

AGENDA
MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE AND
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
SEPTEMBER 22, 2015

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

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

CALL TO ORDER: 6:00 p.m.

1. Hearing on Amendments to FY 2016-19 Transportation Improvement Program (TIP):
 - a. Motion approving Amended FY 2016-19 TIP to include Project #14980 and modify Project #32738
2. Resolution approving Iowa Clean Air Attainment Program Grant for Ames Traffic Network Master Plan
3. Presentation of Ames Mobility 2040 Long-Range Transportation Plan:
 - a. Motion adopting Plan

POLICY COMMITTEE COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING*

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

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

1. Motion approving payment of claims
2. Motion approving minutes of Special Meetings of September 10, 2015, September 11, 2015, and September 15, 2015; and Regular Meeting of September 8, 2015
3. Motion approving Report of Contract Change Orders for September 1-15, 2015
4. Motion to set the following City Council meeting dates:
 - a. January 19, 2016, at 5:15 p.m. for CIP Workshop
 - b. January 29, 2016, at 2:00 p.m. for Budget Overview
 - c. February 2, 3, 4, and 9, 2016, at 5:15 p.m. for Budget Hearings/Wrap-Up
 - d. March 1, 2016, at 6:00 p.m. for Regular Meeting and Final Budget Hearing

5. Motion approving Class B Wine, Class C Beer, Class E Liquor and Sunday Sales Liquor Licenses for Kwik Stop Liquor & Groceries, 125 6th Street
6. Motion approving Class C Liquor License and Outdoor Service Privilege for Tip Top Lounge, 201 E. Lincoln Way:
 - a. October 3-4
 - b. October 31-November 1
7. Motion approving 5-day Class C Liquor License for Olde Main at Heartland Hall in the Jacobson Building, 1800 South 4th Street (October 9-13)
8. Motion approving 5-day Class C Liquor License for Olde Main at the ISU Alumni Center, 420 Beach Avenue (October 10-14)
9. Motion approving 5-day Special Class C Liquor Licenses for Olde Main at the ISU Alumni Center, 420 Beach Avenue:
 - a. October 3-7
 - b. October 16-20
 - c. October 30-November 3
10. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class C Liquor – La Fuente Mexican Restaurant, 217 South Duff Avenue
 - b. Class C Beer & B Wine – Hy-Vee Gas #5018, 636 Lincoln Way
 - c. Class C Beer – Doc’s Stop No. 5, 2720 East 13th Street
 - d. Class C Liquor & B Native Wine – AJ’s Ultra Lounge, 2401 Chamberlain Street
 - e. Class E Liquor, C Beer, & B Wine – Hy-Vee Food Store #1, 3800 W. Lincoln Way
 - f. Class E Liquor, C Beer, & B Wine – Hy-Vee Food & Drugstore #2, 640 Lincoln Way
 - g. Class C Liquor – Hy-Vee #1 Clubroom, 3800 W. Lincoln Way
 - h. Class C Liquor & Outdoor Service – Blue Owl Bar, 223 Welch Avenue
11. Resolution approving 2014 Street Finance Report
12. Resolution approving Intergovernmental Agreement for Tobacco, Alternative Nicotine, and Vapor Product Enforcement between Police Department and Iowa Alcoholic Beverages Division
13. Resolution accepting 2015 U. S. Department of Justice Edward Byrne Memorial Justice Assistance Grant and authorizing Police Department to participate in the Program
14. Resolution approving Change Order No. 1 for engineering services from Lutz, Daily, and Brain to develop a Bottom Ash Collection System to comply with EPA’s Coal Combustion Residuals Standard
15. Resolution approving contract with CIT Charters, Inc., for service as directed by CyRide for the 2015-16 school year
16. Resolution approving contract with NEXTBus, Inc., for the operation of vehicle tracking system from July 1, 2015, through June 30, 2016, in the amount of \$96,170
17. Resolution approving request of Main Street Cultural District to close five parking spaces in the 300 Block of Main Street on October 9 and 10, 2015
18. Requests from Creative Counseling Services and Love Your Melon organization for “Love Yourself Block Party” on Friday, October 2:
 - a. Motion approving blanket Temporary Obstruction Permit for closure of 5th Street to Ames Public Library book drop driveway from 4 p.m. to 9 p.m.
 - b. Resolution approving closure of 18 metered parking spaces and suspension of parking enforcement on Douglas Avenue from 2 p.m. to 9 p.m.
19. Resolution approving preliminary plans and specifications for 2015/16 Resource Recovery System Improvements (HVAC); setting October 20, 2015, as bid due date and October 27, 2015, as date of public hearing

20. Resolution approving change in bid due date to October 14, 2015, and date of public hearing to October 27, 2015, for High Service Pump Number 3 Replacement project for Water and Pollution Control
21. Resolution waiving City's Purchasing Policy requirement for competitive bidding for Damper Drives for Power Plant and awarding contract to Power Specialties, Inc., of Raytown, Missouri, in the amount of \$62,583.45 (inclusive of Iowa sales tax)
22. Resolution awarding contract for Aluminum Cable for Electric Services Department to Wesco Distribution of Des Moines, Iowa, in the amount of \$70,299 (inclusive of Iowa sales tax), subject to metals adjustment at time of order
23. Resolution awarding contract to Associated Fire Protection of Omaha, Nebraska, in the amount of \$145,200 for GT1 Combustion Turbine - Generator Preaction Sprinkler System, Carbon Dioxide System, and Fire Alarm Upgrade
24. Resolution awarding contract to TEI Construction Services, Inc., of Duncan, South Carolina, in the amount of \$1,572,019 for Mechanical Installation General Work Contract for Power Plant
25. Resolution approving contract and bond for Valve Maintenance and Related Services and Supplies for Power Plant
26. Resolution approving contract and bond for Gas Turbine 1 Return to Service - Bid No. 1, Engine
27. Resolution approving contract and bond for Gas Turbine 1 Return to Service - Bid No. 2, Inlet Air System
28. Resolution approving contract and bond for Gas Turbine 1 Return to Service - Bid No. 3, Exhaust System
29. Resolution approving contract and bond for Ames Terminal Site Improvements
30. Resolution approving Change Order No. 1 in the amount of \$244,731 for Bid No. 1 Turbine Control System
31. Resolution accepting final completion of North Dakota Elevated Tank Demolition project and authorizing release of retainage to Iseler Demolition, Inc.
32. Resolution accepting final completion of River Valley Park Irrigation Project Improvements
33. Resolution approving Plat of Survey for 3505 and 3515 Lincoln Way

PUBLIC FORUM: This is a time set aside for comments from the public on topics of City business other than those listed on this agenda. Please understand that the Council will not take any action on your comments at this meeting due to requirements of the Open Meetings Law, but may do so at a future meeting. The Mayor and City Council welcome comments from the public; however, at no time is it appropriate to use profane, obscene, or slanderous language. **The Mayor may limit each speaker to five minutes.**

PLANNING & HOUSING:

34. Resolution approving amendment to Land Use Policy Plan Future Land Use Map for 101, 105, 107, and 205 S. Wilmoth Avenue (Breckenridge North Parcel) and 3316 Lincoln Way
35. Resolution approving/motion denying Minor Final Plat for 3915 Mortensen Road (Ames Middle School)
36. Resolution approving Preliminary Plat for 5400 Grant Avenue (Hayden's Crossing)
37. Motion accepting Petition for Annexation of 896 South 500th Avenue (Crane Property) and directing staff to seek other owners in the Southwest Allowable Growth Area wishing to annex
38. Staff report follow-up on 519-521 6th Street properties Request for Proposals

HEARINGS:

39. Hearing on Deeding of Ingress/Egress rights to Woodbridge Subdivision:
 - a. Resolution approving Deed
40. Hearing on Power Plant Fuel Conversion - Electrical Installation General Work:
 - a. Resolution approving final plans and specifications and awarding contract to FPD Power Development, LLC, of Minneapolis, Minnesota, in the amount of \$3,145,149
41. Hearing on Power Plant Fuel Conversion - Control Room Installation General Work:
 - a. Resolution approving final plans and specifications and awarding contract to Henkel Construction Company of Mason City, Iowa, in the amount of \$898,800
42. Hearing on 2015/16 Bridge Rehabilitation Program (6th Street):
 - a. Resolution approving final plans and specifications and awarding contract to Peterson Contractors, Inc., of Reinbeck, Iowa, in the amount of \$2,529,652.18, contingent upon IDOT concurrence

ORDINANCES:

43. Second passage of ordinance rezoning with Master Plan properties in Iowa State University Research Park, Phase III, from Planned Industrial (PI) to Research Park Innovation District (RI)
44. Second passage of ordinance rezoning 2400 North Loop Drive from Planned Industrial (PI) to Highway-Oriented Commercial (HOC)
45. Second passage of ordinance rezoning properties at 3505 and 3515 Lincoln Way from Highway-Oriented Commercial (HOC) and Residential Low Density (RL) to Highway-Oriented Commercial (HOC) with Lincoln Way Mixed-Use Overlay (O-LMU) Zone (Third reading and adoption requested)
46. Third passage and adoption of ORDINANCE NO. 4228 for removal of 90-minute parking prohibition on North 2nd Street

COUNCIL COMMENTS:

ADJOURNMENT:

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

SEPTEMBER 10, 2015

The Ames City Council met in Special Session at 2:07 p.m. on the 10th day of September, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Mayor Ann Campbell presiding. Since it was impractical for the Council Members to attend in person, Council Members Gloria Betcher, Amber Corrieri, Tim Gartin, Chris Nelson, and Peter Orazem were brought in telephonically. Council Member Matthew Goodman and *ex officio* Member Sam Schulte were absent.

FIREWORKS PERMIT FOR AMES HIGH SCHOOL: Moved by Orazem, seconded by Betcher, to approve a Fireworks Permit for display during half time (approximately 8:15 p.m.) of the Ames High School football game versus Iowa City High on Friday, September 11, 2015.

Vote on Motion: 5-0. Motion declared carried unanimously.

The telephonic connection with Council Member Corrieri was lost.

Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-568 approving a waiver of the fee for the Fireworks Permit.

Roll Call Vote: 4-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ADJOURNMENT: Moved by Orazem to adjourn the meeting at 2:12 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

SEPTEMBER 11, 2015

The Ames City Council met in Special Session at 2:37 p.m. on the 11th day of September, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Mayor Ann Campbell presiding. Since it was impractical for the Council Members to attend in person, Council Members Amber Corrieri, Tim Gartin, Chris Nelson, and Peter Orazem were brought in telephonically. Council Members Gloria Betcher and Matthew Goodman and *ex officio* Member Sam Schulte were absent.

OUTDOOR SERVICE PRIVILEGE FOR TIP TOP LOUNGE: Moved by Orazem, seconded by Corrieri, to approve a Class C Liquor License and Outdoor Service Privilege for Tip Top Lounge, 201 E. Lincoln Way, for September 12-13, 2015.

Vote on Motion: 5-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Gartin to adjourn the meeting at 2:38 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

SEPTEMBER 15, 2015

The Ames City Council met in special session at 6:00 p.m. on the 15th day of September 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Mayor Ann Campbell presiding and the following Council members present: Gloria Betcher, Amber Corrieri, Tim Gartin, Peter Orazem, Matthew Goodman, and Chris Nelson. *Ex officio* Member Sam Schulte was also present.

5-DAY CLASS C LIQUOR LICENSE FOR OLDE MAIN BREWING COMPANY: Moved by Nelson, seconded by Corrieri, to approve a 5-day (September 22-26) Class C Liquor License for Olde Main Brewing Company at Reiman Gardens, 1407 University Boulevard.

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

CONTRACT AND BOND FOR POWER PLANT FUEL CONVERSION - UNINTERRUPTED POWER SUPPLY (UPS) SYSTEM: Moved by Goodman, seconded by Betcher, to adopt RESOLUTION NO. 15-569 approving the contract and bond for the Power Plant Fuel Conversion - Uninterrupted Power Supply (UPS) System.

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

LAND USE POLICY PLAN (LUPP) UPDATE: Planning & Housing Director Kelly Diekmann reviewed the direction given by the City Council after the discussion on June 23, 2015, on the scope and approach of the 2040 LUPP Update process. In summary, Council had directed staff to prepare an alternative approach that focused on a two-phase strategy that included:

1. Phase 1: Addressing immediate needs and to ensure that the development needs of the City for the next five to ten years are accommodated.
2. Phase 2: Completing a total re-write of the LUPP in the next five years.

Phase 1. Mr. Diekmann advised that to address the Council's comments of ensuring that adequate land is available to meet the needs of development for the next five to ten years, staff assessed what the readily serviceable areas are for development. "Readily serviceable residential land" was defined as vacant land within the City or in a Growth Area abutting the City that is owned by a developer who is likely to seek development of the land. Readily serviceable commercial and industrial lands include vacant land zoned for development in the City.

Single-Family. A map was shown of residential development sites and pending multi-family development requests. According to Mr. Diekmann, staff had counted approximately 370 single-family lots that are approved, but not yet final-platted. Those are located in Quarry Estates, Hayden's Crossing, Sunset Ridge, and Scenic Valley. The count did not include existing platted vacant lots that are within additions of subdivisions that are already final-platted, e.g., Somerset and Northridge Heights. In accordance with the LUPP, there is roughly an additional 300 gross acres available to be zoned to FS-RL and subdivided for single-family homes for the potential development of 750 to 1,000 single-family homes. In total, staff estimates that there is readily available land to accommodate single-family development of 1,100 to 1,370 homes for 3,000 to 3,800 people without

any changes to the current LUPP. The estimate did not include any build-out of the Southwest Growth Area along South Dakota, the Northwest Growth Area, or the addition of lands to the North Growth Area. Mr. Diekmann stated that staff had not projected future housing needs in terms of mix of housing types, but has accounted for single-family home development trends. The 15-year trend for single-family is approximately 100 units/year with recent construction at approximately 80 homes/year. At the long-term average of 100 units/year, there is a ten-year supply of readily developable land for single-family home development. Even with development at the highest peak of 264 units/year, there is approximately five years of development potential.

Council Member Gartin asked if it would be beneficial for staff to look at Building Permits in surrounding communities. He had been told by many people that they preferred to live in Ames, but housing was not available. It seemed to Mr. Gartin that people, from their comments, had chosen to build in other cities because of a lack of lots in Ames. By looking at that data, it might indicate what the true demand for housing is in Ames. Mr. Gartin also noted that the price of lots should be factored in. Some people have chosen to build elsewhere because it is less-expensive. Mr. Gartin suggested that it might be valuable to talk to a couple realtors about this.

Multi-Family Housing and Apartments. According to Director Diekmann, there are approvals for more than 300 units and 1,050 bedrooms to be constructed in the next two years that have permits issued for construction or with site plan approvals. ISU is also adding 784 dorm bedrooms in the next year. There are pending requests at various stages of review to designate 110 gross acres of additional land for multi-family apartment housing. If all of those were to be developed along with the small amount of existing medium- and high-density-zoned land, it would yield an additional 900 to 1,400 apartment units and 2,000 to 3,500 bedrooms. The total of approved, but not yet built, with pending requests is 1,200 to 1,700 apartments for 3,000 to 4,500 bedrooms of development; that number does not include any ISU housing expansion projects.

Mr. Diekmann noted that the estimate of apartments does not follow the LUPP projection that 20% of the New Lands areas described as FS-RL will be developed with apartments rather than single-family homes. If 20% of the net acres of FS-RL land were developed as apartments, there would be approximately 420 additional apartment units available and 80 fewer single-family homes.

The Council was told that development trends for apartment buildings have averaged 296 units and 725 beds/year for the past six years (2010 - 2015). Much of the apartment growth has been fueled by substantial increases in student enrollment at ISU. Following the recent apartment development trends, staff estimates between four and eight years of potential multi-family development capacity at the high level of demand that the City has seen recently. If demand returns to a more normal rate due to slower enrollment growth by ISU, the apartment development potential is probably more of a seven- to fifteen-year supply compared to the four- to eight-year estimate.

According to Mr. Diekmann, staff's conclusion is that there is readily available residential land for development that meets the immediate development needs for single-family and multi-family. However, diversity is challenged by having single-family focused mostly in the north and multi-family options scattered through the central and southern areas of the City.

Commercial and Industrial. Director Diekmann stated that the City has a substantial amount of land available as vacant commercial and industrial land. This includes the substantial amounts of commercial area on 13th Street, the recent Research Park Expansion, and various lots around Bell Avenue and Dayton Avenue. There are approximately 150 net acres of vacant General Industrial, 100

net acres of Planned Industrial, and 107 net acres of Research Innovation District zoned land currently available for development. The existing inventory of zoned Industrial land totals 356 acres and provides development opportunities for 3,500 to 8,000 jobs depending on industrial uses versus more employee-intensive office uses. The City is also contemplating an industrial area expansion along Lincoln Way east of I-35. Preliminary estimates are that it would allow for near-term opportunities of 1,000 gross acres of land for industrial development. It is assumed that much of that area would be General Industrial with lower employee counts per square foot; it could provide opportunities for approximately 10,000 jobs.

Mr. Diekmann reported that the City is estimated to have approximately 31,000 jobs as measured by the U. S. Census Bureau in 2013. With just the existing zoned lands projected at 8,000 jobs, the City has the capacity for a 25% increase in employment. With the additional area of the East Industrial Expansion, the City would have a 60% increase in employment. It appears that there is enough available Industrial land to far exceed the City's potential employment growth for the next ten years.

Council Member Betcher questioned how the prospective 25% increase in industrial jobs will impact the acres for single-family housing. In other words, would that cause a large increase in the need for residential land. Mr. Diekmann said it could; however, the City does not know how many employees will come with the industrial jobs. City Manager Schainker noted that the changes to the Plan are only to work for the next five years; after that, there will be a total re-write of the LUPP to project out long range. Council Member Orazem shared that Ames is not prepared for a manufacturer that needs up to 700 acres. Council Member Goodman said it is important to balance infrastructure costs against the immediate need for more land. He pointed out that if the land "doesn't pop" right away, the City might be pressured for other incentives, such as abatement.

Mr. Diekmann reported that there are approximately 200 net acres of vacant commercial land plus the 235 net acres of Regional Commercial. He pointed out that Commercial land needs are difficult to evaluate as they are often location-specific to certain uses. According to Director Diekmann, there appears to be a substantial amount of land overall to meet the varied commercial business needs for the next five to ten years.

Phase 1 - Scope of Work. Mr. Diekmann advised that, if the Council accepts staff's conclusions, a few specific issues remain to be addressed concerning implementation of the LUPP and serving new development. Staff believes the following are the highest-priority tasks to address in the next two years as part of the LUPP Update.

1. Include Residential High-Density Policies in the LUPP. Based on former discussions of the Council, it is believed that there is a need to add language to the LUPP to describe the City's interests in multi-family housing. The existing LUPP does not address high-density housing expansion and only includes assumptions of developing small-scale medium-density apartments in New Lands. Mr. Diekmann advised that text amendments to the LUPP will be needed to address potential expansion of high-density housing options.
2. Update the Circulation Element to Reflect City Policies on Transportation Infrastructure. According to Director Diekmann, Chapter 3 of the LUPP (Circulation Element) is outdated in addressing multi-modal transportation options. The work from the recent 2040 Long-Range Transportation Plan (LRTP) provides the technical background to review policy needs for the City and to adopt City-specific policies to guide planning and infrastructure for transportation

needs. This would include updating the arterial/collector street maps, bike routes and pedestrian facilities, and policies for transportation impacts and mitigation; that would need to be coordinated with the Public Works Department.

3. East Industrial Area Expansion and Master Planning. Creating opportunities for a new industrial area east of I-35 requires review of the LUPP's policies for employment and growth expectations along with Fringe Plan amendments to allow for annexation. Master planning is required to project land use needs and coordinate facility infrastructure extensions to serve the area. This will require coordination with the Public Works Department, Water and Pollution Control Department, and City Manager's Office.
4. Fringe Plan Review and Master Plan for the North Growth area (GW Carver/Cameron School Road). The North Growth Area has the highest concentration of growth in the next few years. The LUPP and Fringe Plan are not in complete sync about future annexation and growth interests for the City. Additionally, there is developer interest to add area that could be annexed to the City. Staff needs to review potential development options for the area and review the City's ability to serve the area, especially for sanitary sewer and transportation capacity. The result would be a master plan of generally acceptable development types of housing and commercial, location and intensities of development, and the general circulation needs for areas that may be annexed to the City. According to Director Diekmann, this would potentially require amendments to the LUPP and to the Fringe Plan.
5. Southwest Growth Area Master Planning. This area has long been a priority for growth of the City, but it needs a more in-depth review of utility service plans and expectations of development types to make it ready for development. The Master Plan would involve the types of uses desired for the area coordinated with an overall circulation system and utility services. The goal would be to have a master plan in place to guide expectations for utility extensions and for development to be able to begin in 2020.
6. Lincoln Way Corridor Plan. Mr. Diekmann recalled that Council had separately directed staff to work on a corridor plan for Lincoln Way. He stated that staff will initiate an RFP for a consultant to carry out this project this Fall. The Lincoln Way Corridor Plan will take the approach of an urban design plan to identify opportunity sites for revitalization and enhancement and to address Lincoln Way's potential as a signature street for Ames. The Plan will consider the diversity of uses along the corridor, strategic opportunities for redevelopment and infill opportunities, transportation facilities, and creating a cohesive identity and beautification along Lincoln Way. The Plan will specifically include options for new building types for neighborhood infill and revitalization. It will also look at options for commercial/residential mixed-use options in the HOC zones along the corridor. Outreach for the Plan will include assessments of neighborhood interests, commercial and employment interests, ISU, and Department of Transportation.

Pertaining to Phase 2, Director Diekmann advised that it would be a complete rewrite of the LUPP. The intent is to have a new LUPP in place in approximately five years. To accomplish this there would need to start the update in earnest in approximately two years and allow two to three years of time to complete the project. Significant issues would be addressed by Council prior to initiating Phase 2, e.g., City Council would need to define the extent and approach to civic engagement, style and format of the Plan, planning horizon for technical evaluation, and specific topics or issues to be addressed in the update.

Conclusions of the report were presented by Director Diekmann, as follows:

1. Adequate land resources are readily available for the next five to ten years of growth.
2. No single-family LUPP amendments are needed to meet projected growth.
3. Multi-family housing continues to be reviewed on a case-by-case basis.
4. There are abundant options for commercial and industrial expansion.

Phase 1 Strategy. Director Diekmann described the Strategy for Phase 1, which included the following:

1. Include Residential High-Density Policies in the LUPP.
2. Update the circulation Element to reflect City policies on transportation infrastructure.
3. East Industrial Area Expansion and Master Planning.
4. Fringe Plan Review and Master Plan for the North Growth area (GW Carver/Cameron School Road).
5. Southwest Growth Area Master Planning
6. Lincoln Way Corridor Plan

Mr. Diekmann advised that most of the work for those six tasks will be done by staff due to the scope of the work.

Funding for Phase 1 and 2. Mr. Diekmann recalled that the City Council had appropriated \$225,000 for the LUPP Update, \$80,000 for the Lincoln Way Corridor Plan, and \$50,000 for the East Industrial Master Plan. He reiterated that City staff will perform the majority of the tasks in Phase 1 for added information to the LUPP. It is believed staff will only rely upon consultant assistance for specific projects that require significant studies or creation of plans, such as the Lincoln Way Corridor Plan and the Southwest Master Plan. If Council approves the phasing as proposed by staff, most of the \$275,000 will be carried forward until needed for Phase 2.

Council Member Betcher asked if the scope of work for Phase 1 was manageable for the Planning Department to handle even if it is under-staffed. Director Diekmann stated that an Assistant Planner was just hired and will start on Monday. A Planner position is still vacant. Mr. Diekmann noted that Phase 1 will take approximately 16 months to complete, and it is hopeful they will be fully staffed during that time period.

Mr. Diekmann asked staff to approve the two-phase approach and six tasks for updating the LUPP.

Ex officio Member Schulte asked if the City was prepared for the increased student demand. Mr. Diekmann referenced the information that he had presented in January 2015. In summary, when staff reviewed the ISU student enrollment growth versus apartment growth, it was determined that there was approximately a one-year lag in apartments matching enrollment. What that also meant was that it also left a gap for other segments of the market that were not students and placed an additional demand for other multi-family housing.

Council Member Nelson brought up the issue of affordable housing. Mr. Diekmann said that he will be bringing more information to the Council on that topic in the near future.

Public Input. No one requested to speak.

Moved by Goodman, seconded by Betcher , to approve the two-phase approach and six tasks for updating the LUPP.

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

COUNCIL COMMENTS: Moved by Orazem, seconded by Gartin, to refer to staff the e-mail from Haley Melby dated September 3, 2015, pertaining to parking on Story Street, between Westwood Drive and Marshall Avenue.

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

Moved by Orazem, seconded by Gartin, to refer to staff the request from Sarah Cady, on behalf of the College Creek/Old Ames Middle School Neighborhood Association, for a quality traffic study and assessment of traffic-calming strategies in that area.

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

Moved by Orazem, seconded by Nelson, to refer to staff the letter from the Main Street Cultural District to close five parking spaces in front of 304 Main Street on October 9 and 10, 2015.

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

ADJOURNMENT: Moved by Goodman to adjourn the meeting at 7:44 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

SEPTEMBER 8, 2015

The Regular Meeting of the Ames City Council was called to order by Mayor Ann Campbell at 6:00 p.m. on the 8th day of September, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue. Present were Council Members Gloria Betcher, Amber Corrieri, Tim Gartin, Matthew Goodman, Chris Nelson, and Peter Orazem. *Ex officio* Member Sam Schulte was also present.

Mayor Campbell announced that Item No. 36 pertaining to Eastgate Subdivision had been pulled by staff at the request of Scott Bauer, President of First National Bank.

PROCLAMATION FOR ATTENDANCE AWARENESS MONTH: Mayor Campbell proclaimed September 2015 as Attendance Awareness Month. Accepting the Proclamation were members of Jean Kresse, United Way of Story County; Allie Prusa, AmeriCorps Vista member; Carolyn Jons and Kim Hannah, Raising Readers; Emma Caster, Volunteer Center of Story County; Lacey Mellott, Youth & Shelter Services; Ashley Maurer, Sawyer Elementary; Barb Parker, Story County Community Foundation; and Johnny Lewis, Boys & Girls Club.

CONSENT AGENDA: Mayor Campbell pulled Item No. 14, Ames High Homecoming Committee Requests, to allow representatives of the Committee to speak. Council Member Orazem asked that Item No. 16 (Memorandum of Understanding with Friends of Emma McCarthy Lee Park and Munn Woods) be pulled for separate discussion.

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

1. Motion approving payment of claims
2. Motion approving minutes of Special Meeting of August 18, 2015, and Regular Meeting of August 25, 2015
3. Motion approving Report of Contract Change Orders for August 16-31, 2015
4. Motion approving certification of civil service applicants
5. Motion authorizing Mayor to sign letter of support for Sheldon-Munn Hotel to apply for Main Street Iowa Challenge Grant
6. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class E Liquor, C Beer & B Wine - Cyclone Liquors, 626 Lincoln Way
 - b. Class C Liquor – Corner Pocket/DG’s Taphouse, 125 Main Street
 - c. Class B Liquor & Outdoor Service – Hilton Garden Inn Ames, 1325 Dickinson Avenue
 - d. Class C Liquor – Whiskey River, 132-134 Main Street
 - e. Class C Liquor, B Wine, & Outdoor Service - +39 Restaurant, Market, & Cantina, 2640 Stange Road
 - f. Class C Liquor & Outdoor Service – Wallaby’s Grille, 2733 Stange Road
7. Motion approving expanded Outdoor Service Privilege on September 26 and 27 for The Mucky Duck Pub, 3100 South Duff Avenue
8. Motion approving Special Class C Liquor License for Triple Double, 223 Welch Avenue
9. Motion approving 5-day (September 23-27) Special Class C Liquor License for Olde Main at Reiman Gardens, 1407 University Boulevard

10. Motion approving 5-day (September 10-14) Class B Beer License for Olde Main at Jack Trice Stadium Auxiliary Tent #28, 1800 South 4th Street
11. Motion approving Sunday sales privileges for Botanero Latino, 604 East Lincoln Way
12. 5-day Class C Liquor Licenses for Olde Main at the ISU Alumni Center, 420 Beach Avenue:
 - a. September 9-13
 - b. September 14-18
13. RESOLUTION NO. 15-539 approving Street Lighting Agreement with Midland Power Cooperative for ownership and maintenance responsibilities of Ames Street Lighting System in Midland territory
14. RESOLUTION NO. 15-541 approving Addendum to Memorandum of Understanding between Iowa State University and the City regarding law enforcement services at University-leased residential properties
15. RESOLUTION NO. 15-542 setting September 22, 2015, as date of public hearing to deed ingress/egress rights to Woodbridge Subdivision
16. RESOLUTION NO. 15-543 approving Cooperative Agreement with Iowa Civil Rights Commission for processing and investigation of civil rights complaints
17. RESOLUTION NO. 15-544 approving modification to Personnel Policies and Procedures dealing with Family Medical Leave Act application submittal time frame
18. RESOLUTION NO. 15-545 approving preliminary plans and specifications for Highway 30 and Orchard Drive Lift Station Modifications project; setting October 14, 2015, as bid due date and October 27, 2015, as date of public hearing
19. RESOLUTION NO. 15-546 approving preliminary plans and specifications for Evaporative Condenser Replacement at Ames/ISU Ice Arena; setting October 6, 2015, as bid due date and October 13, 2015, as date of public hearing
20. RESOLUTION NO. 15-547 awarding contract to Mechdyne Corporation of Marshalltown, Iowa, for Library Digital Displays in the amount of \$112,889.37
21. RESOLUTION NO. 15-548 awarding contract to Unified Contracting Services for CyRide Fluids Management System in an amount not to exceed \$68,750
22. RESOLUTION NO. 15-549 awarding contract to Peterbilt of Des Moines, Iowa, for Street Sweeper and Chassis (Public Works Streets) in the total net amount of \$213,737
23. RESOLUTION NO. 15-550 accepting completion of pedestrian sidewalk ramps required and reducing security for Northridge Heights Subdivision, 16th Addition
24. RESOLUTION NO. 15-551 accepting completion of erosion control (seeding) required and reducing security for Northridge Heights Subdivision, 17th Addition
25. RESOLUTION NO. 15-552 accepting completion of sanitary sewer, storm sewer, subgrade preparation, curb and gutter, and asphalt base required and reducing security for Scenic Valley Subdivision, 1st Addition
26. RESOLUTION NO. 15-553 accepting completion of sanitary sewer, storm sewer, subgrade preparation, curb and gutter, and asphalt base required and reducing security for Sunset Ridge Subdivision, 6th Addition
27. 2010/11 Airport Improvements (West Apron Rehabilitation):
 - a. RESOLUTION NO. 15-554 approving Change Order No. 4
 - b. RESOLUTION NO. 15-555 accepting completion
28. RESOLUTION NO. 15-556 accepting completion of landscaping required and releasing security for Final Plat for 2722 Aspen Road

29. RESOLUTION NO. 15-557 accepting completion of pedestrian ramps and releasing security for Final Plat for Northridge Heights Subdivision, 15th Addition
30. RESOLUTION NO. 15-558 accepting completion of Stange Road - Lane Widening and releasing security for Final Plat for Heartland Baptist Church
31. RESOLUTION NO. 15-559 approving Final Plat for University Towers Subdivision, First Addition
Roll Call Vote: 6-0. Resolutions/Motions declared adopted/approved unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

AMES HIGH HOMECOMING COMMITTEE REQUESTS FOR HOMECOMING PARADE ON MONDAY, SEPTEMBER 21, 2015: Members of the Ames High School Homecoming Committee Ashlyn Neppel, Maddie Lynch, Madi Franco, Lynette Kwaw-Mensah, Mackinzie Daughton,

Hannah Sumpter, Abby Kummer, and Jaci Johnson were present. Ms. Neppel and Ms. Lynch highlighted some of the activities that will be held during Ames High Homecoming Week.

Moved by Nelson, seconded by Betcher, to adopt/approve the following Resolutions/Motions:

- a. RESOLUTION NO. 15-536 approving closure of Parking Lot MM, south half of Parking Lot M, portions of CBD Lot Z, and portions of Main Street, Burnett Avenue, Kellogg Avenue, Fifth Street, Clark Avenue, and Pearle Avenue from 5:30 p.m. to approximately 7:30 p.m.
- b. RESOLUTION NO. 15-537 approving waiver of parking meter fees in Main Street Cultural District from 1:00 p.m. to 6:00 p.m. and for Parking Lot N from 4:00 p.m. to 6:00 p.m.
- c. RESOLUTION NO. 15-538 approving waiver of fee for Fireworks Permit
- d. Motion approving fireworks permit for display after football game (approximately 8:15 p.m.) on September 25, 2015

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

MEMORANDUM OF UNDERSTANDING (MOU) WITH FRIENDS OF EMMA MCCARTHY LEE PARK AND MUNN WOODS: Council Member Orazem noted that, per the MOU, the City is responsible for decisions regarding the Park and Woods. He wondered if, as the City continues to grow and additional parks are developed, this type of arrangement was something that the City is desirous of having for all the parks. City Manager Steve Schainker said the arrangement was not something that staff is pushing, but the City certainly welcomes it. Mr. Schainker explained that the citizens will serve as an advisory group, providing feedback to staff, perhaps fund-raise, and support public awareness.

Moved by Orazem, seconded by Nelson, to adopt RESOLUTION NO. 15-540 approving Memorandum of Understanding with Friends of Emma McCarthy Lee Park and Munn Woods.

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

PUBLIC FORUM: Mayor Campbell opened Public Forum. Richard Deyo, 505-8th Street, #2, Ames, said he would make his comments during Council Comments. Mayor Campbell instructed him that that was a time for the Council to make its comments, and Public Forum was the time for him to speak. Mr. Deyo made no further comments.

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

AMES ECONOMIC DEVELOPMENT COMMISSION (AEDC) OFFER PERTAINING TO CONSTRUCTION OF NEW AIRPORT TERMINAL: City Manager Schainker recalled that the City Council had been informed that there was a projected \$750,000 shortfall in the budget for site preparation and building construction projects related to the proposed Airport Terminal. In response, Iowa State University agreed to modify its existing agreement with the City and commit to up to an additional \$250,000. It was also noted that, on July 14, 2015, the Council had also authorized up to additional \$250,000 from the Hotel/Motel Fund balance toward the project. The remaining portion of the shortfall was to be eliminated by working with the City's consulting firm to reduce the square footage of the proposed terminal. After the concept for reduced terminal square footage was presented, the AEDC offered to contribute up to \$250,000 towards the Terminal so that the square footage could remain at 6,985. Pledges totaling \$150,000 have been secured, which leaves an additional \$100,000 yet to be raised.

Mr. Schainker advised that if the City Council accepts the offer of the AEDC, the City's design engineers will be advised to prepare construction documents based on the larger 6,985-square-foot terminal with the expectation that the terminal project would be bid in February 2016 and construction would begin in Spring 2016. Also, in order to ensure that the total \$250,000 will be available to the City when the contract for the terminal project is let, Iowa State University (ISU) has offered to loan up to \$100,000 to the AEDC for the remaining amount committed should the AEDC not be able to secure the total funding by the time it is needed.

The Council was informed by Mr. Schainker that the bids could come in less than expected; in which case, the parties would pull in less than \$250,000. If the bids come in higher, the project will have to be reviewed.

Moved by Gartin, seconded by Corrieri, to adopt RESOLUTION NO. 15-560 accepting the proposal from the AEDC to provide up to \$250,000 to fund a 6,985-square-foot terminal building.
Roll Call Vote: 5-1. Voting aye: Corrieri, Gartin, Goodman, Nelson, Orazem. Voting nay: Betcher.
Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

EASTGATE SUBDIVISION ROAD WIDENING COSTS: This item had been pulled at the request of Scott Bauer, President of First National Bank

OUTSIDE FUNDING REQUEST PROCESS: Management Analyst Brian Phillips reported that City staff uses an application process to evaluate and make recommendations to the City Council as to how to fund requests from outside organizations that are not compatible with the ASSET or COTA processes. Applicants make requests for funding in the fall each year that are evaluated by a review team, and recommendations are made to the City Council during the Budget Wrap-up session in February.

Mr. Phillips reminded the City Council members that earlier this year, they had directed staff to change the process in the following three ways:

1. Have a City Council discussion about how much funding to allocate in total for outside funding requests during the Budget Guidelines session.
2. Amend the application to have organizations propose specific tangible services that are in the organization's priority order.
3. Have a City Council discussion regarding the City Council's priorities to fund services under this program.

Mr. Phillips said that having a discussion regarding the City Council's priorities provides clearer direction to the applicants who are seeking to provide services for the City. It is also critical for the review team, since the City Council will establish a specific amount of funding to allocate to these requests. That amount will be determined by the City Council at the same time direction is given at the Budget Guideline Session in November for the ASSET and COTA. According to Mr. Phillips, historically, the application instructions have contained the following statement regarding preferences: "Preference will be given to requests that meet the following conditions, in decreasing order of importance: (a) a program or activity that would otherwise be operated by the City at a greater cost; (b) requests that have broad-based appeal to the community; © requests that provide a unique benefit or service to the community."

It was reported by Mr. Phillips that in FY 2014-15 and FY 2015-16, additional detail was inserted into contracts to help categorize the types of activities taking place using City funds. In evaluating those contracts, the funded activities appeared to fall into broad categories, i.e., Commercial Coordination/Economic Development; Community Events; Historical Preservation/Education; International Relationships; Public Space Beautification; and Sports/Recreation. Within those categories, "Community Events" includes activities such as the Homecoming Pancake Feed, Summerfest in Campustown, the Ames Sesquicentennial Celebration, and the Fourth of July Parade. "Commercial Coordination/Economic Development" includes subscription to the Buxton retail analysis, CAA's coordination of Campustown business input into the Long-Range Transportation Plan, and MSCD's facilitation of the technical services provided through Main Street Iowa.

According to Mr. Phillips, the FY 2014-15 "Community Events" funding was substantially higher than the following year due to one-time sesquicentennial activities. Both VEISHEA and the Young Professionals of Ames requested funds for events that were not contracted, and the Iowa Youth Basketball Foundation requested funds for sporting activities that were not funded. Additionally, Main Street Cultural District's contract was focused primarily on "Community Events" in FY 2014-15, but then shifted towards "Commercial Coordination" the following year.

Mr. Phillips advised that the requests and awards can be compared on the basis of the amount funded in each category as compared to the amount requested in each category or the amount funded for each category compared to the total amount funded through the entire application process. He provided three options to the Council, as follows:

Option 1. The City Council can prioritize the categories developed by City staff (Commercial Coordination/Economic Development, Community Events, Historical Preservation/Education, International Relationships, Public Space Beautification, and Sports/Recreation).

According to Mr. Phillips, if the City Council agrees that these categories are a reasonable way to differentiate requests, a decision would need to be made to determine how to prioritize those categories for funding. He explained two possible approaches. One approach would be to prioritize them in accordance with the total funding each has received in FY 2015-16. Since the City Council has historically supported some of the lower cost activities, such as “International Relationships,” those types of activities might not receive funding if this method of prioritization were to be used. The second approach would be to prioritize the categories based on which had been awarded the greatest percentage of the amount requested.

Mr. Phillips noted that, regardless of which approach is utilized, there would be a lack of direction to the review team should funding be requested for an activity that does not fall within the six categories. If a unique request were to be received, the City Council could create a new category.

Option 2. The City Council can continue to give preference, in descending order, to:

1. Programs or activities that would otherwise be operated by the City at a greater cost.
2. Requests that have broad-based appeal to the community.
3. Requests that provide a unique benefit or service to the community.

It was reported by Mr. Phillips that that option continues the preferences that were originally established by the City Council when the program was set up. It provides flexibility to the review team in evaluating the requests and makes it clear when a proposal likely does not fit into this funding process at all. He told the Council that requests for activities that are not open to the public are easily rejected using those criteria.

Option 3. Identify some other criteria upon which to evaluate these requests.

If the City Council has other metrics against which it feels the review team should evaluate requests, it may choose to identify those instead.

Council Member Gartin asked if staff saw any downsides to go with Option 2, which appeared to him to be the most similar to the current process. Mr. Phillips answered that it would provide less direction to the review team than Option 1.

Council Member Betcher said she thought that the Council members had commented during a previous discussion that they wanted to incorporate their goals into the process. She clarified that if some of the services requested to be funded met some of the Council’s goals, it would be rated higher.

Council Member Orazem pointed out that, historically, the Council has not reduced the amounts funded. He would like to leave the option open to fund new activities.

Moved by Goodman, seconded by Betcher, to go with Option 2, and just maintain the bullet points (a - c) with an additional one - that being incorporating the Council goals.

Council Member Orazem said that he did not object to Option 2, but some groups would not fit into those categories.

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

TAX ABATEMENT REQUEST FOR 2320 LINCOLN WAY: Planning and Housing Director Kelly Diekmann advised that the Gilbane Development Company had asked for pre-approval of their mixed-use project with alternative methods of meeting the fixed window requirement along Lincoln Way. He said that Gilbane is interested in preapproval at this time to ensure the project as built complies with the tax abatement criteria and would be unaffected by any potential changes to the criteria that Council may enact in the near future.

Mr. Diekmann reported that the applicant originally sought compliance with the Mixed Use Design Criteria and with the mandatory public safety elements with their request dated July 9, 2016. He advised that staff from the Police Department and Planning and Housing Department completed a site inspection of the building on August 12, 2015. At that time, staff determined that the project complied with all of the tax abatement criteria with one exception to the fixed windows standard. The applicant's plans indicated that the Lincoln Way façade would include fixed windows to be consistent with the tax abatement criteria. There was no further discussion of the precise window to be installed. The applicant then installed single-hung windows that included stops with tamper-resistant screws to make the lower sash of the window inoperable. Upon inspection, staff found that the tamper-resistant windows did not meet the definition of a fixed window because they are modified operable windows. Additionally, the Police Department did not find the tamper-resistant screws to meet the spirit of the rule, which is to ensure windows could not be opened and items thrown out of the windows onto public rights-of-ways. The Police Department believes the tamper-resistant screws can easily be defeated with minimal effort and tools if someone wanted to get a window open. Additionally, removing the screw and making the windows operable after the expiration of the tax exemption would not be difficult either, compared to if actual fixed windows had been installed. Staff communicated that concern to and advised the applicant that the City would not support a determination of conformance with criteria for the project as constructed.

According to Director Diekmann, Gilbane believes that they can more securely restrict the single-hung window operation to meet the spirit of a fixed window. It intends to work on an alternative that adds an adhesive into the channel of the windows that would further inhibit the opening of the windows beyond just the tamper-resistant screws. The Council was told by Mr. Diekmann that an example of that had not yet been provided to staff for review.

It was noted by Director Diekmann that the City Council could approve a measure of equivalence as a substitute for a stated public safety standard. He noted that, at this time, Gilbane seeks either Council acceptance of the current tamper-resistant single-hung window as meeting the definition of a fixed window, or to accept a pre-approval of their application for tax abatement while they pursue alternative measures to more securely restrict the operation of the windows along Lincoln Way. According to Director Diekmann, staff believes that it may be possible to add something to the windows to meet the intent of the standard, but needs to evaluate a mock-up of the modifications before accepting the approach.

Council Member Gartin asked City Attorney Parks what would happen if the City granted pre-approval and then the developer could not make the plan for the windows work. City Attorney Parks said that she had just been asked that question a few hours ago and had not yet found a recent case that would allow

her to make an opinion on it. Council Member Gartin asked staff if there would be a down-side to a short delay in order to allow the City Attorney time to further review this. Mr. Diekmann said that Council either needs to grant pre-approval or deny the request at this meeting. He advised that, if denied, the developer could reapply.

Council Member Betcher noted that when staff saw the plans, fixed windows were included. Director Diekmann pointed out that staff development review was for the site plan, not specifically for tax abatement purposes. Ms. Betcher does not believe the requirement was met by Gilbane. She pointed out that the developers were aware of the requirement, yet did not install the type of windows that were required. Ms. Betcher offered her opinion that Gilbane risked millions of dollars in tax abatement when it made the decision not to install the type of windows that were required. She said she did not want to pre-approve anything at this time; she would like to deny the request for modification. It was pointed out by Ms. Betcher that this is a safety issue. If Gilbane were to come back with an alternative that would be acceptable to the Police and staff, she might be willing to consider it.

Council Member Gartin asked if the developer had given staff a reason for not installing the windows that were required for the granting of the tax abatement. Director Diekmann said the developer had told him that they had built the building consistent with similar projects that they had built.

Council Member Betcher expressed her frustration that the developer had ignored the requirement for fixed windows. She noted the tendency of the City Council to not enforce the requirements that it had directed. It was pointed out by Ms. Betcher that if the developer had done what was required of them, the Council could have approved the tax abatement at this meeting. Council Member Goodman said that he found it strange that the developer chose not to follow the existing criteria.

At the inquiry of Council Member Nelson, Director Diekmann advised that the developer had made the decision to install windows that it felt were adequate. Mr. Nelson said that perhaps the developer felt the type of window that was installed met the requirement for a fixed window.

Moved by Betcher, seconded by Goodman, to deny the request for approval of tax exemption for the mixed-use project located at 2320 Lincoln Way.

According to Director Diekmann, the applicant could make modifications to the project to meet the criteria and submit a new request for tax abatement.

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

CAMPUSTOWN URBAN REVITALIZATION CRITERION REGARDING NON-FORMULA RETAIL: Director Diekmann referenced a staff report that had been presented to the Council on June 9, 2015, which reviewed options for including criteria for Non-Formula Retail businesses and an item to allow for adaptive reuse of any building greater than 50 years of age. He noted that the Council had directed staff to make changes to the criteria regarding the 50-year-old building standard and to draft changes and then hold a public outreach meeting for standards requiring Non-Formula Retail space within redevelopment projects.

Mr. Diekmann reviewed the Council's direction for public comment, which included the following components:

1. Define Formula Retail in manner that includes businesses providing the same services and have the same appearance as other operating businesses, this would include individual franchises and not just company owned stores.
2. Formula Retail definition to include a minimum threshold of 10 or more businesses in operation at the time of the initial request for tax abatement approval.
3. A minimum of 30% of a project's commercial space must be leased to a Non-Formula Business and occupied at the time of the initial request for tax abatement.
4. Consider exceptions to the 30% requirement for large restaurants, entertainment venues, or grocery stores.
5. The restrictions on Formula Retail would be a mandatory prerequisite for all projects that are new construction or additions to existing buildings.

The Council was apprised by Director Diekmann that staff had held an outreach meeting on August 13, 2015, with notice of the meeting to property owners and to the Campustown Action Association (CAA). Two property owners and three members of the CAA had been present for that meeting.

According to Mr. Diekmann, staff also reached out to discuss the changes with two current redevelopment project developers, i.e., the Foundry by Opus and "23twenty" by Gilbane. It was noted that Opus recently constructed The Foundry with approximately 7,400 square feet of commercial on the ground floor with 2,000 square feet leased to Starbucks and 3,500 square feet leased to Barefoot Campus Outfitters. At this time, there is 1,900 square feet available for lease. (This does not include space used for the residential lobby, leasing office, or service areas.) The two occupied commercial spaces would count as Formula Retail; they occupy 74% of the available commercial space.

Director Diekmann stated that any changes to the Campustown matrix would not affect The Foundry, as it received its tax abatement approval on August 25, 2015. Gilbane developed the "23twenty" project with 5,300 square feet of commercial space, exclusive of residential leasing and lobby space. Approximately 3,100 square feet has been leased to a collegiate clothier (Campustown Spirit); that equals approximately 58% of the total commercial space. The remaining 42% is area subject to a letter of intent to lease to an undisclosed tenant. Gilbane has not yet received Council tax abatement approval for the project, and if the changes to the criteria were made prior to Council approval, the changes may apply to the project.

Tax Abatement Criteria Changes. Mr. Diekmann said that the general definition of Formula Retail would be based upon providing a standard array of sales activities or services with elements of the business that have the appearance of other business establishments. Director Diekmann said that the Council must decide if the Formula Retail definition is meant to apply to all types of commercial uses or specific types of uses. The general language of the definition would be the same; the only differences in its approach would be to specify uses, rather than broadly apply to all commercial uses. According to Mr. Diekmann, the Council could apply the definition to only trade uses, restaurants, and entertainment uses; and exclude offices, such as insurance and financial establishments.

Mr. Diekmann recommended keeping the definition broad to capture all types of commercial uses as Formula Retail if the percentage limitation is 30% or less. If the percentage limitation was greater, it would be appropriate to narrow the definition to have a wider range of allowances for more uses to fill the space. According to Director Diekmann, staff believes defining a broad range of uses as Formula Retail approach would have the greatest effect on creating space available for Non-Formula Retail. He noted that allowing for uses such as banks to be exempt from the definition would not necessarily promote diversification of businesses types in the area as it would lead to an incentive to fill the reserved space with other corporate businesses.

Number of Establishments. The threshold of exceeding ten businesses in operation or permits/approvals to operate appears to staff to be a reasonable approach to separate small and regional businesses from larger chains. Mr. Diekmann said that staff had not identified any other standards that would be more appropriate than that threshold. The Council was told by Director Diekmann that Formula-Retail is defined as a use that is an Office or Trade Use described in Article V of Chapter 29 Zoning Ordinance of the *City of Ames Municipal Code* that provides a standardized array of services or goods or contractually branded goods or services that make it substantially similar to 11 or more other businesses located in the United States, regardless of ownership or operation, with at least one of the following additional traits of standard employee uniforms, architectural décor, façade appearance, trademarks, signage, menu, or similar standardized features so as make it nearly identical to another business. Real estate or leasing offices of any type are included as Formula Retail regardless of the number of locations. The intent is to apply this threshold and definition to a project at the time of approval of tax abatement or pre-approval of tax abatement if a tenant is named. The example of Barefoot Outfitters provides an instance of how this could be complicated from the property owners leasing perspective. According to Director Diekmann, Barefoot Outfitters is a small growing company with approximately 13 outlets. At the time the developer signed the lease, the business in Ames may have been the tenth outlet and meets the Non-Formula threshold, whereas by waiting six months to apply for tax abatement, it may exceed the threshold. This is likely a unique circumstance, but could happen with small chains that are rapidly expanding.

Director Diekmann noted that Campustown has looked to diversify the mix of uses and acknowledges the desire for this as one of the optional criteria for tax abatement for under-represented businesses. Campustown Action Association (CAA) asked that Council consider exemptions for large-scale restaurants, entertainment uses, or grocery establishments. Tax abatement criteria must be based upon objective standards if they affect a sub-set of assessment classifications. Mr. Diekmann advised that if the Council desires to include an exemption, it would need to either state a size of space for the use or be specific in the exemption for the type of use and be easily distinguished from similar uses. He said that staff was recommending not creating an exemption at this time and would prefer to see if there is a need or demand for that that could trigger a future change to the criteria based on an individual circumstance.

Non-Formula Retail Percentage. According to Director Diekmann, the draft standard is for 30% of the commercial space to be reserved for Non-Formula Retail and to have the space occupied by a Non-Formula Retail tenant at the time of approval of tax abatement. The 30% standard appears to ensure that one tenant space (approximately 1,200 to 1,500 square feet) would be available in each redevelopment project, and if there is more commercial space built, potentially two normal-sized small tenant spaces. If it was a large redevelopment project of a whole block, similar to Kingland, there would be space for three to four small tenants or some combination of medium and large tenants. Mr. Diekmann cautioned

that the 30% as a hard rule does have the potential to make awkward divisions of space internally for a building to meet the allocation requirement. It might also deter someone from maximizing commercial space out of concern over filling the 30% requirement and having the space occupied. He told the Council that alternative choices could be to establish either a percentage of the frontage as Non-Formula Retail or have a tiered system that guarantees a minimum size expectation regardless of overall size of commercial. A standard based on frontage may generate more overall storefronts than a total area requirement due to the depth of the commercial space. Mr. Diekmann gave an example of a tiered system. He said staff was recommending a tiered approach that approximates a 30% expectation as it ensures that at least a usable Non-Formula Retail tenant space is created no matter the size of the project and it likely promotes more commercial use overall in Campustown.

Non-Formula Retail Occupancy. It was reported by Mr. Diekmann that the discussion on June 9, 2015, considered many issues about filling the Non-Formula Retail space and included options concerning just reserving the space, proof of leasing, or actual occupancy of an operating business. He stated that, based on the recent experience of the two projects this summer, occupied space may be a challenge as the commercial space has not been occupied at the same rate as the residential components. Based on the typical construction schedule of a student apartment project needing to be complete by August 15 to meet residential demands, it would mean that a property owner would have approximately five months from completing the shell of the building to the deadline of February 1 of the next year to get its Non-Formula space occupied. If they did not meet this requirement, they would be delayed by one year in seeking tax abatement; however, they would not necessarily lose a year of eligibility for tax abatement.

According to Director Diekmann, if Council finds that the occupied standard is burdensome, it could alternatively require that only one tenant be in business rather than the whole amount of square footage; require proof of a lease with occupancy within six months; require that interior space be finished, rather than a shell regardless of its status as leased; or choose to not have a standard on occupancy. He said that one detail on the occupancy that needs direction is whether the space can be occupied by any use that is not a Formula Retail Business or if it must be actually occupied by a Non-Formula Retail Business. Mr. Diekmann emphasized that it was important to distinguish whether it was okay to allow use of the space by any user, such as an exhibit by a non-profit, versus the actual operation of business to meet the occupancy requirement.

Mr. Diekmann informed the Council that staff was recommending language that requires occupancy or an agreed-upon schedule for occupancy by the City Council, similar to the equivalency language of the public safety standards, in order to qualify for tax abatement.

Additional Design Issues. Director Diekmann advised that staff had worked through applying the criteria with three projects over the summer and believes that some additional changes might be beneficial to help clarify expectations. He emphasized, however, that those issues were not reviewed at the outreach meeting as site inspections had not been completed that led to the concerns. Additional design issues included signage, architectural design, parking garage access and driveways, and windows. Mr. Diekmann said that some of the issues may be more appropriately changed in the Zoning Ordinance than as tax abatement criteria. This would be the case when the changes are appropriate for most properties and are more of a community expectation than an issue viewed as an incentive supported by tax abatement. Additionally, a text amendment to zoning would not affect previously approved projects that are under construction; it would only affect new development proposals.

Effect on Current Projects. Director Diekmann pointed out that it had been staff's understanding from the June meeting that Council did not intend for any changes regarding leasing to apply to projects that were nearly complete at that time (e.g., the Opus Foundry Project and Gilbane 2320 Lincoln Way project). Mr. Diekmann told the Council that if Council wanted to ensure that any changes to the criteria do not affect a project that is nearly complete, it may want to delay changing any criteria until after 2320 Lincoln Way had received final approval for tax abatement.

Council Member Nelson said he had concerns about Option 1b; specifically, establishing a size threshold for Non-Formula Retail. He is concerned about putting an undue burden on smaller businesses in that it might mean that smaller businesses would have to be all Non-Formula Retail. Council Member Orazem offered that he did not think the requirement for Non-Formula Retail made sense. In his opinion, it is difficult enough to get tenants. He does not want to come up with artificial constraints and feels that there will be enough space. At the request of Council Member Goodman, Mr. Diekmann stated that there are at least two projects in the Campustown area under 2,500 square feet.

Ryan Jeffrey, Chair of Business Improvement Committee for the Campustown Action Association, said he was reasonably pleased with the staff's recommendation and thought staff had done a great job with it. He advised that he had no personal objection to requiring a size threshold, but he had not discussed it with the Campustown Action Association.

Director Diekmann reviewed the five options developed by staff for the Council's consideration. He also explained the time frame; the earliest staff could return with the changes to the criteria would be October 13. Mr. Diekmann pointed out that if that were the case, it is possible that Gilbane's request for tax abatement would not yet be approved by the Council.

Moved by Goodman to approve Option 1 and 3, splitting the first bullet under 1b to add 0 to 2,500 where there would be no requirement and state development of 2,500 to 5,000 square feet of commercial must have a minimum of 30% or 750 square feet of Non-Formula Retail.

Mr. Diekmann suggested that if a number were to be used, he would suggest 1,000 square feet as the minimum for Non-Formula Retail.

Motion withdrawn.

Mr. Goodman asked for an explanation from Director Diekmann as to how the minimum size thresholds were established. Mr. Diekmann provided the method he had used to come up with the numbers.

Council Member Nelson recommended at some point looking at the brick requirement. He would like to create greater flexibility on the materials used. He would also like the requirement for lighting to be more simple; change it to an LED lamp with 6,500 lumen output. At the request of Council Member Gartin, Mr. Diekmann stated that the materials would be a zoning issue.

Moved by Goodman, seconded by Orazem, to approve Option 1 and 3, splitting the first bullet under 1b - adding that development of 0 to 2,500 square feet of commercial would not have any requirement for Non-Formula Retail and adding that development of 2,500 to 5,000 commercial must have a

minimum of 1,000 square feet Non-Formula Retail, and the rest of staff's recommendation would remain.

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

AMES MUNICIPAL AIRPORT: Brief explanations of the State of Iowa Aviation Grants were given by Traffic Engineer Damion Pregitzer.

Moved by Orazem, seconded by Gartin, to adopt RESOLUTION NO. 15-562 approving a State of Iowa Aviation Grant for Phase 1 of Airport Improvement Project (Terminal Building Site Improvements).

Roll Call Vote: 5-1. Voting aye: Betcher, Corrieri, Gartin, Nelson, Orazem. Voting nay: Goodman. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Gartin, seconded by Betcher, to adopt RESOLUTION NO. 15-563 approving a State of Iowa Aviation Grant in the amount of \$150,000 for Rehabilitation of Taxiway for Runway 01/19.

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

Moved by Goodman, seconded by Betcher, to adopt RESOLUTION NO. 15-564 approving a Professional Services Agreement with Bolton & Menk, Inc., of Ames, Iowa, for 2015/16 Airport Improvements Taxiway Rehabilitation (Runway 01/19) project in an amount not to exceed \$26,000.

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

GENERAL OBLIGATION CORPORATE PURPOSE AND REFUNDING BONDS, SERIES 2015: Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-565 authorizing issuance of General Obligation Corporate Purpose and Refunding Bonds, Series 2015A.

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

HEARING ON GT1 COMBUSTION TURBINE - GENERATOR PRE-ACTION SPRINKLER SYSTEM, CARBON DIOXIDE SYSTEM, AND FIRE ALARM UPDATE: Mayor Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

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

HEARING ON POWER PLANT FUEL CONVERSION - UNINTERRUPTED POWER SUPPLY (UPS) SYSTEM: The public hearing was opened by the Mayor. No one came forward to speak, and the hearing was closed.

Moved by Gartin, seconded by Betcher, to adopt RESOLUTION NO. 15-566 approving final plans and specifications and awarding a contract to Graybar Electric of Des Moines, Iowa, in the amount of \$98,560 (inclusive of Iowa sales tax).

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

HEARING ON REZONING WITH MASTER PLAN PROPERTIES IN IOWA STATE UNIVERSITY RESEARCH PARK, PHASE III: The Mayor opened the public hearing. She closed same after no one came forward to speak.

Moved by Nelson, seconded by Gartin, to pass on first reading an ordinance rezoning properties with a Master Plan in Iowa State University Research Park, Phase III, from Planned Industrial (PI) to Research Park Innovation District (RI).

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

Moved by Nelson, seconded by Corrieri, to adopt RESOLUTION NO. 15-567 accepting the Master Plan.

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

HEARING ON REZONING PROPERTY AT 2400 NORTH LOOP DRIVE: Director Diekmann advised that staff had recommended HOC zoning on the four acres. According to Mr. Diekmann, staff did not believe that the site should be part of a RI zoning request. He explained that staff supports the rezoning of the site without the need for a Land Use Policy Plan amendment based on the surrounding uses, commercial needs of the area, and zoning pattern for commercial uses that currently exists.

Mayor Campbell opened the public hearing and closed same when there was no one wishing to speak.

Moved by Goodman, seconded by Corrieri, to pass on first reading an ordinance rezoning property at 2400 North Loop Drive from Planned Industrial (PI) to Highway-Oriented Commercial (HOC).

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

3505 AND 3515 LINCOLN WAY: Director Diekmann explained that the project site consists of two existing lots and a small portion of vacated right-of-way. The small portion of vacated right-of-way is zoned Residential Low Density and will require rezoning to HOC with the Overlay, while the other two properties will requirement only rezoning for application of the Overlay. The applicants have also submitted a Plat of Survey, which once approved by the City Council, will ultimately create the two parcels currently depicted on the Major Site Development Plan.

The Mayor declared the hearing open on the rezoning 3505 and 3515 Lincoln Way from Highway-Oriented Commercial (HOC) and Residential Low Density (RL) to Highway-Oriented Commercial (HOC) with Lincoln Way Mixed-Use Overlay (O-LMU) Zone.

Rachel Irwin, 3626 Story Street, Ames, expressed her concern over the plans to make the alleyway an access point into the proposed residential area. She said that the alleyway is already used by the existing property owners to access their homes; rather than use Lincoln Way. Mr. Irwin is concerned that this project will greatly increase the traffic through the alleyway. She does not believe that the alleyway is

wide enough to accommodate the additional traffic. Ms. Irwin definitely wants the developer to be required to pave the alleyway. She is very concerned about the increase in the traffic through the area.

Catherine Huisman, 200 Crane Avenue, Ames, said that her property does not abut the proposed project, but her property will still be directly affected. She only has lived in her home for a year and one-half. Ms. Huisman said she chose to build her home in an established neighborhood in Ames as she felt that these types of changes would not occur in Ames, Iowa. Ms. Huisman noted that the structures being proposed will totally block her view. She asked if anyone had talked to the adjacent property owners, i.e., Friendship Ark or the owners of the May House restaurant. Ms. Huisman expressed her disappointment that the Ames City government is going to allow this development to occur. The residents of her neighborhood knew that the property would be sold. They know that it is along Lincoln Way, which is a commercial area, but thought perhaps a strip mall would be built there, not two three-story structures. Ms. Huisman said that she had talked to the owners of the May House restaurant and believes that they are opposed to the project. When she spoke to them, the gentleman said he didn't speak English very well and didn't feel comfortable talking before the City Council. Ms. Huisman said she is very concerned about the number of cars that will be parked at the apartment buildings and the amount of traffic that will be generated. She also asked that the developer be required to repair existing or install new fences along the affected area.

The Mayor closed the public hearing was closed after no one else came forward to speak.

Chuck Winkleblack, 105 S. 16th Street, Ames, asked what the height limitation is in the HOC area along Lincoln Way. Director Diekmann advised that it was seven stories. Mr. Winkleblack noted that they have worked extensively with staff in an attempt to buffer the residential area as much as possible. The developer intentionally did not put decks on the building so that tenant noise would be mitigated. He agreed that there will be more traffic on Marshall. It is his belief that more traffic will come in on Lincoln Way and exit on Marshall. Mr. Winkleblack cited his concerns about having to make improvements, such as fencing, on properties he does not own.

Council Member Gartin asked if notifications were made to the existing neighborhood residents about the proposed development. Director Diekmann stated that notices were sent to the residents within 200 feet of the proposed development. Staff had not had any inquiries from area residents, and no one had spoken at the Planning and Zoning Commission meeting when this was on the agenda.

Council Member Betcher wondered if there would be any money to fund improvements to the alley to install an impervious surface.

Council Member Goodman asked what changes could be made that would not be drastic for the development, but improve the situation for the existing residents. Director Diekmann advised that requirements are already in place. He pointed out that the new buildings would be 100 feet from the property line.

Council Member Gartin pointed out that the area in question previously was a mobile home park. It was a high-crime area. He believes that the development in question is certainly an improvement to the mobile home park.

Moved by Goodman, seconded by Orazem, to approve Alternative 1, but ask staff to ensure that it is doing everything it can to shield the existing neighborhood from excessive traffic, noise, and cut-throughs. Alternative 1 was to pass on first reading an ordinance rezoning 3505 and 3515 Lincoln Way from Highway-Oriented Commercial (HOC) and Residential Low Density (RL) to Highway-Oriented Commercial (HOC) with Lincoln Way Mixed-Use Overlay (O-LMU) Zone; and to adopt RESOLUTION NO. 15-568 approving the Major Site Development Plan for 3505 and 3515 Lincoln Way, with the following stipulations:

1. Passage of third reading of the ordinance rezoning from property from Highway Oriented Commercial and Residential Low Density to Highway Oriented Commercial with the Lincoln Way Mixed-Use Overlay.
2. Approval and recording of a Plat of Survey to create the identified parcels as depicted in the Major Site Development Plan.
3. Revision of the landscape trees to substitute an under-story street type along the north and east property lines due to the presence of overhead power lines.
4. Require paving of the 50 feet of gravel alley between the existing paved area of 3605 Lincoln Way and the subject site.
5. Accept use of existing wooden fence along R-L property lines with the requirement to replace or repair such fence at the sole cost of the mixed-use project.

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

ORDINANCE FOR REMOVAL OF 90-MINUTE PARKING PROHIBITION ON NORTH 2ND STREET: Moved by Corrieri, seconded by Betcher, to pass on second reading an ordinance removing the 90-minute parking prohibition on North 2nd Street.

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

COUNCIL COMMENTS: Council Member Betcher advised that she had been contacted by a constituent living in the Old Town Historic District about some possible violations of the Historic Preservation Ordinance. Ms. Betcher clarified that people were making changes to their homes without approval and without Certificates of Appropriateness being issued.

Moved by Betcher, seconded by Goodman, to ask staff to investigate whether alterations that had been made violated the Historic Preservation Ordinance, and if so, for staff to ensure that the structures are put back to their original; “in other words, enforce the Ordinance.”

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

Moved by Gartin, seconded by Goodman, to refer to staff the letter from Ames Solar dated August 31, 2015, for a memo back from staff.

Council Member Goodman said he would like staff to investigate tax credits pertaining to solar energy.

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

Moved by Gartin, seconded by Corrieri, to refer to staff, for a memo back to the Council, the letter dated September 4, 2015, from MWF Properties.

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

Moved by Corrieri, seconded by Gartin, to refer to staff, for a staff report, the letter from Chuck Winkleblack dated September 2, 2015, relating to 3505 and 3515 Lincoln Way.

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

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

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

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

The meeting resumed in Open Session at 9:08 p.m.

ADJOURNMENT: Moved by Goodman, seconded by Nelson, to adjourn the meeting at 9:10 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input checked="" type="checkbox"/> 1 st – 15 th
	<input type="checkbox"/> 16 th – End of Month
Month & Year:	September 2015
For City Council Date:	September 22, 2015

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Electric Services	Unit #7 Feedwater Heater Replacement	3	\$283,705.00	American Exchanger Services, Inc.	\$8,900.00	\$7,450.00	D. Kom	CB
Electric Services	Engineering Services for Ames Power Plant Substations Improvements	5	\$322,700.00	Dewild Grant Reckert & Associates Company	\$49,500.00	\$0.00	D. Kom	CB
Parks & Recreation	Northridge Heights Park Improvements	2	\$96,260.00	Ames Treching & Excavating Inc.	\$-(4,150.00)	\$1,427.07	Joshua Thompson	MA
Public Works	2014/15 Concrete Pavement Improvements Contract #1 (Hayward Avenue)	2	\$1,035,707.45	Con-Struct, Inc.	\$122,903.63	\$550.00	T. Warner	MA
			\$		\$	\$		
			\$		\$	\$		

Applicant License Application ()

Name of Applicant: <u>KWIK STOP INC</u>		
Name of Business (DBA): <u>KWIK STOP LIQUOR&GROCERIES</u>		
Address of Premises: <u>125 6TH STREET</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(151) 537-8105</u>		
Mailing <u>125 6TH STREET</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>gulnaz ahmed</u>	Phone: <u>(319) 231-7508</u>	Email <u>ghulamalahmed126wb@gmail.com</u>
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Classification Class E Liquor License (LE)

Term: 12 months

Effective Date: 09/13/2015

Expiration Date: 01/01/1900

Privileges:

Class B Wine Permit

Class C Beer Permit (Carryout Beer)

Class E Liquor License (LE)

Sunday Sales

Status of Business

BusinessType: <u>Privately Held Corporation</u>
Corporate ID Number: <u>APPLIED FOR</u> Federal Employer ID <u>474873880</u>

Ownership
GULNAZ AHMED

First Name: GULNAZ **Last Name:** AHMED
City: WATERLOO **State:** Iowa **Zip:** 50701
Position: PRESIDENT
% of Ownership: 100.00% **U.S. Citizen:** No

Insurance Company Information

Insurance Company: <u>CNA Surety</u>	Policy Effective Date:	Policy Expiration
Bond Effective	Dram Cancel Date:	
Outdoor Service Effective	Outdoor Service Expiration	

Temp Transfer Effective

Temp Transfer Expiration Date:

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

Contact Person

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

Classification Class C Liquor License (LC) (Commercial)

Term:12 months

Effective Date: 01/01/2015

Expiration Date: 12/31/2015

Privileges:

Class C Liquor License (LC) (Commercial)

Outdoor Service

Status of Business

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

Ownership

Andrew White

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

Kelly White

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

Insurance Company Information

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

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective

Temp Transfer Expiration Date:

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

Contact Person

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

Classification Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 01/01/2015

Expiration Date: 12/31/2015

Privileges:

Class C Liquor License (LC) (Commercial)

Outdoor Service

Status of Business

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

Ownership

Andrew White

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

Kelly White

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

Insurance Company Information

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

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective

Temp Transfer Expiration Date:

Insurance Company Information

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

Insurance Company Information

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

Applicant License Application ()

Name of Applicant: <u>LJPS Inc.</u>		
Name of Business (DBA): <u>Olde Main Brewing Company</u>		
Address of Premises: <u>420 Beach Ave</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50011</u>
Business <u>(515) 232-0553</u>		
Mailing <u>PO Box 1928</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

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

Classification Special Class C Liquor License (BW) (Beer/Wine)
Term: 5 days
Effective Date: 10/03/2015
Expiration Date: 01/01/1900
Privileges:
Special Class C Liquor License (BW) (Beer/Wine)
Status of Business

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

Ownership
Scott Griffen

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

Daniel Griffen

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

Susan Griffen

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

Insurance Company Information

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

Insurance Company Information

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

Applicant License Application ()

Name of Applicant: <u>LJPS Inc.</u>		
Name of Business (DBA): <u>Olde Main Brewing Company</u>		
Address of Premises: <u>420 Beach Ave</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50011</u>
Business <u>(515) 232-0553</u>		
Mailing <u>PO Box 1928</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

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

Classification Special Class C Liquor License (BW) (Beer/Wine)
Term: 5 days
Effective Date: 10/30/2015
Expiration Date: 01/01/1900
Privileges:
Special Class C Liquor License (BW) (Beer/Wine)
Status of Business

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

Ownership
Scott Griffen

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

Daniel Griffen

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

Susan Griffen

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

Insurance Company Information

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



*Caring People
Quality Programs
Exceptional Service*

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Lieutenant Jeff Brinkley – Ames Police Department

DATE: September 2, 2015

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
September 22, 2015

The Council agenda for September 22, 2015, includes beer permits and liquor license renewals for:

- Class C Beer & B Wine – Hy-Vee Gas #5018, 636 Lincoln Way
- Class C Beer – Doc’s Stop #5, 2720 E 13th St
- Class E Liquor, C Beer, & B Wine – Hy-Vee Food Store #1, 3800 W Lincoln Way
- Class E Liquor, C Beer, & B Wine – Hy-Vee Food Store #2, 640 Lincoln Way
- Class C Liquor – Hy-Vee #1 Clubroom, 3800 W Lincoln Way
- Class C Liquor & B Native Wine – AJ’s Ultra Lounge, 2401 Chamberlain
- Class E Liquor – LaFuente Mexican Restaurant, 217 S Duff Ave
- Class C Liquor & Outdoor Service – Blue Owl Bar, 223 Welch Avenue

A routine check of police records for the past twelve months found no violations for Hy-Vee Gas #5018, Doc’s Stop, Hy-Vee #1, Hy-Vee #2, or the Hy-Vee #1 Clubroom. The police department would recommend renewal of these licenses.

Violations

- AJ’s Ultra Lounge had two on premise violations during the past twelve months.
- LaFuente was cited for selling alcohol to minors during a compliance check on April 22, 2015.
- Blue Owl Bar had two on premise violations during the past twelve months

We are continuing to monitor compliance at these establishments and would recommend renewal at this time. We have had cooperation from ownership/management in each case and there have been no further issues.

ITEM # 11
DATE: 09-22-15

COUNCIL ACTION FORM

SUBJECT: ANNUAL STREET FINANCE REPORT

BACKGROUND:

Section 312.14 of the Code of Iowa requires each city receiving allotments of Road Use Tax funds to annually prepare and submit to the Iowa Department of Transportation (IDOT) by September 30 a Street Finance Report of expenditures and receipts for the fiscal year then ended. Those cities not complying with this section of the Code of Iowa will have Road Use Tax funds withheld until the city complies.

The report to be submitted is for the fiscal year ended June 30, 2015.

ALTERNATIVES:

1. Approve the 2015 Street Finance Report.
2. Do not approve the 2015 Street Finance Report.

MANAGER'S RECOMMENDED ACTION:

In order for the City of Ames to continue to receive Road Use Tax funds, it is necessary to submit an annual Street Finance Report to the IDOT. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the 2015 Street Finance Report.

City Street Financial Report

City Name	City Number
AMES	155

Fiscal Year
2015

Welcome Page!

Welcome to the Iowa Department of Transportation, Office of Local Systems, City Street Financial Report (SFR)

Complete the City SFR according to the instructions that are available on the Iowa DOT SFR website located [here](#).

Please direct all questions, comments, and feedback about the City SFR and the on-line process, to: Tammi Bell at tammi.bell@dot.iowa.gov, 515-239-1529.

Thank you for using the City SFR on-line process.

City Street Financial Report

City Name	City Number
AMES	155

Fiscal Year
2015

Cover Sheet

Now therefore let it be resolved that the city council of AMES, Iowa
(city name)

on 09/22/2015 did hereby approve and adopt the annual
(month/day/year)

City Street Financial Report from July 1, 2014 to June 30, 2015.
(year) (year)

Contact Information

Name	E-mail Address	Street Address	City	ZIP Code
Diane R. Voss	dvoss@city.ames.ia.us	515 Clark Avenue	Ames, IA	50010
Hours	Phone	Extension	Alternate Phone	
8-5	(515) 239-5262			

Preparer Information

Name	E-mail Address	Phone	Extension
Tina Stanley	tstanley@city.ames.ia.us	(515) 239-5116	

Mayor Information

Name	E-mail Address	Street Address	City	ZIP Code
Ann Campbell	acampbell@city.ames.ia.us	515 Clark Ave	Ames, IA	50010
Phone	Extension			
(515) 239-5105				

Resolution Number _____

 Ann Campbell
 Signature Mayor

 Diane R. Voss
 Signature City Clerk

City Street Financial Report

City Name	City Number
AMES	155

Fiscal Year
2015

Summary Statement Sheet

Column 1 **Column 2** **Column 3** **Column 4**
Road Use **Other Street** **Street Debt** **Totals**
Tax Fund **Monies**

Column 1 **Column 2** **Column 3** **Column 4**
Road Use **Other Street** **Street Debt** **Totals**
Tax Fund **Monies**

Round Figures to Nearest Dollar

Round Figures to Nearest Dollar

A. BEGINNING BALANCE				
1. July 1 Balance	4,522,678	536,977	9,660,916	14,720,571
2. Adjustments (Note on Explanation Sheet)				
3. Adjusted Balance	4,522,678	536,977	9,660,916	14,720,571
B. REVENUES				
1. Road Use Tax	6,131,328			6,131,328
2. Transfer of Jurisdictions Fund				
3. Property Taxes		658,442	5,875,630	6,534,072
4. Special Assessments		417,204		417,204
5. Miscellaneous		3,196,344	178,241	3,374,585
6. Proceeds from Bonds, Notes, and Loans			7,255,000	7,255,000
7. Interest Earned		19,376	45,901	65,277
8. Total Revenues (Lines B1 thru B7)	6,131,328	4,291,366	13,354,772	23,777,466
C. Total Funds Available (Line A3 + Line B8)				
	10,654,006	4,828,343	23,015,688	38,498,037

EXPENSES				
D. Maintenance				
1. Roadway Maintenance	3,540,341	827,323		4,367,664
2. Snow and Ice Removal	930,660			930,660
E. Construction, Reconstruction and Improvements				
1. Engineering	502,908	546,734	22,988	1,072,630
2. Right of Way Purchased				
3. Street/Bridge Construction	432,502	1,788,812	5,690,893	7,912,207
4. Traffic Services				
F. Administration				
	199,487	5,536	163,409	368,432
G. Equipment (Purchased or Leased)				
H. Miscellaneous				
		596,505		596,505
J. Street Debt				
1. Bonds, Notes, and Loans - Principal Paid			4,891,988	4,891,988
2. Bonds, Notes and Loans - Interest Paid			983,642	983,642
TOTALS				
K. Total Expenses (Lines D thru J)	5,605,898	3,764,910	11,752,920	21,123,728
L. Ending Balance (Line C-K)	5,048,108	1,063,433	11,262,768	17,374,309
M. Total Funds Accounted For (K + L = C)	10,654,006	4,828,343	23,015,688	38,498,037

City Street Financial Report

City Name	City Number
AMES	155

Fiscal Year
2015

Miscellaneous Revenues and Expenses Sheet

Code Number and Itemization of Miscellaneous Revenues (Line B5 on the Summary Statement Sheet) (See Instructions)	Column 2 Other Street Monies	Column 3 Street Debt
110 Parking Revenues	231,142	
112 Utility Revenue	1,174,875	
121 State Reimbursement	65,778	
123 Various State Grants	316,237	
144 FHWA Participation (Fed. Hwy. Admin.)	739,958	
170 Reimbursements (misc.)	8,621	
172 Labor & Services	20,993	
190 Other Miscellaneous	259,666	178,241
191 Licenses and Permits	22,650	
193 Fines & Fees	356,424	
Line B5 Totals	3,196,344	178,241

Code Number and Itemization of Miscellaneous Expenses (Line H on the Summary Statement Sheet) "On street" parking expenses, street maintenance, buildings, insurance, administrative costs for printing, legal fees, bond fees etc. (See instructions)	Column 2 Other Street Monies	Column 3 Street Debt
230 On Street Parking Only	596,505	
Line H Totals	596,505	

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Bonds, Notes and Loans Sheet

New Bond ?	Debt Type	Debt Purpose	DOT Use Only	Issue Date	Issue Amount	% Related to Street	Year Due	Principal Balance as of 7/1 or after	Total Principal Paid	Total Interest Paid	Principal Roads	Interest Roads	Principal Balance as of 6/30
<input type="checkbox"/>	General Obligation	Paving & Construction	302	10/01/2006	5,285,000	100%	2018	2,100,000	490,000	84,000	490,000	84,000	1,610,000
<input type="checkbox"/>	General Obligation	Paving & Construction	303	11/01/2007	5,920,000	100%	2019	2,906,208	540,976	109,617	540,976	109,617	2,365,232
<input type="checkbox"/>	General Obligation	Paving & Construction	304	10/15/2008	485,000	100%	2020	275,000	40,000	10,997	40,000	10,997	235,000
<input type="checkbox"/>	General Obligation	Paving & Construction	306	10/25/2011	6,605,000	100%	2023	5,034,000	509,700	89,702	509,700	89,702	4,524,300
<input type="checkbox"/>	General Obligation	Paving & Construction	307	08/28/2012	5,703,653	100%	2024	4,805,275	422,029	135,676	422,029	135,676	4,383,246
<input type="checkbox"/>	General Obligation	Paving & Construction	308	05/14/2013	6,025,000	100%	2025	5,560,000	455,000	138,250	455,000	138,250	5,105,000
<input type="checkbox"/>	General Obligation	Paving & Construction	317	10/29/2009	11,165,000	100%	2021	7,145,000	925,000	211,150	925,000	211,150	6,220,000
<input type="checkbox"/>	General Obligation	Paving & Construction	318	05/17/2011	3,099,988	100%	2015	423,683	423,683	8,519	423,683	8,519	0
<input type="checkbox"/>	General Obligation	Paving & Construction	319	09/30/2010	6,079,000	100%	2022	4,311,643	490,682	94,161	490,682	94,161	3,820,961
<input checked="" type="checkbox"/>	General Obligation	Paving & Construction		08/26/2014	7,255,000	100%	2026	7,255,000	594,918	101,570	594,918	101,570	6,660,082
			New Bond Totals		7,255,000	7,255,000	Totals	39,815,809	4,891,988	983,642	4,891,988	983,642	34,923,821

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Project Final Costs Sheet

For construction, reconstruction, and improvement projects with costs equal to or greater than 90% of the bid threshold in effect as the beginning of the fiscal year.

Section A Check here if there are no entries for this year

Line No.	1. Project Number	2. Estimated Cost	3. Project Type	4. Public Letting?	5. Location/Project Description (limits, length, size of structure)
1	7516	173,067	Traffic Control	Yes	2012/13 Traffic Signal Program (Lincoln Way & Hayward Avenue)
2	7517	159,670	Traffic Control	Yes	2013/14 Traffic Signal Program (20th St & Grand Ave)
3	7535	649,040	Traffic Control	Yes	2012/13 West Lincoln Way Intersection Improvement (Lincoln Way and Dotson Dr)
4	8107	645,152	Roadway Construction	Yes	12/13 Asphalt Resurfacing and Seal Coat Removal/Asphalt Reconstruction Program
5	8107	292,975	Roadway Construction	Yes	2012/2013 Asphalt/Seal Coat Street Rehabilitation Program (Carroll Ave-East 9th to
6	8108	127,507	Roadway Construction	Yes	2013/14 Asphalt/Seal Coat Street Rehabilitation
7	8117	766,395	Roadway Construction	Yes	12/13 Asphalt Street Reconstruction Program (Pierce Court, Westbend Dr, Westber
8	8121	177,957	Surfaces	Yes	Hickory Drive (Lincoln Way-Westbrook Dr)
9	8123	620,255	Roadway Construction	Yes	12/13 CyRide Route Pavement Improvement (Lincoln Way: Franklin Ave to Haywa
10	8128	1,002,384	Roadway Construction	Yes	2013/14 CyRide Route Pavement Improvements #1 (Jewel Dr, Emerald Dr, Ken Ma
11	8144	889,844	Roadway Construction	Yes	2012/13 Arterial Street Pavement Improvements – State, Avenue (Oakwood Road to
12	8145	765,887	Roadway Construction	Yes	2013/14 Arterial St Pavement Improvements (Lincoln Way-Thackeray Avenue to Hi
13	8162	960,535	Roadway Construction	Yes	2013/14 Downtown Street Pavement Improvements (5th Street – Duff Avenue to Bu
14	8168	292,664	Roadway Construction	Yes	2012/13 Concrete Pavement Improvements (Contract #1: Wheeler Street From Gran
15	8169	870,036	Roadway Construction	Yes	2013/14 Concrete Pavement Improvements Contract #1-Knapp Street and Lynn Ave
16	8198	169,420	Roadway Construction	Yes	Sunset Ridge Subdivison-5th Addition HMA Paving

Section B

Line No.	1. Project Number	Contract Work			City Labor				13. Total
		6. Contractor Name	7. Contract Price	8. Additions/Deductions	9. Labor	10. Equipment	11. Materials	12. Overhead	
1	7516	Voltmer, Inc.	195,041	3,815					198,856
2	7517	Baker Electric	181,579	2,316					183,895
3	7535	Manatt's Inc.	549,699	-2,763					546,936

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		Contract Work			City Labor				
4	8107	Manatt's, Inc.	576,501	2,932					579,433
5	8107	Manatt's, Inc.	273,782	-19,807					253,975
6	8108	Synergy Contracting	138,000	-4,985					133,015
7	8117	Manatt's, Inc.	770,766	-14,885					755,881
8	8121	Manatt's, Inc.	167,500	14,614					182,114
9	8123	Manatt's, Inc.	649,698	54,034					703,732
10	8128	Manatt's, Inc.	970,615	-252,767					717,848
11	8144	Manatt's, Inc.	1,143,124	-56,989					1,086,135
12	8145	Manatt's, Inc.	778,983	49,989					828,972
13	8162	Con Struct, Inc.	1,234,443	-26,911					1,207,532
14	8168	Con Struct, Inc.	307,345	25,537					332,882
15	8169	Manatt's, Inc.	814,286	42,601					856,887
16	8198	Manatt's, Inc.	144,060	-6,928					137,132

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Road/Street Equipment Inventory Sheet

Check here if there are no reportable equipment

1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost	/Unit	6. Rental Cost	/Unit	7. Used on Project this FY?	8. Status
21	2009	Crafco SS125, tar heater, Trailer Mounted	29,413					Yes	No Change
57	1993	Layton Paver, Asphalt	26,465					Yes	No Change
64	2011	Ford F350, Pickup	26,543					Yes	No Change
69	2011	International 7300, Dump Truck	119,718					Yes	No Change
70	2011	International 7300, Dump Truck	116,718					Yes	No Change
71	2011	International 7300, Dump Truck	116,643					Yes	No Change
72	2011	International 7300, Dump Truck	116,689					Yes	No Change
73	2011	International 7300, Dump Truck	116,602					Yes	No Change
151	2010	Ford F150, pickup	24,237					Yes	No Change
156	2010	Falcon P4D2RID, Asphalt Recycler	23,851					Yes	No Change
167	1998	Stanley MB656, Breaker, Hydraulic Tool	12,375					Yes	No Change
178	1997	Kiefer ILU914T, Trailer	5,023					Yes	No Change
327	2012	Deere 310SJ, Tractor Loader Backhoe	77,450					Yes	No Change
328	2011	Deere 710J, Tractor Loader Backhoe	167,977					Yes	No Change
382	2012	Ring-O-Matic 550-VACEX, Vacuum, Hydro, T	54,618					Yes	No Change
383	2012	Wanco WT5P55-L5AC, Arrow Board	5,103					Yes	No Change
441	2002	Target Pro 35 III, Concrete Saw	8,930					Yes	No Change
475	2000	Cronkhite Trailer, Flatbed, Tandem Axle	3,889					Yes	No Change
522	2013	ODB LCT650, Leaf Vacuum, trailer mounted	27,354					Yes	No Change
523	2013	ODB LCT650, Leaf Vacuum, trailer mounted	27,391					Yes	No Change
537	2003	International 7400, Tandem Dump Truck	80,604					Yes	No Change
567	2014	H&H TC 20, Trailer	7,682					Yes	No Change
572	2014	Deere 544K, Wheel Loader	120,254					Yes	No Change

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1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost	/Unit	6. Rental Cost	/Unit	7. Used on Project this FY?	8. Status
601	2014	Bobcat M7017, Pavement Milling Machine, H	14,343					Yes	No Change
611	2002	Ingersoll Rand P185WJD, Air Compressor	11,496					Yes	No Change
663	2003	Ford F350, Pickup	19,220					Yes	No Change
670	2002	Bobcat WS18, Wheel Saw	9,926					Yes	No Change
700	2015	Bobcat S-770, Skid Steer	46,903					Yes	New
720	2006	Wanco WTSP110, Arrow Board	5,709					Yes	No Change
729	2003	Chevrolet Malibu, Car, sedan	11,800					Yes	No Change
749	2005	International 7400, Tandem Dump Truck	91,257					Yes	No Change
754	2005	Ford F250, Pickup	20,005					Yes	No Change
755	2005	Ford F250, Pickup	17,965					Yes	No Change
805	2005	MacLander Trailer, Falt Bed, Tandem Axle, 20'	6,057					Yes	No Change
844	2006	Sterling SC8C, Truck, Street Sweeper	154,545					Yes	No Change
850	2006	Wanco WTSP110, Arrow Board	5,724					Yes	No Change
866	2007	Dynapac CC102, Ashault Roller	28,200					Yes	No Change
904	2005	Bobcat S300, Skidsteer	25,528					Yes	Traded
929	2013	Caterpillar CB22, Asphalt Roller	34,048					Yes	No Change
931	2009	Freightliner M2106, Dump Truck	109,683					Yes	No Change
932	2009	Freightliner M2106, Dump Truck	107,595					Yes	No Change
933	2014	International 7300, Dump Truck	133,249					Yes	No Change
968	2014	Felling FT-12IT, Trailer	6,215					Yes	No Change
87	1996	Ford F450 Truck with Flatbed	29,013					No	Sold
61	2011	Ford F350 Pickup Truck	37,493					Yes	No Change
66	2010	Ford F350 Pickup Truck	45,507					Yes	No Change
115	2010	Graco Paint Machine IV 5900	5,148					Yes	No Change
116	2010	Graco Paint Machine 231-378	43,596					Yes	No Change
117	2010	Graco Paint Machine IV 3900	4,219					Yes	No Change

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1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost /Unit	6. Rental Cost /Unit	7. Used on Project this FY?	8. Status
118	2010	Graco Paint Machine 262-004	4,258			Yes	No Change
225	2012	Ford F350 Pickup Truck	102,488			Yes	No Change
515	2003	GMC C5500 Truck	86,361			Yes	No Change
935	2012	Chevrolet, Colorado Pickup	21,835			Yes	No Change
939	2008	Graco Paint Machine 262-004	4,351			Yes	No Change
973	2013	Smith Concrete Grinding machine SPS10	4,118			Yes	No Change
209	2011	Fair B4251, Snowcrete, Snow Blower	78,384			Yes	No Change
304	1985	Fair 74251, Snowcrete, Snow Blower, 8-feet	32,000			Yes	No Change
577	2014	Motor Grader, CAT m140		5,000 /Month		Yes	No Change
578	2014	Case 721F Wheel Loader		4,625 /Month		Yes	No Change
54	2009	IMAGO (ADDCO) Sign, Solar, Arrow Board	14,675				No Change
161	2013	Honda EB3000CKA, Generator, portable gas	1,578				No Change
336	2012	Ford Expedition EL, Utility vehicle	47,801			Yes	No Change
532	2014	Ver-Mac PCMS-320 Message Board, Trailer	18,320			Yes	No Change
573	2014	Ver-Mac PCMS-548, Message Board, Trailer	17,067			Yes	No Change
609	2014	Ver-Mac PCMS-548, Message Board, Trailer	16,043			Yes	No Change
610	2014	Ver-Mac PCMS-548, Message Board, Trailer	16,043			Yes	No Change
702	2005	Chevrolet Blazer Utility Vehicle	21,392			Yes	No Change
774	2005	ADDCO AD6200, Message Board, Trailer	15,845			Yes	No Change
845	2006	Ford Explorer Utility Vehicle	22,225			Yes	No Change
846	2006	Chevrolet Silverado 2500 Pickup Truck	26,400			Yes	No Change
853	2008	Ford F150, Pickup truck	24,102			Yes	No Change
873	2007	Ford F150, Pickup truck	25,082			Yes	No Change
159	2010	Ford F150 Pickup	23,395			Yes	No Change
326	2012	Chevrolet Colorado Pickup	19,511			Yes	No Change
396	1999	Deere 6310 Tractor / Flail mower	64,975			Yes	No Change



Form 517007 (5-2014)
Office of Local Systems
Ames, IA 50010

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1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost	/Unit	6. Rental Cost	/Unit	7. Used on Project this FY?	8. Status	
452	2001	Ford F450 Dump Truck	52,256					Yes	No Change	
474	2001	Ford Ranger Pickup	15,251					Yes	No Change	
500	2014	Kubota L4760 HSTC	41,120					Yes	No Change	
535	2003	Ford F350 Pickup Truck	30,707					Yes	No Change	

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Explanation Sheet

Comments



Form 517007 (5-2014)
Office of Local Systems
Ames, IA 50010

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Monthly Payment Sheet

Month	Road Use Tax Payments	Transfer of Jurisdictions Payments
JULY	\$454,936.31	
AUGUST	\$668,893.02	
SEPTEMBER	\$470,233.03	
OCTOBER	\$653,046.04	
NOVEMBER	\$505,509.38	
DECEMBER	\$442,864.94	
JANUARY	\$529,711.54	
FEBRUARY	\$517,108.08	
MARCH	\$537,322.42	
APRIL	\$423,686.46	
MAY	\$266,422.09	
JUNE	\$661,594.48	
Totals	\$6,131,327.79	

ITEM # 12
DATE: 09-22-15

COUNCIL ACTION FORM

SUBJECT: INTERGOVERNMENTAL AGREEMENT FOR POLICE ENFORCEMENT OF TOBACCO, ALTERNATIVE NICOTINE, AND VAPOR PRODUCTS REGULATIONS

BACKGROUND:

The Police Department is requesting permission to renew a 28E intergovernmental agreement with the Iowa Alcoholic Beverages Division for enforcement of tobacco, alternative nicotine, and vapor product laws. This agreement provides that the Alcoholic Beverages Division will pay the City of Ames \$50 for each compliance check conducted by the Police Department.

The Police Department will use this funding to continue compliance checks with local retailers related to underage tobacco and alternative nicotine and vapor products enforcement activities.

No matching funds are required with this grant.

ALTERNATIVES:

1. Approve the renewed 28E Agreement for Tobacco, Alternative Nicotine and Vapor Product Enforcement between the Police Department and the Iowa Alcoholic Beverages Division.
2. Do not approve the renewed the 28E Agreement for Tobacco, Alternative Nicotine and Vapor Products Enforcement between the Police Department and the Iowa Alcoholic Beverages Division.

MANAGER'S RECOMMENDED ACTION:

This state grant provides an outside source of funding to facilitate tobacco, alternative nicotine, and vapor products regulations compliance within the community. **Therefore, It is the recommendation of the City Manager that the City Council approve Alternative #1 authorizing the 28E intergovernmental agreement between the Police Department and the Alcoholic Beverages Division.**

COUNCIL ACTION FORM

**SUBJECT: 2015 U.S. DEPARTMENT OF JUSTICE EDWARD BYRNE MEMORIAL
JUSTICE ASSISTANCE GRANT**

BACKGROUND:

On June 23, 2015, the Council authorized the Police Department to apply for the 2015 Department of Justice, Office of Justice Programs, Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant (JAG) Program. The grant conditions required that the application be filed jointly with Story County and that the City Council approved entering into a Memorandum of Understanding with Story County. The application and the Memorandum of Understanding were completed and submitted; and on September 16, 2015, the Department of Justice notified the Police Department that the grant had been awarded in full.

Grant funds can be used for state and local initiatives, technical assistance, training, personnel, equipment, supplies, contractual support, and information systems for criminal justice, as well as research and evaluation activities that will improve or enhance law enforcement programs related to criminal justice.

The grant award is for \$14,625.00. This year the Police Department proposes to use the funds in a joint project with the Story County Sheriff's Office to support mental health services programs within the agencies. Available funds will be used to send personnel to advanced training on crisis prevention and intervention as it relates to mental illness. Additional funds will be used to support training for local officers, deputies, dispatcher and jailers. Funds will also be used to purchase medical diagnostic equipment for the jail so that the physical health of those on medication can be more rapidly and accurately established and monitored. **There is no match requirement with this grant.**

ALTERNATIVES:

1. Accept the 2015 Department of Justice, Office of Justice Programs, and Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant Program and authorize the Police Department to participate in the program.
2. Do not authorize participation in this grant program.

MANAGER'S RECOMMENDED ACTION:

The Police Department has participated in the JAG grant program in the past and the program has proven to be a valuable source of funds for special purchases and programs. It is expected that this grant will yield the same benefit. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.**

COUNCIL ACTION FORM

SUBJECT: ENGINEERING SERVICES FOR BOTTOM ASH COLLECTION SYSTEM TO COMPLY WITH U.S. EPA's "COAL COMBUSTION RESIDUALS" STANDARD

BACKGROUND

On April 17, 2015, the United States Environmental Protection Agency (EPA) published in the *Federal Register* a final rule known as the Coal Combustion Residuals (CCR) Standard. This rule specifically regulates the disposal of coal ash (emphasis added) in surface impoundments and landfills receiving coal ash from power plants owned by electric utilities and independent power producers. CURRENT

The initial compliance milestone of this rule is October 19, 2015, whereby the City must intercept and collect the bottom ash from the Power Plant just before it is to be discharged into the primary ash settling basin (which is a surface impoundment). Once intercepted and collected, the ash will be transported to an offsite municipal solid waste landfill for final disposal. This special operation is anticipated to be short-term in duration, commencing just prior to initial compliance date of October 19th, and concluding when the Power Plant no longer burns coal (and produces coal ash), anticipated to be no later than April of next year (2016). Once the Power Plant has been converted to fire natural gas, this operation will no longer be necessary, because with no coal burned as fuel, there will be no coal ash.

This effort, to no longer dispose of coal ash into the site, will allow the current active ash surface impoundment to be reclassified as "inactive." Then, by December 17, 2015, in accordance with CCR Standard, the City will provide notice of its intent to close the CCR ash site by April 18, 2018. A CCR ash site that is inactive as of October 19, 2015, and closed by April 18, 2018, is exempt from most of the provisions of the regulation. **Otherwise, the City would be obligated to spend a large amount of money, grossly estimated to be in the millions of dollars, going to extreme lengths to monitor and perform studies of the site, including post-closure care for a minimum of 30 years.**

This rule, the CCR Standard, is unlike most other federal and state environmental regulations. The vast majority of environmental regulations have their beginning as laws passed by the U.S. Congress (e.g., the Clean Air Act of 1970, and the Clean Water Act of 1972). EPA then writes the regulations and they become part of the federal code. The states then typically adopt the federal regulations "by reference" into their state's code. Enforcement of the regulations is performed by the state and/or the federal government. **This regulation, the CCR Standard, was written to be "self-implementing,"**

meaning that EPA and the states will not be enforcing this regulation, but instead, enforcement will be by the courts in reaction to lawsuits.

Electric Services staff has engaged two consulting engineering firms who are collaborating together to provide the City with a very unique, creative, and urgent engineering solution to intercept and collect the Power Plant's bottom ash before it is discharged into the ash disposal site. It should be noted that capturing the bottom ash as it exits the bottom of the boiler inside the Power Plant is not a technically or economically feasible strategy for compliance with this rule.

Lutz, Daily and Brain, LLC (LD&B) of Overland Park, Kansas, and GEI Consultants, Inc. (GEI) of Green Bay, Wisconsin, are the two consulting engineering firms who are working together to provide the concept, the necessary designs and engineering, and the sourcing of materials and equipment for the project. LD&B is very familiar to the City and is knowledgeable about our power plant, since they were the architectural-engineer for Unit 8. GEI is a large, primarily civil and geotechnical engineering consulting firm headquartered in Boston, Massachusetts, with 36 offices throughout the United States. Staff is working with their Green Bay, Wisconsin office due to that office's experience and expertise in dredging and site cleanup operations, which is a very similar application to our situation. The City's commercial engagement on this project is with LD&B, who is acting as the lead firm, with GEI as a subconsultant to LD&B.

Currently, the ash from the bottom of the Power Plant's boilers is sluiced from the plant through a pipeline to the ash disposal site, where it is discharged into the primary settling pond or basin. In this basin, the ash settles out and the water passes through a gate system into the first of two clearwater ponds. The water from the first clearwater pond then passes through a gate into the second clearwater pond. From this pond, the water is pumped back to the Power Plant for reuse again as sluicewater.

For this special operation, the bottom ash will be sluiced from the Power Plant as now, but will be discharged into specially designed and constructed large mesh filter bags which will trap the ash but let the water drain from the bag through the mesh. Once full, bags with ash will then be hauled by truck and transported to a municipal solid waste landfill for final disposal. The estimated cost of this equipment is less than \$100,000.

The scope of work by the consulting engineering firms for this project will include the following:

1. Selection of a location in the ash site to spot a concrete slab for the placement of containers necessary to house the filter bags while they are being filled.
2. Specifications for the sub grade to support the concrete slab.
3. Design and specifications for the concrete slab.
4. Design and sourcing of equipment to act as a safeguard to contain the ash in the event that a connection or a bag should fail during the sluicing/filling operation.

5. Sourcing of companies capable of acquiring materials and constructing customized mesh filter bags.
6. Designing, sizing, and conducting experiments on test filter bags to optimize the design. These bags have to withstand the pumping pressure and water volume of the sluicing operation (measured at 66,000 gallons/hour).
7. Developing alternatives for holding and containing the filter bags during the sluicing operation. The container will also be used to transport the bag to the landfill for disposal.
8. Sourcing of companies capable of providing containers for containing the filter bags during the sluicing and filling operation at the ash site, and also to transport the bag to the municipal solid waste landfill.
9. Developing ideas and alternatives for customizing the inside of the containers to allow the filter bag to easily release water and not seal itself off along the bottom and the sides of the container, and to also allow the bag to slide out of the container when it is being dumped at the landfill.
10. Developing concepts and sourcing possibilities for enclosing the containers (during the sluicing and bag filling operation) to prevent freezing during cold winter weather conditions.
11. Developing and designing safe access into and around the containers, for positioning the bags in the containers and to attach the ash sluice piping to the bags.
12. Developing and designing piping connections to attach the ash sluice piping to the filter bags in a simple, safe, and secure way.

City staff already engaged LD&B in late July for \$45,000. The value of work needed to complete these services is \$69,000, bringing the cost estimate to perform all necessary services to complete the project to \$114,000. In addition to engineering, the costs for equipment could reach \$100,000. Additional expenses will be incurred for constructing a temporary heated structure and for disposing of the ash.

The approved FY 2015/16 Electric Department budget includes \$650,000 for Unit 7 and Unit 8 NOx allowances. With the conversion of the Power Plant from coal to natural gas, less than \$100,000 is now needed for allowances. Funding for the total ash disposal project, including the LD&B contract, will come from savings in the NOx allowances budget.

ALTERNATIVES:

- 1) Authorize up to \$69,000 for a change order with Lutz, Daily, & Brain, LLC of Overland Park, Kansas, in collaboration with their subconsulting engineering firm, GEI Consultants, LLC of Green Bay, Wisconsin, to provide the necessary conceptual designs, engineering, sourcing, and support services to develop and implement the system necessary to collect the CCR bottom ash from the COA Power Plant by October 19, 2015.

- 2) Suspend all work and elect not to pursue this alternative ash disposal option. This alternative would result in the City accepting responsibility for meeting additional regulatory obligations over the next 30 years.

MANAGER'S RECOMMENDED ACTION:

It is realized that this is a very expensive venture for only a few months. However, to ignore the October 19 deadline will result in Electric Services incurring a much more expensive and longer term liability. Therefore, it is the recommendation of the City Manager that the City Council approve Alternate #1 as stated above.

COUNCIL ACTION FORM

SUBJECT: CYRIDE OPERATING CONTRACT WITH CIT TRANSPORTATION FOR SERVICE

BACKGROUND:

In light of CyRide's challenge to keep pace with its recent ridership growth, the Transit Board of Trustees directed CyRide staff to identify creative ways to reduce the transit agencies peak hour bus requirement during the school year. As a result, CyRide developed a Request for Proposal for a private operator to provide a portion of its service on the Cardinal Route - campus circulator.

CyRide received only one bid from CIT Transportation, Inc. for a cost of \$711.13 per day for two, five hour pieces of work. CyRide's estimated cost to provide this same service would be \$439.90 per day for direct operating costs, not including capital expenses for the two buses and facility bus storage expenses. CyRide's fully allocated cost has been calculated at \$86 per hour, compared to the CIT bid at \$85.68 per hour. Therefore, CyRide staff has determined this cost to be a reasonable expense for the operation of this service.

It is anticipated that the total value of this contract for the 2015-2016 school year will be approximately \$114,000.

Contracting of this service will have a significant positive impact on CyRide as it will reduce its peak bus requirement by two vehicles and an equivalency of two drivers to provide daily service. These are two areas where CyRide is currently struggling to meet customer demands; thereby, allowing CyRide to meet the community's expectations.

The Transit Board of Trustees approved the CIT contract on July 30, 2015.

ALTERNATIVES:

1. Approve a contract with CIT Charters, Inc. at \$711.13 per day for service as directed by CyRide for the 2015-2016 school year.
2. Do not approve a contract with CIT Charters, Inc. for CyRide services.

MANAGER'S RECOMMENDED ACTION:

This contract will allow CyRide to better manage its infrastructure needs and costs as well as address its employee staffing challenges for this school year in a cost-effective manner. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving a contract with CIT Transportation for up to \$114,000.**

COUNCIL ACTION FORM

SUBJECT: **CYRIDE'S NEXTBUS VEHICLE TRACKING
SYSTEM ANNUAL CONTRACT**

BACKGROUND:

In 2011, CyRide contracted with NEXTBus Inc. based out of Emeryville, California for the purchase of hardware and three-year's operating cost to host CyRide on its site as well as wireless expenses to operate this technology system. The vehicle tracking system allows CyRide customers to access bus stop arrival times via computer, smartphone, or telephone and has been very popular with students as well as non-students using CyRide's service.

The operating contract ended June 30, 2015; however, due to organizational changes within the NEXTBus organization, CyRide recently received the annual contract for this service for the period beginning July 1, 2015 through June 30, 2016, at a total cost of \$96,170. This is the same amount charged to CyRide in FY 2014/15. The annual cost breakdown is as follows:

Bus Trackers (85)	\$69,900
Signs (8)	\$3,600
Telephone Module	\$4,380
SMS Text Module	\$4,380
Warranties	<u>\$13,910</u>
TOTAL	\$96,170

The annual cost of this contract is contained in CyRide's operating budget, which was approved by the Transit Board of Trustees in January 2015.

ALTERNATIVES:

1. Approve a contract with NEXTBus Inc., totaling \$96,170 for the operation of a vehicle tracking system for the period of July 1, 2015 through June 30, 2016.
2. Do not approve an annual operating contract for a vehicle tracking system for CyRide and discontinue this technology.

MANAGER'S RECOMMENDED ACTION:

The cost of this technology was originally paid for (first three years) with CyRide funds provided by Iowa State University students through their students fees. Customers have become accustomed to the convenience of determining the specific time their bus will arrive at a stop and the discontinuation of this technology would be viewed as a service reduction. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving a contract with NEXTBus for \$96,170.**

COUNCIL ACTION FORM

SUBJECT: REQUEST FROM MSCD TO CLOSE PARKING SPACES ON MAIN STREET FOR CNN CAMPAIGN COVERAGE VEHICLE PARKING

BACKGROUND:

The Main Street Cultural District (MSCD) has requested to close five parking spaces on the 300 block of Main Street on Friday October 9th and Saturday October 10th, to facilitate the parking of CNN's campaign coverage RV. The public will be invited to tour the vehicle and learn about CNN's coverage of the presidential election. Visitors will be encouraged to share their stories and photos on Facebook, which is also partnering to sponsor the event.

The event will take place during the Downtown Farmer's Market, and it has the support of the market manager. The loss of revenue to the parking fund for the closure of these five spaces for two days is \$9. MSCD has requested a waiver of the fees for this event.

ALTERNATIVES:

1. Approve the request to close five parking spaces in the 300 block of Main Street on October 9-10, and approve the request to waive parking meter fees.
2. Approve the request to close five parking spaces in the 300 block of Main Street on October 9-10, but require reimbursement for the lost parking meter revenue.
3. Do not approve the event.

MANAGER'S RECOMMENDED ACTION:

This event provides an opportunity for the Ames community to explore how national political campaign news coverage is produced. It is also an opportunity to showcase Ames to a national audience.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the request to close five parking spaces in the 300 block of Main Street on October 9-10, and approve the request to waive parking meter fees.

COUNCIL ACTION FORM

SUBJECT: REQUESTS FOR “LOVE YOURSELF BLOCK PARTY”

BACKGROUND:

Creative Counseling Services and the Love Your Melon organization are planning to host a Love Yourself Block Party to raise awareness about childhood cancer and mental health issues. The event is planned to take place on Friday, October 2, 2015, from 5:00 p.m. to 8:00 p.m., and will include games, music, prizes, and food in the 200 block of 5th Street. To facilitate this event, organizers have made the following requests for October 2:

- Closure of 5th Street from Douglas Avenue to the Ames Public Library book drop driveway, from 4:00 p.m. to 9:00 p.m.
- Closure of 18 metered parking spaces and suspension of parking enforcement on Douglas Avenue from 2:00 p.m. to 9:00 p.m. (loss of \$14.40 to the Parking Fund)
- Temporary Obstruction Permit for the closed area from 4:00 p.m. to 9:00 p.m.

Organizers anticipate approximately 150 participants at this event. A noise permit will be issued by the Police Department for the event. To ensure the neighboring businesses have been notified of the event plans, organizers have gone door-to-door to obtain signatures from affected business representatives. The Main Street Cultural District has expressed its support of the event.

ALTERNATIVES:

1. Approve the requests as indicated above, including the street closure, parking closure and suspension of parking enforcement, and Temporary Obstruction Permit.
2. Do not approve the requests.

MANAGER’S RECOMMENDED ACTION:

This event is a family-friendly activity sponsored by a local non-profit organization to raise awareness of childhood cancer and mental health issues. The event organizers have notified affected business owners about the street and parking closure.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the requests as indicated above, including the street closure, parking closure and suspension of parking enforcement, and Temporary Obstruction Permit.



September 18, 2015

Mayor and City Council
City of Ames
515 Clark Ave
Ames, IA 50010

Dear Mayor Campbell and City Council,

The Main Street Cultural District (MSCD) is excited to support the Love Your Melon and Creative Counseling block party on Friday, October 2nd on 5th street between Douglas and the alleyway by the library. Both are great causes that we hope many residents will come to downtown to support on that night.

Sincerely,

Cindy Hicks
Executive Director

304 Main Street, Ames, IA 50010 515.233.3472 AmesDowntown.org

COUNCIL ACTION FORM

**SUBJECT: 2015/16 RESOURCE RECOVERY SYSTEM IMPROVEMENTS
(HVAC IMPROVEMENTS)**

BACKGROUND:

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

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

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

In an effort to improve efficiency of design and to make the project attractive for bidding, staff has bundled the two units together into a single bid package. LMV Engineering, L.C. (LMV) was previously awarded a contract in the amount of \$8,800 for engineering services to design both units. LMV has provided a construction cost estimate of \$132,000, which brings the **total estimated project cost to \$140,800**.

The first unit was included in the 2013/14 Capital Improvements Plan (CIP) as part of the Resource Recovery System Improvements program at \$85,000. The second unit was included in the 2014/15 CIP at \$22,000. Staff has identified previous CIP project savings of \$35,300, which brings **total funding for the project to \$142,300**. These funds have been rolled forward into the 2015/16 CIP projects.

This project was let for bid previously on May 7, 2015, and no bids were received. Prospective bidders did not bid on the project due to the amount of work they already had for the summer months. The new time frame for the projects should solicit improved bid responses.

ALTERNATIVES:

1. Approve plans and specifications for the 2015/16 Resource Recovery System Improvements (HVAC Improvements) project by establishing October 20, 2015 as the day of letting, and October 27, 2015 as the date for report of bids.
2. Direct staff to modify the project.

MANAGER'S RECOMMENDED ACTION:

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

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

COUNCIL ACTION FORM

SUBJECT: DELAY OF BID FOR REPLACEMENT OF HIGH SERVICE PUMP #3 AT THE WATER PLANT

BACKGROUND:

On August 25, 2015 the City Council issued a notice to bidders to replace High Service Pump #3 at the Water Plant. Since the bid package has been available, staff has received a suggestion for a bid alternate item that could provide a potential cost savings. The proposed idea seems viable, but staff would like more time to review the option and are requesting the bid opening be delayed. If the suggested alternate is acceptable, the delay in bid dates allows adequate time for staff to notify all potential bidders of the bid alternate option by addendum.

The proposed new bid date is October 14, 2015, and the public hearing would be October 27, 2015. Purchasing has contacted all plan-holders to let them know of the potential change of bid due dates.

ALTERNATIVES:

1. Set October 14, 2015 as the new bid due date and October 27, 2015, as the date of public hearing for the replacement High Service Pump #3.
2. Do not change the bid due date keeping September 23, 2015 as the bid due date and October 13, 2015 as the date of public hearing.

MANAGER'S RECOMMENDED ACTION:

Staff are requesting time to evaluate cost saving options for the replacement of high service pump #3. Delaying the bid provides staff and potential bidders adequate time to put together necessary information.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby setting October 14, 2015, as the new bid due date and October 27, 2015, as the date of public hearing for the replacement of high service pump #3 at the water plant.

COUNCIL ACTION FORM

SUBJECT: **POWER PLANT DAMPER DRIVES**

BACKGROUND:

Damper drives are the devices that position the dampers either by manual control signal or automatic control. The dampers are connected directly to the main coal burners and control the amount of primary and secondary air to the boiler.

In FY 2010/2011, the Power Plant started ordering TYPE K drives to standardize the replacement of drives that were between 29-44 years old. Staff has determined that TYPE K drives meet all of the Plant's needs. A major factor is that the drives have a very reliable service record, with very few parts that can wear. As a result, the Plant can keep inventories of spare parts to a minimum. The Power Plant has used damper drives from other manufacturers in the past, but staff has determined that the best performance has been achieved with TYPE K.

Council should note that these damper drives are sold to the end user directly from the manufacturer (OEM). One major benefit of this is the City is receiving factory direct pricing without a distributor mark-up. **Since the manufacturer distributes these drives directly, it was not possible to get multiple bids from various suppliers, as we do on other types of electrical equipment.**

The Power Plant currently needs to purchase three additional drives. These drives need to be purchased in order to reestablish better control through the balance of draft on the boilers and for the combustion air for burning of RDF and natural gas.

Staff is requesting that the City Council waive the City's purchasing policies requiring competitive bids, and award this contract to Power Specialties, Inc., Raytown, MO in the amount of \$62,583.45 (inclusive of Iowa sales tax).

Funding is available from the approved FY2015/16 Electric Production operating budget which contains \$150,000 for Auxiliary Mechanical Equipment.

ALTERNATIVES:

1. Waive the purchasing policy requirement for competitive bidding for the damper drives and award a contract to Power Specialties, Inc., Raytown, MO, in the amount of \$62,583.45 (inclusive of Iowa sales tax).
2. Continue operating the Unit's and secure competitive bids for the damper drives with replacement at a future date.

MANAGER'S RECOMMENDED ACTION:

Purchase of these damper drives insures reliable performance for the Power Plant. By purchasing the damper drives directly from this manufacturer, staff can maintain uniformity in the damper drives throughout the Plant. It is expected that this will result in lower maintenance costs and greater service efficiencies.

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

ITEM # 22
DATE: 09-22-15

COUNCIL ACTION FORM

SUBJECT: AWARD CONTRACT TO FURNISH ALUMINUM CABLE FOR THE ELECTRIC SERVICES DEPARTMENT

BACKGROUND:

This bid is for the purchase of 30,000 feet of aluminum underground cable which will replenish inventory for the Electric Services Department. This cable is kept on hand in order to ensure availability of cable and to replace failed cable quickly. Typically, this cable is used to provide service for commercial and residential applications. It is also necessary to meet the anticipated needs of the Electric Services Department for new construction and maintenance.

On August 24, 2015, a request for quotation (RFQ) document was issued to 33 firms. The RFQ was advertised on the Current Bid Opportunities section of the Purchasing webpage.

On September 3, 2015, three bids were received as shown below:

BIDDER	BID PRICE
Wesco Distribution Des Moines, IA	\$70,299.00
RESCO Ankeny, IA	\$76,398.00
Kriz-Davis Co. Ames, IA	\$85,065.00

Staff reviewed the bids and concluded that the apparent low bid in the amount of \$70,299.00 (inclusive of Iowa sales tax) submitted by Wesco Distribution, Des Moines, Iowa, is acceptable.

Due to the metal content of this product, the bidder (Wesco) included a metal escalation/de-escalation clause due to the volatile market for metal, which may adjust the price on the day the cable is ordered. While this is not an ideal situation for the City, this cable is necessary to the efficient operation of the utility.

ALTERNATIVES:

1. Award a contract to Wesco Distribution, Des Moines, Iowa, for the purchase of 30,000 feet of aluminum cable, in the amount of \$70,299.00 (inclusive of Iowa sales tax), subject to metals adjustment at time of order.
2. Reject all bids and attempt to purchase aluminum cable on an as needed basis.

MANAGER'S RECOMMENDED ACTION:

It is important to purchase aluminum cable at the lowest possible cost with minimal risk to the City. It is also imperative to have cable available to meet customer needs. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: POWER PLANT FIRE PROTECTION SYSTEM – GT1 COMBUSTION TURBINE

BACKGROUND:

On July 28, 2015, City Council approved preliminary plans and specifications for the GT1 Combustion Turbine - Generator Preaction Sprinkler System, Carbon Dioxide System and Fire Alarm Upgrade. This specific project is to hire a contractor to furnish all labor, materials, system layout and equipment for a fully operating fire protection system (including automatic preaction sprinkler system, carbon dioxide system, and fire alarm system) in the Gas Turbine No. 1 facility. The new system will protect all areas and be fully compliant with the applicable NFPA standards and all other codes, regulations and laws applicable to the work.

Bid documents were issued to eighteen 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 estimate for this project was \$400,000.

On August 26, 2015, two bids were received as shown below.

BIDDER	LUMP SUM BID PRICE
Associated Fire Protection Omaha, NE	\$145,200.00
Summit Fire Protection Urbandale, IA	\$335,136.00

Staff reviewed the bids and concluded that the apparent low bid submitted by Associated Fire Protection, Omaha, NE in the amount of \$145,200.00 (including sales tax) is acceptable.

Funding is available from the Capital Improvements Plan in the Power Plant Fire Protection System Project. There is currently \$869,526 remaining in the Final Budget Amendments from the FY14/15 budget cycle for fire suppression projects at all power generation sites. This funding will be carried over to the FY15/16 budget to cover this project.

ALTERNATIVES:

1. Award a contract to Associated Fire Protection, Omaha, NE, for the GT1 Combustion Turbine - Generator Preaction Sprinkler System, Carbon Dioxide System and Fire Alarm Upgrade in the amount of \$145,200.00.
2. Reject all bids which will delay the upgrades, which could increase the risk of extensive damage to GT1 if there is a serious fire.

MANAGER'S RECOMMENDED ACTION:

A serious fire in any one of the City's electric generation systems could force an outage. By installing a modern fire suppression system, damage due to fire can be reduced if not eliminated. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: POWER PLANT FUEL CONVERSION – AWARD OF MECHANICAL INSTALLATION GENERAL WORK CONTRACT

BACKGROUND:

In November 2013 the City Council voted to convert the City’s Power Plant from coal to natural gas. Implementing this decision requires a significant amount of engineering, installation of equipment, and modification and construction in the Power Plant.

On June 23, 2015, City Council approved preliminary plans and specifications for the Mechanical Installation General Work Contract. **This specific phase of the conversion project is to hire a contractor to perform the mechanical installation work.**

Bid documents for this project were issued to fifty-one 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 four planrooms.

On July 23, 2015, ten bids were received as shown below.

BIDDER	LUMP SUM PRICE
TEI Construction Services, Inc. Duncan, SC	\$1,572,019.00
Capital City Boiler & Machine Works, Inc. Des Moines, IA	\$1,865,450.00
8760 Service Group, LLC Sedalia, MO	\$1,987,302.68
AZCO Inc. Appleton, WI	\$2,605,750.00
Saulsbury Industries, Inc Farmers Branch, TX	\$3,157,319.00
ProEnergy Services, LLC Sedalia, MO	\$3,979,344.46
Associated Mechanical Inc. Olathe, Ks	\$4,357,738.00

BIDDER	LUMP SUM PRICE
Frank Lill and Son, Inc. Webster, NY	\$4,779,978.00
Ragan Mechanical, Inc Davenport, IA	Non-responsive
Jamar Company Green Bay, WI	Non-responsive

City staff worked with our engineering firm, Sargent & Lundy (S&L), to perform a careful and extensive evaluation of the bids. After the initial evaluation, they determined that the bids submitted by Ragan Mechanical, Inc. and Jamar Company were both non-responsive. Ragan Mechanical was non-responsive because their bid was incomplete. They did not submit Proposal Data Pages which are crucial for the bid evaluation. Jamar Company's bid was non-responsive because they did not sign their bid, which is a mandatory requirement.

City staff and Sargent & Lundy (S&L) reviewed the bids and concluded that the apparent low bid submitted by TEI Construction Services, Inc., Duncan, SC (TEIC) in the amount of \$1,572,019 is acceptable. Due to the large range of bid prices and TEI's bid amount relative to the engineer's estimate, staff and the consulting engineer have spent a great deal of time confirming that the bid meets the scope of work requested. Council should note that the bid submitted by TEIC did not include applicable sales taxes. The City will reimburse TEIC through a change order once the taxes amount becomes available.

The Engineer's estimate of the cost for this phase of the project was \$5,115,000. These costs will be covered from funding identified in the approved FY 2015/16 Capital Improvements Plan, which includes \$26,000,000 for the Unit 7 and Unit 8 fuel conversion. The overall project budget and commitments to date are summarized on page 4.

ALTERNATIVES:

1. Award a contract to TEI Construction Services, Inc., Duncan SC, for the Mechanical Installation General Work Contract in the amount of \$1,572,019.
2. Approve a contract with one of the other bidders.
3. Reject all bids and direct staff to rebid.

MANAGER'S RECOMMENDED ACTION:

This conversion is needed in order for the Power Plant to remain in compliance with state and federal air quality regulations. This major phase will provide for the mechanical work necessary to install the natural gas burners into the boilers, provide for the natural gas piping from the burners to the main Alliant pipeline, and accomplish structural modifications and valve trains.

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

PROJECT BUDGET

The overall project budget and commitments to date are summarized below. To date, the project budget has the following items encumbered:

\$26,000,000	FY 2015/16 CIP amount budgeted for project
\$1,995,000	Encumbered not-to-exceed amount for Engineering Services
\$2,395,000	Engineering Services Contract Change Order No. 1
\$174,000	Engineering Services Contract Change Order No. 2
\$3,355,300	Contract cost for Natural Gas Conversion Equipment
\$29,869	Equipment Contract Change Order No. 1
(-\$321,600)	Equipment Contract Change Order No. 2
(-\$51,000)	Equipment Contract Change Order No. 3
\$1,595,000	Contract cost for DCS equipment
\$814,920	Contract cost for TCS equipment
\$244,731	Equipment Contract Change Order No. 1 (separate item on this agenda)
\$186,320	Contract Cost for Turbine Steam Seal System
\$898,800	Contract cost for Control Room Installation General Work Contract (separate item on this agenda)
\$1,572,019	Contract cost for Mechanical Installation General Work Contract (pending City Council approval of award for this agenda item)
\$3,145,149	Contract cost for Electrical Installation General Work Contract (separate item on this agenda)
<u>\$98,560</u>	Contract cost for UPS System
\$16,132,068	Costs committed to date for conversion
\$9,867,932	Remaining Project Balance to cover miscellaneous equipment and modifications to the power plant needed for the fuel conversion



CITY OF
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MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: September 18, 2015

Subject: Contract and Bond Approval

There are no Council Action Forms for Item Nos. 25 through 29. Council approval of the contract and bond for these projects is simply fulfilling a *State Code* requirement.

/jr

COUNCIL ACTION FORM

**SUBJECT: POWER PLANT FUEL CONVERSION –
BID NO. 1 – TURBINE CONTROL SYSTEM – CHANGE ORDER NO. 1**

BACKGROUND:

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

On April 14, 2015, City Council awarded a contract to GE Energy Control Solutions, Inc., Longmont, CO for the Bid No. 1 Turbine Control System in the amount of \$814,920. **This specific phase of the conversion project is to purchase new Turbine Control Systems (TCS) for both Unit 7 and Unit 8.**

CHANGE ORDER NO. 1:

This Change Order is for the procurement of digital generator voltage regulator/ excitation control for Units 7 and 8. During the design to eliminate the analog turbine control board it was noted that replicating the voltage control in the Emerson digital control system (DCS) was not feasible for Unit 7. Replication is feasible for Unit 8 but would result in an awkward control of switches and rheostats via DCS keyboards and screens. GE has a solution eliminating the analog/manual control by installing a digital front end control system that keeps most of the hardware (transformers and rectifiers) but automatically controls voltage for synchronizing with the grid and optimizing generator voltage and vars during operation without operator intervention.

The existing systems were supplied by GE and they are the only vendor able to meet schedule due to their inherent ability to integrate the digital control to their hardware. Emerson offered a \$495,000 solution because they could not integrate and had to supply entire excitation systems, not a digital front end only.

The total cost of Change Order No. 1 is \$244,731.

PROJECT COST HISTORY:

The engineer's cost estimate for procurement of the equipment covered by this contract was \$1,064,728. **With this change order, the total costs for the Turbine Control Systems within the project will be increased to \$1,059,651.**

Overall, the total project dollar amount committed to date (inclusive of this Change order No. 1) is \$19,675,049. The approved FY 2015/16 Capital Improvements Plan includes \$26,000,000 for the Unit 7 and Unit 8 fuel conversion. The project budget to date is shown on page 3.

ALTERNATIVES:

1. Approve contract Change Order No. 1 with GE Energy Control Solutions., Longmont, CO for the Bid No. 1 Turbine Control System in the amount of \$244,731.
2. Reject contract Change Order No. 1 which will result in poor integration of the control for Unit 8 and will require keeping the manual control for Unit 7.

MANAGER'S RECOMMENDED ACTION:

The Power Plant's existing generator analog voltage controls should be upgraded to integrate and operate properly with the turbine and plant digital controls. Since this a control upgrade future hardware replacements can be phased in at a later date or upon failure for use with these controls.

This change order is needed in order to proceed with the elimination of the existing turbine generator control board.

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

PROJECT BUDGET

The overall project budget and commitments to date are summarized below. To date, the project budget has the following items encumbered:

\$26,000,000	FY 2015/16 CIP amount budgeted for project
\$1,995,000	Encumbered not-to-exceed amount for Engineering Services
\$2,395,000	Engineering Services Contract Change Order No. 1
\$174,000	Engineering Services Contract Change Order No. 2
\$3,355,300	Contract cost for Natural Gas Conversion Equipment
\$29,869	Equipment Contract Change Order No. 1
(-\$321,600)	Equipment Contract Change Order No. 2
(-\$51,000)	Equipment Contract Change Order No. 3
\$1,595,000	Contract cost for DCS equipment
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\$3,145,149	Contract cost for Electrical Installation General Work Contract (separate item on this agenda)
<u>\$98,560</u>	Contract cost for UPS System
\$16,132,068	Costs committed to date for conversion
\$9,867,932	Remaining Project Balance to cover miscellaneous equipment and modifications to the power plant needed for the fuel conversion

COUNCIL ACTION FORM

SUBJECT: COMPLETION OF NORTH DAKOTA WATER TOWER DEMOLITION

BACKGROUND:

The North Dakota Avenue Water Tower was constructed in 1962. In 2003, the City's drinking water distribution system was divided into two pressure zones. Unfortunately, the North Dakota tower was not at an elevation to be of beneficial use to the City after the two pressure zones were created. The tower has not been used for water storage and has stood empty for the past 10 years.

On January 27, 2015, Council awarded a contract to Iseler Demolition, Inc. of Romeo, MI in the amount of \$54,770. No change orders were required, and Iseler Demolition satisfactorily completed the project for the contract amount of \$54,770. An Engineer's Certificate of Completion is attached.

ALTERNATIVES:

1. Accept completion of the North Dakota Water Tower Demolition project and authorize release of retainage to Iseler Demolition, Inc. in accordance with the contract documents.
2. Do not accept completion of the project at this time.

MANAGER'S RECOMMENDED ACTION:

All work for the North Dakota Water Tower Demolition project has been completed in accordance with the contract documents and the project engineer has provided a Statement of Completion. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting completion of the contract with Iseler Demolition, Inc and authorizing release of retainage in accordance with the contract documents.

COUNCIL ACTION FORM

SUBJECT: RIVER VALLEY PARK IRRIGATION PROJECT

BACKGROUND:

T&T Sprinkler Services Inc, was awarded the contract to provide all labor, equipment, and other components necessary to complete the River Valley Park Complex Irrigation Project. Council awarded the contract on February 10, 2015 in the amount of \$107,125 for the base bid and alternates #1 and #2.

ALTERNATIVES:

- 1) Accept completion of the River Valley Complex Irrigation Project Improvements in the amount of \$107,125.
- 2) Do not accept the completion of the River Valley Complex Irrigation Project Improvements in the amount of \$107,125.

MANAGER'S RECOMMENDED ACTION:

T&T Sprinkler Services Inc, has completed the work required as specified in the bid specifications. The letter of completion from the design firm EC Design, West Des Moines, Iowa is attached.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, accepting completion of the River Valley Complex Irrigation Project Improvements in the amount of \$107,125.



ERIK CHRISTIANSEN DESIGN GROUP, LTD.

Main Office
400 - 5th Street
West Des Moines, IA 50265
Phone: (515) 225-6365
Fax: (515) 225-6366

Irrigation Memorandum

To: Kyle Jacobsen

Date: 8/28/15

From: Lisa Rudish

RE: River Valley Park Irrigation Walk-Thru Site Visits 7/31/15 & 8/27/15

Attendees:

Lisa Rudish – EC Design Group, Ltd.

Kyle Jacobsen & Pat Wynja – Ames Park & Recreation

Mike & Nathan Meston – T & T Sprinkler

Field Observations:

- Reviewed overall installation on north and south fields as well as the status of the irrigation system. The system is complete and operating well. Following are our observations and comments:
 - Irrigation zones and all components are installed as per specifications and complete.
 - T & T is working with Toro to provide compatible remote/handheld radio solution for the fields as some parts have been discontinued.
 - T & T has provided Kyle and staff with training of the products and user manuals as required and per spec.
 - As-built drawings with zone numbers will be provided.



AN IRRIGATION CONSULTING & WATER MANAGEMENT FIRM

www.ecdesigngroup.com

Photos illustrate zones operating with good head-to-head coverage, installation of electric and manual valves in valve boxes and controller mounts.



Please notify the office of EC Design Group, Ltd. in writing if you feel the information above is not factual or misrepresented within 10 days or the said memo shall stand as written.

COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY FOR 3505 AND 3515 LINCOLN WAY

BACKGROUND:

This plat of survey is for the consolidation of a vacated portion of an existing alley and a boundary line adjustment for two existing properties along the north side of Lincoln Way. The existing lot configuration is shown on Attachment A, Location Map. The proposal is to consolidate the property at 3529 Lincoln Way, a vacated portion of alley, and revise the boundaries of the remaining two parcels to ultimately create two parcels for the creation of a mixed commercial and residential development that has been previously reviewed as a Major Site Development Plan for these same properties. The Major Site Development Plan has a condition requiring a boundary line adjustment to accommodate the mixed use development.

The existing two lots fronting on Lincoln Way currently share a driveway for access onto Lincoln Way. Based on the proposed new lot lines, a shared access easement is required to allow continued shared access for both parcels. The applicant has provided a blanket shared ingress and egress easement agreement over both parcels for shared access. A new driveway approach to Lincoln Way has already been constructed for the new driveway access in the same general location as the existing. Portions of the existing public sidewalk have already been replaced as well for the future development. The alley to Marshall Avenue will remain as a secondary access from the properties.

Public utility easements have been identified for the property to accommodate the future development of the site. An easement document for sanitary sewer, electric, and public utility has been submitted and reviewed by staff for recording with the Plat of Survey. Signed easements will need to be returned to staff prior to recording the plat.

Approval of this plat of survey will allow the applicant to prepare the official plat of survey, submit it to the Planning and Housing Director for review. The Director will sign the plat of survey confirming that it fully conforms to all conditions of approval. The prepared plat of survey may then be signed by the surveyor, who will submit it for recording in the office of the County Recorder.

ALTERNATIVES:

1. The City Council can adopt a resolution approving the proposed plat of survey and approve the shared access easement and sanitary sewer, electric, and public utility easement documents for the properties at 3505 and 3515 Lincoln Way.
2. The City Council can deny the proposed plat of survey if the City Council finds that the requirements for plats of survey as described in Section 23.308 have not been satisfied.

3. The City Council can refer this back to staff and/or the owner for additional information.

MANAGER'S RECOMMENDED ACTION:

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

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

**ADDENDUM
PLAT OF SURVEY FOR 3505, 3515 AND 3529 LINCOLN WAY**

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

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

The site is located at:

Owner: Turn Key Investments, LLC and Charles E. Winkleblack

Existing Street Addresses: 3505, 3515, and 3529 Lincoln Way

Assessor's Parcel #: 0905451246, 0905451245, and 0905451240

New Legal Descriptions:

Survey Description-Parcel 'A':

A part of Lots 1 and 2 in Walnut Ridge Subdivision First Addition and the East 73.74 feet of the alley in Edgewood Fifth Addition, all in the City of Ames, Story County, Iowa, more particularly described as follows: Beginning at the Southwest Corner of said Lot 1; thence N00°01'39"E, 246.80 feet to the Northwest Corner thereof; thence N00°23'07"W, 23.91 feet to the North line of said alley; thence S89°23'05"E, 73.74 feet to the Northeast Corner of said alley; thence S89°25'59"E, 337.94 feet to the Northeast Corner of said Lot 2; thence S00°17'39"E, 48.23 feet along the East line thereof; thence N90°00'00"W, 285.14 feet; thence S00°00'00"W, 221.11 feet to the South line of said Lot 1; thence N88°44'41"W, 126.76 feet to the point of beginning, containing 1.11 acres.

Survey Description-Parcel 'B':

A part of Lots 1 and 2 in Walnut Ridge Subdivision First Addition to the City of Ames, Story County, Iowa, more particularly described as follows: Commencing at the Northeast Corner of said Lot 2; thence S00°17'39"E, 48.23 feet along the East line of said Lot 2 to the point of beginning; thence S00°17'39"E, 78.02 feet to a corner of said Lot 2; thence N88°27'12"W, 104.06 feet to a corner of said Lot 2; thence S00°26'33"E, 149.91 feet to the Southeast Corner of said Lot 2; thence N88°44'41"W, 182.72 feet along the South line thereof; thence N00°00'00"E, 221.11 feet; thence S90°00'00"E, 285.14 feet to the point of beginning, containing 1.12 acres.

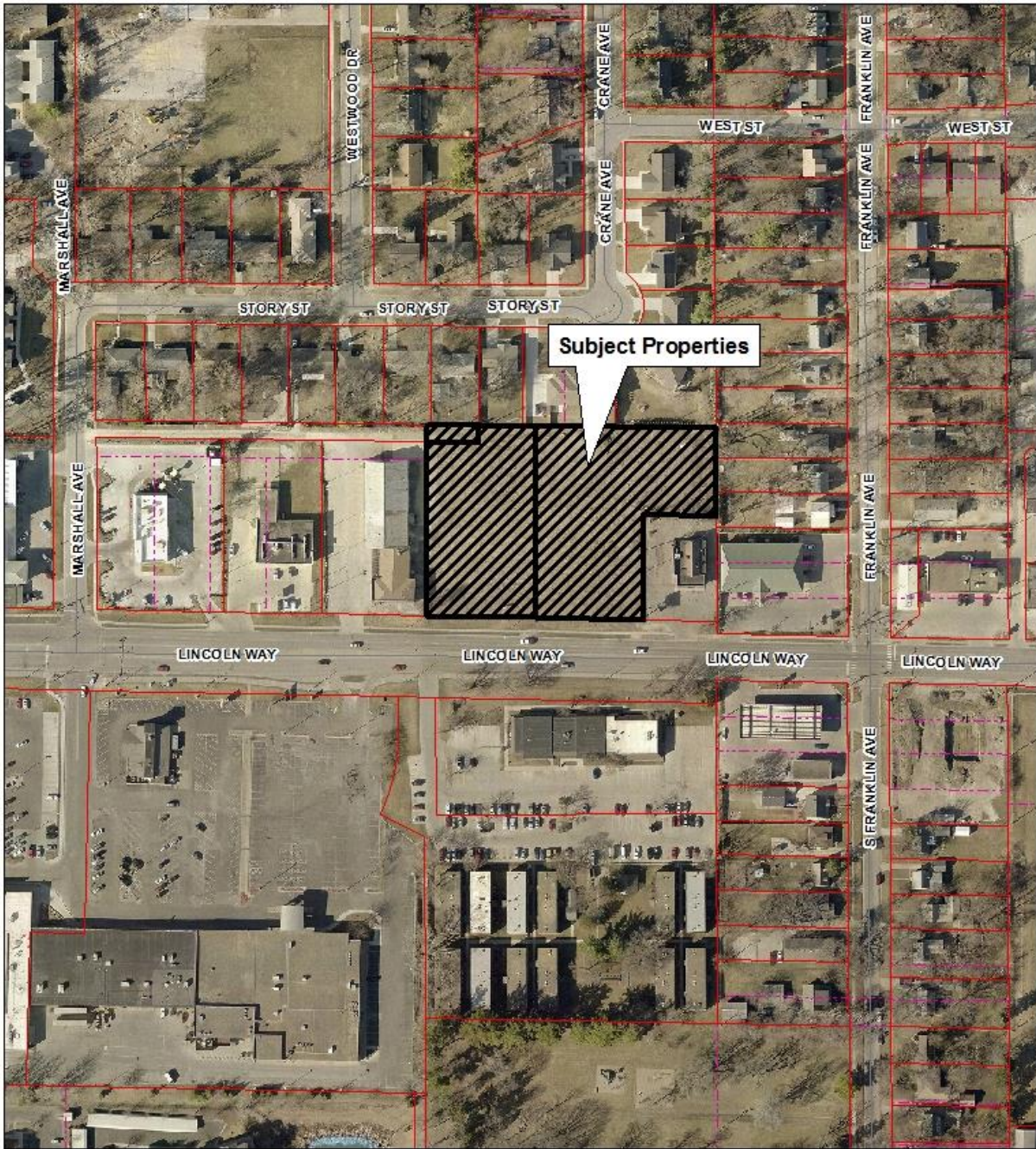
Public Improvements:

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

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

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

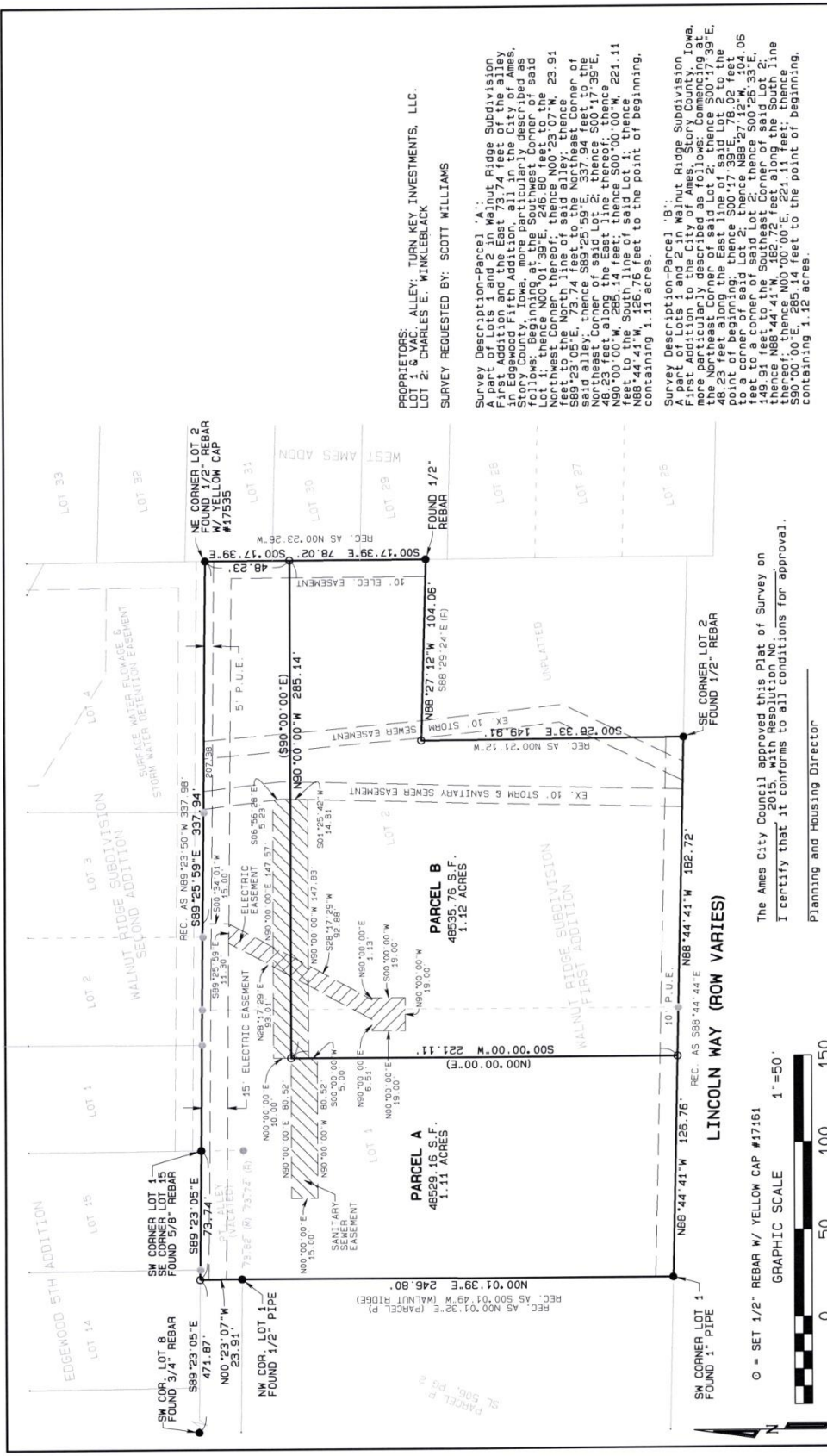
ATTACHMENT A: LOCATION MAP



Location Map
3505, 3515 and 3529 Lincoln Way



ATTACHMENT B: PROPOSED PLAT OF SURVEY



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

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



PLAT OF SURVEY
 IN LOTS 1 & 2, WALNUT RIDGE SUBD. FIRST ADDITION
 AND PART OF THE ALLEY IN EDGEWOOD FIFTH ADDITION
 CITY OF AMES, STORY COUNTY, IOWA
 JOB #16822 DATE: 9/16/15 PAGE 1 of 1

STUMBO & ASSOCIATES
LAND SURVEYING
 510 S. 11TH STREET, SUITE #102 • AMES, IOWA 50010
 PH. 515-233-3689 • FAX 515-233-4403

COUNCIL ACTION FORM

SUBJECT: LAND USE POLICY PLAN AMENDMENT OF FUTURE LAND USE MAP FOR 101, 105, 107 AND 205 S. WILMOTH AVENE AND 3316 LINCOLN WAY

BACKGROUND:

The City Council initiated a minor Land Use Policy Plan Amendment on August 11, 2015 for the subject properties and referred the item to the Planning and Zoning Commission for a recommendation (Attachment C Proposed Amendment). **The amendment is intended to create an opportunity for mixed-use commercial buildings along Lincoln Way and to allow for apartment development in the remainder of the area.** The proposed amendment shows general boundaries of land use designation for these two uses and are not meant to be a precise delineation for future development. The proposed LUPP amendment is consistent with the Council approved the Settlement Agreement from July 28, 2015 between the City of Ames and Breckenridge Group that would allow for future development of a residential use of up to 422 beds and the development of between 15,000 and 40,000 square feet of commercial development as mixed use. The property owner has also agreed to a three-story height limit for development of the site.

The 8.3 acre north parcel (205 Wilmoth) is currently designated as Low Density Residential on the LUPP map (See Attachment B), and is zoned Residential Low Density (RL). While addressed from Wilmoth, the site has an almost equal amount (430 feet) of street frontage along Lincoln Way as it does along Wilmoth. The site abuts four parcels to the northeast that are also designated as Low Density; however, they are zoned Residential High Density (RH) with the West University Impact Overlay Zone. Further to the northeast there are additional properties designated and zoned High Density Residential with frontage along Lincoln Way. The site abuts low density zoned development to the east, west and south. The parcel also abuts a newly constructed bank at the northwest corner of the site, which is designated and zoned as Highway Oriented Commercial. To the north of the site across Lincoln Way there is a split of Highway Oriented Commercial and Low Density Residential zoned land.

Staff estimates that between 2 and 4 acres of land would need to be commercial to fit required 15,000 to 40,000 square feet of commercial on the site. Attachment C illustrates the split designation of the North Parcel. The Highway Oriented Commercial Land Use designation along the Lincoln Way frontage of the property would allow the City to rezone the area to Highway Oriented Commercial and apply the newly adopted Lincoln Way Mixed Use Overlay zone.

The boundary for Highway Commercial designation also extends to the four additional

lots east of the north parcel (3316 Lincoln Way, 101, 105, and 107 S. Wilmoth). These properties are currently zoned RH, but changing the underlying land use designation does not necessitate changing the zoning from RH unless it is desirable to do so in the future.

The remainder of the land would be High Density Residential. The High Density Residential Designation is described in the LUPP as a development density exceeding 11.22 units per acre. The LUPP does not include a stated maximum density, but the corresponding zoning of RH has a limit of 38.56 units per acre. A wide variety of multiple family housing types are principally allowed with RH zoned areas under the High Density Land Use Designation.

To provide context to the size of the site and the proposed amendment with the 422 bed limitation agreed upon by the applicant, staff estimates an average of three bedrooms per unit for a total of 141 units split between 3 acres of commercial and 5.5 acres of residential. This would yield approximately 15-30 mixed use apartments above commercial and 110 to 125 stand alone apartment units. The average density for such a configuration would be 17 units per acre with a residential density of approximately 22 units per acre. **However, it must be emphasized that this is only one example of how development could occur under the proposed designations, there are many alternative configurations to this example are not actually known at this time.**

Land Use Analysis and Capacity

Analysis of the request contemplates the suitability of the specific site for the proposed residential use as well as the Goals and Policies of the LUPP (Attachment E). The proposed LUPP suitability of the particular site is evaluated through use of the RH Evaluation Tool Checklist as directed by the City Council on January 27, 2015. The RH Evaluation Tool is an evaluation of a specific site's attributes based upon the principles of the Goals and Objectives of the LUPP. The site scores high with the tool due to proximity to a variety services and access to transit. The RH Checklist as completed by Staff is included as Attachment F.

In any proposed change to the Land Use Policy Plan Future Land Use Map, the City examines the suitability of infrastructure, such as sewer and water capacity, storm drainage, and general circulation needs. In this instance, staff evaluated the expected incremental differences brought about by changes to the Highway-Oriented Commercial and High Density Residential Uses from Low and High-Density Residential. This review is based on overall system capacities and staff finds that the capacities of sanitary sewer, water, storm drainage, and traffic access are acceptable to plan for the more intense development. Any specific improvements needed for a particular development type or configuration could be identified and addressed during the rezoning, preliminary plat, or site development plan review stage.

In regards to traffic issues specifically, staff believes that reviewing localized effects of accessing the site is the highest priority for understanding the potential impacts of the mixed use development on the site. A traffic study is usually triggered

when at least 100 peak hour trips are added to the transportation network. The scope of evaluation then depends on the specific types of trips, nearby operations, and potential for project specific impacts. The proposed development of the site within the limits of the development agreement would likely exceed that 100 trip threshold and the Public Works Department would request a specific evaluation based on the potential for significant impacts from a particular project. Although we have existing traffic counts and projections for Lincoln Way operations at key intersections, we do not have specific information at Wilmoth. This means dealing with access from Lincoln Way and use of Wilmoth as a concentrated point of access for the apartments will at a minimum necessitate a traffic evaluation.

Also of importance to consider in determining LUPP map changes is the interface between adjacent uses. As Attachment C indicates the expansion of the Highway Oriented Commercial Land use is adjacent to and an expansion of commercial uses west of the subject sites fronting on Lincoln Way as well as on portions of land across Lincoln Way. The High Density Residential adjacent to the Highway Oriented Commercial is developed to the south, but still adjacent to other High Density Residential areas to the east of the subject sites. Due to the size of the site, appropriate transitions appear to be able to be incorporated into the design of the site in a manner that is consistent with other commercial areas to the west of the subject site that interface with residential properties.

Planning and Zoning Commission Recommendation The Planning and Zoning Commission considered the request at their meeting on September 2, 2015. The Commission heard from many residents from the College Creek Old Ames Middle School Neighborhood Association. The neighborhood comments focused around concerns regarding increased density in the neighborhood, the need for more owner-occupied single-family homes in the community, concern for increased traffic, noise, littering, and quality of life issues for the existing residents. One speaker expressed an interest in making this a successful infill housing project that adds quality and character to the city. The Commission expressed concern over the lack of design guidelines for this type of development for the area, noting that a mixed-use development could be good for this location along Lincoln Way provided it is done carefully with positive integration with existing development in the area. After much discussion the Commission voted 6-0 to recommend the City Council approve the LUPP amendment to HOC and RH for the properties as shown in the staff report.

ALTERNATIVES:

1. The City Council can approve an amendment to the LUPP Future Land Use Map to designate the area along Lincoln Way for the properties located at 101, 105, 107 and 205 S. Wilmoth Avenue and 3316 Lincoln Way as Highway Oriented Commercial and the remaining area of the site designated as High Density Residential as shown in attachment C, proposed LUPP Map.

2. The City Council can approve an alternative configuration of land use designations.

The Council would choose this request if it determines that the Highway Oriented Commercial or Residential High Density land Use designations does not comply with the criteria of the Land Use Policy Plan for the use or location of the proposed designations on the site.

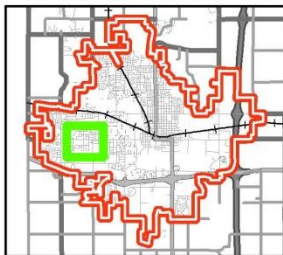
3. The City Council can refer this request back to staff for more information.

CITY MANAGER'S RECOMENDATION:

The RH Checklist attempts to address the issues of suitability with the level of information available at the time of a requested LUPP change or with a specific request with a rezoning. The checklist is not meant to be dispositive on the merits of a requested LUPP amendment. It does highlight the positive and negative aspects of a site for further assessment and consideration of City priorities to allow flexibility for individual situations. In this case the checklist shows as an existing infill opportunity since the site is able to be served with existing infrastructure and access to existing transit and pedestrian trail networks. The site scores high on the tool because of its proximity to a variety of daily services (commercial, parks, etc.) and employment centers including ISU campus. The site also scores high on the ability for economic development with the opportunity for a mixed use development type on the property. Individual site layout and design issues will have to be considered in more depth when site plan are available.

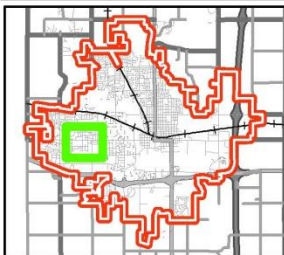
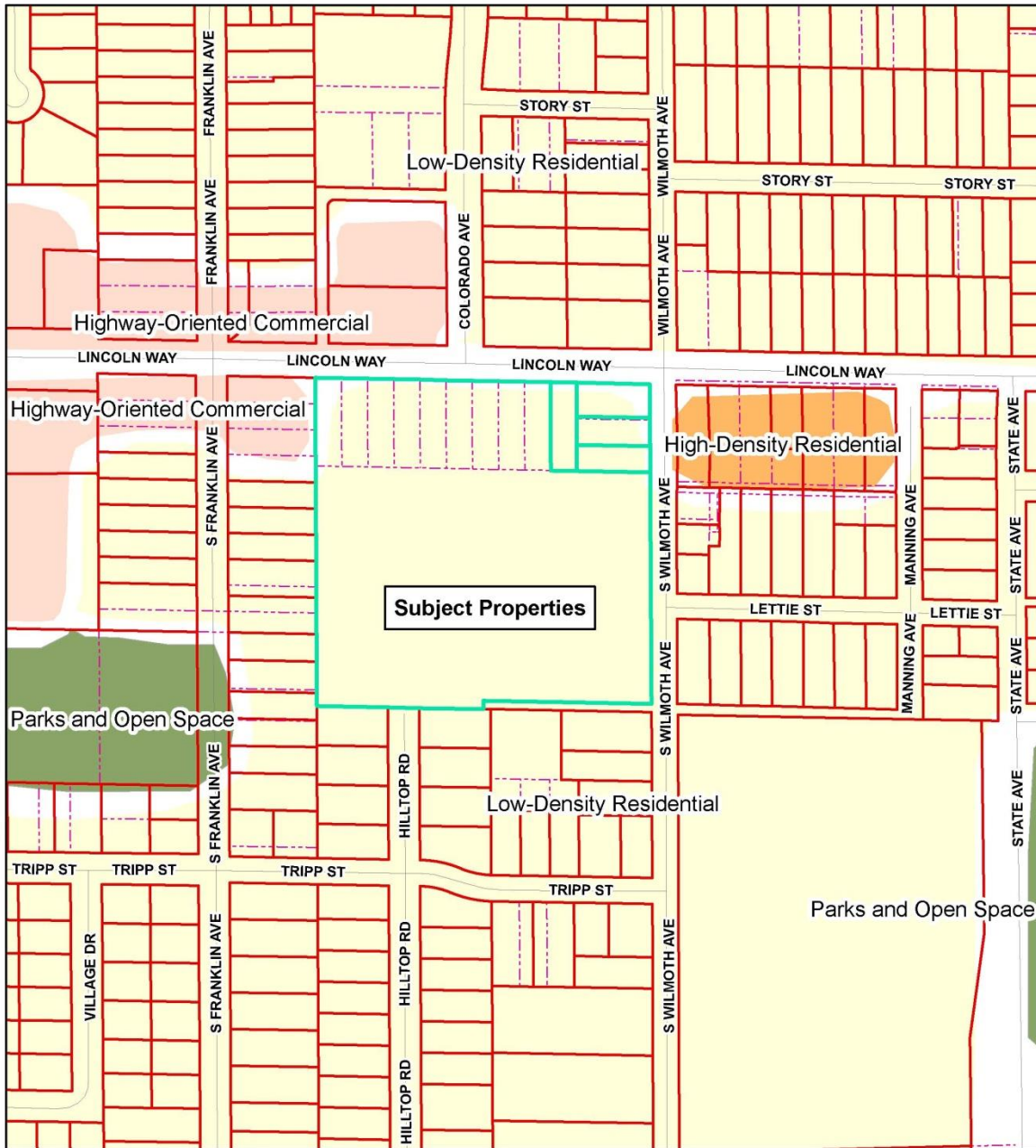
Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, which is to amend the LUPP Future Land Use Map to designate the area along Lincoln Way for the properties located at 101, 105, 107 and 205 S. Wilmoth Avenue and 3316 Lincoln Way as Highway Oriented Commercial and the remaining area of the site designated as High Density Residential as shown in attachment C, proposed LUPP Map.

ATTACHMENT A
Location Map



Location Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way

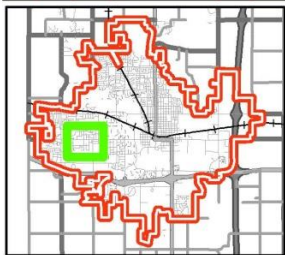
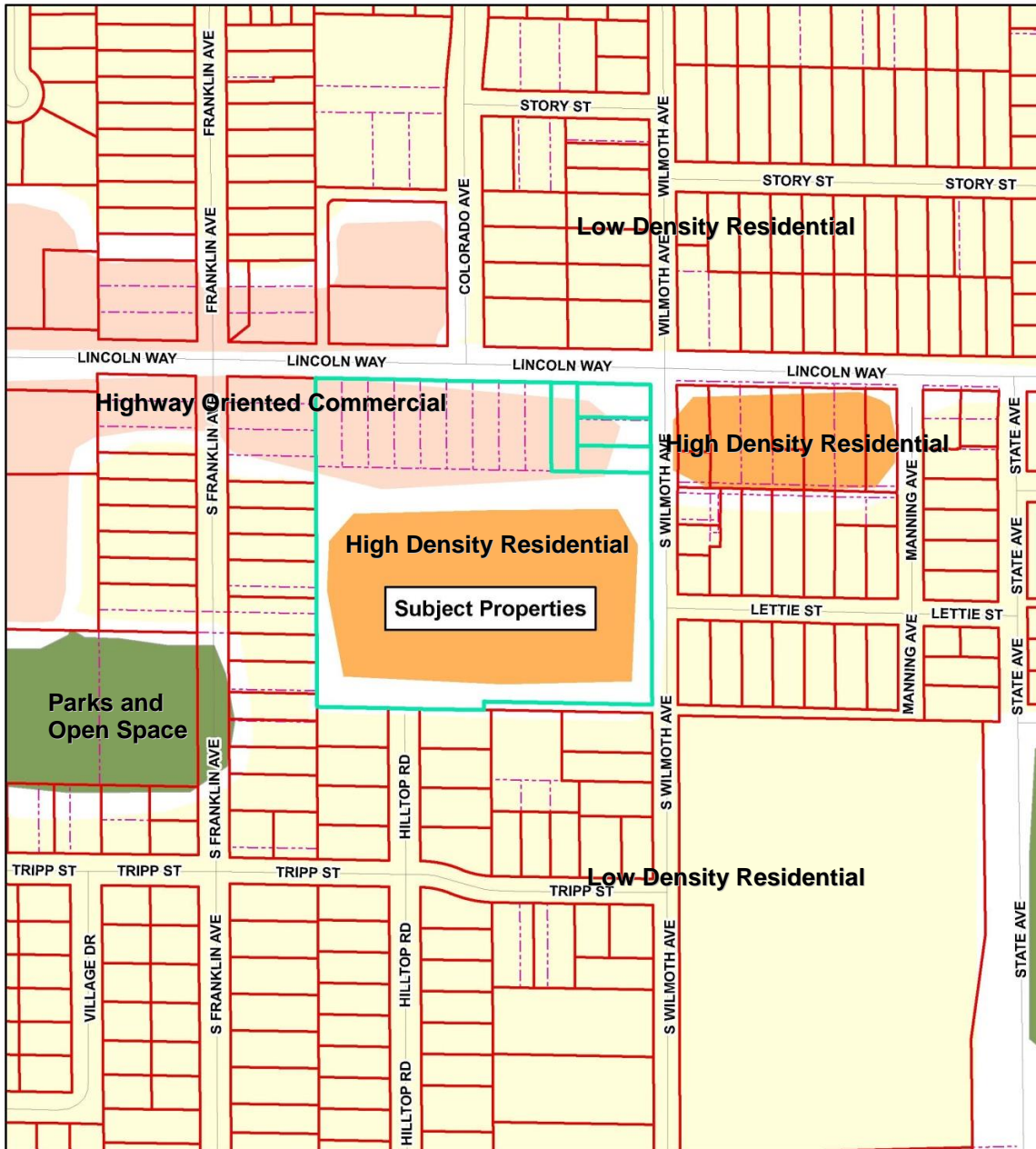
ATTACHMENT B
Existing LUPP Map



Existing LUPP Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way



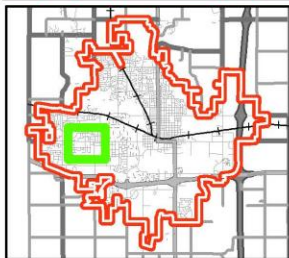
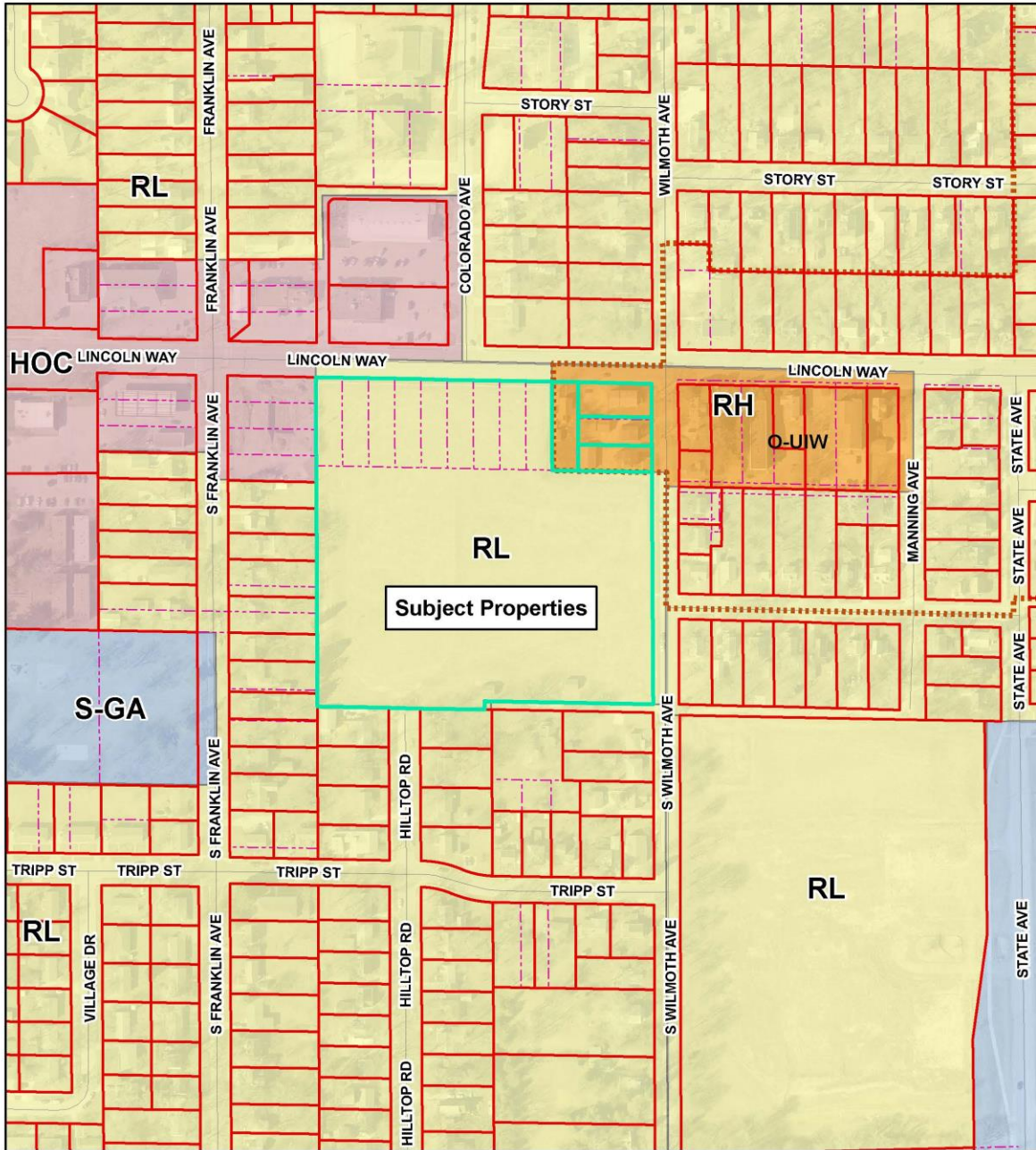
ATTACHMENT C
Proposed LUPP Map



Proposed LUPP Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way



ATTACHMENT D
Existing Zoning Map



Existing Zoning Map
101, 105, 107 and 205 S. Wilmoth Avenue
and 3316 Lincoln Way



ATTACHMENT E
Pertinent LUPP Goals

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

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

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

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

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

ATTACHMENT F
RH Site Evaluation Matrix

RH Site Evaluation Matrix	Project Consistency		
	High	Average	Low
Location/Surroundings			
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		
Site			
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	
Housing Types and Design			
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
Continued next page...			

Transportation			
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.	X		
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		X	
Pedestrian and Bike path or lanes with connectivity to neighborhood or commute	X		
Roadway capacity and intersection operations (existing and planned at LOS C)		X	
Site access and safety		X	
Public Utilities/Services			
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.		X	
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		X	
Investment/Catalyst			
Support prior City sponsored neighborhood/district investments or sub-area planning			X
Creates character/identity/sense of place			X
Encourages economic development or diversification of retail commercial (Mixed Use Development)	X		

COUNCIL ACTION FORM

**SUBJECT: AMES MIDDLE SCHOOL, PLAT 3 – MINOR SUBDIVISION FINAL
PLAT**

BACKGROUND:

The Ames Community School District is requesting approval of a Final Plat for a Minor Subdivision for property located at 3915 Mortensen Road (See Attachment A). This approval would allow for creation of two new lots west of the new Dotson Drive extension. It is the intent of the School District to sell the two new lots (Lot 2 and 3) for future residential development.

The proposed Final Plat divides Lot 1 of Ames Middle School 2003, Plat 2 into three lots in the Special Government/Airport (S-GA) zoning district (See Attachment B). Lot 1 will include 81.52 acres and include the existing Ames Middle School. Lot 2 and Lot 3 (4.13 and 2.20 acres) will be vacant lots for future residential development west of the new Dotson Drive extension. Frontage improvements exist along Mortensen Road for Lot 1 and along Dotson Drive for new lots 2 and 3. Also as part of the plat, Lot A, Dotson Drive, once approved by City Council will be dedicated to the City for public right-of-way as noted on the Plat.

A Minor Subdivision allows for the filing of a Final Plat without the need of a Preliminary Plat. This is permitted when the subdivision does not require installation of public infrastructure, with exceptions of sidewalks which may be deferred, and when there are less than three lots created by the plat. In this case a Preliminary Plat was approved on February 10, 2004, Resolution #04-041, which already included the extension of Dotson Drive and the public improvements that would be capable of serving Lots 2 and 3 satisfying standards for a Minor Subdivision. In the original 2004 Plat, the area west of Dotson Drive was shown as an Outlot with a slightly different configuration of the Dotson Drive extension. A development agreement also had been approved for the timing of the Dotson Extension and other property and development related issues.

Dotson Drive Improvements are related to the original development agreement obligation to extend Dotson Drive, as well as to the new request of platting Lots 2 and 3 and the Minor Subdivision improvement criteria of the Chapter 23 Subdivision Code.

Shared Use Path:

The applicant and their engineering consultant met with City staff in August of 2013 (preliminary design meeting) and October of 2014 (sketch plan meeting) to receive direction on the final plat process and completion of Dotson Drive. **During both meetings, City staff advised the School District that an extension of the existing shared use path on Dotson to the College Creek/Cochrane Parkway trail was**

necessary with the platting of the property to connect the existing shared use path and trail. (See Attachment E) The key issue before the City Council, at this time, is whether or not an 8-foot shared use path will be required along the Dotson Drive extension.

The School District has not constructed an 8-foot path, but instead built a 6-foot sidewalk along the east side of Dotson Drive. The School District believes that staff approved not building the 8-foot path when a response to an email in November 2014 explained that certain infrastructure is “requested” versus “required”. (Attachment F). The context of the email for staff was that certain improvements are mandatory in the Subdivision Code while others are normal requests of developers related to approval of a subdivision. Even after the November 2014 email, staff believed that the School District had accepted constructing the construct the path.

Despite the District’s belief that the City approved preliminary public improvement plans for the project, staff only provided comments to the preliminary plans. **In fact, when the staff reviewed those preliminary public improvement plans, those plans did not include specifications or details for a shared use path or sidewalk along the east side of Dotson.** After the project was bid and prior to construction, the School District and City staff held a preconstruction meeting, as is normal for street projects. However, staff did not review the final bid plans put out by the School District prior to their bidding the project.

The School District then constructed Dotson Drive this past summer. Upon inspection for acceptance of the improvements, Public Works noted that a six-foot sidewalk had been constructed rather than an eight-foot shared use path. Staff then contacted the School District to discuss how to complete a shared use path. **The School District has reviewed options on the east and west sides of the street, but does not believe it is a requirement that must be done for approval of the Minor Subdivision request. The School District requests that City Council accept the six-foot sidewalk as built.**

Relevant Code Requirements:

Section 23.403(14) of the Municipal Code requires sidewalks on both sides of most streets at a minimum width of five feet. (See Attachment D) In addition, Section 23.403 (14) (d) allows the City Council to require an 8-foot wide sidewalk rather than a 5-foot sidewalk when serving a school site. **Therefore, it is ultimately the City Council’s prerogative to decide if a wider shared use path is required.**

In most situations, the School District’s installed improvements on the east side of Dotson would satisfy this section of the Municipal Code. **However, in this instance the installed sidewalk does not extend an 8-foot shared use path along the southern portion of Dotson Drive that was previously constructed by the District, and does not match the existing shared use path along the College Creek Trail that bisects this area.**

When it became evident that a sidewalk was constructed, rather than a shared use path, staff identified two options to widen the existing 6-foot walk. Due to issues of constructability and conflicts with other facilities, it may be easier to widen the 5-foot sidewalk on the west side of Dotson rather than widening the 6-foot sidewalk on the east side. A very rough estimate of costs for widening on the west side of the street is \$20,000, while widening on the east side is \$40,000 and potentially more due to additional grading needs.

Sidewalk Westside of Dotson (north of College Creek)

A five-foot sidewalk has been built on the west side of Dotson up to just beyond College Creek. However, the development agreement requires completion of the sidewalk to the north boundary of the school property by the School District. In addition, the development agreement requires the School District to install the remaining portion of the sidewalk within two years of the South Fork construction of Dotson to the north, which was completed in 2014.

In this circumstance, the subdivision standards allow for deferral of sidewalk construction with security for its installation. Therefore, completing the sidewalk consistent with the development agreement, which acts as the security, can be found consistent with the Minor Subdivision standards for sidewalk installation and can be approved as a final plat.

Easements:

A Conservation Easement boundary to protect the natural area surrounding College Creek was created for the Ames Middle School 2003 Plat and approved by City Council on March 23, 2004 (Resolution # 04-098). An easement document to identify the terms and allowances within the identified protected area of College Creek had never been created. Therefore, a formal easement document has been prepared to clarify the allowances and agreements for the easement area. Language for the easement was adapted from an existing conservation easement further west along the College Creek protection area. The signed Conservation Easement Agreement has been submitted for Council approval for all three of the proposed new lots.

As part of the new lot layout and Dotson Drive extension, a portion of the existing public trail will be vacated and a new easement extended over the newly constructed area of the trail provided by the School District. The plat notes the area that will be vacated and that a new signed public trail easement has been submitted for approval by the Council.

ALTERNATIVES:

1. The City Council can approve the Minor Final Plat for Ames Middle School, Plat 3, and accept the conservation easement and public trail easement with the Dotson Drive improvements as now constructed.

This is the School District's requested action, which is based on their understanding that they would not be "required" to build a shared use path. This alternative would accept a 6-foot wide sidewalk as the connection between two trail segments. With this option the School District would still need to complete

the west side Dotson sidewalk consistent with the development agreement.

2. The City Council can require the installation of an 8-foot wide sidewalk as provided under Section 23.403(14)(d) of the Municipal Code.

To accomplish this alternative, the Council can delay approval of the Minor Final Plat for Ames Middle School, Plat 3, and direct the School District to either construct the widened 8-foot sidewalk on either side of Dotson, or enter into a sidewalk deferral agreement for the construction of the path on either side of the Dotson.

The Deferral Agreement would allow Council approval of the Minor Final Plat while awaiting completion of the path. The timeframe for installation of the sidewalk would need to be agreed upon between Council and the District.

In order to expedite this alternative, Council could hold a special meeting prior to its next regular meeting as soon as the deferral agreement is prepared and approved by the District. With this option the School District would still need to complete the west side Dotson sidewalk consistent with the development agreement.

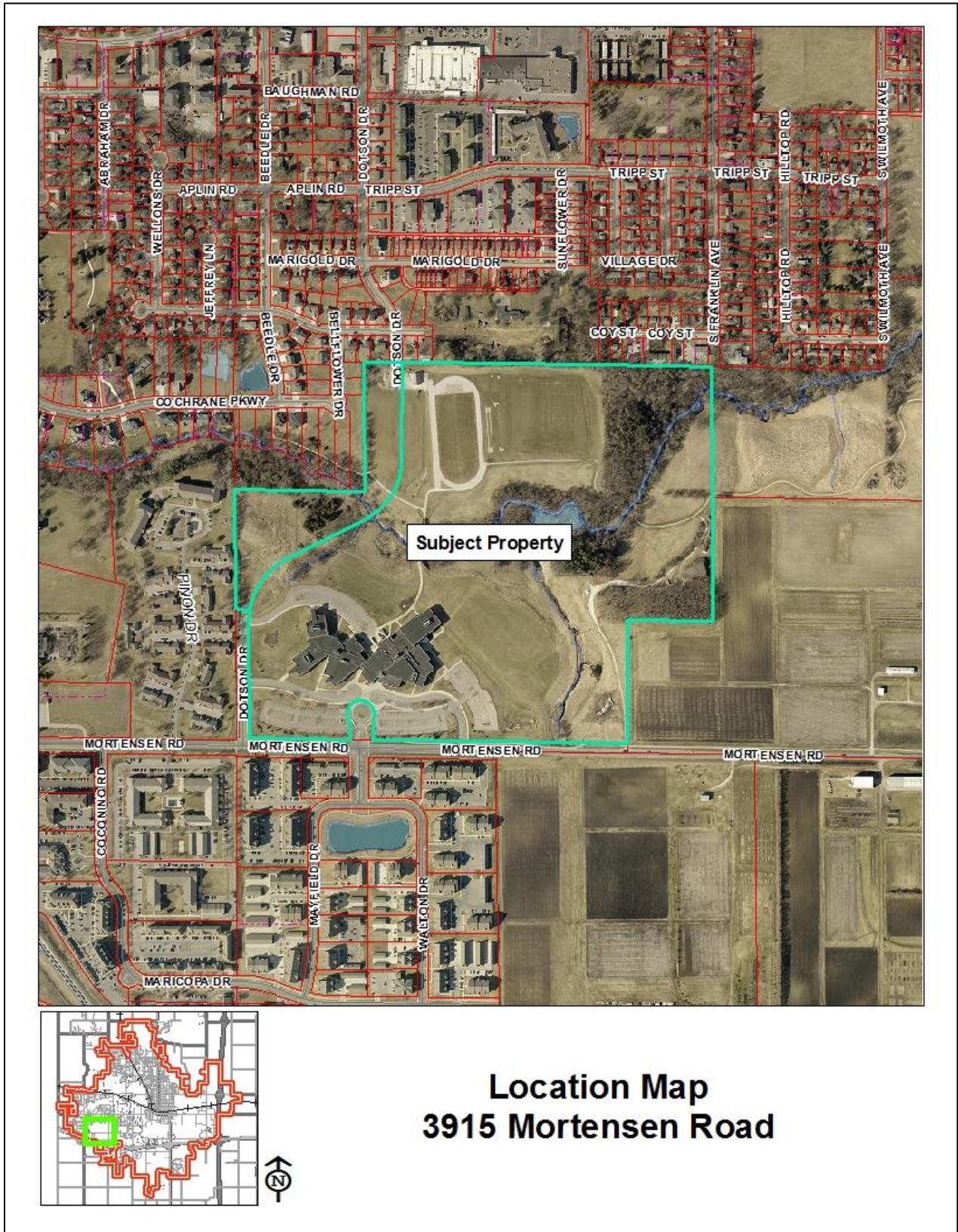
3. The City Council can approve the Minor Final Plat for Ames Middle School, Plat 3; accept the conservation easement and public trail easement with the Dotson Drive improvements as now constructed. However, rather than exercise its authority to require a shared use path serving the Middle School, the City Council could ask the School District to voluntarily install a shared use path on either side of Dotson.

Rather than exercise the Council's authority to mandate installation of a shared use path, under this alternative it is hoped that the District would recognize the importance of the shared use path connection to the middle school students, as well as to the broader community, and would construct the shared use path. With this option the School District would still need to complete the west side Dotson sidewalk consistent with the development agreement.

CITY MANAGER'S RECOMMENDED ACTION:

It is unfortunate that there was a misunderstanding between the parties regarding the installation of a shared use path along Dotson Drive. Three alternatives have been identified to help Council deal with this final issue. If the Council is willing to accept the newly constructed 6-foot sidewalk in place of a wider, shared use path connection, then Alternative #1 should be supported. If the Council believes that a wider shared use path fulfills the Council's multi-modal goals and better serves the needs of the school and the community at large, then Alternatives #2 or #3 should be supported.

ATTACHMENT A: LOCATION MAP



**Location Map
3915 Mortensen Road**



ATTACHMENT C APPLICABLE LAWS

The laws applicable to this case file are as follows:

Code of Iowa, Chapter 354.8 states in part:

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

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

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

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

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

Attachment D
Excerpt Subdivision Code 29.403 (emphasis added)

(14) Sidewalks and Walkways:

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

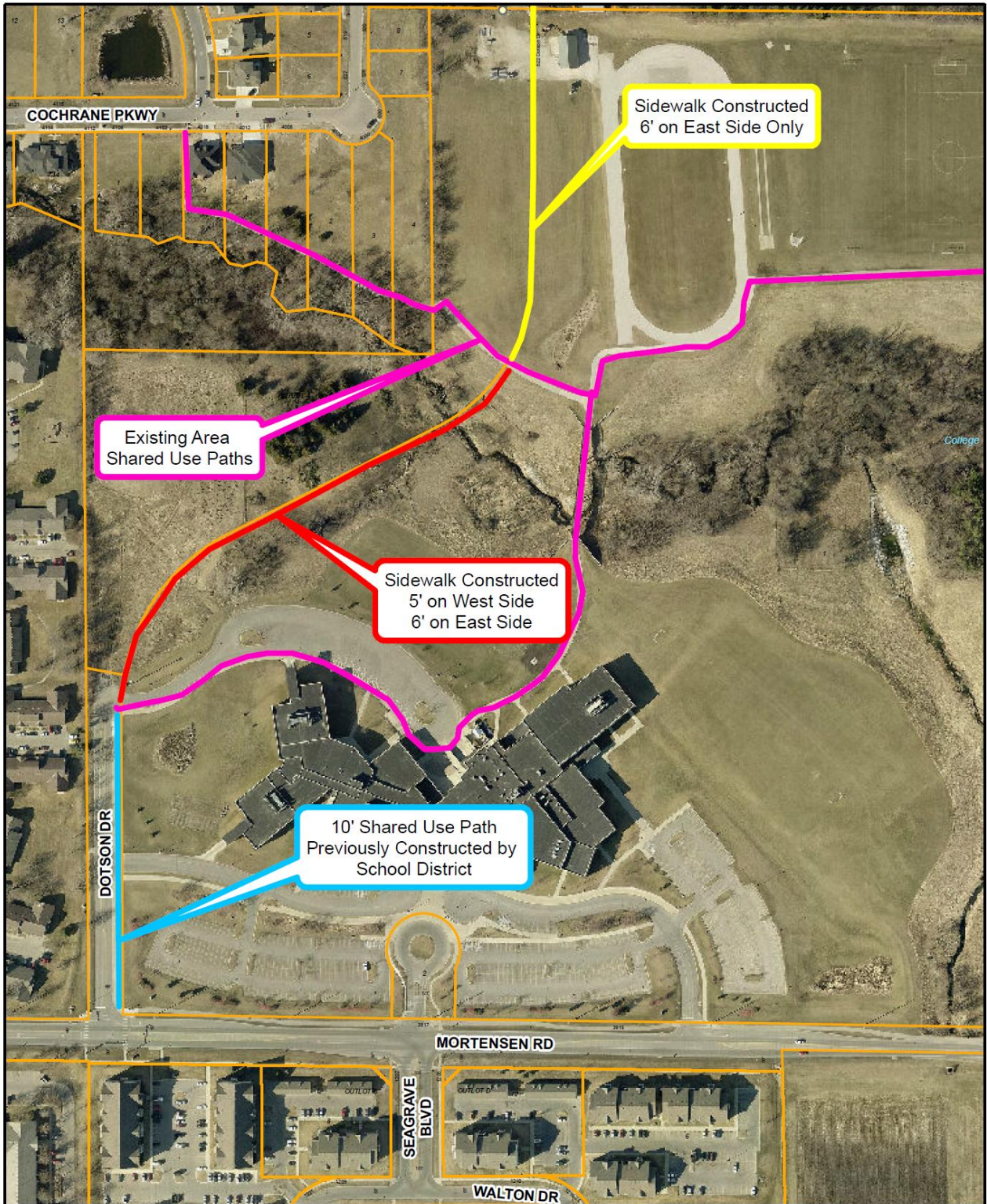
b) Exception: For any final plat for which a preliminary plat has been approved prior to January 1, 2015, the following standard shall be met: Sidewalks and walkways shall be designed to provide convenient access to all properties and shall connect to the Citywide sidewalk system. A minimum of a four-foot wide concrete sidewalk shall be installed in the public right-of-way Sup #2015-3 23-23 Rev. 07-1-15 along each side of any street within residentially and commercially zoned areas and along at least one side of any street within industrially zoned areas. Such a sidewalk shall connect with any sidewalk within the area to be subdivided and with any existing or proposed sidewalk in any adjacent area. Any required sidewalk shall be constructed of concrete and be at least four feet wide.

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

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

(15) Bikeways: A bicycle path shall be constructed in an area to be subdivided in order to conform with the Bicycle Route Master Plan adopted by the City Council. The dimensions and construction specifications of any such bicycle path shall be determined by the number and type of users and the location and purpose of the bicycle path.

Attachment E



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



Attachment E
Ames Middle School



Scale: 1 in = 250 ft
Date: 9/18/2015

Attachment F



Gerry Peters <gerry.peters@ames.k12.ia.us>

Re: Dotson Drive connection and sanitary sewer service to the north

1 message

Eric Cowles <ecowles@city.ames.ia.us>

Wed, Nov 26, 2014 at 8:57 AM

To: John Gade <jmg@foxeng.com>

Cc: Eric Thompson <elt@foxeng.com>, Gerry Peters <gerry.peters@ames.k12.ia.us>

John,

I have attached our comments, but I think most of them are already cleaned up with the QA/QC processes. I have also attached our clean out detail that we use for subdrains to be added to the plan as well as our supplemental specification, and water main testing, disinfection and notes. I have also added in our standard bid item descriptions in case you would prefer to use some of that since we will be meeting SUDAS and the supplemental specs. Might catch a couple of things in the field that would make cause for change orders.

Regarding the trail, I talked with Kelly and we are asking for the trail to be installed to complete the connection, but the requirement is only for sidewalk on both sides of the street. We still believe the trail on the east side is a good idea, but we have heard repeatedly what is "required" vs. what is "requested" and the trail on the east side appears to fall in to the requested side of the discussion. We still believe that the easement is a good idea since the general public is going over private property although it is school owned (public) property. We do require this when a development has to put sidewalk/paths on their property as a part of the development.

We will move forward with the 12" main as this will keep things consistent with the current model that we have.

Thanks!



Eric D. Cowles, P.E.
Civil Engineer II

515.239.5277 main | 515.203.0791 cell | 515.239.5404 fax

ecowles@city.ames.ia.us | City Hall, 515 Clark Avenue | Ames, IA 50010

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ITEM #: 36
DATE: 09-22-15

COUNCIL ACTION FORM

**REQUEST: PRELIMINARY PLAT FOR HAYDEN'S CROSSING
CONSERVATION SUBDIVISION**

BACKGROUND:

Hunziker Land Development Company owns a 12-acre parcel at 5400 Grant Avenue between Ada Hayden Heritage Park on the east and Grant Avenue on the west. The site is just over a ¼ mile (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 approval of a Preliminary Plat. The City annexed this land in December, 2013, and approved a rezoning request from Agriculture to Suburban Residential Low Density (FS-RL) with a Master Plan on August 25, 2015 (See *Attachment B - Zoning*). A complete analysis of the proposed preliminary plat is included in the attached addendum.

The rezoning of the site in August, 2015, included a Master Plan (See *Attachment C - Master Plan*) and Zoning Agreement defining the general arrangement of uses and conditions for development of the site. The master plan allows for single family development and identifies conservation areas. Zoning Agreement states that: 1) The Developer is responsible for frontage and intersection access improvements at the time of subdivision; 2) There is to be a single pedestrian access from the subdivision into Ada Hayden Heritage Park at the location shown on the Master Plan, and 3) The site is to include a 30-foot wide buffer of undevelopable open space to be located between the developed lots of Hayden's Crossing and Ada Hayden Heritage Park, shown on the Master Plan as "Open Space." Staff finds that the Preliminary Plat is consistent with the approved Master Plan and Zoning Agreement.

Ames Conservation Subdivision standards are part of Chapter 23 of the Municipal Code. **The intent of the standards is 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.** Development of this site is the second project to request approval under the Conservation Subdivision standards of the *Ames Municipal Code*.

The proposed subdivision layout and supporting documents satisfactorily address the subdivision conservation and improvements standards, with the exception of one issue focused on street connectivity. The proposed Hayden's Crossing layout is designed as the first half of a loop street that will extend north and return back to Grant Avenue with development of the property to the north. The loop street's design will ultimately be the only street connection through the neighborhood. The design exceeds block length goals of 600 foot intersections and, while not a dead end street, will appear to exceed

the 1,320 length once it is extended back to Grant. The developer has included a trail connection to break up the length of the street and believes that a second street connection is not needed and that the loop design avoids a long cul-de-sac.

The private trail through the common area is a unique proposal by the developer in lieu of including a cross street. The Preliminary Plat shows a shared driveway as the link to a 10-foot stormwater maintenance access and trail facility. The Preliminary Plat shows a five-foot walk then running parallel to the driveway and connecting to the street and sidewalks (Attachment L). The developer desires to only build the shared driveway and allowed for pedestrian access without a separated sidewalk (Attachment M). Staff does not support this proposal of providing no separate sidewalk connection. Staff supports Exhibit L which clearly delineates the path for pedestrians and ensures there are no obstructions of the areas with the driveway.

Planning and Zoning Commission Recommendation. On September 2, 2015, the Commission considered the Preliminary Plat for Hayden's Crossing. The Commission reviewed the overall design and the issues of street design described above. Justin Dodge, representing the Developer for the project, stated that the 5-foot wide pedestrian walkway, located in a 10-foot easement on Lot 16, is not necessary. Mr. Dodge believes that the shared driveway for Lots 15 and 16, can easily function as a continuation of the pedestrian trail. He asserted that pedestrians could use the driveway as their connection with the trail that passes through Outlot B, since the volume of vehicular traffic using the driveway will be very low, and will not pose a conflict for pedestrians using the driveway as a trail.

Another concern expressed at the meeting by the Developer is the shared expense for left turn lanes required when the Rose Prairie subdivision is developed.

Catherine Scott, 1510 Roosevelt Avenue, asked if it would be desirable to continue the crushed rock surface as in Ada Hayden Park, or some form of permeable paving throughout the subdivision, instead of using concrete for trails in the subdivision.

Commission members had concerns about the Developer's proposal to use the driveway as a continuation of the pedestrian trail, which are summarized as follows:

- How would the homeowners know that their driveways are a public share use path?
- How would those using the pedestrian trail know they are welcome to use the driveway, as part of the trail, between the houses on Lots 15 and 16?
- How would the public path be demarcated on the driveway to make it clear that the public has the right, and is invited, to walk through the space?
- It seems dangerous, and awkward, for pedestrians, bikers and vehicles to all use the shared driveway.
- A separate, distinct sidewalk would be a better long-term option than a single strip of pavement with markings.

The Commission recommended approval of the Preliminary Plat with the separated sidewalk as shown in Attachment L by a vote of 5 to 1. This recommendation included

the condition for the pro rata share for the intersection and support for the separate sidewalk along the shared driveway as recommended by the Staff. Commissioner Tillo opposed the motion to recommend approval of the Preliminary Plat by the City Council because he favors the use of a demarcated pedestrian lane driveway (as shown in Attachment M) that will serve Lots 15 and 16, while acknowledging that it would be unusual and could be confusing for people.

ALTERNATIVES:

1. The City Council can approve the Preliminary Plat for Hayden’s Crossing at 5400 Grant Avenue with the separate sidewalk along the shared driveway, with the following condition:
 - A. That the City Council approve a Developer’s Agreement to fund the pro rata share of costs of future intersection improvements necessary at the intersection of Grant Avenue and Audubon Drive.
2. The City Council can approve the Preliminary Plat for Hayden’s Crossing at 5400 Grant Avenue, with modified conditions.
3. The City Council can deny the Preliminary Plat for Hayden’s Crossing at 5400 Grant Avenue, by finding that the preliminary plat does not meet the requirements of Section 23.302(3)(b) or Section 23.603 of the Ames Municipal Code and by setting forth its reasons to disprove or modify the proposed preliminary plat as required by Section 23.302(4) of the Ames Municipal Code. Code sections are found in *Attachment N – Applicable Subdivision Law*.
4. The City Council can defer action on this request to no later than October 2, 2015 and refer it back to City staff and/or the applicant for additional information.

CITY MANAGER'S RECOMMENDED ACTION:

The Hayden’s Crossing Preliminary Plat demonstrates how the development will carry out the low-impact policies and techniques required by the Conservation Subdivision and will thus protect the quality of surface water flowing into Ada Hayden Lake, as was envisioned when the park land was acquired.

The Hayden’s Crossing Subdivision will carry the native landscaping characteristic of the park into the residential area up to more than 80% of the lots. It will include an integrated pedestrian and bicycle path system through and connected to the park’s system. It will also provide sites for 20 new homes in the community.

The Preliminary Plat for Hayden’s Crossing is consistent with the approved master plan and zoning agreement in many respects in terms of general distribution of homes and the density of development. The access points, circulation system, conservation areas and open space are also consistent with the Master Plan

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1 approving the Preliminary Plat for Hayden's Crossing at 5400 Grant Avenue with the separated sidewalk connection (as shown in Attachment L) and a condition to share the cost of the Grant Avenue and Audubon Drive intersection.

ADDENDUM

Project Description. The proposed Preliminary Plat (*See Attachment G - Proposed Improvements*) includes 20 lots for single-family detached homes and additional outlots for open space and future development. Individual home lots are typically between 7,000 square feet and 10,000 square feet. All lots meet minimum size requirements, and frontage requirements for the FS-RL zoning district.

There are five outlots in the proposed subdivision, which total 6.12 acres. Outlots A and B, which include 4.01 acres, will function as open space with a conservation easement placed over each outlot. On the Final Plat, Outlots A and B will include public utility and surface water flowage easements over each entire outlot, and Outlot B will serve as the location for storm water conveyance, treatment and detention, and include a storm sewer easement over the entire outlot. Outlot A also serves as open and natural space for the development with selected trees that are in good condition to be preserved as a part of the amenities of this subdivision (*See Attachment J – Natural Resource Inventory*). Outlot A also includes the trail connection to Ada Hayden Park as was agreed upon with the rezoning Master Plan.

Outlot XX is intended for use as a temporary turn-around for fire trucks, and any other emergency vehicles, until such time that Audubon Drive is extended beyond the subdivision boundary to intersect with a street (yet to be platted and constructed) to the north. Outlots YY and ZZ are reserved for future low density residential development. The developer owns the adjacent land to the north, but has not sought rezoning and subdivision approval at this time.

Lot Layout and Density. Density calculations (*See Attachment E- Typical Sections & General Notes*) have been based upon subtracting the area of all outlots and private land in the subdivision that will be dedicated to the city as public street right-of-way for Audubon Drive and Grant Avenue. With this method of subtracting out the area reserved for future development, the net density is 5.09 dwelling units per net acre. This exceeds the minimum required net density of 3.75 dwelling units per net acre of the FS-RL Zone.

Traffic and Street Connections. Grant Avenue is being rebuilt this fall as a rural collector street, designed with two travel lanes, curb and gutter, and street lights. The cost of Grant Road improvements is shared by the City and three development interests with the aforementioned Assessment District. Completion of Grant Avenue road improvements will occur by the end of this fall. Site specific access improvements are part of the individual subdivision review and not incorporated into the basic Grant Road improvements. This means that individual intersection improvements are the responsibility of each development as they occur.

It is not known, at this time, where the location of an intersection will be on Grant Avenue with the Rose Prairie Subdivision on the west side of Grant Avenue across from this site. **If the Grant Avenue/Audubon Drive intersection becomes an access point for future development west of Grant Avenue, the Developer of this**

subdivision, Hayden's Crossing, will be responsible for a pro rata share of costs related to turning lane improvements. This responsibility for costs associated with street improvements and turning lanes needs to be documented in a Development Agreement entered into between the City and the Developer of Hayden's Crossing. This is a condition of approval of the Preliminary Plat.

On-site Street Layout/Sidewalks. The developer requests approval of Audubon Drive as a loop street with an eventual connection back to Grant Avenue to the north with the future development of the abutting parcel to the north. No additional cross streets are proposed by the developer. The length of Audubon Drive in this preliminary plat is approximately 1,100 feet. The developer proposes the trail connection to split the block length up, as is required by FS-RL zoning for blocks exceeding 660 feet.

The main issue for consideration of the street layout is how the eventual loop street design meets the City's expectations for connectivity of streets. The FS zoning and the Subdivision Code standards strive for a block length not to exceed 600 feet and to ensure that streets do not exceed 1,320 feet and to minimize cul-de-sacs and dead end. The loop street concept creates one long continuous roadway that exceeds a street block standard of 1,320 feet, but itself is not a dead end street. The loop street design is not a common circulation design within Ames, which is more typically curvilinear blocks with regularly spaced intersections.

In this instance the developer believes the loop street avoids creating an undesirable public street connection within the proposed lot layout, avoids additional grading, and it helps to avoid creating a cul-de-sac at the end street. Staff believes a cross street would normally be a required component of the subdivision of this type, but in this case the loop road could be found to conform to the general site design standards of the Subdivision Code. Staff does have some ongoing concern of how connectivity is viewed in the future with subdivision proposals that minimize internal connectivity for efficiency. Staff believes the intent of the Codes is for connectivity principally, balanced with efficiency in layout.

The street width for the proposed Audubon Drive (*See Attachment G – Proposed Improvements*) meets the standard for a local residential street, that is, a 26-foot pavement width as measured from the back of the curb within a 55-foot right-of-way, accommodating parking on one side. Audubon Drive will include a 5-foot wide sidewalk on both sides of the street. The street layout also includes a mid-block crossing for pedestrians as required by FS-RL zoning when a block face exceeds 600 feet.

Pedestrian Connections. The proposed pedestrian trail is another element of the subdivision design that establishes an interconnected system of conservation areas and open space for use by the future residents of Hayden's Crossing. Sidewalks, at a width of 5 feet will be used along both sides of Audubon Drive, and along the west perimeter of the subdivision, next to Grant Avenue, to provide connectivity in lieu of additional trails.

A pedestrian trail connection is planned with the existing upland trail in the Ada Hayden Heritage Park. The trail is shown as extending through Outlot A of the subdivision, crossing Audubon Drive, and extending to the north boundary of Outlot B. The portion of the trail through the open space in Outlot A will have a crushed rock surface to match the trail it connects to in Ada Hayden Heritage Park.

Where the trail crosses Lots 15 and 16, a separate concrete walkway is shown on the Preliminary Plat (5 feet wide) in a 10-foot wide pedestrian easement running along the east edge of the shared driveway for Lots 15 and 16. The pedestrian trail extends through the full width of Outlot B as a 10-foot wide concrete walkway, and ends at the boundary between Outlot B and Outlot ZZ. At the time Outlot ZZ is divided into additional residential lots, the easements, the walkway and driveway planned for Lots 15 and 16 will be repeated to cross the two new lots, and connect to a street serving those lots.

There was much discussion at the Planning and Zoning Commission meeting, on September 2, 2015, concerning the design for vehicular access to Lots 15 and 16, in combination with pedestrian access through Lot 16, as a continuation of the trail that crosses through Outlots A and B. Justin Dodge, representing the Developer for the project, noted that the 5-foot wide pedestrian walkway, located in a 10-foot easement on Lot 16, is not necessary (*See Attachment L – Proposed Trail Connection, As Shown on the Preliminary Plat*). Mr. Dodge stated that the Developer believes the shared driveway for Lots 15 and 16, can easily function as a continuation of the pedestrian trail. He asserted that pedestrians could use the driveway as their connection with the trail that passes through Outlot B, since the volume of vehicular traffic using the driveway will be very low, and will not pose a conflict for pedestrians using the driveway as a trail. The Developer asserts that pavement markings could be added to delineate the pedestrian trail along the east edge of the shared driveway (*See Attachment M – Driveway/Trail Design, As Proposed by the Developer*).

Staff has communicated our concerns to the Developer about combining the pedestrian walkway and the driveway into one surface with pavement markings. It is staff's belief that the pedestrian walkway needs to be separated from the driveway to clearly differentiate the path from the driveway as a means to clearly denote the route that pedestrians and bikers are to follow, as well and to avoid a potential conflict between people parking on the shared driveway and pedestrian/bikers passing through the easement. The Developer's proposal use a solid 4-inch white line to demark the pedestrian path from the driveway appears to be a more temporary solution, without a plan and commitment for ongoing maintenance of the painted line.

Natural Resource Inventory/Conservation Areas/Open Space/Buffer. The applicant completed a natural and cultural resources inventory as required by the Conservation Subdivision standards and no significant native plant communities exist on the site, nor are there any streams, waterways or dry channels on site. (The Natural Resources Inventory is available for review at the Planning and Housing Department.) **Therefore, the conservation areas in Hayden's Crossing will be "naturalized" by establishing native plant communities, which is consistent with the conservation subdivision**

requirements. The Conservation Subdivision Ordinance requires that the combination of conservation areas and open space comprise at least 25% of the land area in the subdivision, and be a system of interconnected conservation areas and open space areas distributed throughout the development, such that a minimum of 80% of residential lots abut a conservation area, or open space. The proposed plat shows approximately 33% of the land area in the subdivision to be used as open space, and more than 80% of lots abut a conservation area/open space, which meets the minimum standard.

The Master Plan and Preliminary Plat include a conservation area and buffer along a portion of the subdivision boundary. Outlot A extends at a width of 30 feet along the east and south boundaries of the subdivision, separating Ada Hayden Heritage Park from the proposed residential lots. Outlot A also includes a 25-foot buffer width along Grant Avenue, south of Audubon Drive. Outlot B extends at a width of 25 feet along Grant Avenue between proposed residential lots and Grant Avenue, as well as between Outlot ZZ (which is planned for future residences) and Grant Avenue. These areas will be planted with a native prairie grass mixture. The Conservation Subdivision regulations require conservation areas that establish separation between external roads and residential lots be established and maintained, as a vegetated buffer area, a minimum of 25 feet in width, planted with native plant materials. Staff supports these outlot buffer areas, as the Parks and Recreation Department believes that this will provide better protection against encroachments into the park and will contribute to the health of the planting area.

The Street Tree and Landscaping Plan (*See Attachment H - Street Tree and Landscaping Plan*) portrays these naturalized conservation areas. A draft Conservation Area Management Plan has been submitted that describes these areas and how they will be established and maintained. More detail for maintenance operations may be required during the Final Plat approval process. The Developer will have initial responsibility for creating the conservation areas and the future homeowner's association will have long term management responsibilities. (The draft Conservation Area Management Plan is available for review at the Planning and Housing Department.)

Stormwater Management. One of the principles of the Conservation Subdivision is to take the approach of Low Impact Development to design the project. This means the arrangement of lots, street and stormwater management minimizes mass grading of the site, minimize impervious areas, and maximize use of natural stormwater treatment measures. The overall approach to stormwater management provides treatment and control of the peak runoff rate from the entire site by providing multiple opportunities to slow the flow of stormwater on the surface and settle out and filter out sediments, a process called the "treatment train." This system includes surface sheet flow to collecting basins, directing flow by vegetated swales, settlement areas drained by pipes and pipe outlets into vegetated swales to carry water to other basins. The system is designed for this project to take the vast majority of runoff to the centralized stormwater treatment system before it is released from the site. A small amount of water will sheet flow to the south into Ada Hayden Park, but they will be controlled to not exceed current

rates of runoff.

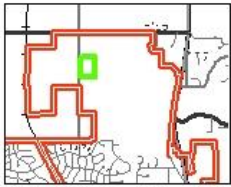
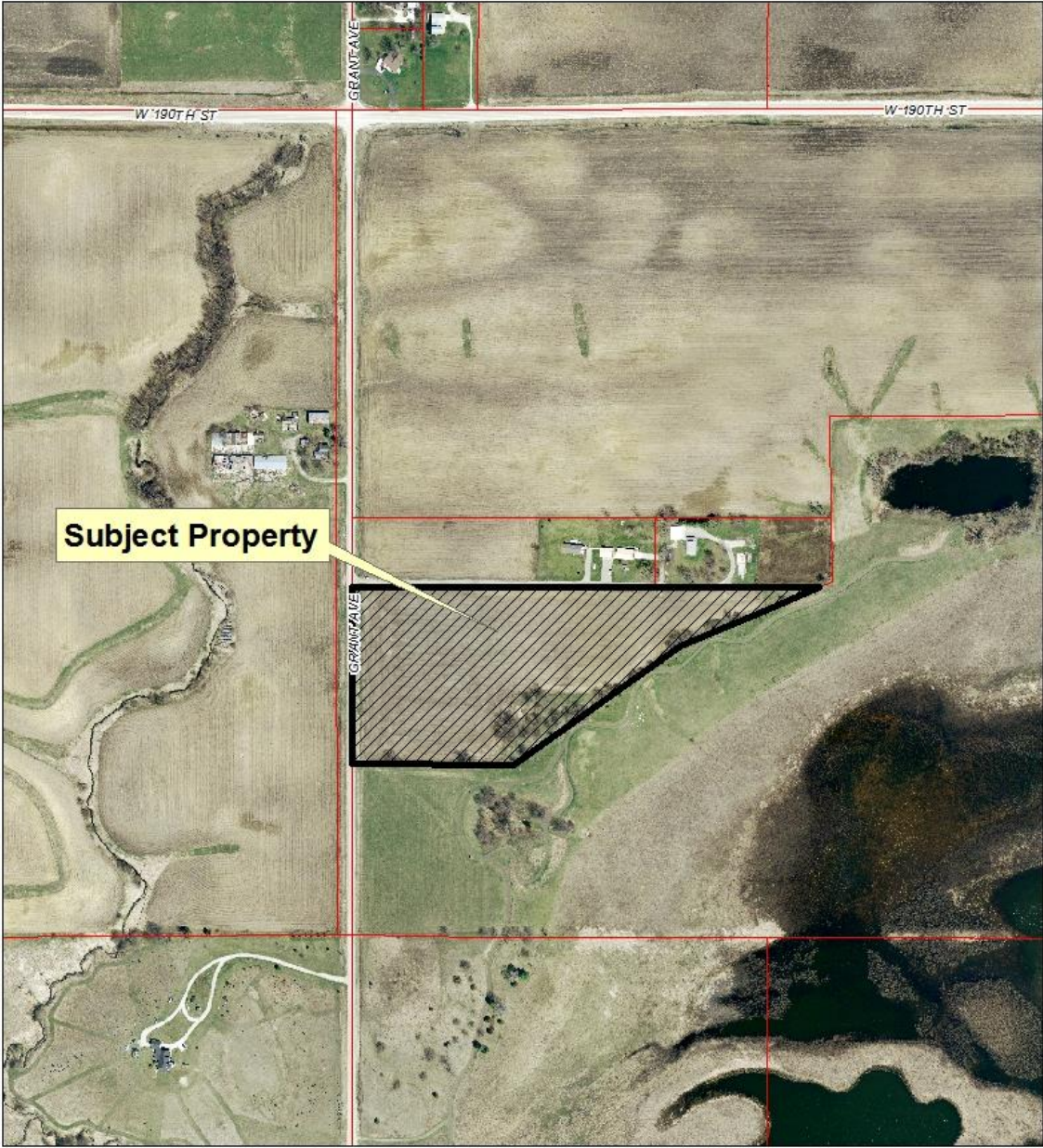
Vital to all of these stormwater management systems is the native prairie vegetation to be established that will help slow the rate of runoff and facilitate the percolation of water into the soil for natural filtration and treatment. The proposed open spaces include substantial areas of native prairie planting (*See Attachment H - Street Tree and Landscaping Plan*).

2013 Annexation Agreement. Off-site infrastructure of water, sewer, and road improvements that support the development are part of the 2013 annexation agreement for the property. An agreement was approved by owners of this subject property and other developable land parcels west of Ada Hayden Heritage Park abutting Grant Road, which established the timing and responsibility for extension of all of the urban infrastructure necessary to provide city services to the North Growth area as an assessment district (Grant Avenue paving) and connection districts (sewer and water). The installation of utilities to serve the new developments along Grant Road, and the paving of Grant Road north to 190th Street is underway at this time.

Applicable Law. Laws pertinent to the proposal are described on Attachment N. Pertinent for the City Council are Sections 23.302(5) and 23.302(6). Requirements for Ames Conservation Subdivision standards are in Division VI of Chapter 23 Subdivision Standards of the Municipal Code. Zoning standards for Suburban Residential development are contained in Article 12 of Chapter 29 of the Municipal Code.

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.

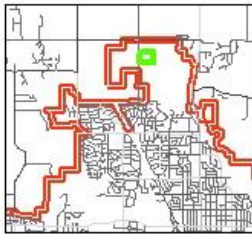
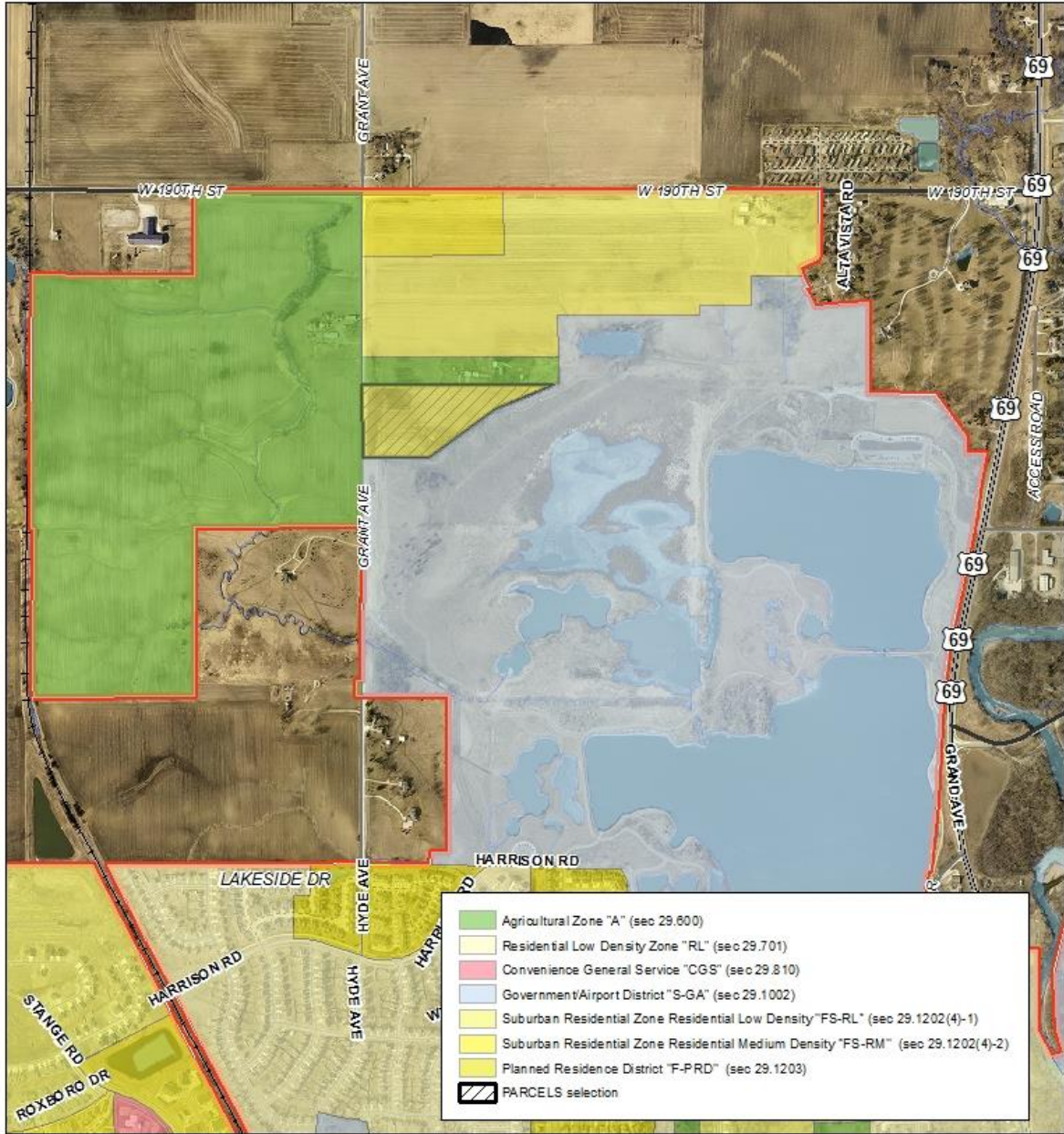
Attachment A: Location Map



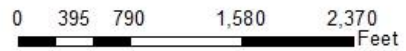
Location Map
5400 Grant Avenue



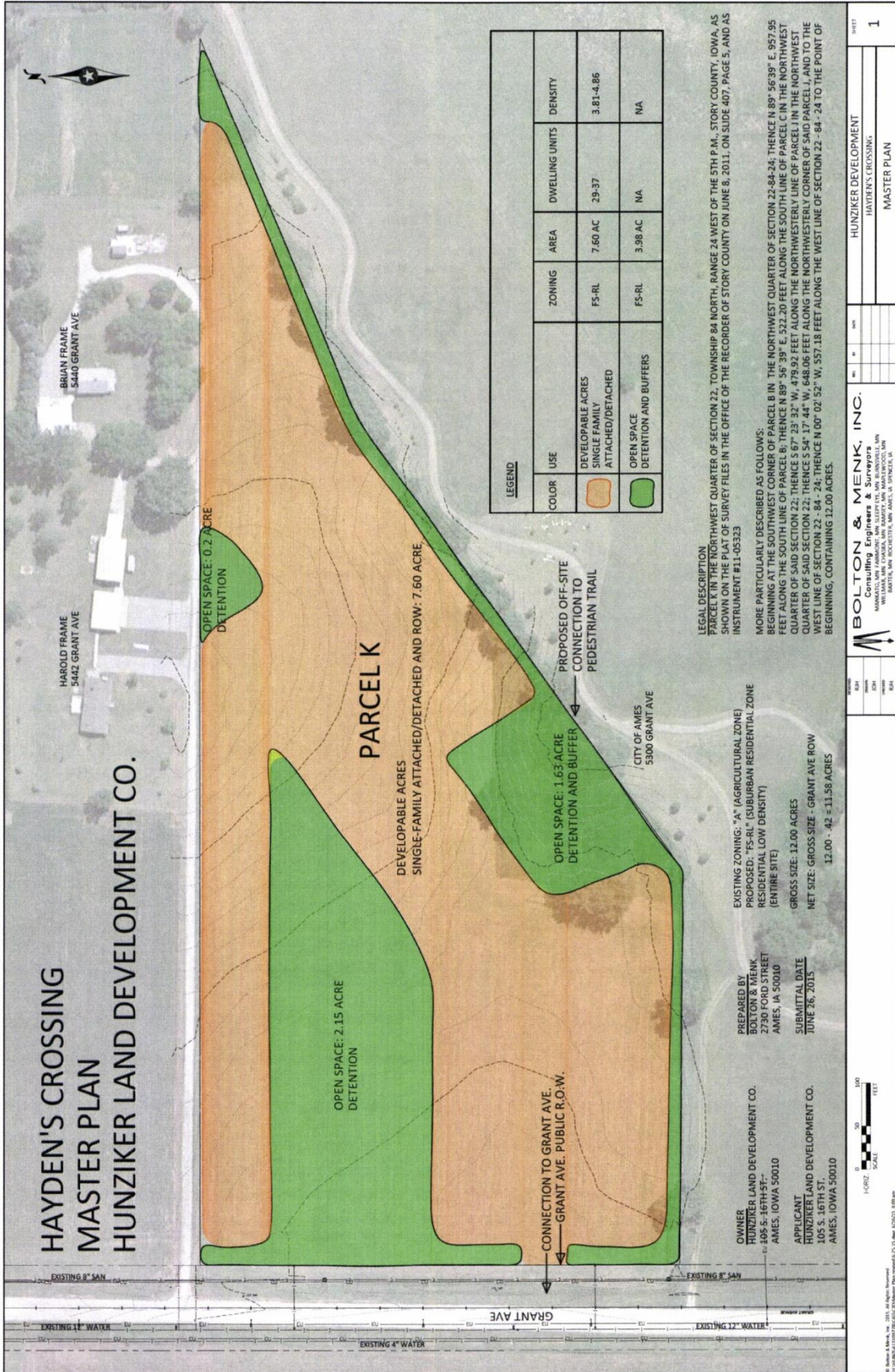
Attachment B: Zoning Map



5400 Grant Avenue



Attachment C: Master Plan



Attachment D: Title Sheet

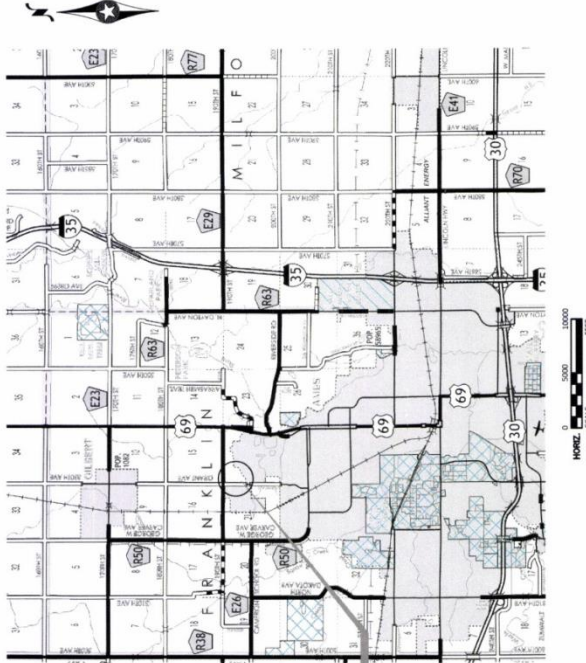
HUNZIKER DEVELOPMENT CO. CONSTRUCTION PLANS FOR HAYDEN'S CROSSING PRELIMINARY PLAT 2015

GOVERNING SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS AND THE CITY OF AMES SUPPLEMENTAL SPECIFICATIONS SHALL GOVERN.
IOWA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION", SERIES 2009 AND ALL CURRENT GENERAL SUPPLEMENTAL SPECIFICATIONS AND MATERIALS INSTRUCTIONAL MEMORANDUM SHALL GOVERN AND BE REFERENCED.

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.
MUTCD 2009 AS ADOPTED BY IOWA DEPARTMENT OF TRANSPORTATION.

LOT TABLE		LOT TABLE		OUTLOT TABLE	
LOT	Area (SF)	ADDRESS	LOT	Area (SF)	ADDRESS
1	7,981.50	2218 AUDUBON DR.	11	7,044.00	2219 AUDUBON DR.
2	8,016.13	2212 AUDUBON DR.	12	8,000.00	2213 AUDUBON DR.
3	8,019.02	2204 AUDUBON DR.	13	8,000.00	2207 AUDUBON DR.
4	8,677.63	2124 AUDUBON DR.	14	6,372.61	2125 AUDUBON DR.
5	9,944.13	2120 AUDUBON DR.	15	8,835.79	2119 AUDUBON DR.
6	9,154.64	2030 AUDUBON DR.	16	11,927.21	2109 AUDUBON DR.
7	9,158.85	2022 AUDUBON DR.	17	8,000.00	2101 AUDUBON DR.
8	9,159.08	2016 AUDUBON DR.	18	8,000.00	2027 AUDUBON DR.
9	9,159.31	2010 AUDUBON DR.	19	8,000.00	2021 AUDUBON DR.
10	10,113.58	2004 AUDUBON DR.	20	7,990.17	2015 AUDUBON DR.

PROJECT LOCATION



OWNER
HUNZIKER LAND DEVELOPMENT
105 S. 16TH STREET STE A
AMES, IA 50010

DEVELOPER
HUNZIKER LAND DEVELOPMENT CO.
105 S. 16TH STREET
AMES, IA 50010

PREPARED BY
BOLTON AND MENK
105 S. 16TH STREET
AMES, IA 50010

SUBMITTAL DATE
JULY 29, 2015

LEGAL DESCRIPTION
PARCEL AS DESCRIBED BY A SURVEY OF RECORD DATED SEPTEMBER 13, 2005 FILED AS INSTRUMENT NUMBER 2005-11586 IN THE OFFICE OF THE STORY COUNTY RECORDER.

ZONING
EXISTING:
ALL LOTS ARE ZONED RESIDENTIAL LOW DENSITY (RS-RJ)
PROPOSED:
NO CHANGES ARE PROPOSED.

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

PRELIMINARY

GREGORY A. BROUSSARD
REGISTERED PROFESSIONAL ENGINEER
No. 1012
DATE: DECEMBER 31, 2015
PAGES OR SHEETS COVERED BY THIS SEAL: ALL SHEETS.



BOLTON & MENK, INC.
105 S. 16TH STREET, STE. A
AMES, IOWA 50010
PHONE: 563-424-1111
FAX: 563-424-1112
WWW.BOLTONANDMENK.COM

PLAN REVISIONS		APPROVED BY	MODIFICATIONS
DATE	SHEET NUMBER		

HUNZIKER DEVELOPMENT
HAYDEN'S CROSSING
TITLE SHEET

SHEET
1
OF
5

Attachment E: Typical Sections & General Notes

GENERAL NOTES

- ALL PRIVATE UTILITIES WILL BE LOCATED WITHIN PUBLIC UTILITY EASEMENTS SHOWN, OR LOCATED WITHIN UTILITY CORRIDORS PROVIDED FOR BY THE CITY'S USE OF CITY RIGHTS-OF-WAY BY RIGHT-OF-WAY USER'S ORDINANCE.
- VEHICLE PARKING WILL BE PROHIBITED ALONG THE NORTH AND EAST SIDES OF ALL STREETS. VEHICLE PARKING WILL BE PROHIBITED ALONG BOTH SIDES OF GRANT AVENUE.
- ACCESS TO INDIVIDUAL LOTS FROM GRANT AVENUE WILL NOT BE PERMITTED.
- ALL CONSTRUCTION MATERIALS, DUMPSTERS, DETACHED TRAILERS, OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY.
- OUTLOTS A & B ARE RESERVED FOR FUTURE LOW DENSITY (IF ALL RESIDENTIAL DEVELOPMENT).
- OUTLOT A INTENDED USE IS FOR EMERGENCY VEHICLES, UNTIL SUCH TIME AURORA DRIVE IS EXTENDED TO A NEW STREET INTERSECTION NORTH OF THIS SUBDIVISION. AT THAT TIME THE USE OF OUTLOT A WILL BE OPEN SPACE.
- OUTLOT B MAY BE USED FOR STORM WATER CONFORMANCE TREATMENT AND DETENTION.
- OUTLOTS A & B WILL HAVE CONSERVATION EASEMENTS OVER THE ENTIRE LOTS.
- OUTLOTS A & B MAY INCLUDE SUBDIVISION SIGNAGE.
- OUTLOTS A & B ARE TO BE OWNED BY THE HOMEOWNERS ASSOCIATION.
- OUTLOT A SHALL INCLUDE PUBLIC UTILITY AND SURFACE WATER FLOWAGE OVER THE ENTIRE LOT.
- OUTLOT B SHALL INCLUDE PUBLIC UTILITY, STORM SEWER AND SURFACE WATER FLOWAGE OVER THE ENTIRE LOT.

LOT DENSITY CALCULATIONS

TOTAL:	12.00 ACRES
ROW:	1.95 ACRES
OUTLOTS:	6.12 ACRES
ROW:	3.93 ACRES
TOTAL NUMBER OF LOTS:	20.00 UNITS
LOT DENSITY:	5.09 LOTS/ACRE

OPEN SPACE CALCULATIONS

TOTAL:	12.00 ACRES
"OPEN SPACE (OUTLOTS A & B)":	4.01 ACRES
OPEN SPACE PERCENTAGE:	33%

LEGEND

EXISTING

- CENTERLINE
- PROPERTY / LOT LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY LINE
- WATER SYSTEM
- STORM SEWER
- SANITARY SEWER
- TILE LINE
- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- GAS LINE
- FIBER OPTIC LINE
- UNDERGROUND COMMUNICATIONS LINE
- OVERHEAD UTILITY LINE
- FENCE LINE
- CITY LIMITS
- TREE LINE EDGE
- GRAVEL EDGE
- BITUMINOUS EDGE
- CONCRETE EDGE
- CURB & GUTTER

PROPOSED

- ALIGNMENT/CENTERLINE
- RIGHT-OF-WAY LINE
- WATERMAIN
- STORM SEWER
- SANITARY SEWER
- SANITARY MANHOLE NUMBER
- MANHOLE
- STORM INLET
- APRON
- WATER SYSTEM MANHOLE
- HYDRANT
- VALVE
- BEND
- TEE
- PUBLIC UTILITY EASEMENT
- STORM SEWER & STORM WATER FLOWAGE EASEMENT
- SHARED ACCESS AND STORM SEWER EASEMENT
- PEDESTRIAN EASEMENT

PROJECT: HUNZIKER DEVELOPMENT

DISTRICT: HAYDEN'S CROSSING

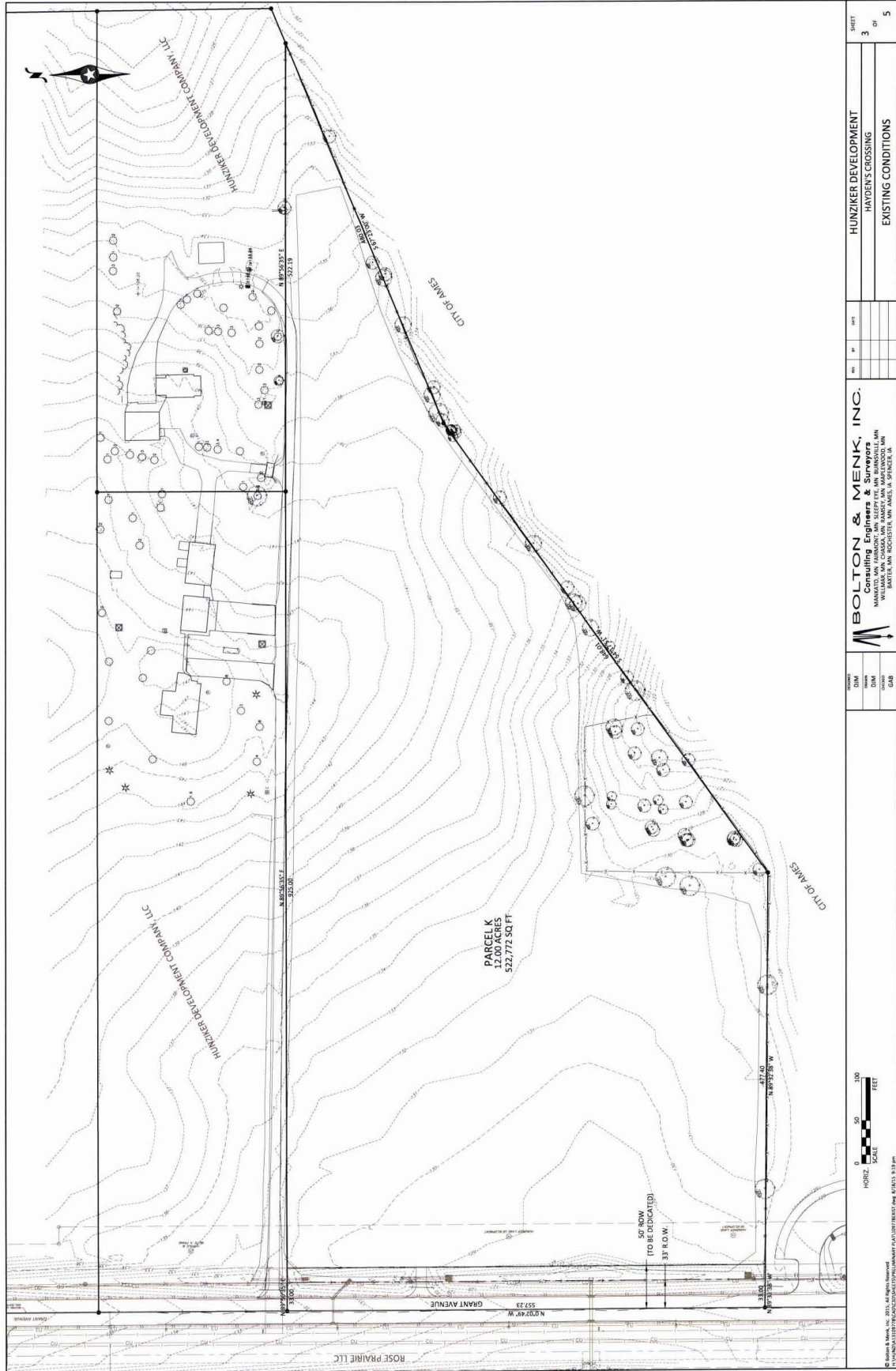
DIMENSION: TYPICAL SECTIONS & GENERAL NOTES

DATE: 11/15/2017

SCALE: AS SHOWN

SHEET 2 OF 5

Attachment F: Existing Conditions



Attachment G: Proposed Improvements



ALIGNMENT DATA

NUMBER	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	189.34'	300.00'	36.70944°	19.795'	188.22'	N77.23E
C2	107.13'	113.00'	54.71105°	58.611'	103.22'	N47.07E
L1	398.10'					
L2	446.80'					
L3	38.27'					

- LEGEND**
- PUBLIC UTILITY EASEMENT
 - STORM SEWER EASEMENT
 - ACCESS AND STORM SEWER EASEMENT
 - PEDESTRIAN EASEMENT
 - STORM SEWER
 - 8\"/>

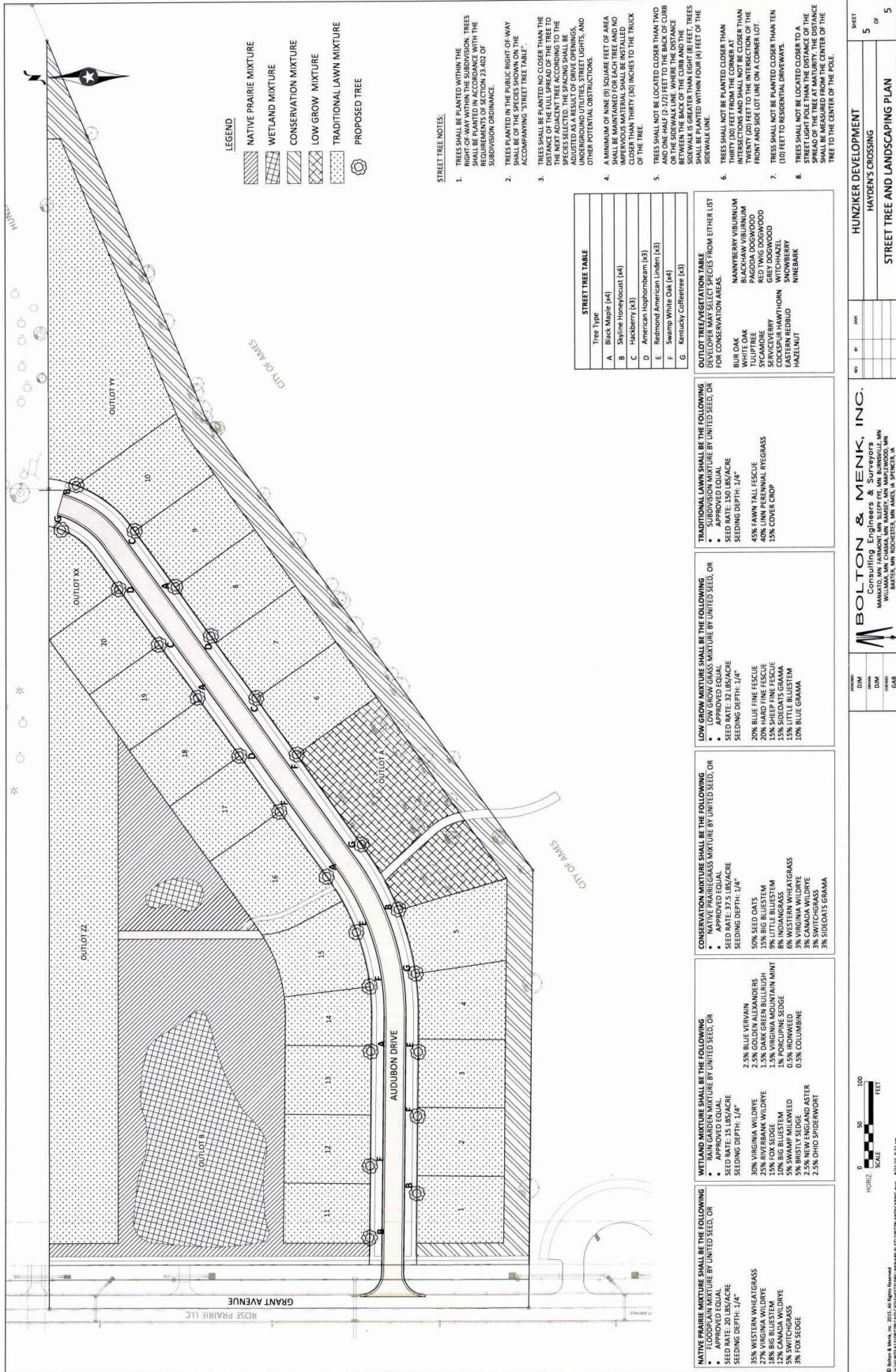
BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
MANASSAS, VA; FARMINGTON, NH; ASSETTS FIDELITY AND BURNHAMVILLE, VA
 WASHINGTON, DC; WASHINGTON, DC; WASHINGTON, DC; WASHINGTON, DC; WASHINGTON, DC
 BARTLETT, MD; ROCKVILLE, MD; WASHINGTON, DC; WASHINGTON, DC

HUNZIKER DEVELOPMENT
 HAYDEN'S CROSSING
 PROPOSED IMPROVEMENTS

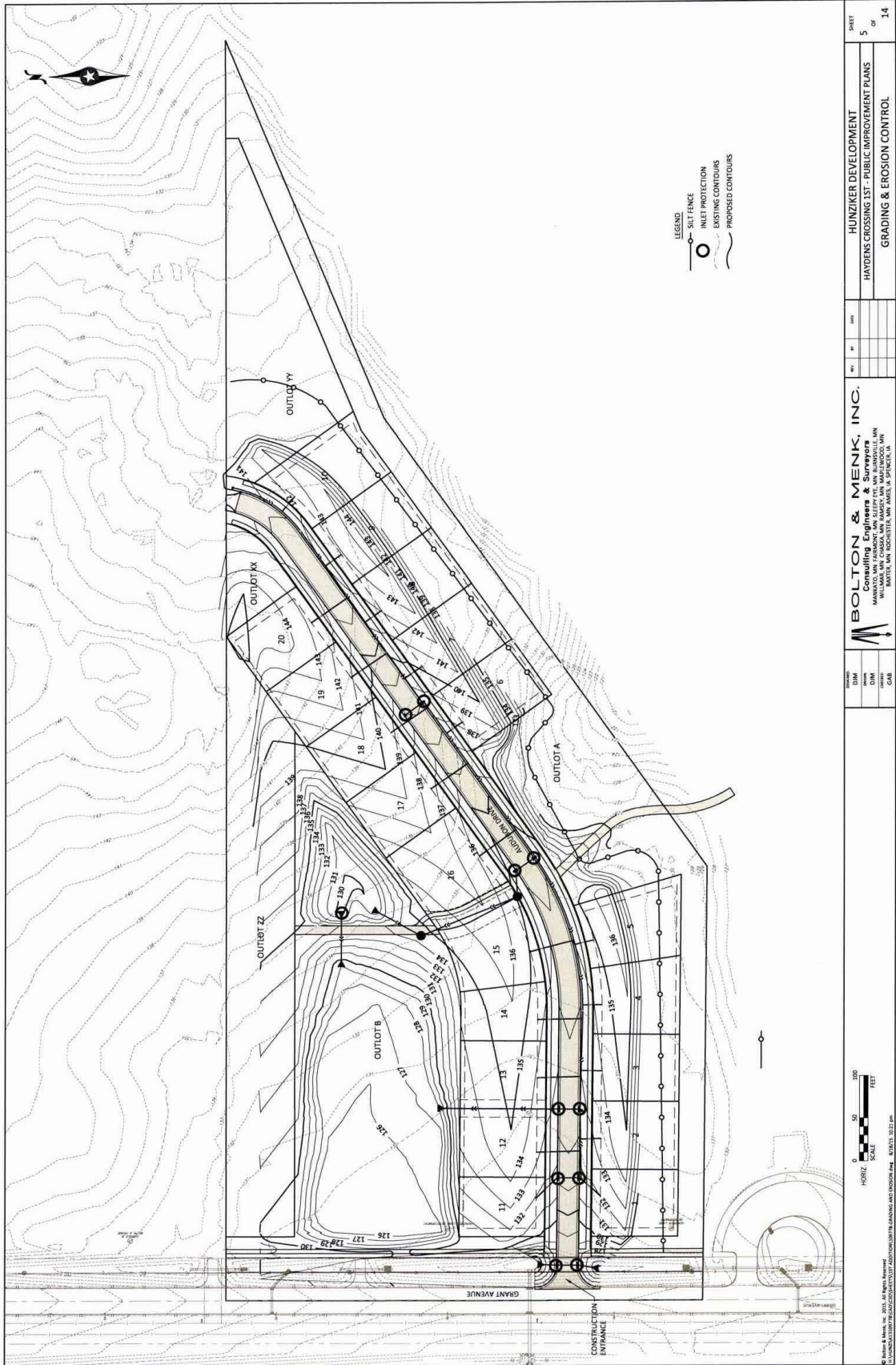
DATE: 10/11/2011
 TIME: 10:00 AM
 DRAWN BY: JMM
 CHECKED BY: JMM
 SCALE: AS SHOWN

SHEET 4 OF 5

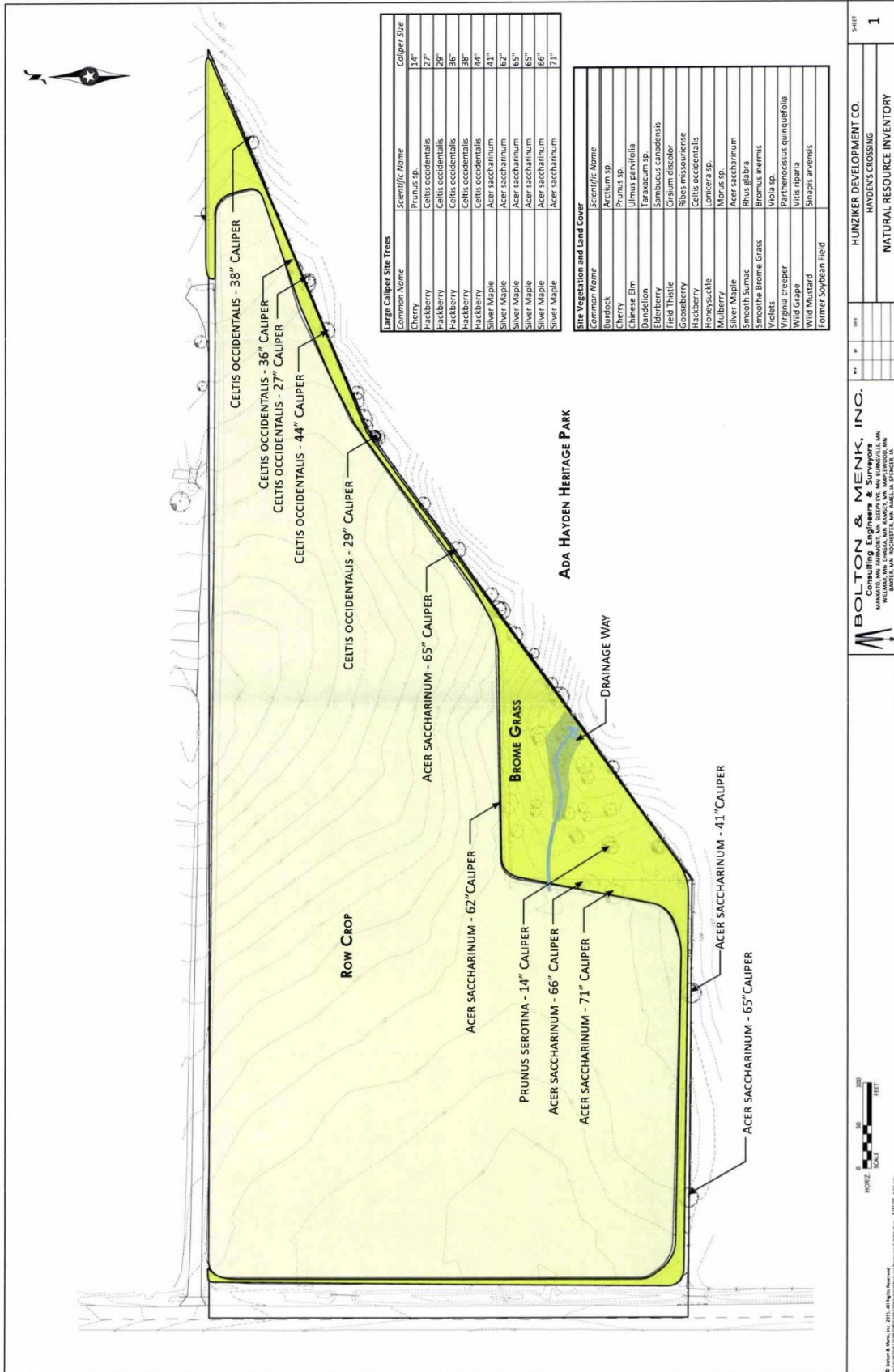
Attachment H: Street Tree and Landscaping Plan



Attachment I: Grading Plan



Attachment J: Natural Resource Inventory



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 1000 UNIVERSITY AVENUE, SUITE 200, MINNEAPOLIS, MN 55415
 100 BATTERY AVENUE, SUITE 200, ROCHESTER, NY 14611

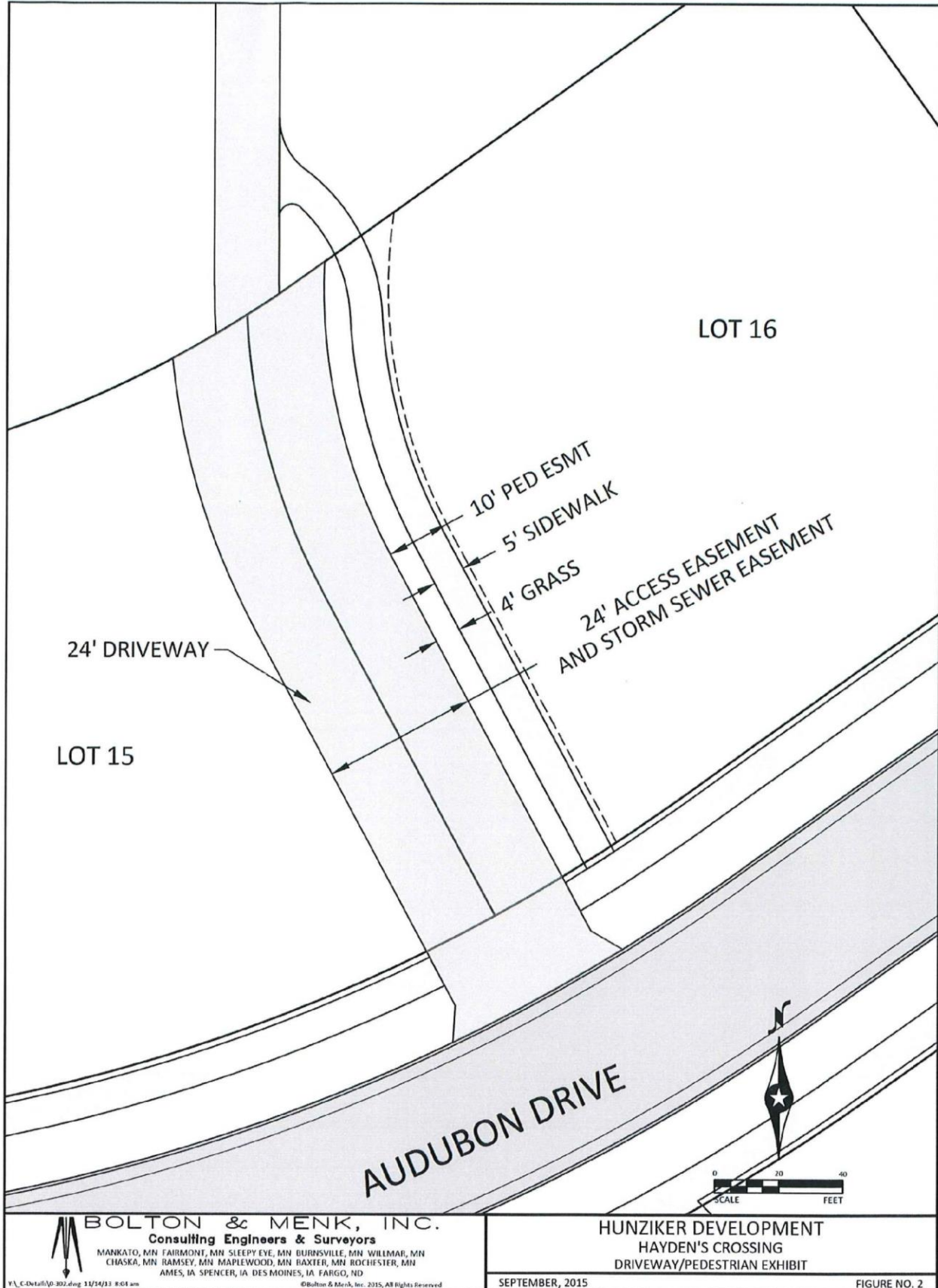
HUNZIKER DEVELOPMENT CO.
 HAYDEN'S CROSSING
 NATURAL RESOURCE INVENTORY

Sheet **1**

Attachment K: Soil Management Plan



**Attachment L: Proposed Trail Connection
(As Shown on Preliminary Plat)**

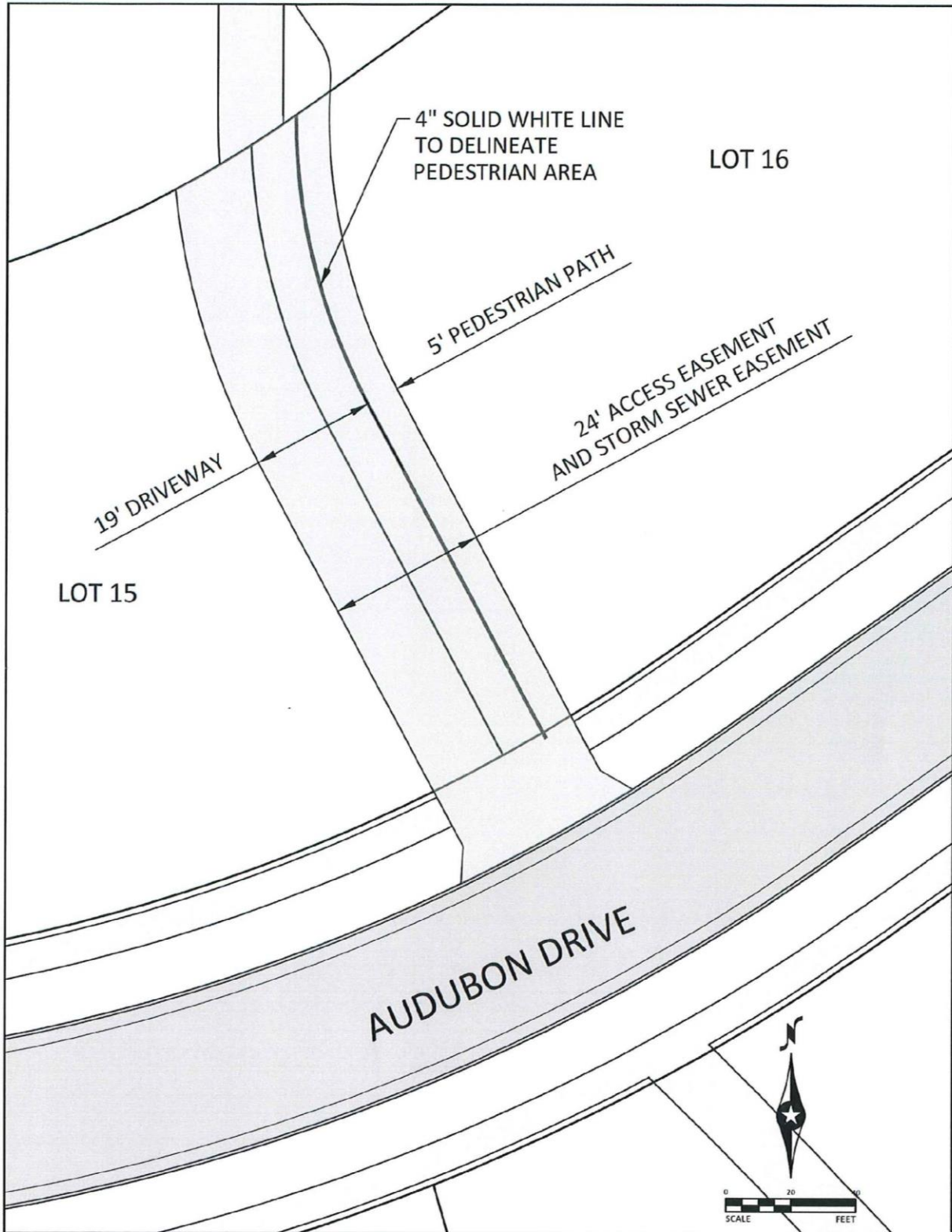


BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILMAR, MN
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN HAXTER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND
V:\C-Driv\p.302.dwg 11/14/13 8:04 am ©Bolton & Menk, Inc. 2015, All Rights Reserved

**HUNZIKER DEVELOPMENT
 HAYDEN'S CROSSING
 DRIVEWAY/PEDESTRIAN EXHIBIT**

SEPTEMBER, 2015 FIGURE NO. 2

**Attachment M: Driveway/Trail Design
(As Proposed by Developer)**



<p>BOLTON & MENK, INC. Consulting Engineers & Surveyors MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND</p> <p><small>Y:_C Details\107.dwg 11/24/11 8:04 am © Bolton & Menk, Inc. 2015, All Rights Reserved</small></p>	<p align="center">HUNZIKER DEVELOPMENT HAYDEN'S CROSSING DRIVEWAY/PEDESTRIAN EXHIBIT</p> <p>SEPTEMBER, 2015 FIGURE NO. 1</p>
---	--

Attachment N: Applicable Subdivision Law

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

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

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

Ames Municipal Code Section 23.302(5):

(5) *City Council Review of Preliminary Plat: All proposed subdivision plats shall be submitted to the City Council for review and approval in accordance with these Regulations. The City Council shall examine the Preliminary Plat, any comments, recommendations or reports examined or made by the Planning and Zoning Commission, and such other information as it deems necessary and reasonable to consider.*

Ames Municipal Code Section 23.302(6):

(6) *City Council Action on Preliminary Plat:*

- a. *Based upon such examination, the City Council shall determine whether the Preliminary Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans. In particular, the City Council shall determine whether the subdivision conforms to minimum levels of service standards set forth in the Land Use Policy Plan for public infrastructure and shall give due consideration to the possible burden of the proposed subdivision on public improvements in determining whether to require the installation of additional public improvements as a condition for approval.*
- b. *Following such examination and within 30 days of the referral of the Preliminary Plat and report of recommendations to the City Council by the Planning and Zoning Commission, the City Council shall approve, approve subject to conditions, or disapprove the Preliminary Plat. The City Council shall set forth its reasons for disapproving any Preliminary Plat or for conditioning its approval of any Preliminary Plat in its official records and shall provide a written copy of such reasons to the developer.*

Ames Municipal Code Chapter 23, Subdivisions, Division IV, establishes requirements for public improvements and contains design standards.

Ames Municipal Code Chapter 23, Subdivisions, Division VI, establishes requirements for Conservation Subdivisions, as follows:

DIVISION VI CONSERVATION SUBDIVISIONS

23.600. CONSERVATION DEVELOPMENT FOR SUBDIVISIONS

23.601. APPLICABILITY.

Conservation Design Development is an alternative set of design objectives and standards for residential subdivision development. These objectives and standards can be used as an alternative to common residential subdivision development in Ames. However, they shall apply to all residential subdivision development in the undeveloped areas of Ada Hayden Watershed north of Bloomington Road.

(Ord No. 4042, 8-10-10)

23.602. INTENT.

The intent of Conservation Design Development is to preserve the existing natural features of the site, to preserve the natural drainage features and hydrologic characteristics of the landscape, and to reduce the impacts of development on the landscape; and

(1) To maintain and protect in perpetuity Ames area natural character by preserving these important landscape elements including but not limited to those areas containing unique and environmentally sensitive natural features as prairie, woodlands, stream buffers and corridors, drainageways, wetlands, floodplains, ridgetops, steep slopes, critical species habitat, and by setting them aside from development;

(2) To promote interconnected greenways and environmental corridors throughout Ames;

(3) To provide commonly-owned open space and conservation areas for passive and/or active recreational use by residents of the development and, where specified, the larger community;

(4) To permit various means for owning conservation areas, preserved landscape elements, and to protect such areas from development in perpetuity;

(5) To provide greater flexibility in site dwellings and other development features than would be permitted by the application of standard use regulations in order to minimize the disturbance of natural landscape elements and sensitive areas, scenic quality, and overall aesthetic value of the landscape;

Sup #2015-3

23-30

Rev. 07-1-15

(6) To protect and restore environmentally sensitive areas and biological diversity, minimize disturbance to existing soils, vegetation, and maintain environmental corridors, and

(7) To preserve significant archaeological sites, historic buildings and their settings.
(Ord No. 4042, 8-10-10)

23.603. GENERAL REQUIREMENTS.

(1) Design and Standards for Residential Lot Layout

(a) All residential units should be in cluster groups unless the site has been designed to preserve sensitive areas and maintain a stormwater treatment train.

(b) All lots shall take access from interior roads.

(c) All separation areas for residential lots along existing roads shall be landscaped in accordance with the conservation area landscaping requirements in Section 23.603(2)(f).

(d) Eighty percent (80%) of residential lots shall abut a conservation area or open space to the front or rear. Open space and conservation area across a road shall qualify for this requirement.

(e) Cluster groups shall be located to avoid or mitigate directly disturbing existing native prairie, woodlands, wetlands and other natural features identified in the site inventory of natural resources.

(2) Site Requirements

(a) Open water areas - A 50-foot native vegetative buffer shall be maintained around open water areas such as ponds and lakes unless a specific common use area is identified.

(b) Stream buffers - Stream buffers with native vegetation shall be maintained along stream areas using the following requirements based on stream order:

(i) Streams exceeding 3rd order and above, the City requires sketches, maps, studies, engineering reports, tests, profiles, cross-sections, construction plans and specifications to determine adequate buffer widths.

(ii) Perennial streams (1st and 2nd order). The total required stream buffer width is one hundred (100) feet on each side perpendicular to the waterway measured from the outer wet edge of the channel during base flows.

(iii) Intermittent streams. The total required stream buffer width is fifty (50) feet on each side perpendicular to the water way measured from the centerline of the channel.

(iv) Waterways and/or dry channels that have a contributing drainage area of fifty (50) acres or greater. The total required stream buffer width is thirty (30) feet on each side perpendicular to the waterway measured from the centerline of the waterway.

(v) Waterways and/or dry channels with a contributing drainage area of less than 50 acres. The total required stream buffer width is twenty (20) feet on each side perpendicular to the waterway measured from the centerline of the waterway.

(c) Stormwater management

(i) Minimize the use of storm sewer piping and maximize the use of swales.

(ii) Use curb cuts in lieu of storm sewer intakes when appropriate to divert street water to a stormwater conveyance or treatment system.

(iii) Sump pump discharge can be discharged into a stormwater conveyance or treatment system.

(iv) On-site treatment and storage of stormwater generated by the development shall occur in conservation area if it is consistent with the environmental functions of the conservation area. Individual lot on-site stormwater management may also be used in conservation subdivisions in conjunction with open space and conservation area management of stormwater.

(v) Include detailed design information for the stormwater management practices following the design information provided in the Iowa Stormwater Management Manual. The stormwater treatment train approach shall be used where appropriate to capture, treat and release stormwater.

(d) Shared use paths, sidewalks, and driveways

(i) An accessible and interconnected shared use path system shall be developed to connect residential areas with open space/conservation areas within or adjacent to the site.

(ii) Sidewalks shall only be required on one side of streets; however, all lots shall have direct access to sidewalks or the pathway system.

(iii) Typical driveway approach sections, Chapter 7 of SUDAS specifications, shall be used.

(e) Conservation Area Requirements

(i) The conservation area shall be designated as a Conservation Easement as detailed in the definition section of this ordinance.

(ii) Applicants must provide an explanation of the conservation area objectives

achieved with their proposed development and identify the percentage of the total development area that this area occupies.

(iii) All conservation areas shall be part of a larger continuous and integrated system except for conservation areas that are naturally isolated from other conservation areas on or near the site. For the purposes of this section, continuous shall be defined as either physically touching or located across a public right-of-way, for example, on opposite sides of an internal road.

(iv) Conservation areas, in accordance with the Conservation Area Management and Ownership outlined in Section 23.605, shall protect site features identified in the site natural resources inventory Section 23.604 (1) and analysis as having particular value in preserving and/or restoring the natural character and conserving natural resources in compliance with the intent of this ordinance and consistent with the goals and objectives of this ordinance.

(v) Healthy natural features such as woodlands, prairie, wetlands, and streambanks shall generally be maintained in their natural condition. If recommended by a professional with pertinent qualifications, the Municipal Engineer may authorize a modification to improve the natural features' appearance or restore the overall condition and natural processes, in compliance with an approved management plan, as described in Section 23.605.

(vi) All wetlands, floodways, and/or identified wildlife habitat areas shall be contained in conservation areas.

(vii) Conservation areas and open space shall be distributed throughout the development and combined shall comprise at least twenty-five (25) percent of the total area of the subdivision. An area comprised of conservation areas and open space greater than twenty-five percent of the total area of the subdivision may be required if necessary to maintain health features such as woodlands, prairie, wetlands and streambanks in their natural condition as provided in 23.603(2)(v).

(viii) Safe and convenient pedestrian access and access easements sufficient for maintenance vehicles shall be provided to conservation areas.

(f) Landscaping for Conservation Subdivisions - A landscaping plan shall be prepared that identifies all proposed landscaping and conforms to the following:

(i) The preservation of existing native, non-invasive vegetation as identified in the natural resources inventory Section 23.604(1) as being in good condition and of good quality shall generally be preferred to the installation of new plant material.

(ii) Mass grading of sites shall be minimized in order to preserve the natural features of the site.

(iii) Within all required separation areas between residential lots and external roads and site boundaries, existing woodlands with desirable tree species shall be retained.

(iv) All new landscaping in conservation areas to be installed and existing native vegetation to be preserved shall be protected through conservation easement. Native landscaping shall be installed according to the guidelines provided in the Iowa Stormwater Management Manual Section 2E-6.

(v) Trees of native species as indicated by the Iowa Department of Natural Resources and approved by the City shall be planted along internal roads within cluster groups in a total amount equivalent to the standard subdivision requirements. Trees may be planted, but are not required, along internal roads passing through conservation areas.

(vi) Informal, irregular, or natural arrangement is required for newly planted trees to avoid the urban appearance that regular spacing may evoke.

(vii) Trees shall be located so as not to interfere with the installation and maintenance of utilities, shared use paths, or sidewalks that may parallel the road.

(viii) Within all conservation areas, separation between external roads and residential lots, a vegetated buffer area at least 25 feet in width shall be maintained or established. Where no natural trees and/or shrubs exist, native plant materials shall be planted.

(ix) Conservation areas required to meet Section 23.603(1)(d), shall be planted using native species to enhance privacy and a natural appearance.

(x) Required buffers around wetlands, all water bodies and drainageways must be naturally vegetated or planted with native plant species appropriate to the surrounding landscape.

(xi) Buffers consisting of an informal, irregular or natural arrangement of native plant

species, combined with infrequent or prescriptive mowing are required to create a low-maintenance, naturalized landscape.

(xii) In addition to the above, land management practices minimizing the impact of nutrients shall be used and demonstrated in Ada Hayden Watershed; minimal fertilization of lawns including the use of phosphorus-free fertilizers is recommended.

(Ord No. 4042, 8-10-10)

23.604. APPLICATION PROCEDURE.

In addition to the standard subdivision application requirements, an inventory and mapping of natural resources shall be conducted prior to the initial submittal.

(1) **Inventory and Mapping of Natural Resources.** An inventory of natural resources of the proposed development site shall be conducted by experts in the field such as biologists, ecologists, soil scientists, hydrologists, geologists or those credentialed in a manner acceptable to the Municipal Engineer and must be submitted with the conservation subdivision application. The inventory must include, but is not limited to the following information mapped at a scale of no less than one inch equals 50 feet:

(a) Topographic contours at 2-foot intervals.

(b) United States Department of Agriculture, Natural Resource Conservation Service soil type locations and identification of soil type characteristics such as percolation rates, suitability for infiltration-based stormwater management practices, hydric soils, depth to water table, and suitability for wastewater disposal systems if applicable.

(c) Hydrologic characteristics, including surface water bodies, floodplains, groundwater recharge and discharge areas, wetlands, natural swales, drainage ways, and slopes 10% or greater.

(d) Land cover on the site including but not limited to prairie, woodland, forest, wetland and general cover type (pasture, woodland, etc.), and stand-alone trees with a caliper of more than [24] inches measured four feet off the ground. The inventory shall include comments on the health and condition of the natural resources.

(e) Known critical habitat areas for rare, threatened or endangered species using existing documented inventories.

(f) Cultural resources shall be identified by a brief description of historic character of buildings and structures, historically important landscapes, and archeological features using a review of existing, documented inventories.

(2) **Education and Outreach Plan for the Development.** An educational plan shall be developed and distributed to all perspective lot owners that describes the characteristics of the conservation subdivision including the development concept, conservation areas management practices that will be used to manage these areas, and benefits of the natural features. They shall also include information on lawn care strategies that reduce nutrient and pesticide inputs and pollution to local water bodies. Lot owners shall be made aware of the wildlife aspects of a conservation subdivision. Deer, birds, and other animals and insects will be attracted to the natural areas.

(Ord. No. 4042, 8-10-10)

23.605. CONSERVATION AREA MANAGEMENT AND OWNERSHIP.

(1) **Conservation Area Management Plan.** Every conservation subdivision must include a plan that provides evidence of a means to properly manage the conservation areas and open space areas in perpetuity through a conservation easement for conservation areas or common ownership for open space areas and evidence of the long-term means to properly manage and maintain all common facilities, including any stormwater facilities. The plan shall be approved by the Municipal Engineer prior to plat approval.

(a) A conservation area management plan shall be submitted with the following components during the following approval stages:

(2) **Preliminary Plat:**

(a) Include a conservation area management plan specifically focusing on the long-term management of conservation areas. The conservation area management plan shall include a narrative, based on the site analysis required in Section 23.604(1), describing:

(i) Existing conditions including all natural, cultural, historic, and scenic elements in the landscape.

(ii) The proposed completed condition for each conservation area; and the measures proposed for achieving the end state.

(iii) Proposed restoration measures, including: measures for correcting increasingly destructive conditions, such as erosion, and measures for restoring habitats, ecosystems, and

To all concerned:

Hunziker Land Development is in the process of having our preliminary plat approved for our new conservation subdivision named Hayden's Crossing on the Northwest corner of Ada Hayden Park. One of the key elements of this project to promote connectivity within the subdivision is a trail connecting the North street to the South street (Audobon Drive).

Through the evolution of our compromises with City staff, we arrived at a layout with 4 lots in both phases of the subdivision (sketch plan is attached) that could have a side-loaded garage which abut this interior trail. These side-loaded lots also allow for access for maintenance of the storm water detention basin through an access easement.

We have proposed a 24 ft access easement and storm sewer easement between lots 15 and 16 in the first phase of this subdivision. We have also proposed a 5 ft pedestrian path within this easement for residents to access the trail. Our plan would be to clearly designate and identify this 5 ft path to prevent any vehicle from parking on the path.

Given only 2 garages will face this easement, vehicle traffic would be very minimal and any pedestrian utilizing the trail could clearly avoid the occasional car accessing their garage. This trail within the subdivision would only be utilized by the residents of Hayden's Crossing as there is no connection beyond the North street.

We propose that you approve the Driveway Layout Figure 1 as attached. This will certainly be the path that a pedestrian would use rather than what is shown in Figure 2. While staff is recommending Figure 2, we believe that even if constructed, pedestrians would still use the paved easement as we propose in Figure 1 without the markings for a path as it aligns with the path connecting to Ada Hayden Park. While this is a conservation subdivision, we would like to minimize the additional impervious surfaces.

Please let me know if you have any questions or need any additional information.

Thanks in advance for your consideration.

Justin Dodge



TOTAL SIZE: 18.78 ACRES
 GREEN SPACE: 5.5 ACRES (29.3%)
 ROW: 3.37 ACRES
 TOTAL LOTS: 48
 NET DENSITY: 4.84 UNITS/ACRE



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MAWKAO, MN FARMORT, MN SLEEPY EYE, MN BURNSVILLE, MN
 WILMAR, MN CHUGCA, MN RAMSEY, MN MAPLEWOOD, MN
 BUTLER, MN ROCHESTER, MN AMBS, IA SPENCER, IA

NO.	DATE	BY	CHK	HUNZIKER DEVELOPMENT HAYDEN'S CROSSING CONCEPT LAYOUT	SHEET 1

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COUNCIL ACTION FORM

SUBJECT: INITIATION OF ANNEXATION FOR 896 S. 500th AVENUE IN THE SOUTHWEST ALLOWABLE GROWTH AREA

BACKGROUND:

The City of Ames received an annexation petition for the property at 896 S. 500th Avenue within the Southwest Allowable Growth Area. The petitioner is the property owner, John R. Crane. The property is one parcel containing 52.36 acres on the north side of US 30, west of South Dakota Avenue at the west end of Mortensen Road. A map of the requested annexation is found in Attachment A. The property owners seeks annexation in order to sell the property to development interests that are interested in an extension of Mortenson Road and approximately 1/3 of the land as single family homes and 2/3 of the land as medium density.

Southwest Allowable Growth Area: The Land Use Policy Plan (LUPP) has identified areas intended to be annexed and developed for residential purposes and these are known as Allowable Growth Areas. A map of these areas is found in Attachment B. The subject property is within the Southwest I Allowable Growth Area.

Service and Infrastructure Issues: The area currently is served by most City infrastructure. Part of the Southwest Growth Area is within the Xenia water service territory and part is within the City's. The subject property is in an area within the City's water service territory. The City has an existing water main that runs through the middle of the property and sanitary sewer connections are available along the north and east property lines of the subject property. Capacity for sanitary sewer service will need to be verified once development plans are submitted for review for the property.

Part of the Southwest Growth area is within the Ames School District and the remainder is within the United School District. The subject property is entirely within the Ames School District. Electric services are split between Ames Electric and Alliant Energy for the subject site.

Annexations are governed by the Code of Iowa Section 368.7, and are initiated by the City Council. Annexation requests filed as an application are classified as a voluntary application with consenting property owners. With a voluntary application, the City may include up to 20 percent of the total annexed land area with additional non-consenting property owners. This is often times done to create more uniform boundaries, or to avoid creating islands, since the Code of Iowa does not allow islands to be created as land is annexed into the city. This is commonly referred to as the "80/20 rule." The owners of a minimum of 80 percent of the total land area must consent to annexation, leaving no more than 20 percent of the land area under the ownership of non-consenting owners.

In addition to requirements of the Code of Iowa, the City's intergovernmental agreement implementing the Ames Urban Fringe Plan (AUF) requires the City to consider annexation applications only for those areas designated as "Urban Residential" or "Planned Industrial" in the Ames Urban Fringe Plan. The land area proposed for annexation is consistent with this agreement, and is identified on the AUF as "Urban Residential."

There are six properties lying north of the subject site between the subject property and Lincoln Way, east of the Boone County line. All six properties are designated within the priority Southwest I Growth Area and identified as Urban Residential in the LUPP. **Properties to the south of the subject site are owned by Mr. Doug McCay and already subject to a voluntary annexation petition initiated by Council back in July. The City owns one property (1.28 acres) at the intersection of Hwy 30 and S. 500th Avenue which contains the existing water tower which is abutting the subject property and could be included in the annexation area.**

When considering the potential extent of annexation, there is not an opportunity to use the 80/20 rule to add additional properties to the north of the Crane property by itself as the abutting property to the north (39.12 acres) is in excess of the the 20% land area permitted under state code to be non-consenting annexation. However, in looking at the broader area with the McCay annexation request for the Southwest, this site could be combined into one southwest annexation and broaden the options for 80/20 annexations. **Combing the sites may be more efficient for the City, but could slow down the development process of the Crane property which could be a 100% voluntary application that does not need State Development Board approval.**

Next Steps:

Typically, when an annexation request is submitted, especially one of substantial size, the City Council has directed City staff to meet with other property owners to gauge their interest in joining an annexation. Since the southwest growth area has had a longstanding interest by the City for annexation for residential development, maximizing this opportunity would be prudent again at this time. Staff believes awaiting the results of the McCay outreach is appropriate before initiating the Crane application as a separate voluntary application or merging it with the McCay request.

Staff has a outreach meeting scheduled for September 24th and anticipates returning to City Council on October 13, 2015 with further information regarding the outreach to property owners on the McCay Annexation. At the October meeting, staff would provide options to the City Council regarding enlarging the initial annexation request by including other owners who wish to be annexed, or by including non-consenting owners that may be needed to avoid creating islands or to create more uniform boundaries as allowed by state law.

ALTERNATIVES:

1. The City Council can accept the petition for annexation from John R. Crane and direct staff to seek other owners in the Southwest Allowable Growth Area who may wish to seek annexation and return with a report on October 13, 2015.

This option would delay the initiation of annexation of Mr. Crane's property until a report is provided to the Council about the interest from other property owners joining in the annexation. At that time the City Council can determine the extent of the boundaries of the proposed annexation. In addition, this alternative will include having Mr. Crane submit a binding waiver of his right to withdraw his petition prior to commencing statutory noticing requirements for the annexation area.

2. The City Council can accept the petition for annexation from John R. Crane as a 100% consenting annexation without seeking whether other owners wish to annex.

This option would allow the owner and intended developers to proceed with annexation and development of the property without the added process time of a potential 80/20 annexation. Like Alternative 1, this option would include having Mr. Crane submit a binding waiver of his right to withdraw their petition prior to commencing statutory noticing requirements for the annexation area.

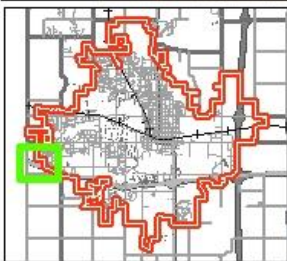
3. The City Council can choose to not move forward with this annexation request at this time.

MANAGER'S RECOMMENDED ACTION:

The Southwest Allowable Growth Area has long been considered the next development area on the periphery of Ames. Because of that expectation, the City has made several investments in water service and traffic infrastructure. The annexation of this area would, however, be the next step in ensuring that this land is available for residential development in the near term horizon.

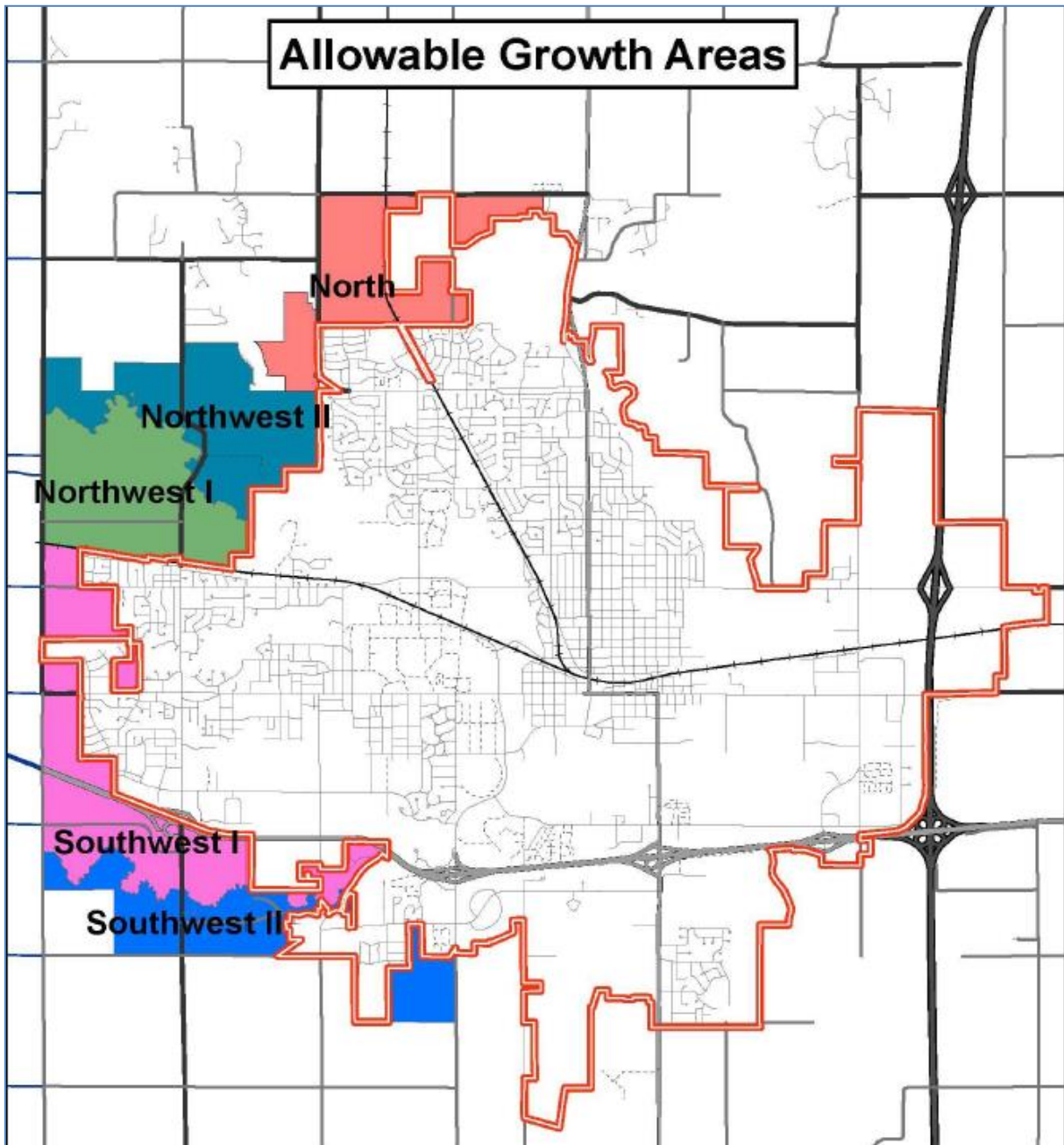
Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative 1, accepting the annexation petition of the John R. Crane with a waiver of his right to withdraw and to return on October 13, 2015 with a report on the boundary extent of the annexation.

ATTACHMENT A: REQUESTED ANNEXATION



**Annexation Request
896 S. 500th Avenue**

ATTACHMENT B: ALLOWABLE GROWTH AREAS



ATTACHMENT C: SOUTHWEST ALLOWABLE GROWTH POLICIES (LUPP, CHAP. 6, PAGE 111)

Southwest Allowable Growth Area. Portions of the City and Planning Area near the western limit of Highway 30 are recommended for designation as an Allowable Growth Area. To the extent that major landholders can make sites available, new development should be concentrated in the area. These areas are identified as Southwest I and II.

The concentration of new lands for development should be readily served by public infrastructure. Such a concentration can be found immediately north and south of Highway 30. If the presence of the limited-access highway is utilized as a spine for future development rather than a barrier, the potential for growth to the southwest increases. Although a new interceptor sewer is required, the location of the wastewater treatment plant further south and in the same watershed makes expanding the City's wastewater facilities in the southwest area more cost effective.

Access to the southwest area is provided by the Highway 30 and University Drive interchange and by South Dakota Avenue. An additional interchange with Highway 30 serving the southwest area is recommended. Representatives of the Iowa Department of Transportation have voiced general support for using Highway 30 as access for the southwest growth area and for locating an interchange further west on Highway 30.

Development Policies for the Southwest Allowable Growth Area. Ames should establish the following policies to guide the development of the Southwest Allowable Growth Area.

- A. A new interchange further west along Highway 30 should be pursued. Location of the interchange should be coordinated with any major thoroughfare improvements in the northwest.
- B. In order to increase and accelerate growth opportunities in preferred but currently constricted locations, a major new development area should be targeted in the southwest associated with Highway 30.
- C. The City should encourage ISU's consolidation/relocation of its agricultural farms from north and south of Highway 30. Provided that ISU releases some holdings in this area, the City should coordinate its infrastructure improvements with the timing of development in the area.
- D. If, through the relocation of any ISU agricultural farms, a large undeveloped location is created in the southwest area, the location should be recommended for more intensive residential use and supporting commercial.
- E. Designation of a Southwest Allowable Growth Area should not preclude growth from occurring in areas that are currently zoned for development and have adequate capacity in the infrastructure serving them.

FOLLOW-UP ON REQUEST FOR PROPOSALS (RFP) FOR RE-DEVELOPMENT OF CITY-OWNED PROPERTIES AT 519-521 6TH STREET

September 22, 2015

BACKGROUND:

At the August 11, 2015 City Council meeting, staff provided the results of the scoring of the proposal from Benjamin Design Collaborative/Story County Community Housing Corporation (BDC/SCCHC) for re-development of the City-owned properties at 519-521 6th Street. City Council requested that staff provide additional detail of the evaluation committee's scoring of the proposal. A summary of the criteria and RFP requirements approved by Council on May 12, 2015 is included as attachment A.

As outlined in the RFP as the process for scoring, staff convened a committee of 5 members from Planning, Finance, Purchasing, Building/Inspections and Housing. The team initially met to review the scoring process and selection criteria and then separately each member reviewed and scored the proposal.

The committee arrived at a composite score of 81 points for the proposal. The RFP criteria required a minimum of 85 points out of the maximum 172 available points to be considered further in the process and to receive a possible referral to the City Council. (See Attachment B)

The consensus of the committee's concerns regarding the BDC+SCCHC proposal was the project's feasibility and implementation, the ability of the group to meet the CDBG administration requirements, and the financial capacity to implement the construction phase. **The primary concerns with the proposal centered on the financial capacity of the BDC+SCCHC, financial feasibility of the assumptions in the pro-forma, federal/state grants experience or administration, and organizational capacity for a project of this size and scale. Attachment C is a more detailed breakdown of the committee's concerns about the proposal and why it did not score the minimum 85 points for further consideration.**

In addition to the scoring committee's assessment, staff also reviewed the qualifications and references of the BDC+SCCHC related to this project. **Staff consulted with HUD and their guidelines for entitlement community assessments of partnerships with non-profits, SCCH in this instance.** Key components of this evaluation are references on experience and a financial audit of an organization's capacity for a project. (see Attachment D)

Other findings and concerns include the following:

1) A review of their financial audit by the Finance Department revealed a "disclaimer of opinion" on the audit. According to the City's Finance Director, "A disclaimer of opinion is given for various reasons and in this case it was because adequate information was not available to form an opinion and the auditor refuses to present an opinion. **This is an issue of concern.**" (See Attachment E)

2) SCCH is currently out of compliance with Iowa Finance Authority (IFA) HOME grant for their six "existing" units. SCCH is now currently working to get back into compliance, but there is a

concern that it has taken numerous inquiries and warnings from IFA concerning being out of compliance. Part of the RFP identified potentially pursuing HOME funds to cover costs. Typically, additionally HOME funds are difficult to secure when working through compliance requirements on existing grants.

3) The proposal indicates a high level of volunteer labor. When using federal funds for certain projects, including CDBG projects, labor is subject to Davis Bacon wage rates to pay workers. In order to utilize volunteer labor, a waiver from the CDBG program must be approved by HUD. However, no information was provided in the proposal as to the status of a request being in process and how to administer documentation of volunteer labor. The proposal indicates that Habitat for Humanity would coordinate the volunteer labor for the project. Because there was no letter of support from Habitat for this important contribution, a check with the Director for Habitat was made, who indicated that Habitat had not been contacted about providing coordination services for these volunteers.

In conclusion, all of above areas are serious concerns on their own for evaluating the viability of a project proposal. This is reflected in the scoring of the proposal. The City is ultimately held responsible for the use of CDBG funds either through our direct expenditures or indirectly through partnerships with other organizations. Performance risks should not be taken likely in that it can jeopardize the City's long-standing exemplary grant performance with HUD and could impact future federal or state funding requests for BDC+SCCHC if they endeavor to take on other projects.

OPTIONS:

Staff learned through the process that the low response rate to the RFP was not due to a lack of interest in housing in Ames, but rather because of the small number of units being proposed. Based on feedback from other entities who have successfully completed similar projects, in order to apply for larger funding sources to produce lower income housing units, such programs as the Low Income Housing Tax Credit Program (LIHTC) or Work force Tax Credit Program (WTC), the minimum number of units proposed to be built is generally 20 units either in one project or package of projects. This minimum unit threshold is due to how tax credits are syndicated for financing of projects.

After reviewing the BDC+SCCHC proposal and considering the above feedback on feasibility, staff believes these are best strategies available at this time.

Strategy 1. Acquire additional land to package with the 6th Street properties in order to increase the developable rental units to a minimum of 20 units.

Acquiring additional land would be consistent with the current Consolidated Annual Action Plan. Once the land is acquired, the combined land package would be the subject of a new RFP process.

Strategy 2. The City can explore the feasibility of directly applying for grants on the behalf of the City, e.g. state HOME funds, to help pay for construction costs of the project. If the City receives a grant, it would administer project compliance and seek a qualified builder to construct the units for the City.

This option would involve substantial staff resources to prepare a grant application, administer the grant, and oversee the project construction. There would be additional costs for hiring design and

consulting services for the project. Finally, the City will have to identify a new owner or operator for the rental units once the project is constructed.

Strategy 3. Re-issue the same RFP, or change the scale or type of the project and issue a new RFP for the Sixth Street property.

Because this scenario deals with the same size of project, it is unlikely that a developer would leverage outside funds to support the project. However, there could be additional awareness and interest in the site for other small scale affordable housing projects.

STAFF COMMENTS:

Due to the substantial administrative burden of CDBG rules and the need for leveraged funding, staff believes development of the site on its own as described in the RFP will be difficult to accomplish. **Staff believes that postponing the redevelopment of the 6th Street properties at this time and continuing to acquiring properties in order to increase the number of affordable housing units that can be constructed is the most prudent option to address the overall need for housing.** This will allow for more opportunity to leverage our CDBG dollar investments to maximize housing opportunities, which is a goal outlined in our CDBG Five-Year Consolidated Plan.

In regards to BDC+SCCHC, developing additional organizational capacity and experience within the City's other affordable housing programs could be worthwhile to expand their potential opportunities. If Council chooses, staff could look for opportunities at a smaller scale that may be suitable for SCCHC, much like how we have successfully worked with Habitat for Humanity.

ATTACHMENT A

Request for Proposal Selection Criteria & Process

A. Minimum Development Requirements.

Proposals submitted shall meet the following minimum requirements:

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

B. Financial Incentives

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

- Offer the site at a reduced cost or no cost to the Developer;

- Offer property tax abatement through creation of an Urban Revitalization Area consistent with the limitations of the Chapter 404 of the Code of Iowa.

C. Selection Criteria

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

Applications will be scored based on the following criteria:

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

D. Selection Process

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

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

The final selection will be on the basis of:

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

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

ATTACHMENT B

ATTACHMENT B							
City of Ames							
6th Street Properties Ratings							
July 16, 2015							
	Available	Score	Score	Score	Score	Score	Average
Criteria	Points	1	2	3	4	5	Score
Capability & track record	25	10	8	14	10	10	10.20
Quality of references	20	5	10	0	5	8	5.50
Project design & amenities	40	20	15	30	38	20	24.60
Feasibility	25	10	5	10	12	8	8.90
Property management	20	10	5	15	8	10	9.50
Leveraging	15	10	5	5	8	5	6.60
Income restrictions	10	5	5	10	10	0	6.00
Energy improvements	7	5	10	3	7	5	6.00
Green building	5	0	1	2	2	1	1.20
Universal design standards	5	3	2	2	5	2	2.80
Totals	172	78	66	91	105	68	81.30

0= for some scores was they felt that either the information was not clear on or did not completely address the requirements of the RFP for that category.

ATTACHMENT C



MEMO

Date: August 31, 2015

To: Vanessa Baker-Latimer, Housing Coordinator

From: Karen Server, Purchasing Manager

Subject: 6th Street Properties Affordable Housing Project Evaluation Team Report

The evaluation team comprised of five members representing various departments from Inspections, Planning, Finance, Purchasing and Housing departments. The team was charged with evaluating the proposal based on a number of criteria:

- Capacity and track record
- Project design & amenities
- Property Management
- Income restrictions
- Green building
- Quality of references
- Feasibility
- Leveraging
- Energy improvements
- Universal design standards

The two organizations (Benjamin Design Collaborative, PC and Story County Community Housing Corporation) combined their resources and prepared the one proposal that was received. The proposal was scored independently by each evaluation team member and then the team met to discuss the scoring. The proposal's average score was 81 out a possible 172 points. This is 47% of the total points available. The consensus of the evaluation team is that the submitted proposal failed to provide sufficient information which demonstrates their ability to successfully construct the project and administer the HUD program; therefore the evaluation team's recommendation is that the firms not be brought in for the next step of the process.

The evaluation was based on the information provided in the proposal. Below is a summary of the areas of concerns.

- The two organizations were not able to demonstrate their capacity or track record of a similar sized project, building from the ground up.
- While there were shortfalls in some of the design components, the qualifications of the design team were documented.

- The area of significant concern came from their ability to construct the project. The proforma lacked documented commitment from their resources (organizations and individuals) for the "in kind" work and the financial backing to support a viable project.
- The firm was to show how they would leverage their assets and demonstrate their experience in successful grant funding. One grant was received for a renovation project in 2007 with no current projects using federal funds. Concerns were expressed about why the board members would be contributing \$35,000 to the project and that half of the SCCHC current assets are to be used for this project. The proposal identified a 3% contingency for the project which when falls below a typical contingency for this scale and duration of a project.
- Concerns were expressed about the construction process being so dependent on the use of the DMACC students and limitations of scheduling them during a semester. The proposal planned to have the students provide labor to complete the concrete flat work, framing, siding, windows and roofing for the 9 units.
- Martin Properties was identified as the property manager when the project is complete. The team was concerned that relationship between SCCHC & Martin Properties was fairly new (2 years) and there was a lack of information provided that Martin Properties has the ability to administer the HUD program.
- The energy improvements detailed in the proposal were lacking and stated to be used when applicable. The green practices were defined, showing they understand the principle but it doesn't state how it would be utilized.

ATTACHMENT D

Managing CDBG: A Guidebook for CDBG Grantees on Subrecipient Oversight PRE-AWARD ASSESSMENT

You should also assess the consistency of the proposed activity with the community's Consolidated Plan and with your CDBG program priorities.

Is the design of the proposed activity appropriate?

You should evaluate the adequacy of the proposed program design or service delivery approach.

- Does the activity adequately address an established need?
- Has the prospective subrecipient identified all the major tasks that will be involved in carrying out the activity?
- Does the organization understand the interrelationship of these tasks, and has it developed a realistic schedule for their accomplishment? Are there any stumbling blocks to prompt implementation?
- Has the organization made a careful estimate of the resources necessary for each component of its proposed program, and has it put together a realistic budget that reflects these resources? Are other sources of funds, when indicated, committed to this project?
- Is the budget for the CDBG funded activity separate from other activities undertaken by the subrecipient?

Does the organization have the capacity to complete the activity as proposed?

Finally, you should assess the prospective subrecipient's **overall organizational capacity**.

- Has the organization ever undertaken the proposed activity before, and what was the result?
- Does the organization have experience with the Community Development Block Grant or other Federal programs?
- Do the prospective subrecipient's staff appreciate the additional requirements associated with Federal funding (for example, when staff split their time between CDBG and non-CDBG functions, keeping detailed records of time spent on specific activities)?
- Is the organization familiar with the specific regulatory requirements associated with the proposed activity (such as Davis-Bacon prevailing wage requirements for new construction or rehabilitation projects involving eight units or more)?
- What is the organization's "track record" regarding compliance with such requirements?
- Does the prospective subrecipient have adequate administrative and fiscal structures in place to deal with these guidelines (particularly record keeping)?
- If not, does it recognize its organizational weaknesses, and has it developed a plan for upgrading these aspects of its operations? If not, how does the organization plan to fill these gaps in personnel?
- Does the organization have qualified staff for all the necessary functions associated with the proposed activity, and is there adequate staff time available?
- Project can be completed within a reasonable time frame.
- Financial capacity as indicated by audited financial statements and banking/credit references.
- Financial stability (not total dependence on CDBG funds) as indicated by other funding sources and amounts, over time.

ATTACHMENT E

Review of Story County Community Housing Corporation
Duane R Pitcher
to: Vanessa Baker-Latimer
07/06/2015 04:16 PM
Cc: Tina Stanley

Review of Story County Community Housing Corporation Audited Financial Report for the year ended December 31, 2014.

Based your request I have reviewed the most recent audit report available from the Story County Community Housing Corporation to help determine the ability and capacity of the group to engage in housing projects with the City.

A summary of my review is provided below:

Auditor's Opinion - The audit opinion included two "Disclaimer of Opinion" statements for operations and cashflows. These were due to no audit being conducted in 2012 to provide a starting basis and the auditors were not "able to obtain sufficient appropriate audit evidence to provide a basis for an audit opinion on the results of operations and cashflows". A disclaimer of opinion is given for various reasons and in this case it was because adequate information was not available to form an opinion and the auditor refuses to present an opinion. **This is an issue of concern.**

Statement of Activities - As noted from financial reports in previous years the group does not generate significant amount of cash from operations. If a sale of assets is removed, the increase in net assets would be less than \$2,000 for the year. Additionally there was \$32,594 in contributions for the year, an amount significantly higher than prior years. Any reduction in contributions would result in a negative contribution to net assets.

Long-term Debt - There is a 0.00% interest forgivable note to the Iowa Economic Development Authority with a maturity in 2019 in the amount of \$191,150 with forgiveness based on certain compliance requirements. There are not adequate current assets (\$66,194) to repay this note if it is not forgiven and I am not aware of the compliance terms or progress towards forgiveness.

General Operations - There appears to be no employee expense included in the statements. The notes to the financial statements indicates that "a large number of volunteers have given significant amounts of their time to the Organization's programs". Expanding programs would likely be dependent on some combination of more volunteers or more time.

Duane Pitcher, CPA, CPFO
Director of Finance
City of Ames
515 Clark Avenue

From: Tina Stanley, Assistant Finance Director
Explaining the difference between Tax Returns and Financial Audits

Form 990 (Taxes Return):

The annual tax return for a nonprofit entity is Form 990. This required form is used by federally tax-exempt organizations to provide information on the organization's mission, programs, and finances. Some of the information included on this form includes:

1. Information on exempt and other activities
2. Financial information
3. Governance
4. Compliance with federal requirements
5. Compensation to certain persons

Some members of the public rely on this form as their primary source of information about an organization. However, the financial amounts are often not audited by an outside accounting firm, and the accuracy depends on the staff preparing it.

Financial Audit:

The purpose of an audit is to express an opinion on the financial statements. The auditors test certain transactions that support the amounts and disclosures in the financial statements. They also look at accounting principles and estimates used. Based on these tests, they form an opinion on whether the financial statements are materially correct.

The auditors could not issue an opinion on the 2014 financial statements because of inadequate information to support the financial statement amounts. Sufficient record keeping is essential to produce reliable financial information.

~~ITEM # 18
DATE: 9-08-15~~

COUNCIL ACTION FORM

SUBJECT: SET PUBLIC HEARING DATE TO DEED RIGHT OF WAY ACCESS TO WOODBRIDGE SUBDIVISION

BACKGROUND:

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

As a part of the project, permanent property acquisitions are required from four property owners (Burgason, Wessex, Cammack and Hunziker). Of the four properties in question the project property acquisition team has come to terms with three of the four with one of the three donating the area to the City. A map of the general acquisition areas is shown in Attachment A. The cost of these acquisitions has been accounted for in all previously shown project cost estimates. It should be noted that temporary construction easements have been secured to allow for construction activities on these three properties.

The Burgason property at 2013 Oakwood Road (NW corner of University Avenue and Airport Road) was in the midst of sale during the ROW acquisition process. As part of the sale, the Burgason's attorney indicated that the project property acquisition cannot move forward without resolving an apparent access issue to the subdivision.

The present access issue to this area dates back to 1980. At that time, this area of the city was on the verge of developing and the city anticipated that the corner of University Blvd (formerly Elwood) and Oakwood/Airport Road would experience high volumes of traffic once the area developed. Because those anticipated high volumes can create ingress and egress safety concerns for driveways too near to each other and/or too near to the busy intersection, the City worked with the property owners at the time to limit the rights of direct access onto University and Oakwood Road from the surrounding properties. At the time, the City was given a deed that restricted most direct access onto those streets, but allowed four (4) exceptions giving two (2) direct access points onto University Blvd and two (2) direct access points onto Oakwood Road. This limited number of direct access points onto these roadways ensured separation between the access points and the intersection. Since 1980, this area has been sold and platted several times. As part of the platting process, a private paved drive was built so that lots that did not have a direct access point to either street would have ingress and egress to a street indirectly across that drive. The result is that the Burgason property has a direct access point onto Oakwood via the 1980 deed, but in practice, they are willing to have

access onto the private drive located west of their property. The location where that private drive connects with Oakwood Road does not coincide with one of the access points. However, the Burgasons have agreed to deed to the City one of the direct access points given them in the 1980 deed, if the City in turn grants to the subdivision a location for that direct access point that is changed to match the location of the private drive. The result will be that the City will deed ingress/egress rights to the subdivision for the private drive as shown in Attachment B. By eliminating one of the previous exceptions from the 1980 deed and giving ingress/egress rights to the private drive, the City will maintain the limited access points and desired separation.

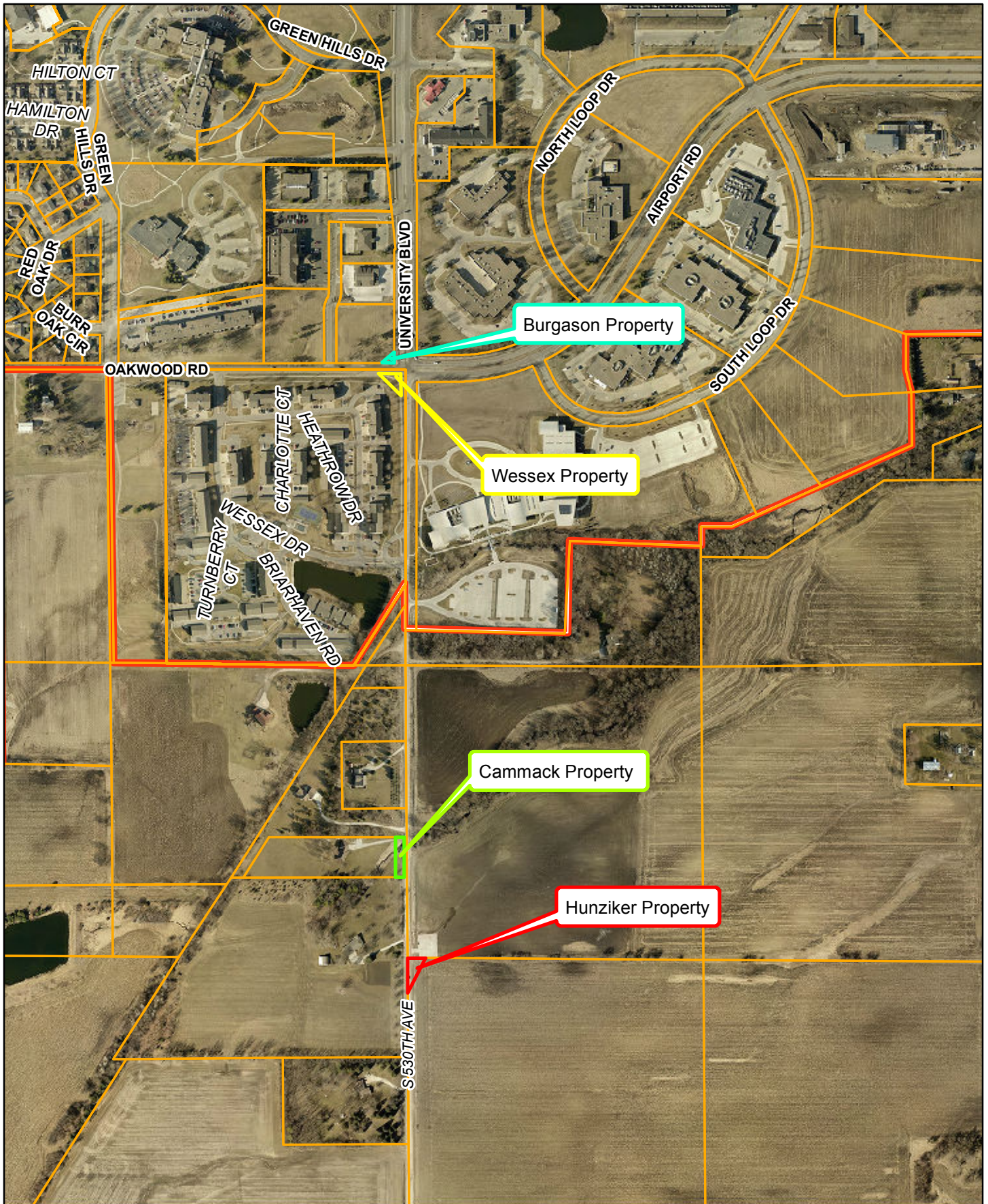
ALTERNATIVES:

1. Initiate the process to deed ingress/egress rights to Woodbridge Subdivision by setting September 22, 2015 as the date of public hearing.
2. Direct staff to negotiate an engineering agreement with another consulting firm.

MANAGER'S RECOMMENDED ACTION:

Staff will present all of the permanent property acquisitions to Council at future meeting

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



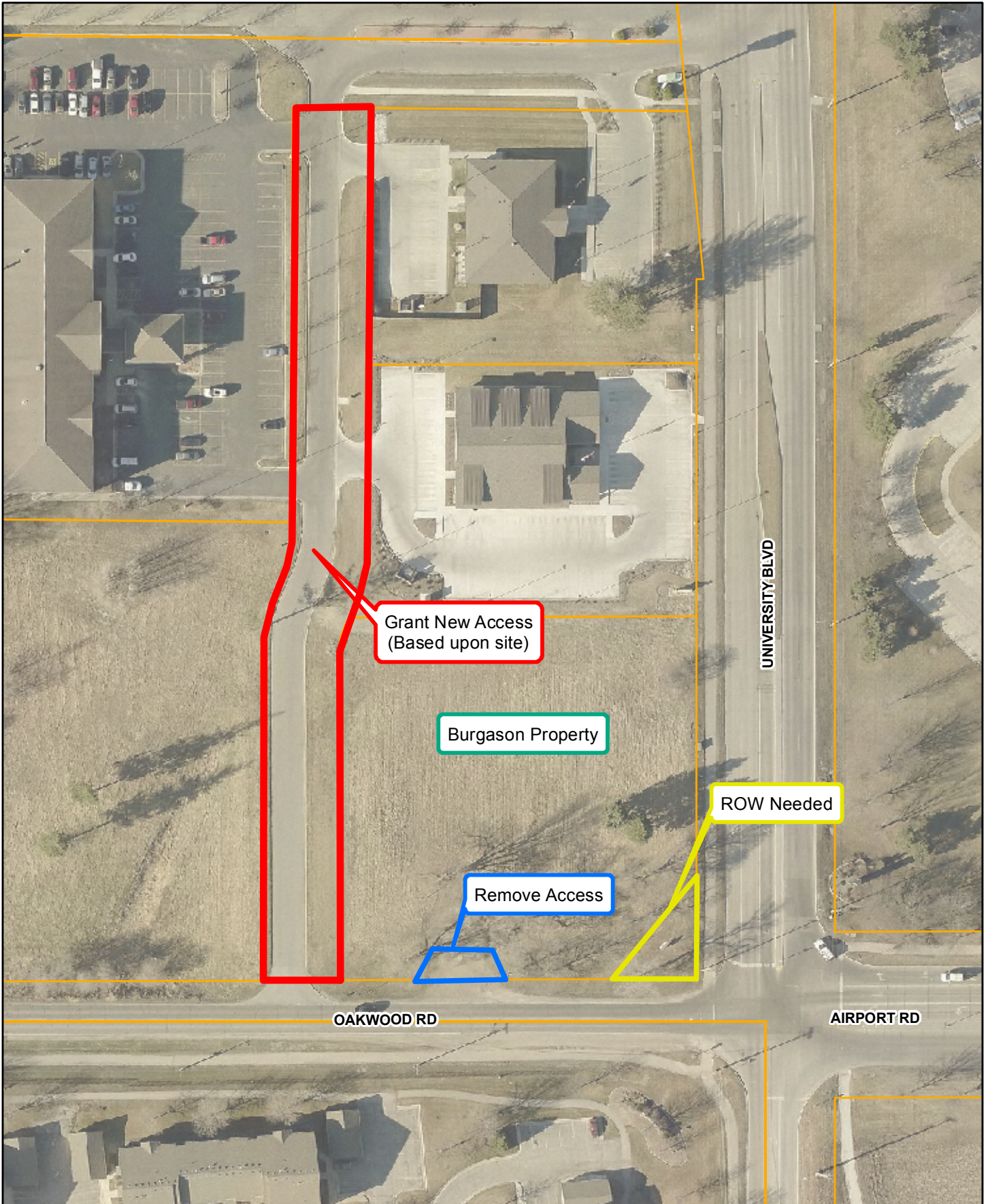
Geographic Information System (GIS) Product Disclaimer: City of Ames GIS map data does not replace or modify land surveys, deeds, and/or other legal instruments defining land ownership & land use nor does it replace field surveys of utilities or other features contained in the data. All features represented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



Attachment A
 ISU Research Park Phase III
 Acquisition Area Map



Scale: 1 in = 583 ft
 Date: 8/28/2015



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



Attachment B
 ISU Research Park Phase III
 Acquisition Area Map



Scale: 1 in = 94 ft
 Date: 9/2/2015

COUNCIL ACTION FORM

SUBJECT: POWER PLANT FUEL CONVERSION – AWARD OF ELECTRICAL INSTALLATION GENERAL WORK CONTRACT

BACKGROUND:

In November 2013 the City Council voted to convert the City's Power Plant from coal to natural gas. Implementing this decision requires a significant amount of engineering, installation of equipment, and modification and construction in the Power Plant.

On July 28, 2015, City Council approved preliminary plans and specifications for the Power Plant Fuel Conversion – Electrical Installation General Work Contract. **This specific phase of the conversion project is to hire a contractor to perform the electrical installation work.**

Bid documents for this project were issued to sixty-seven 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 three planrooms.

On September 9, 2015, three bids were received as shown below.

BIDDER	LUMP SUM BID PRICE
8760 Service Group, LLC Sedalia, MO	\$2,787,365.44
FPD Power Development, LLC Minneapolis, MN	\$3,145,149.00
ProEnergy Services, LLC Sedalia, MO	Non-responsive

The bid submitted by ProEnergy Services, LLC was non-responsive because they qualified their bid. They wrote on their bid that the "bid is only valid if ProEnergy is awarded Mechanical Installation".

City staff worked with our engineering firm, Sargent & Lundy (S&L), to perform a careful and extensive evaluation of the remaining two bids. In evaluating the apparent low bidder, 8760 Service Group, LLC several things stood out.

- 8760 is a mechanical contractor and not an electrical contractor.
- 8760 has limited power industry experience.

- All the firm's electric staff is new. The longest tenured staff member started in 2012, with most joining 8760 in 2015.
- There is concern about 8760's ability to perform a start up after the conversion is complete.
- Within the bid, 8760 omitted instrument calibration in their pricing/work scope and identified the pulling of fiber optic cable but neglected termination and testing.
- The bid excluded electrical transducers and shipping costs for instruments.
- 8760 took exception to several terms and conditions within the City's bid document.

In evaluating FPD and the bid they submitted, the following was noted.

- FPD took no exception to the terms and conditions outlined in the City's bid document.
- FPD is well known in the power industry for performing electrical work of this type and have performed many "coal to natural gas" conversion projects.
- The City's engineer, S&L, has had first-hand experience working with FPD from the construction phase through start up. S&L has found FPD's work to be of high quality.

City staff and S&L have concluded that awarding this contract to FPD Power Development, LLC, Minneapolis, MN in the amount of \$3,145,149 is in the best interest of the City.

The Engineer's estimate of the cost for this phase of the project was \$3,272,793. This expense will be covered from funding identified in the approved FY 2015/16 Capital Improvements Plan, which includes \$26,000,000 for the Unit 7 and Unit 8 fuel conversion. The project budget and commitments to date are summarized on page 4.

ALTERNATIVES:

1. Award a contract to FPD Power Development, LLC, Minneapolis, MN for the Power Plant Fuel Conversion – Electrical Installation General Work Contract in the amount of \$3,145,149.
2. Approve a contract with one of the other bidders.
3. Reject all bids and direct staff to rebid.

MANAGER'S RECOMMENDED ACTION:

This conversion is needed in order for the Power Plant to remain in compliance with state and federal air quality regulations. This major phase will provide for the electrical work necessary to install the electrical equipment, including the work associated with the DCS upgrade and the electrical modifications to the control room.

For the reasons outlined above, City staff and the consulting engineer have concluded that awarding this contract to FPD Power Development, LLC, Minneapolis, MN in the amount of \$3,145,149.00 is in the best interest of Electric Services. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1.

PROJECT BUDGET

The overall project budget and commitments to date are summarized below. To date, the project budget has the following items encumbered:

\$26,000,000	FY 2015/16 CIP amount budgeted for project
\$1,995,000	Encumbered not-to-exceed amount for Engineering Services
\$2,395,000	Engineering Services Contract Change Order No. 1
\$174,000	Engineering Services Contract Change Order No. 2
\$3,355,300	Contract cost for Natural Gas Conversion Equipment
\$29,869	Equipment Contract Change Order No. 1
(-\$321,600)	Equipment Contract Change Order No. 2
(-\$51,000)	Equipment Contract Change Order No. 3
\$1,595,000	Contract cost for DCS equipment
\$814,920	Contract cost for TCS equipment
\$244,731	Equipment Contract Change Order No. 1 (separate item on this agenda)
\$186,320	Contract Cost for Turbine Steam Seal System
\$898,800	Contract cost for Control Room Installation General Work Contract (separate item on this agenda)
\$1,572,019	Contract cost for Mechanical Installation General Work Contract (separate item on this agenda)
\$3,145,149	Contract cost for Electrical Installation General Work Contract (pending City Council approval of award for this agenda item)
\$98,560	Contract cost for UPS System
\$16,132,068	Costs committed to date for conversion
\$9,867,932	Remaining Project Balance to cover miscellaneous equipment and modifications to the power plant needed for the fuel conversion

COUNCIL ACTION FORM

SUBJECT: POWER PLANT FUEL CONVERSION – AWARD OF CONTROL ROOM INSTALLATION CONTRACT

BACKGROUND:

In November 2013 the City Council voted to convert the City’s Power Plant from coal to natural gas. Implementing this decision requires a significant amount of engineering, installation of equipment, and modification and construction in the Power Plant.

On August 25, 2015, City Council approved preliminary plans and specifications for the Power Plant Fuel Conversion - Control Room Installation. **This specific phase of the conversion project is to hire a contractor to perform the control room installation work.**

Bid documents for this project were issued to twenty-three 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 planrooms.

On September 16, 2015, two bids were received as shown below.

BIDDER	BASE	OPTION (fire alarm panel)
Henkel Construction Co. Mason City, IA	\$893,000	\$5,800
The Weitz Company Des Moines, IA	\$1,270,000	No bid

City staff worked with our engineering firm, Sargent & Lundy (S&L), to perform a careful and extensive evaluation of the bids and determined that the apparent low bid submitted by Henkel Construction Co., Mason City, IA in the amount of \$898,800, which included the optional fire alarm panel, is acceptable.

The Engineer’s estimate of the cost for this phase of the project was \$925,000. These costs will be covered from funding identified in the approved FY 2015/16 Capital Improvements Plan, which includes \$26,000,000 for the Unit 7 and Unit 8 fuel conversion. The overall project budget and commitments to date are summarized on page 3.

ALTERNATIVES:

1. Award a contract to Henkel Construction Company, Mason City, IA for the Power Plant Fuel Conversion - Control Room Installation Contract in the amount of \$898,800.
2. Award a contract to The Weitz Company, Des Moines, IA for the Power Plant Fuel Conversion - Control Room Installation Contract in the amount of \$1,270,000.
3. Reject all bids and direct staff to rebid.

MANAGER'S RECOMMENDED ACTION:

This conversion is needed in order for the Power Plant to remain in compliance with state and federal air quality regulations. This phase will provide for the expansion of the Power Plant's existing Control Room and provide for air conditioned space to hold the new Distributed Control System equipment. The expansion was necessary to allow for the installation of the new equipment while the plant operates under the old system; minimizing plant outage time.

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

PROJECT BUDGET

The overall project budget and commitments to date are summarized below. To date, the project budget has the following items encumbered:

\$26,000,000	FY 2015/16 CIP amount budgeted for project
\$1,995,000	Encumbered not-to-exceed amount for Engineering Services
\$2,395,000	Engineering Services Contract Change Order No. 1
\$174,000	Engineering Services Contract Change Order No. 2
\$3,355,300	Contract cost for Natural Gas Conversion Equipment
\$29,869	Equipment Contract Change Order No. 1
(-\$321,600)	Equipment Contract Change Order No. 2
(-\$51,000)	Equipment Contract Change Order No. 3
\$1,595,000	Contract cost for DCS equipment
\$814,920	Contract cost for TCS equipment
\$244,731	Equipment Contract Change Order No. 1 (separate item on this agenda)
\$186,320	Contract Cost for Turbine Steam Seal System
\$898,800	Contract cost for Control Room Installation General Work Contract (pending City Council approval of award for this agenda item)
\$1,572,019	Contract cost for Mechanical Installation General Work Contract (separate item on this agenda)
\$3,145,149	Contract cost for Electrical Installation General Work Contract (separate item on this agenda)
<u>\$98,560</u>	Contract cost for UPS System
\$16,132,068	Costs committed to date for conversion
\$9,867,932	Remaining Project Balance to cover miscellaneous equipment and modifications to the power plant needed for the fuel conversion

COUNCIL ACTION FORM

SUBJECT: 6TH STREET BRIDGE OVER SQUAW CREEK

BACKGROUND:

The City's Capital Improvements Plan (CIP) includes a program for necessary repairs recommended by the Iowa Department of Transportation's (IDOT) biennial bridge inspections report. In both 2010 and 2012, these bridge inspections recommended replacement of the 6th Street Bridge over Squaw Creek due to its condition. The project involves removal of the existing bridge structure and placement of a new concrete beam bridge. The project also includes aesthetic treatments including form liners on the concrete bridge rails, pedestrian path lighting, colored concrete sealer, and ornamental handrail, as selected by the City Council. Further, the project will reconstruct the approach pavement from the west to meet the new bridge geometry and to the east extending approximately 300 feet.

The new bridge configuration will allow for multimodal use of the facility including sidewalks and shared use path connections across Squaw Creek. Staff has worked with Iowa State University, CyRide, Parks and Recreation, and the neighborhoods to minimize the disruption from the bridge reconstruction. Pedestrian and bicycles detours are planned through Brookside Park during construction. A tentative construction schedule of bridge demolition in the fall of 2015 and bridge substructure work through the winter of 2015/16 will allow the project to be completed and reopened to traffic before the fall semester of Iowa State University in 2016.

Because project funding includes Iowa DOT City Highway Bridge funds, the contract must follow Iowa DOT schedules and be let by the Iowa DOT. On September 15, 2015, bids for this project were received as follows:

<i>Bidder</i>	<i>Bid Amount</i>
Engineer's estimate	\$3,130,618.00
Peterson Contractors, Inc.	\$2,529,652.18
Minnowa Construction, Inc.	\$2,723,551.03
Iowa Bridge & Culvert, L.C.	\$2,746,027.48
Hawkins Construction Co.	\$2,777,384.26
Herberger Construction Co. Inc	\$2,909,122.32
Jensen Construction Co.	\$2,939,236.43
Cramer and Associates, Inc.	\$3,211,172.90
Godberson-Smith Construction	\$3,350,220.93

Engineering and contract administration costs are estimated at \$230,000, bringing **overall estimated project costs to \$2,759,652.**

Funding for this project is programmed in the amount of \$1,000,000 from IDOT City Highway Bridge funds, \$2,320,000 from General Obligation Bonds, and \$50,000 in Shared Use Path Maintenance funds, bringing **total project funding to \$3,370,000.**

It is important to note that the East Lincoln Way Bridge repair project is also programmed in FY 2015/16 with the expectation that \$300,000 of the \$2,320,000 in General Obligation Bonds noted above would be available. The East Lincoln Way Bridge planned improvements include minor maintenance activities incorporating joint repair and painting. Due to the favorable bid amounts, there is adequate funding to move forward with the East Lincoln Way Bridge work in FY 2015/16 as originally planned.

ALTERNATIVES:

1. a. Accept the report of bids for the 6th Street Bridge over Squaw Creek Project.
b. Approve the final plans and specifications for this project.
c. Award the 6th Street Bridge over Squaw Creek Project to Peterson Contractors, Inc. of Reinbeck, IA in the amount of \$2,529,652.18 contingent upon receipt of Iowa DOT concurrence.
2. a. Accept the report of bids for the 6th Street Bridge over Squaw Creek Project.
b. Reject award and direct staff to modify the project for a future Iowa DOT bid letting.
3. Do not proceed with the project at this time.

MANAGER'S RECOMMENDED ACTION:

The 6th Street Bridge is a critical piece of transportation infrastructure that is in need of replacement. By moving forward with this award, it will be possible to begin this replacement yet this fall with the intent of completion in the summer of 2016.

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

Date: September 2, 2015
To: Honorable Mayor and Ames City Council members
From: Chuck Winkleblack
RE: 3515- 3505 Lincoln Way

You will be discussing my mixed use project at Tuesday night's meeting. We have been working on this project for almost 2 years now from my original request. We have worked hand in hand with city staff to develop the ordinance that is being applied to this particular project from the beginning.

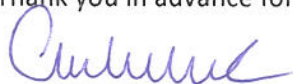
I have 2 requests: First I would ask that if there is not any meaningful objections to this project that you consolidate the 2nd and 3rd readings at your next regularly scheduled meeting on September 22nd. The reason for my request is that the way the calendar lays out in 2015 we will lose 3 weeks of construction schedule time heading into winter. Your next meeting after September 22nd is not until October 13th. That is 21 calendar days which is a long time in the construction world. If it were not this time of year I would not make the request, I know you don't like these requests. We have been talking about this project for a long time. If it has to go through all three readings it will have been before the planning and zoning commission and council 8 or 9 times since the concepts inception. I don't believe we are trying to push this through without a chance for public input.

My second request is to start the process for urban revitalization for this site. I made the initial request to council in June of 2008. I believe that the council supported the "concept" of urban revitalization in 2008 although I don't have the council action form to attach to my letter. Kelly (planning director) thought that I should bring this issue up now even though we would not be seeking abatement until 2017. That was one of the worst (if not the worst) areas in town prior to me purchasing the property. That was the reason that I asked for urban revitalization prior to purchasing the property.

I understand that you granted tax abatement to settle pending litigation by Breckenridge (my competitor) a block to the East. I have paid taxes on this vacant commercial land for 7 years through some very bad economic times. I worked for almost 2 years closely with staff to mold and refine the new ordinance for mixed use projects so that they are done right, function well and look great. My competitor (less than a block away) blew into town from Texas, fought with neighbors, staff, council and pretty much everyone they came in contact with. They tried to manipulate our codes and ordinances in ways that no one ever could have imagined. They initially threatened and ultimately filed a law suit against the city. Those folks now have been granted tax abatement and will have a significant financial advantage over my project if my project is not granted the same abatement. That hardly seems fair when I followed the rules, went through a long process, worked with staff, paid my taxes and asked for abatement before I bought this property.

This is not an agenda item tonight, Kelly thought that I should raise the issue now while the project is working through the approval process.

Thank you in advance for your consideration of these two topics



Chuck Winkleblack