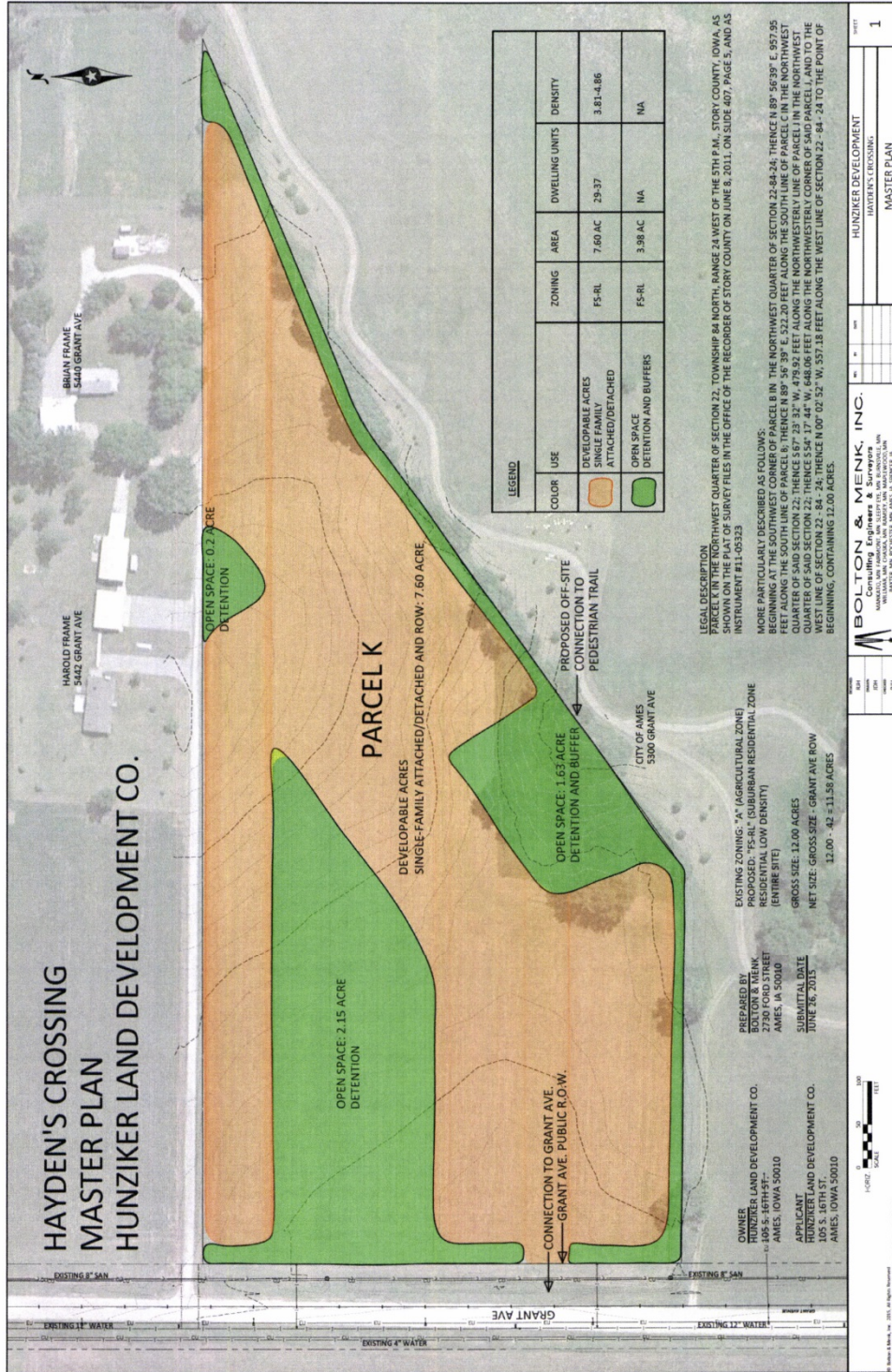
By \_\_\_\_\_  
Chuck Winkleblack, Manager

STATE OF IOWA, COUNTY OF STORY, ss:

This instrument was acknowledged before me on \_\_\_\_\_, 2015, by Chuck Winkleblack as Manager of Hunziker Land Development Company, L.L.C.

\_\_\_\_\_  
Notary Public in and for the State of Iowa

ATTACHMENT A



HAYDEN'S CROSSING  
MASTER PLAN  
HUNZIKER LAND DEVELOPMENT CO.

PARCEL K

DEVELOPABLE ACRES  
SINGLE-FAMILY ATTACHED/DETACHED AND ROW: 7.60 ACRE

OPEN SPACE: 2.15 ACRE  
DETENTION

OPEN SPACE: 0.2 ACRE  
DETENTION

OPEN SPACE: 1.63 ACRE  
DETENTION AND BUFFER

CONNECTION TO GRANT AVE,  
GRANT AVE, PUBLIC R.O.W.

PROPOSED OFF-SITE  
CONNECTION TO  
PEDESTRIAN TRAIL

CITY OF AMES  
3200 GRANT AVE

HAROLD FRAME  
5442 GRANT AVE

BRIAN FRAME  
5440 GRANT AVE

LEGAL DESCRIPTION  
PARCEL K IN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON SURVEY FILES IN THE OFFICE OF THE RECORDER OF STORY COUNTY ON JUNE 9, 2011, ON SIDE 407, PAGE 5, AND AS INSTRUMENT #14-06333

MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
ALONG THE WEST LINE OF PARCEL K, THENCE N 89° 56' 39" E, 322.20 FEET TO THE SOUTHWEST CORNER OF PARCEL K IN THE NORTHWEST QUARTER OF SAID SECTION 22; THENCE S 54° 17' 44" W, 648.06 FEET ALONG THE NORTHWESTERLY CORNER OF SAID PARCEL K, AND TO THE WEST LINE OF SECTION 22; 84.24; THENCE N 00° 02' 32" W, 557.18 FEET ALONG THE WEST LINE OF SECTION 22; 84.24 TO THE POINT OF BEGINNING, CONTAINING 12.00 ACRES.

EXISTING ZONING: "A" (AGRICULTURAL ZONE)  
PROPOSED: "FS-RL" (SUBURBAN RESIDENTIAL ZONE - ENTIRE SITE)  
GROSS SIZE: 12.00 ACRES  
NET SIZE: GROSS SIZE - GRANT AVE ROW  
12.00 - 42 = 11.58 ACRES

PREPARED BY  
BOLTON & MENK  
2730 FORD STREET  
AMES, IA 50010

SUBMITTAL DATE  
JUNE 26, 2015

OWNER  
HUNZIKER LAND DEVELOPMENT CO.  
105 S. 16TH ST.  
AMES, IOWA 50010

APPLICANT  
HUNZIKER LAND DEVELOPMENT CO.  
105 S. 16TH ST.  
AMES, IOWA 50010

DATE	BY	NO.	REV.	DESCRIPTION
				HUNZIKER DEVELOPMENT
				HAYDEN'S CROSSING
				MASTER PLAN

**BOLTON & MENK, INC.**  
Consulting Engineers & Surveyors  
105 S. 16TH ST., SUITE 100  
AMES, IOWA 50010  
562-2444

SCALE: 1" = 200 FEET

DATE: 06/26/15

PROJECT: HUNZIKER LAND DEVELOPMENT CO. MASTER PLAN