

COUNCIL ACTION FORM

SUBJECT: AMES COMMUNITY SOLAR INITIATIVE

BACKGROUND:

At the September 8th City Council meeting, Council forwarded to staff an August 31st letter from Bob Haug on behalf of the Ames Community Solar Initiative. The letter requested the following:

"We ask for two actions by the City Council. First, that the City submit a simple, no-obligation application to the Iowa Utilities Board that will put the City in the queue for possible use of a limited block of state tax credits that have been set aside for community solar projects sponsored by municipal utilities. Second, affirm support for the concept of a community solar project and for a timely initial investigation and recommendation regarding feasibility."

TAX CREDITS:

The Iowa Utilities Board (IUB) has initiated a rule that proposes amendments to the Board's facility ownership eligibility following the adoption of House File 645, which modified Iowa Code chapter 476C. **This modification allows municipal utilities and others to be eligible for the tax credits.**

Iowa Code Chapter 476C creates a state production tax credit of 1.5¢ per kWh available for energy sold by eligible wind energy facilities and certain other non-wind renewable energy facilities, such as solar panels.

For other non-wind renewable facilities, the maximum total eligibility is 53 MW. For non-wind facilities seeking eligibility on or after July 1, 2011, applications are limited to facilities with a nameplate capacity of 60 MW or less, and total eligibility for each non-wind facility is limited to 10 MW. **The tax credit certificates are transferrable and may be applied toward the state's personal income tax, business income tax, financial institutions tax, or sales and use tax.**

To qualify for the tax credits, wind and other renewable energy facilities must be approved as eligible by the IUB. IUB rule 199 IAC 15.19 describes the 476C eligibility application process.

Applications in excess of maximum capacity limits are placed on waiting lists in the order received. If there is a reduction in capacity for eligible facilities, or if facilities are not

operational within the time specified, released capacity will become available to those on the waiting list who either did not receive a full allocation of their requested capacity, or who filed an application after capacity limits were fully subscribed. If any capacity is released, applications will be processed in the order received.

At the present time the IUB is working on incorporating changes to add municipal electric utilities as an eligible owner under Iowa Code chapter 476C. In anticipation of this addition, several municipal electric utilities have already made application for these tax credits. The program has set aside 10 MW and at present between 10 and 12 MW have already filed an application. It is possible that not all projects will be built nor will all be built at the size requested.

The application itself is simple to complete. The information requested includes:

- Type of facility
- Location
- Expected in service date

It is the staff's understanding that these tax credits will expire at the end of 2016 and will be eligible only to projects that are in service by the end of 2016 as well. **Given the number of issues that must be resolved before such a project can be completed, it is doubtful that these deadlines can be met by the City for this first round.**

INITIATING A COMMUNITY SOLAR PROJECT:

The Ames Community Solar Initiative also is requesting that the City Council declare its support for the concept of a community solar project and for a timely initial investigation. It is staff's position that an initial analysis should be performed by City staff. Issues such as determining community interest in a solar project, the size of the project, the possible locations for the project, the numerous ownership models, and the funding options should be explored.

EUORAB'S INTEREST

It is interesting to note that, at their last meeting, members of the Electric Utility Operations Review and Advisory Board (EUORAB) expressed a desire to devote their next meeting to hearing suggestions from the public regarding possible renewable energy projects. This interest stems from the fact that board members have received inquiries not only about a community solar project, but also about the possibilities for electric charging stations in the community. The Board has tentatively set aside their November 2015 meeting to discuss these projects and any others that are suggested by the public.

ALTERNATIVES:

- 1) The City Council can direct the staff to immediately (a) submit an application to the Iowa Utilities Board that will put the City in the queue for possible use of state tax credits that

have been set aside for community solar projects, and (b) initiate an analysis regarding options for accomplishing a community solar project.

- 2) The City Council can direct the staff to immediately (a) submit an application to the Iowa Utilities Board that will put the City in the queue for possible use of state tax credits that have been set aside for community solar projects, and (b) wait to initiate an analysis regarding options for accomplishing a community solar project until April 2016.
- 3) The City Council can direct the staff to either (a) submit an application to the Iowa Utilities Board that will put the City in the queue for possible use of state tax credits that have been set aside for community solar projects, or (b) initiate an analysis regarding options for accomplishing a community solar project.
- 4) The City Council can delay action on this request until a recommendation regarding these requests is presented by the EUORAB following their November public meeting.

MANAGER'S RECOMMENDED ACTION:

The City staff is supportive of increasing our renewable energy portfolio to include a solar component. However, as Council is aware, the Electric Services engineering staff is currently engaged in a historic project to transform our Power Plant from a coal burning facility to natural gas, thereby reducing our carbon footprint by 40%. Needless to say, this is a very complex project that must be accomplished within a federally mandated deadline. We had hoped that our staff could devote their full attention to finalizing this critical project through early spring 2016 before engaging in another major initiative.

Since EUORAB has recently expressed interest in weighing in on this subject and hearing from our electric customers, it is the recommendation that the City Council support Alternative #4, thereby delaying action on this request until a recommendation regarding these requests is presented by the EUORAB following their November public meeting.

However, if the City Council is concerned that that the City might lose an opportunity to take advantage of the state tax credits, the Council could support Alternative #2, thereby directing the staff to immediately (a) submit an application to the Iowa Utilities Board that will put the City in the queue for possible use of state tax credits that have been set aside for community solar projects, and (b) wait to initiate an analysis regarding options for accomplishing a community solar project until April 2016.

If Alternative #2 is pursued, it should be noted that several assumptions would need to be made to complete the application in a timely manner, since we are at the beginning stages of discussing this project and have no defined plan.

Staff Report

Urban Revitalization Area Designation for 3505 and 3515 Lincoln Way

October 27, 2015

BACKGROUND:

The subject site consists of two properties with a total area of 2.23 acres that are zoned Highway Commercial with the Lincoln Way Mixed Use Overlay (Attachment A). The site was recently approved for development as a mixed-use project with 10,912 square feet of commercial uses on the ground floor and 18 apartments. The property owner has requested the City Council establish an Urban Revitalization Area (URA) for the site (Attachment C) in order to qualify for a property tax abatement.

The history of the site includes a prior use as a mobile home park that the current property owner removed with the intent of developing a small subdivision to the north and commercial development on the subject area. The property owner requested determination by City Council in June of 2008 that the site was underutilized as described in the City's former policy for commercial tax abatement for HOC zoned property. **City Council adopted a resolution in 2008 recognizing redevelopment of the subject site with the commercial area as meeting the underutilized threshold of the 2008 Commercial Policy. However, no formal designation of the site as an Urban Revitalization Area occurred or was directed by Council at that time.**

The prior commercial policy had both mandatory criteria (underutilized land) and a requirement of meeting one of two optional criteria related to either providing for an underrepresented commercial business based on a commercial sales leakage study or that a project complies with enhanced design requirements for greater landscaping, shared parking, and signage limitations. In 2010, the commercial policy was changed to the format as it exists today (See Attachment B). The current policy no longer includes optional criteria related to enhanced design requirements and changed the mandatory elements to be more specific than what was in the 2008 policy.

If Council has an interest in proceeding with the process of establishing the site as a URA to provide tax abatement, Council could find the request consistent with its commercial property policy or proceed with establishing the site as a site specific URA independent of the City's commercial policy. Due to the site being vacant for 7 years, the site can be found to be consistent with the mandatory criteria of the policy.

OPTIONS:

When establishing an URA, a local government may establish qualifying criteria for a project to be eligible to receive property tax abatement. The following are possible options for qualifying criteria.

Option 1. Establish Specific Eligibility Criteria

Typically, the City has required certain site development standards, building elements, and restrictions on uses for eligibility. The use of criteria varies among the different URAs. For example, the City has required flood plain improvements for some commercial developments or to require brick materials on the exterior of buildings. Council has recently endorsed criteria for a nearby site that is a mix of apartments and a mixed-use building that specify certain development and use standards. (Attachment D).

Option 2. Adopt The Major Site Development Plan As the Eligibility Criteria

The City Council has recently approved the Major Site Development Plan (Attachment E) for the site and this specific Plan could be included as the criteria for receiving tax abatement. This would be similar to how the Deery Brothers tax abatement was approved.

Option 3. Establish Specific Eligibility Criteria Based On Use

The City Council can create criteria related to the use of the site and eligibility to receive tax abatement. The Commercial Policy lists prohibited uses of commercial areas from receiving tax abatement. **Additionally, for mixed use development Council could state that tax abatement eligibility relates only to commercial uses within the URA rather than residential uses and commercial uses.** The property taxes for the commercial classified uses would be the only abated taxes for the development under this option.

Option 4. Establish the URA With No Eligibility Criteria

This option could be pursued if Council believes that meeting only one of the mandatory criterion (vacant for seven year) of the current commercial policy is sufficient to justify granting property tax abatement.

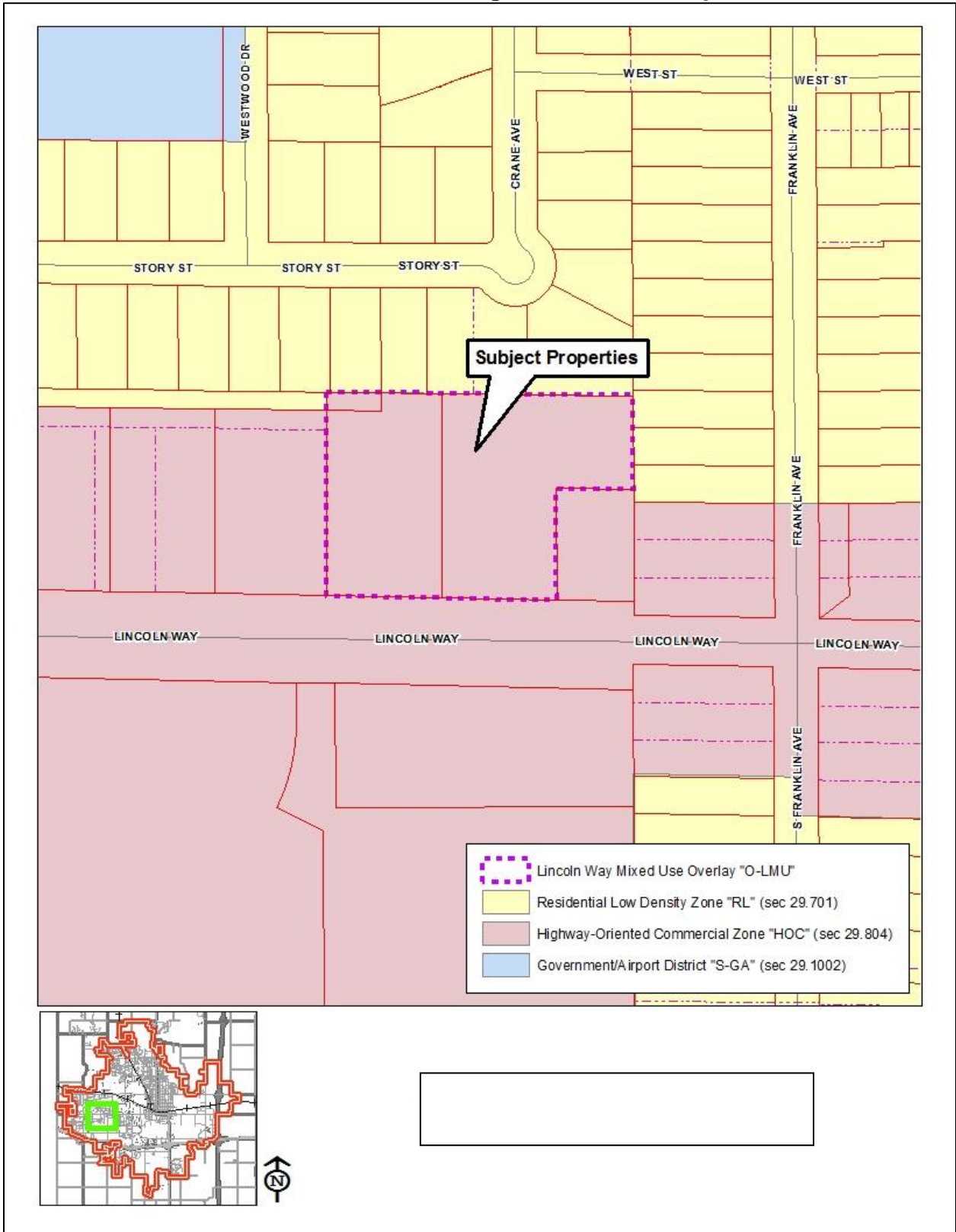
NEXT STEPS:

The following steps are needed to establish the Urban Revitalization Area and Plan:

- City Council adoption of a resolution finding that economic development or development of housing within the area is necessary.
- City preparation of a "Plan," specifying standards and qualifying criteria.
- City Council setting date of public hearing, with mailed notice of the Public Hearing to owners within the area.
- City Council enactment of an ordinance designating the area and resolution to approve the Plan.

If the City Council decides to accommodate the request and establish an URA, then the selection of one of the options presented above is necessary in order for the City staff to proceed to create the URA.

Attachment A – Zoning and Location Map



Attachment B – Commercial Criteria

URBAN REVITALIZATION HIGHWAY ORIENTED COMMERCIAL (HOC) REDEVELOPMENT CRITERIA

Properties eligible for tax abatement must be within the Highway-Oriented Commercial zoning district, and also fit within one or more criteria.

1. Properties from which the principal building has been removed and the property has been vacant for at least seven years.
2. Properties with a principal building that has been determined by the Building Official as meeting the definition of “Public Nuisance” in the Ames *Municipal Code*, Chapter 5, “Building, Electrical, Mechanical and Plumbing Code” (Currently Section 5.401(7)).
3. Development or redevelopment of Brown Fields. Brown Fields include abandoned or underused industrial and commercial facilities or sites available for re-use or redevelopment. Expansion or redevelopment of such a facility or site is complicated by environmental contaminations.
4. Properties with at least 20% of the property area being within 1,000 feet of a City of Ames water well and within the Floodway-Fringe Overlay zoning district. The Developer must demonstrate that the proposed project cannot be configured or designed in a manner to avoid significant extra impact to the project because of its location near a City well head.

Non-qualifying Uses. Notwithstanding compliance under the above categories, tax abatement shall not be granted for properties developed for or otherwise used for the following uses:

1. Mini-storage warehouse facilities or other industrial uses.
2. Transportation, communications, and utility uses.
3. Institutional uses.
4. Automotive, boat, and/or RV sales.
5. Adult entertainment businesses.
6. Detention facilities.
7. Agricultural or industrial equipment sales.

Attachment C – Applicant Letter

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.

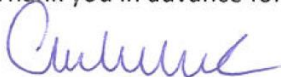
I have 2 requests: First I would ask that if there is not any meaningful objections to this project that you consolidate the 2nd and 3rd readings at your next regularly scheduled meeting on September 22nd. The reason for my request is that the way the calendar lays out in 2015 we will lose 3 weeks of 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

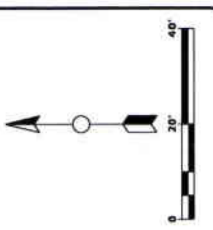
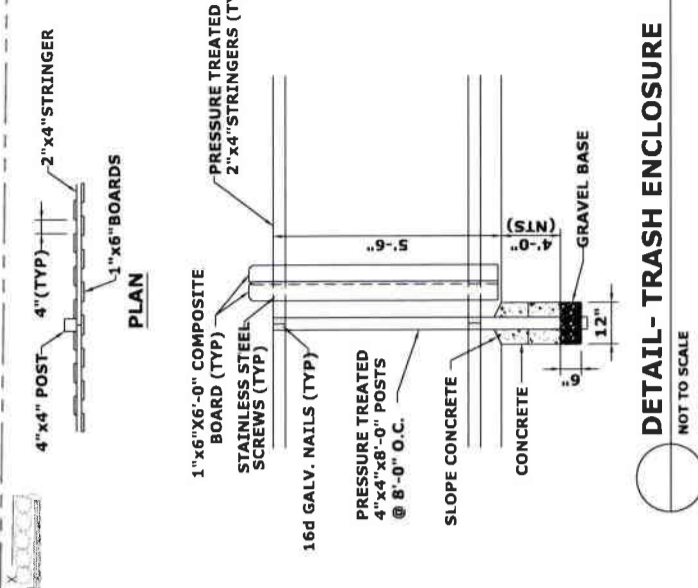
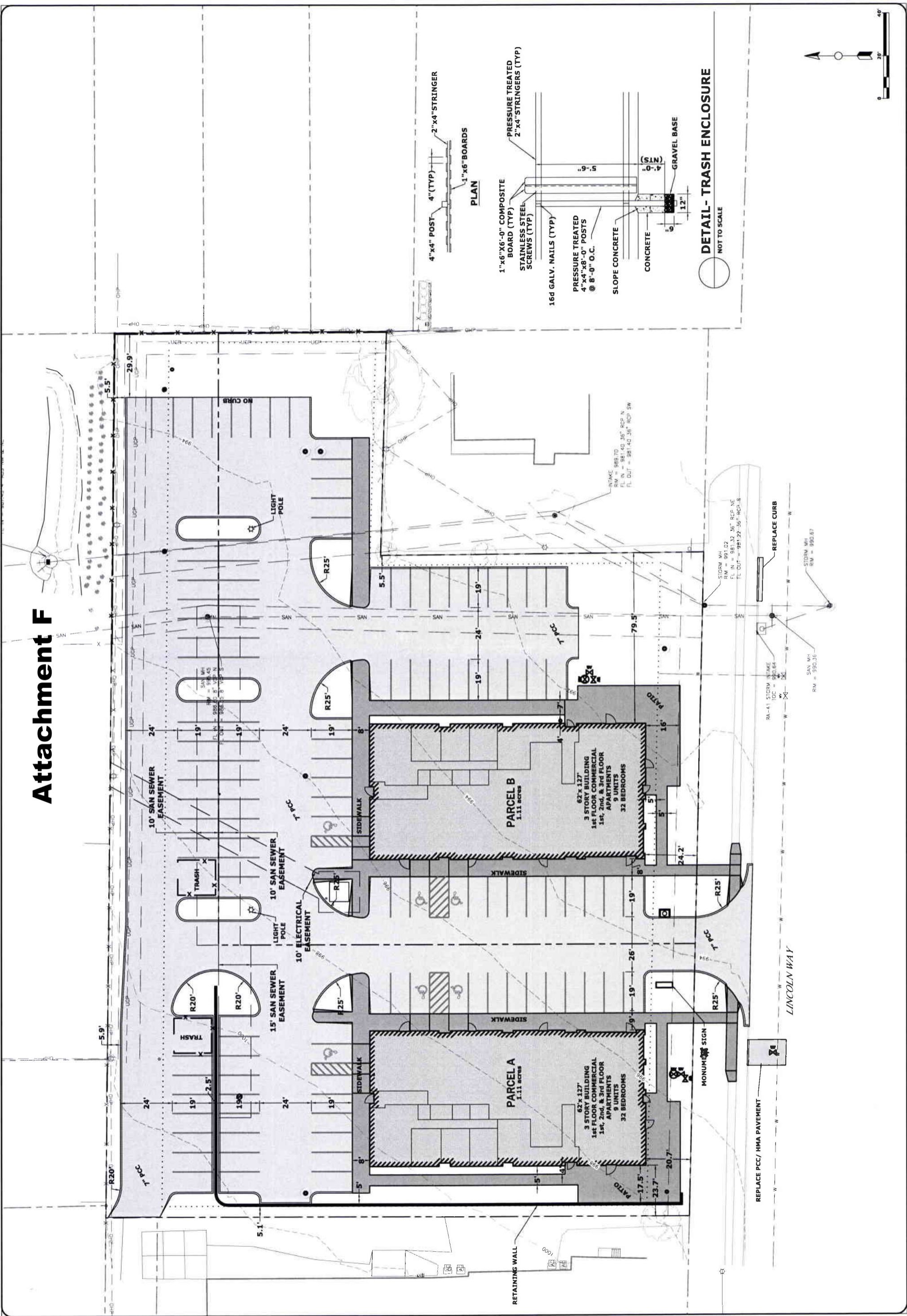
Attachment D

URA DRAFT Qualifying Criteria

1. All buildings shall use clay brick as the principal building material for 80% of the front facades, excluding openings. The remaining facades shall incorporate clay brick or cut stone into 50% of the façade materials.
2. Buildings used solely for residential and accessory uses shall utilize hipped or gabled roofs. Mixed-use buildings are exempt from this standard.
3. The project shall provide additional commercial parking in excess of the retail/office parking rate of 3.3 spaces per 1,000 square feet of gross commercial floor area. A minimum of 20% of the commercial floor area shall provide parking at a rate of 9 spaces per 1,000 square feet of gross commercial floor area for the first 30,000 square feet of gross floor area.
4. A clubhouse, as defined in the Zoning Ordinance, shall not be permitted on the ground floor of a commercial mixed use building.
5. Ground floor commercial uses of mixed use buildings must be a permitted use of the HOC base zone for Office Uses; Retail Sales and Services Uses; Entertainment, Restaurant, and Recreation; and miscellaneous use of childcare.
6. Typical commercial tenant footprint shall have a minimum depth of 40 feet.
7. Commercial areas shall have a floor to ceiling height of a minimum of 12 feet.
8. Primary entrances to residential buildings shall include covered entries with architectural enhancements.
9. The residential project shall receive and maintain certification for the Iowa Crime Free Multi-Housing Program administered by the Ames Police Department.
10. The project shall utilize a Sign Program for commercial tenants that provide a cohesive design and lighting style to the site. Sign Program will allow for wall signage per the Sign Code. If a commercial ground sign is constructed, it is restricted to a single monument sign along Lincoln Way and shall include a decorative base compatible with the commercial buildings finishes and have an opaque sign face background. The Sign Program must be approved by the Planning Director.
11. The project shall provide landscape buffering with the L3 and F2 standards in a minimum of a 10-foot-wide planter along the perimeter property lines of the site.
12. The project shall provide street trees, per City specifications, along Wilmoth Avenue.
13. No balconies shall face the perimeter of the site.

Attachment F

DATE	BY	SAW	07/15
REVISION		SRS	07/15
07/30/15	AS PER DRC COMMENTS DATED 7/17/15	CHECKED	
		LAST UPDATE:	07/30/15

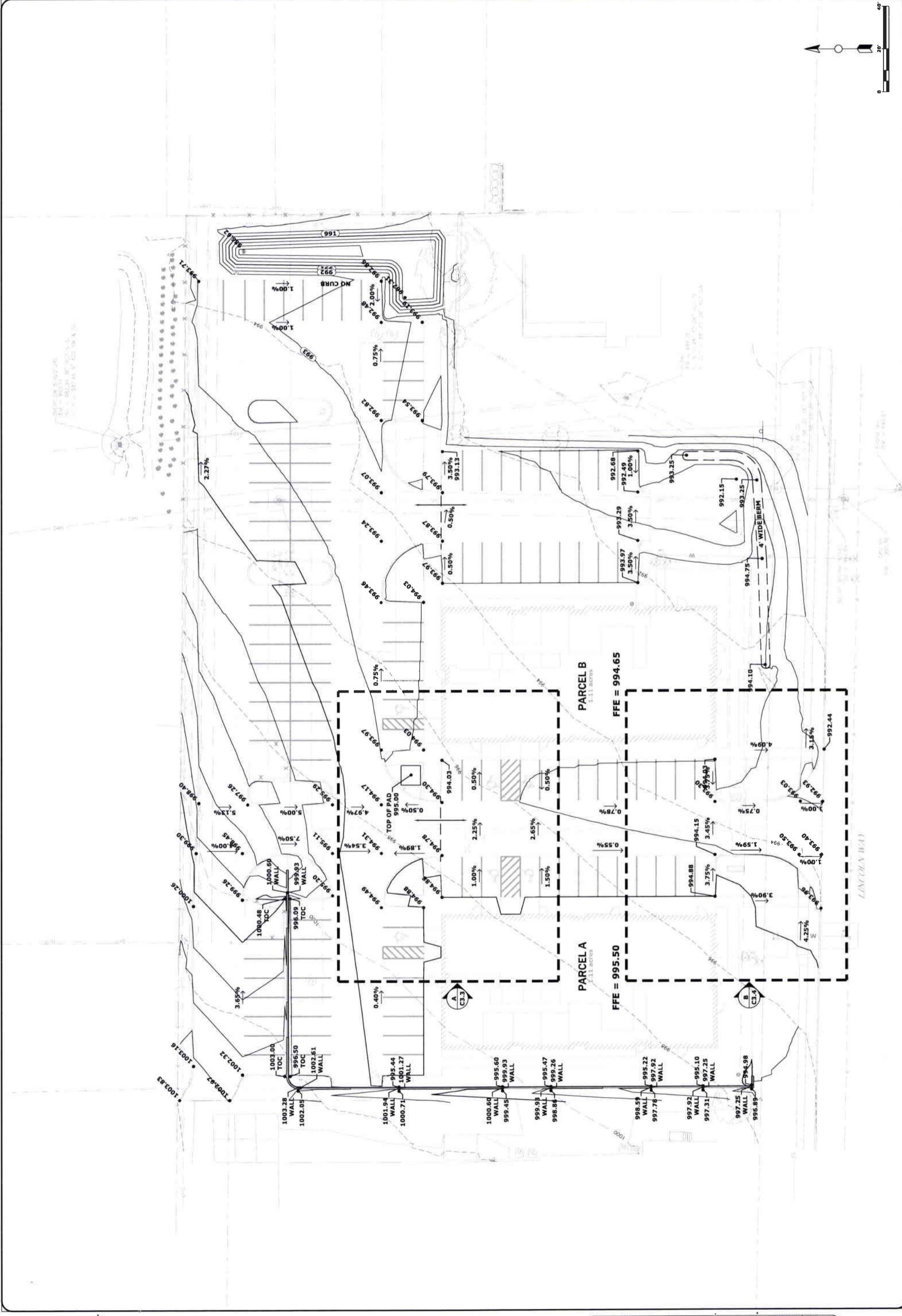


PROJECT NO
5404-15A
SHEET
C2.0

SITE LAYOUT AND DIMENSIONING PLAN
WALNUT RIDGE COMMERCIAL
3515 & 3505 LINCOLN WAY
AMES, IA

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

DRAWING FILENAME	X:\proj\5000\5404-15A Walnut Ridge W Lincoln Way\Drawings\CV\5404-15A SITE PLAN.dwg
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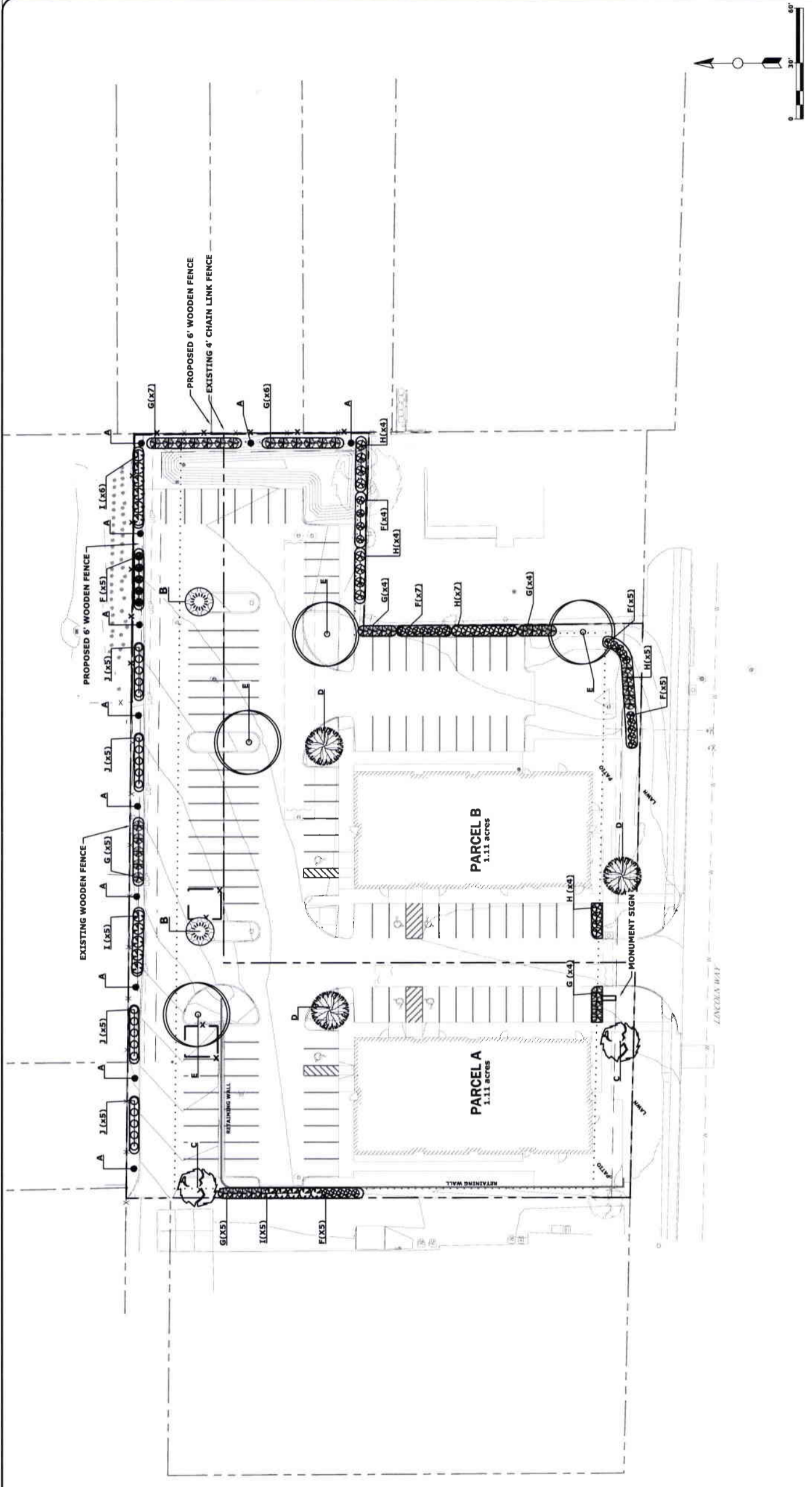
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DATE	BY	SAW	07/15
REVISION		DESIGNED	07/15
		BRAWN	07/15
		CHECKED	
		AS PER DRC COMMENTS DATED 7/17/15	
		DATE	07/20/15
		LAST UPDATE:	07/30/15

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

SITE LANDSCAPING PLAN
 WALNUT RIDGE COMMERCIAL
 3515 & 3505 LINCOLN WAY
 AMES, IA

PROJECT NO
 5404-15A
 SHEET
C5.0



Plant Schedule

Symbol	Number	Common Name	Botanical Name	Size	Container	Mature Height	Mature Width	Comments
A	11	Taylor Juniper	Juniperus Virginiana 'Taylor'	1 1/2" Caliper	3' B&B	30	3	
B	2	Pagoda Dogwood	Cornus alternifolia	1 1/2" Caliper	4' B&B	30	30	
C	2	Korean Maple	Acer Pseudosieboldianum	1 1/2" Caliper	#7 Cont.	20	20	
D	3	Japanese True Lilac	Syringa Reticulata 'Ivory Silk'	1 1/2" Caliper		25	20	
E	4	State Street Maple	Acer Miyabei 'Morton'	1 1/2" Caliper		30	30	
F	31	Blue Muffin Arrowhead Viburnum	Viburnum Dentatum 'Christom'		#2	4	4	
G	35	Red Prince Weigela	Weigela Florida 'Red Prince'		18" Pot	5	5	
H	24	Dakota Sunspot Potentilla	Potentilla Fruticosa 'Fargo'		#2	5	5	
I	16	Mohican Viburnum	Viburnum Lantana 'Mohican'		24" Pot	6	6	
J	20	Goldmound Spirea	Spirea Japonica 'Goldmound'		#2	3	4	



ARCHITECTURAL
CONSTRUCTION



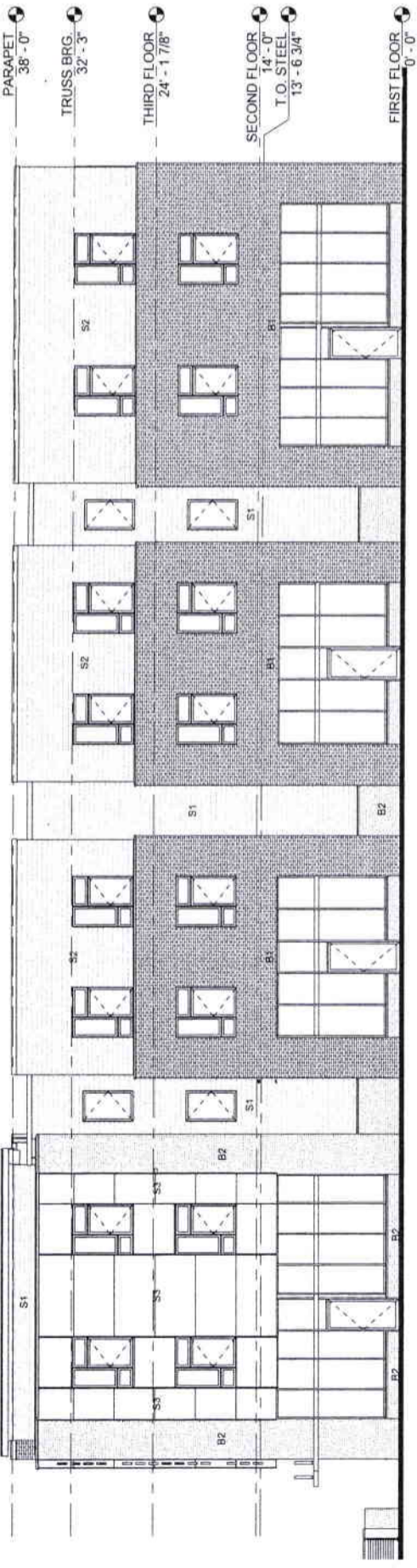
STRUCTURAL
ENGINEERING

P.O. BOX 159 HUXLEY, IA 50124
P: 515.597.5457
F: 515.597.5461
WWW.JCORP.BIZ

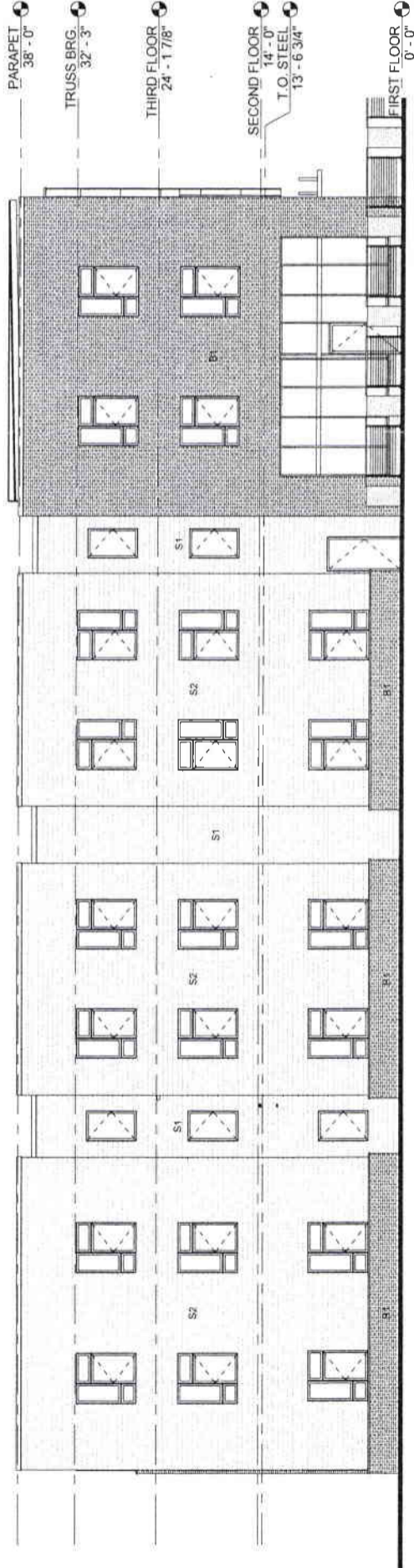
Lincoln Way Mixed-Use

Perspective
06/23/15

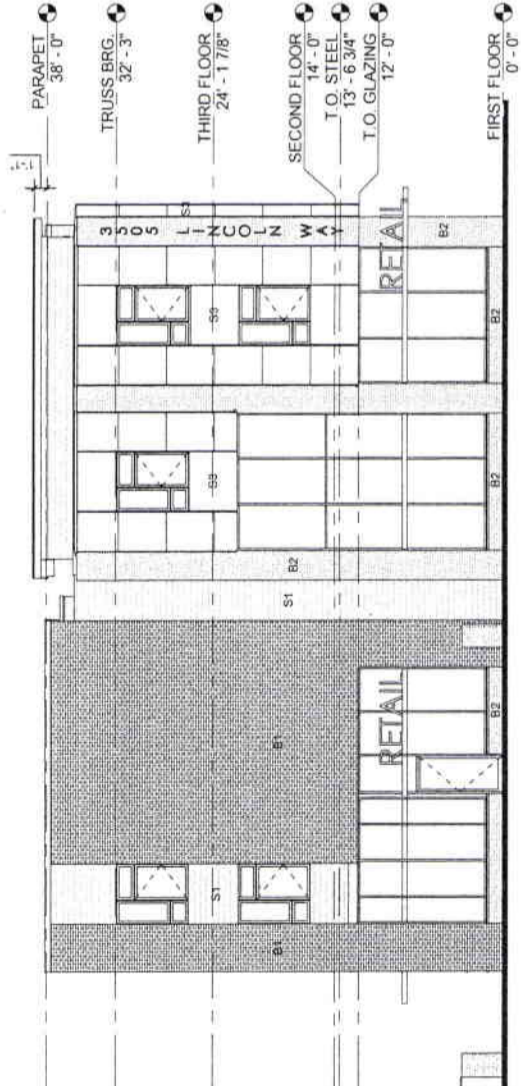
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B2	Brick - Light Tan
S1	Hardie Siding - Charcoal
S2	Hardie Siding - Grey
S3	Hardie Reveal Panel System



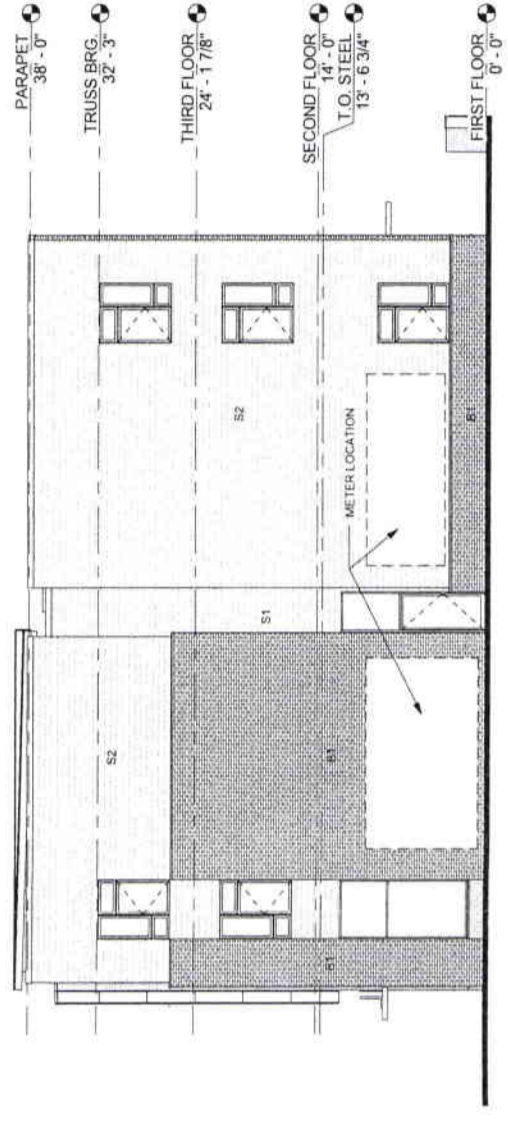
4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



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



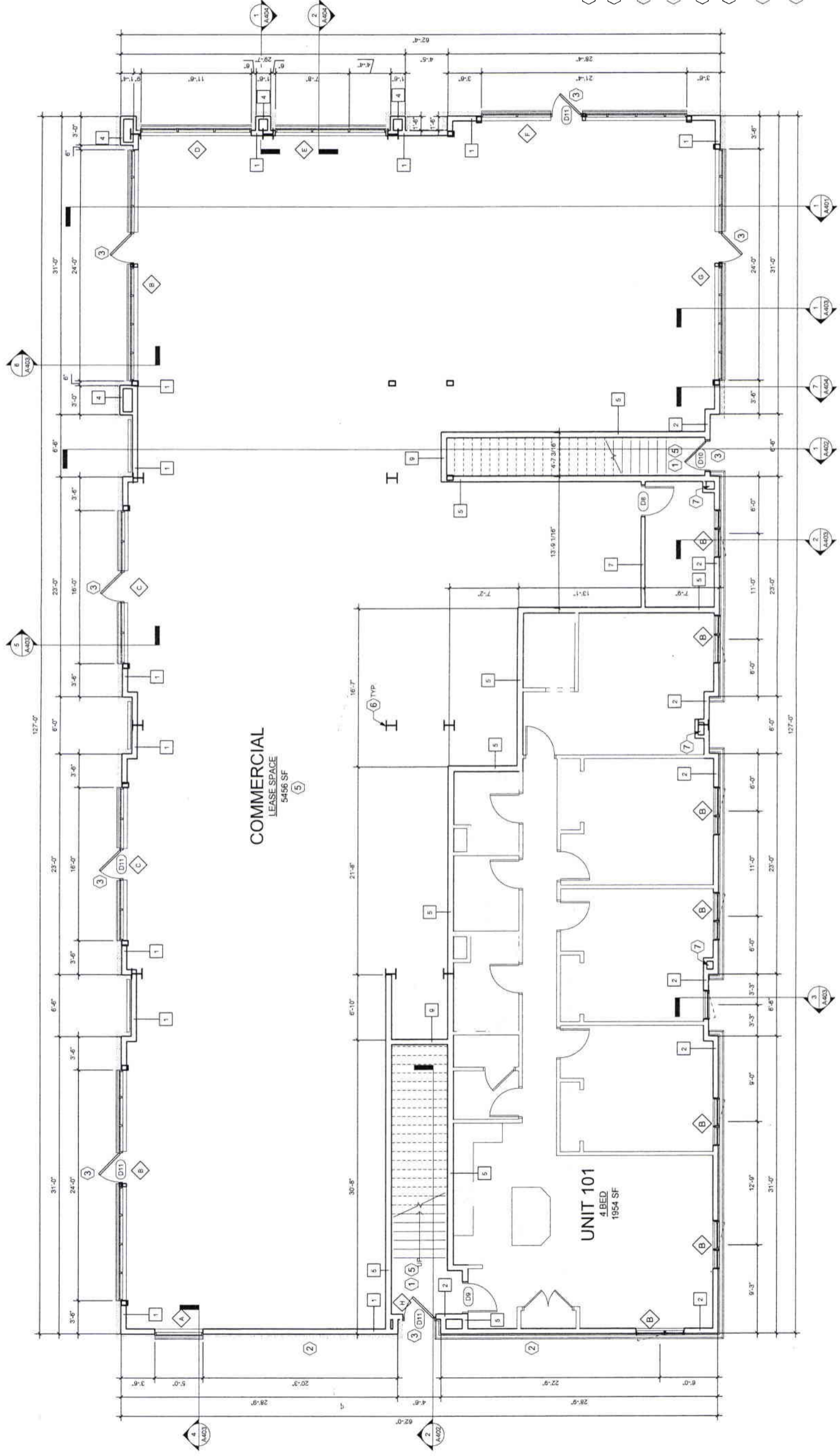
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SCALE: 1/8" = 1'-0"



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

JUL 30 2015

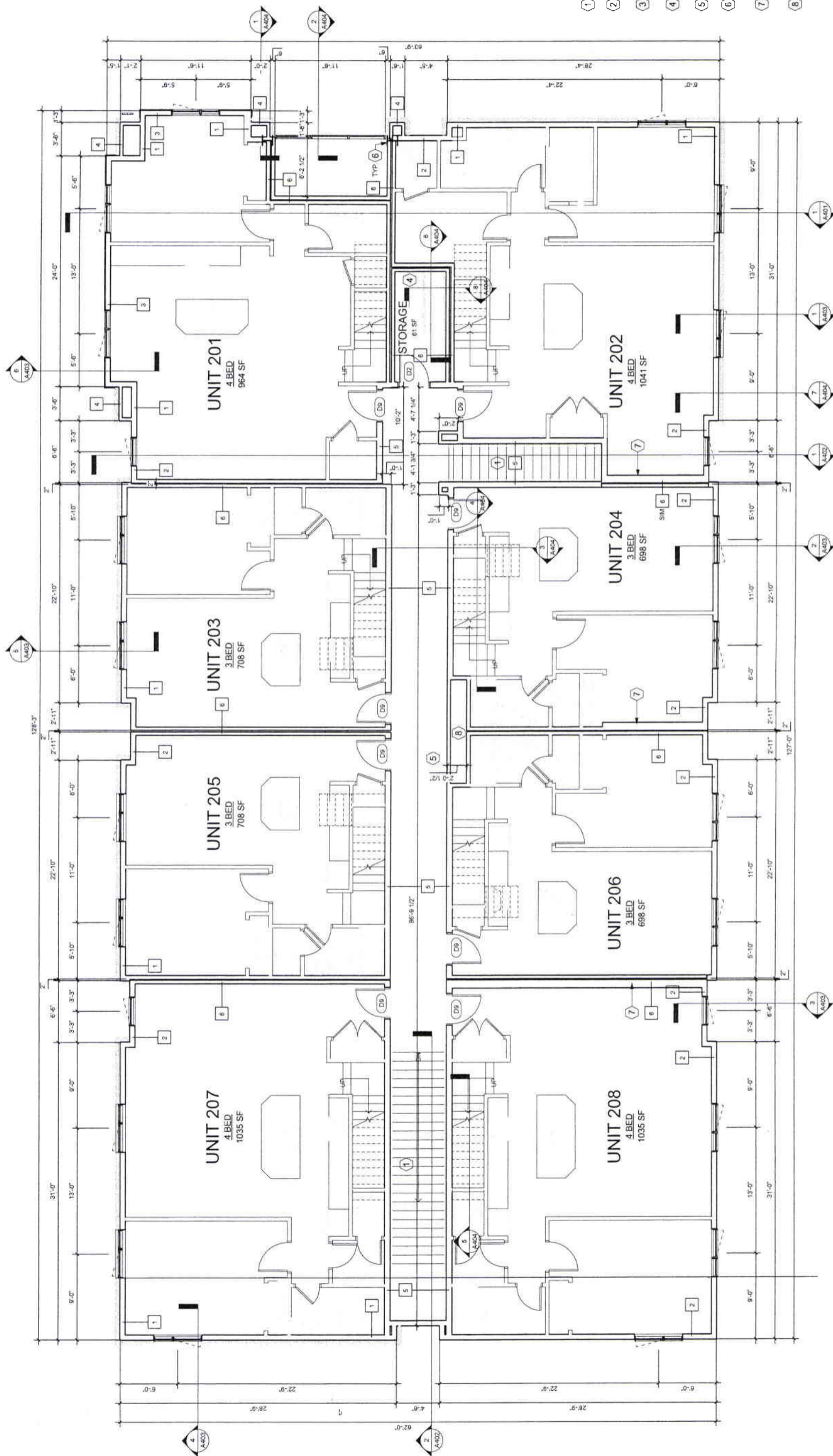
CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING



PLAN NOTES

- (1) STAIRS - RE. STAIR PLAN AND STAIR SECTIONS
- (2) METER LOCATION - COORDINATE FINAL SIZE AND PLACEMENT OF EQUIPMENT WITH CONTRACTOR
- (3) CONCRETE STOOP, TYP. ALL EXTERIOR ENTRANCES - RE. STRUCTURAL
- (4) SHIPS LADDER AND ROOF ACCESS HATCH BY MANUFACTURER
- (5) ACCESSIBLE HARDWARE IN ALL COMMON AREAS TYP. AS OCCURS
- (6) COLUMN AND LOCATION RE. STRUCTURAL
- (7) INTERNAL ROOF DRAIN LOCATION - COORDINATE FINAL SIZE AND PLACEMENT WITH PLUMBING CONTRACTOR. 2x8 WALL OR 2x4 FLOORING AS OCCURS TO CONCEAL DRAIN PIPE
- (8) CHASE SPACE FOR FUTURE MECHANICAL

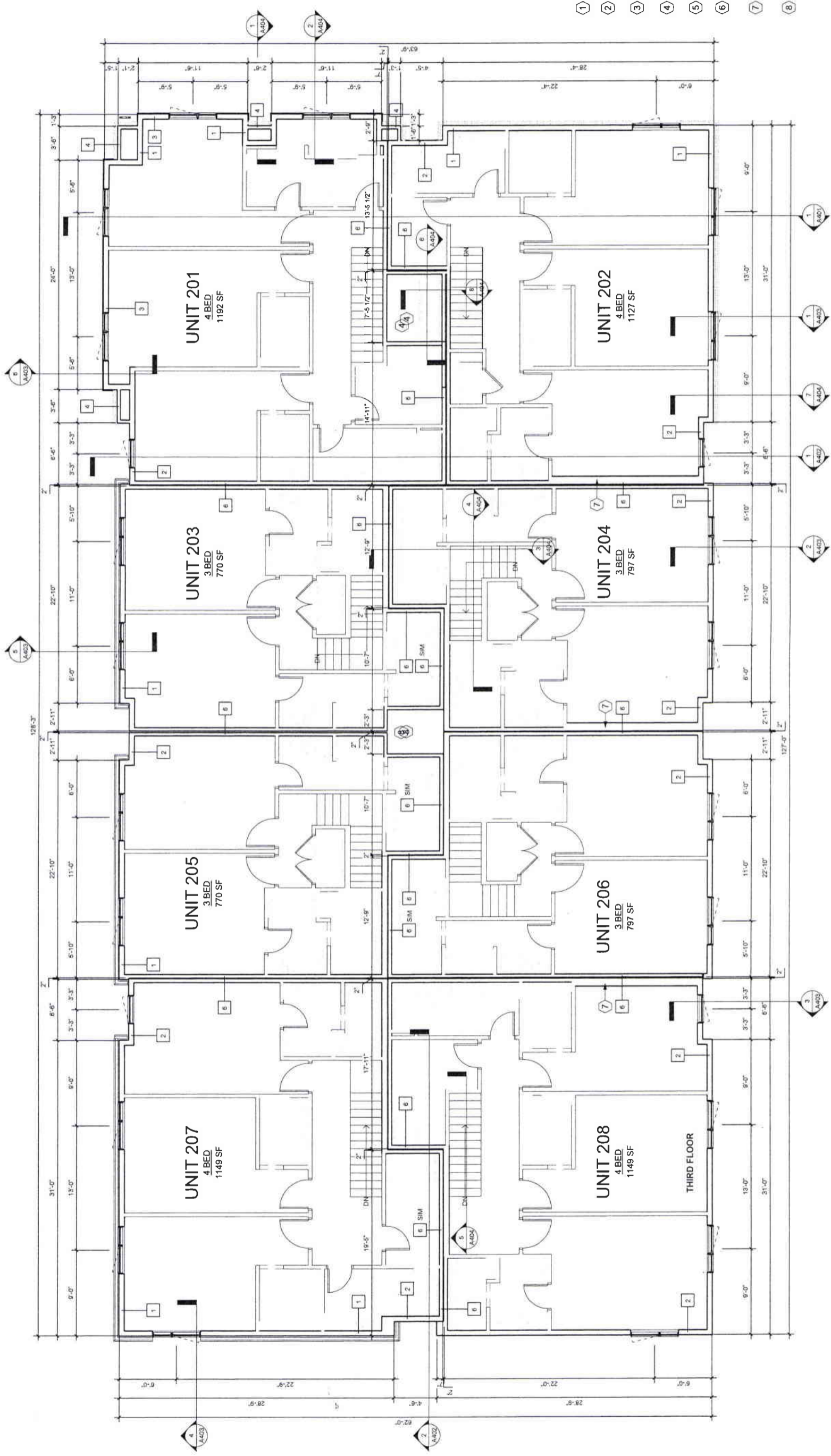
NORTH  **FIRST FLOOR PLAN**
SCALE: 3/16" = 1'-0"



PLAN NOTES

- 1 STAIRS - RE STAIR PLAN AND STAIR SECTIONS
- 2 METER LOCATION - COORDINATE FINAL SIZE AND PLACEMENT OF EQUIPMENT WITH CONTRACTOR
- 3 CONCRETE STOOD: TYP. ALL EXTERIOR ENTRANCES - RE STRUCTURAL
- 4 SHIPS LADDER AND ROOF ACCESS HATCH BY MANUFACTURER
- 5 ACCESSIBLE HARDWARE IN ALL COMMON AREAS, TYP. AS OCCURS
- 6 COLUMN AND LOCATION RE STRUCTURAL
- 7 INTERNAL ROOF DRAIN LOCATION - COORDINATE FINAL SIZE AND PLACEMENT WITH PLUMBING CONTRACTOR. 2x8 WALL OR 2x4 FURRING AS OCCURS TO CONCEAL DRAIN PIPE
- 8 CHASE SPACE FOR FUTURE MECHANICAL

NORTH **1** **SECOND FLOOR PLAN**
SCALE: 3/16" = 1'-0"



PLAN NOTES

- ① STAIRS - RE STAIR PLAN AND STAIR SECTIONS
- ② METER LOCATION, COORDINATE FINAL SIZE AND PLACEMENT OF EQUIPMENT WITH CONTRACTOR
- ③ CONCRETE STOOPT, TYP. ALL EXTERIOR ENTRANCES - RE STRUCTURAL
- ④ SHIPS LADDER AND ROOF ACCESS HATCH BY MANUFACTURER
- ⑤ ACCESSIBLE HARDWARE IN ALL COMMON AREAS, TYP AS OCCURS
- ⑥ COLUMN AND LOCATION RE STRUCTURAL
- ⑦ INTERNAL ROOF DRAIN LOCATION - COORDINATE FINAL SIZE AND PLACEMENT WITH PLUMBING CONTRACTOR. 2x6 WALL OR 2x4 FLOORING AS OCCURS TO CONCEAL DRAIN PIPE
- ⑧ CHASE SPACE FOR FUTURE MECHANICAL

NORTH **1** **THIRD FLOOR PLAN**
SCALE: 3/16" = 1'-0"

COUNCIL ACTION FORM

SUBJECT: LINCOLN WAY CORRIDOR PLAN – REQUEST FOR PROPOSALS

BACKGROUND:

City Council has prioritized in the Planning Division Work Plan a study of Lincoln Way to consider its potential for enhancement and reinvestment. Lincoln Way is a corridor that ties many of the City's commercial areas and neighborhoods together as a transit corridor, arterial street, and bicycle and pedestrian route. The corridor study will consider the diversity of uses along the corridor, strategic opportunities for redevelopment and infill opportunities, support of the pedestrian environment, creating a cohesive identity along Lincoln Way.

The objectives for the Corridor Plan are to create identity, support multi-modal transportation, and revitalize properties with land uses that support the corridor's use and identity. The focus areas are key to the Corridor Plan approach due to the interest in contextual redevelopment options rather than broad interests in redevelopment and intensification along the corridor.

The study will focus primarily on areas within one block (300 to 400 feet) on both sides of Lincoln Way and on potential opportunities sites within 1/8th of a mile from the corridor. **After a general assessment of the corridor from west to east throughout the city, the City Council will then be asked to give direction regarding which of the consultant's recommended focus areas and proposed options are worthy of further examination by the consultant.**

Subject to the City Council approval on October 27th, staff will finalize and solicit a Request For Proposals (RFP) to seek consulting services to assist in public engagement, assessment of the corridor, and provide design options to meet the objectives of the plan. (The draft scope of services for the RFP is attached)

The tentative schedule for this project is as follows:

November 2015-Solicit Proposals

December/January 2016-Select Consultant

April/May 2016-Initial Assessment and Seek Council Direction Regarding Focus Areas and Options

September/October 2016-Final Options and Recommendations From the Consultant Will Be Ready For Council Approval

Proposals will be evaluated and scored by a committee of multi-disciplinary city staff members and a representative from the Planning and Zoning Commission. The scoring and assessment of the proposals will be returned to Council for final selection and award of a contract. The Council has appropriated \$80,000 for the Corridor Study in the FY 2015/16 budget.

ALTERNATIVES:

1. Direct staff to finalize and issue a Request for Proposals (RFP) for consulting services for a Lincoln Way Corridor Study based on the attached draft scope of services.
2. Direct staff to modify the tasks or approach reflected in the draft scope of services for the RFP.
3. Direct staff to return with additional information before approving the proposed RFP.

MANAGER'S RECOMMENDED ACTION:

The staff's proposed approach to the project is to do an initial overall assessment of the corridor and return to the City Council with the results of the assessment for opportunities to reach the objectives of the Plan. At that point Council will provide direction on selecting focus areas and proposed options that are worthy of further examination by the consultant. The end result of the study will be to identify feasible options to reach the objectives of the Corridor Plan and allow the City to adopt a Plan for reinvestment along Lincoln Way.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby directing staff to finalize and issue a formal Request for Proposals (RFP) for consulting services for the Lincoln Way Corridor Study based on the draft scope of services that is attached.

DRAFT SCOPE OF SERVICES FOR LINCOLN WAY CORRIDOR CONSULTANT

Introduction and Background

The City of Ames seeks proposals for consulting services to prepare a Lincoln Way Corridor Plan. The selected consultant will have experience in public engagement, neighborhood outreach, small and medium scale infill housing development, small and medium scale mixed-use development, transportation analysis, multi-modal transportation design, commercial redevelopment, streetscape and aesthetic improvements, and financial feasibility and cost estimating.

The objectives for the Corridor Plan are to create identity, support multi-modal transportation, and revitalize properties with buildings and uses that support the corridor's context and identity. The plan will consider the diversity of uses along the corridor, strategic opportunities for redevelopment and infill opportunities, support of the pedestrian environment, creating a cohesive identity along Lincoln Way. This 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, Iowa State University, and the Iowa Department of Transportation.

The Corridor Plan will include a high level assessment of opportunity areas from the west to east boundaries of the City. The Plan will principally consider properties within one block of Lincoln Way with potential consideration of strategic locations within a 1/8 to ¼ mile distance of transit stops. It is anticipated the Plan will then be focused on specific areas of the corridor that are differentiated by their contextual needs for improvements, enhancements, or development interests as identified through public engagement, stakeholder engagement, staff, and the City Council. Staff estimates that a minimum of five focus areas may be identified through the assessment and outreach process. The focus areas will then include case studies or representative sites that demonstrate the how the goals and ideas of the plan can be feasibly implemented.

Schedule--Tentative

- Council approve Scope of Services Summary October 27th
- Release RFP November 2nd
- Submit questions by November 16th
- Responses November 20th
- Proposals due 4PM December 2nd
- Scoring Committee Review/Interviews December 7th to 16th
- Council selection December 22nd

Initial Corridor assessment provided to City Council April 2016.

Final Plan Adoption by City Council October 2016.

Selection Process of Consultant

All proposals will be submitted to the City's Purchasing Department and scored by a staff lead review team. The team will include members from multiple City departments and a member of the Planning and Zoning Commission to review the proposals and provide comments.

Scoring criteria will be broad and encompass topics such as the responsiveness of the proposal, experience with corridor plans, development and plan implementation, technical team support, schedule, approach to the project, and proposed consultant's fees. Upon scoring of the proposals, staff will provide the assessment scoring and costs for service to the City Council for final selection. **Staff tentatively plans on returning to Council by December 22, 2015 to recommend award of a contract.**

Scoring Criteria

Understanding of the project

Approach to Meeting the Project Objectives

Urban Design and Architectural Experience

Multi-Modal Transportation Analysis and ROW Design Experience

Streetscape and Aesthetics

Public Engagement Strategy

Responsiveness to the RFP Requirements

The proposal must include the following information:

Description of the project approach

Assumptions of public meetings and meetings with staff, costs for additional meetings

Implementation strategies and priorities,

Description of work product for each task,

Schedule by task,

Breakdown of costs by task and staff,

Experience on similar projects for staff working on the project,

Optional tasks or additional services that further the goals for the plan

COUNCIL ACTION FORM

SUBJECT: AIRPORT TERMINAL BUILDING AND HANGAR PROJECT UPDATE

BACKGROUND:

On October 13, 2015 the City Council referred the attached letter from the AEDC which reflects two requests regarding the Airport Hangar project. **The purpose of this report is to respond to these two requests as well as assure that the City Council approves of the current conceptual design plans for the Hangar and Terminal Building.**

Issue 1. Approval Of Hangar Conceptual Design Plans

The City's FY 2015-2020 Capital Improvements Plan (CIP) includes a project to construct a new terminal building, itinerant hangar, and related site improvements at the Ames Municipal Airport. The budget for the Terminal Building portion of this project is as follows:

<u>Revenues</u>		<u>Expenses</u>	
G.O. Bonds	\$ 867,000	Site Design	\$ 144,800
Bonds (Abated)*	\$ 943,000	Site Construction	\$ 772,000
Federal	\$ 600,000	Terminal Design	\$ 266,700
State	\$ 150,000	Terminal Construction (Est)	\$ 2,126,500
ISU	\$ 250,000		\$ 3,310,000
Hotel/Motel Tax	\$ 250,000		
AEDC	\$ 250,000		
	<u>\$ 3,310,000</u>		

* Abated with increased revenue from FBO contract and backed by ISU

The Hangar portion of this project is being paid for entirely by the private sector and will be donated to the City once it has been built. **As part of this arrangement, the City Council will be asked to review and approve on October 27th the conceptual design of the Hangar to ensure City support for the design direction.**

It should be emphasized that the plans and specifications (Building Plans) of the Hangar that will be used to issue building permits and allow the building to be ordered are not part of this approval. Staff will conduct the review and issue building permits in the future when the documents have been submitted to the City. At that time, the order for the Hangar may be placed.

Attached to this Council Action Form is the conceptual design for the Hangar (Attachment 1) that illustrates the massing, shape, and potential use of color for the building. Staff has also provided an updated Terminal Building layout (Attachment 2)

that shows the revised building proposal for a 6,970 square-foot plan. There are also renderings of the interior and exterior treatments of the terminal building that illustrates the landside and airside entries to the Terminal. What is shown reflects the most current design guidance from the focus group and architectural design team.

Issue 2. Approval To Waive Building Permit Fees For The Hangar

The February 10, 2015 agreement for Airport Improvements with Iowa State University obligates them to ensure that a third party designs and constructs an aircraft storage hangar approximately 11,500 square feet in size whose plans and specifications are improved in advance by the City. The Ames Economic Development Commission (AEDC) has assumed this responsibility for the University and is in the process of raising over \$1,000,000 of private funds to finance the Hangar. You will recall that the AEDC has also pledged to contribute an additional \$250,000 towards the construction of the new terminal building.

This financial commitment from the private sector is unprecedented and is proving to be challenging. Therefore, the AEDC is requesting that the City Council consider waiving the permit fees associated with the construction of the Hangar.

Issue 3. Permission To Offer Naming Rights For Two Rooms In The Terminal Building

Another strategy to facilitate the completion of their financial obligation to the airport improvements is for the City Council to allow the AEDC to offer naming rights for the Conference Room and Training/Multi-purpose Room in the Terminal Building in return for a specific level of contribution. This distinction will be marked by a plaque on the room's wall identifying the donor.

ALTERNATIVES:

1. a) The City Council can approve the general conceptual designs for the Terminal Building and Hangar that have been developed to date.

However, the AEDC must understand that this conceptual approval does not constitute a building plan review such that building permits could be issued for the Hangar. Until the City staff receives and is able to review the construction plans and specifications for the Hangar, permits cannot be issued. **Therefore, the AEDC should understand that the Hangar should not be ordered based on the Council's approval of the conceptual design.**

- b) The City Council can grant waiver of building fees for the Hangar.
- c) The City Council can grant the AEDC the authority to offer naming rights to donors for the Training and Training/Multi-purpose rooms within the Terminal Building.

2. The City Council can approve the proposed conceptual design plans for the Terminal Building and Hangar and grant any one of the two requests from the AEDC.
3. The City Council can approve the proposed conceptual design plans for the Terminal Building and Hangar and deny the two requests from the AEDC.
4. The City Council can deny the two requests from the AEDC and refer the conceptual design of the Terminal Building and Hangar back to the staff for modifications.

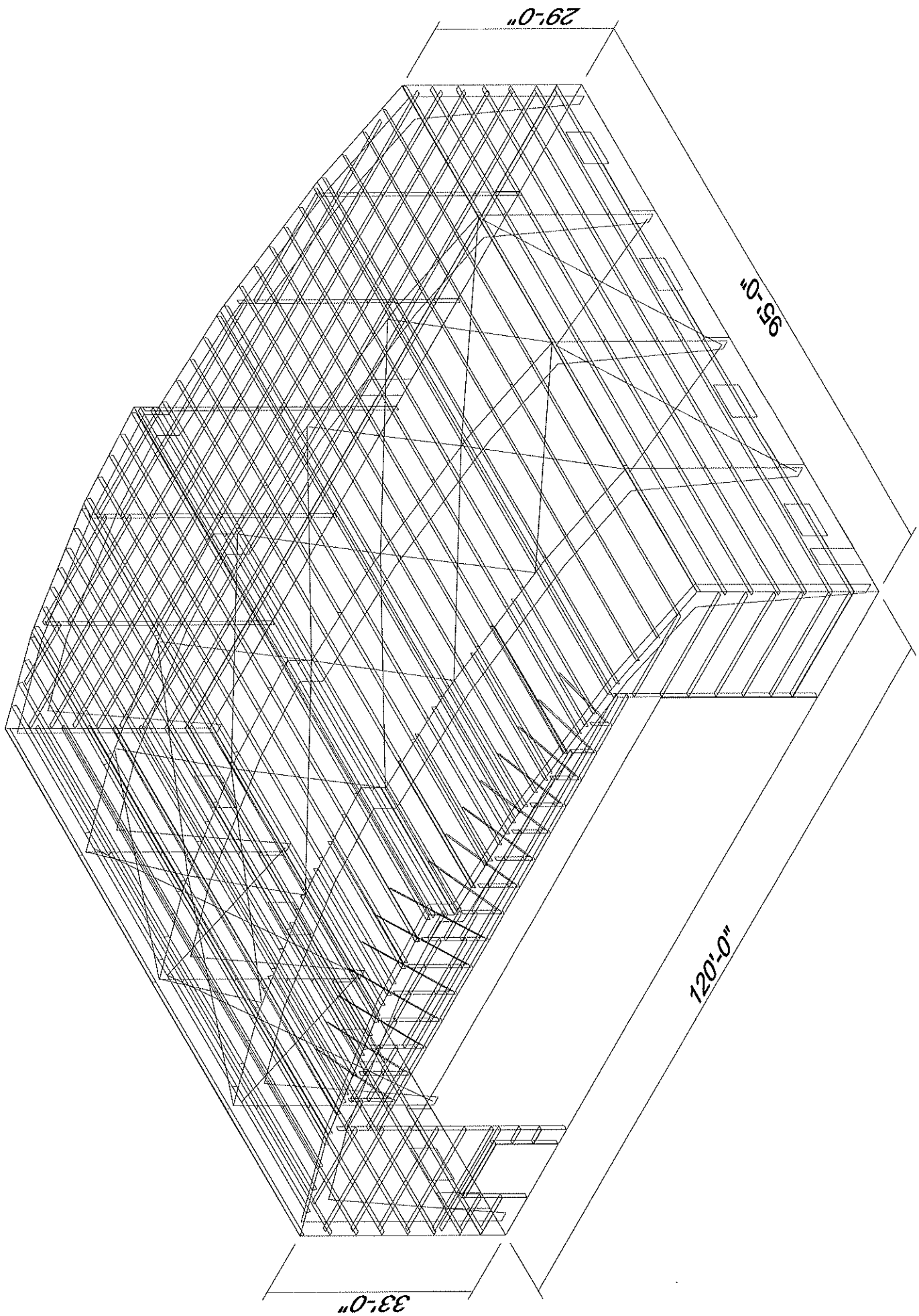
MANAGER'S RECOMMENDED ACTION:

The successful completion of the airport improvements will be the result of a public/private partnership. In addition to substantial financial commitments from the City and University, the private sector has stepped up to become a major contributor as well. The two requests represent minimal concessions on the part of the City that will enhance the probability that the AEDC will achieve its financial goal for the project.

While the City does pay the permit fees for its own projects (Library, Water Treatment Plant, Furman Aquatics Center), this Hangar project is unique. In this case, the City will receive a facility worth in excess of \$1,000,000 without expending any tax or utility funds. The waiver of the permit fees, valued at approximately \$9,000 in return for a \$1,000,000 structure, seems justified. In addition, the granting of naming rights for rooms in City facilities as a technique to garner donations is not new. The Library Board has utilized this same strategy for securing private donations. Finally, as our consultant moves ahead with the design of the Terminal Building, it is important that the City Council concurs with the direction this project is taking along with the vision for the new Hangar.

Therefore, it is the recommendation of the City Manager that the City Council support Alternative #1 and thereby 1) approve the general conceptual designs for the Terminal Building and Hangar that have been developed to date, 2) grant waiver of permit fees for the Hangar project, and 3) allow the AEDC the authority to offer naming rights to donors for the Training and Training/Multi-purpose rooms within the Terminal Building.





*Design Development
Ames Municipal Airport New Executive Terminal*



Terminal Building - Schematic Design Plan



Design Development Ames Municipal Airport New Executive Terminal

Schematic Design Plan Square Footages

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

Plan Key of Program Categories

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

Terminal Building - Schematic Design Plan



Design Development Ames Municipal Airport New Executive Terminal

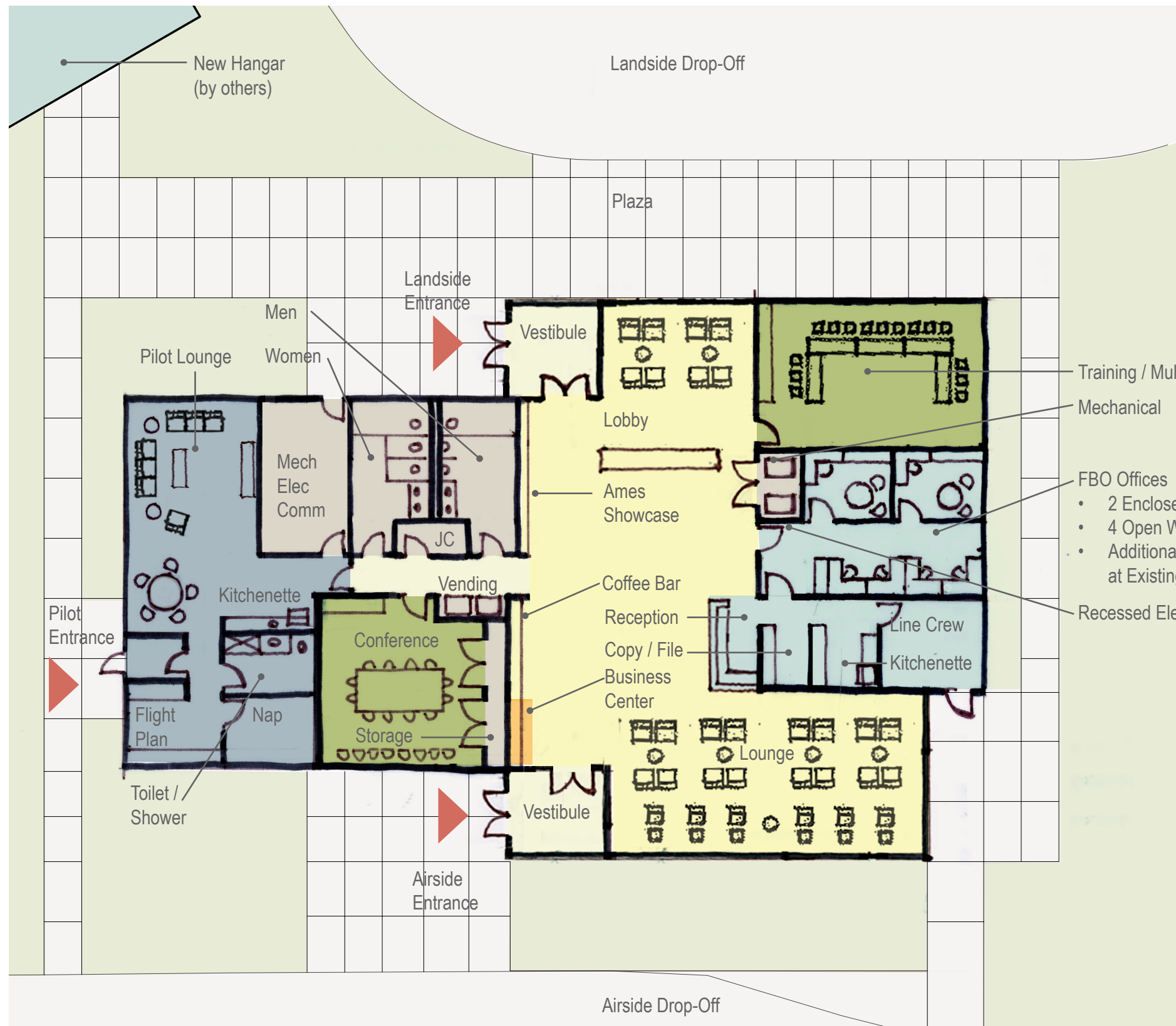


Schematic Design Plan Square Footages

Passenger Lobby / Lounge	2,364 sf
FBO Offices	540 sf
Training / Multi-Purpose	660 sf
Reception / Copy-File / Kitchenette / Line Crew	456 sf
Restrooms / Janitor	467 sf
Storage	95 sf
Vending	30 sf
Cafe	38 sf
Pilot Area	1,092 sf
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Mechanical / Electrical / Communications	270 sf
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Plan Key of Program Categories

- Public
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- Pilot Area
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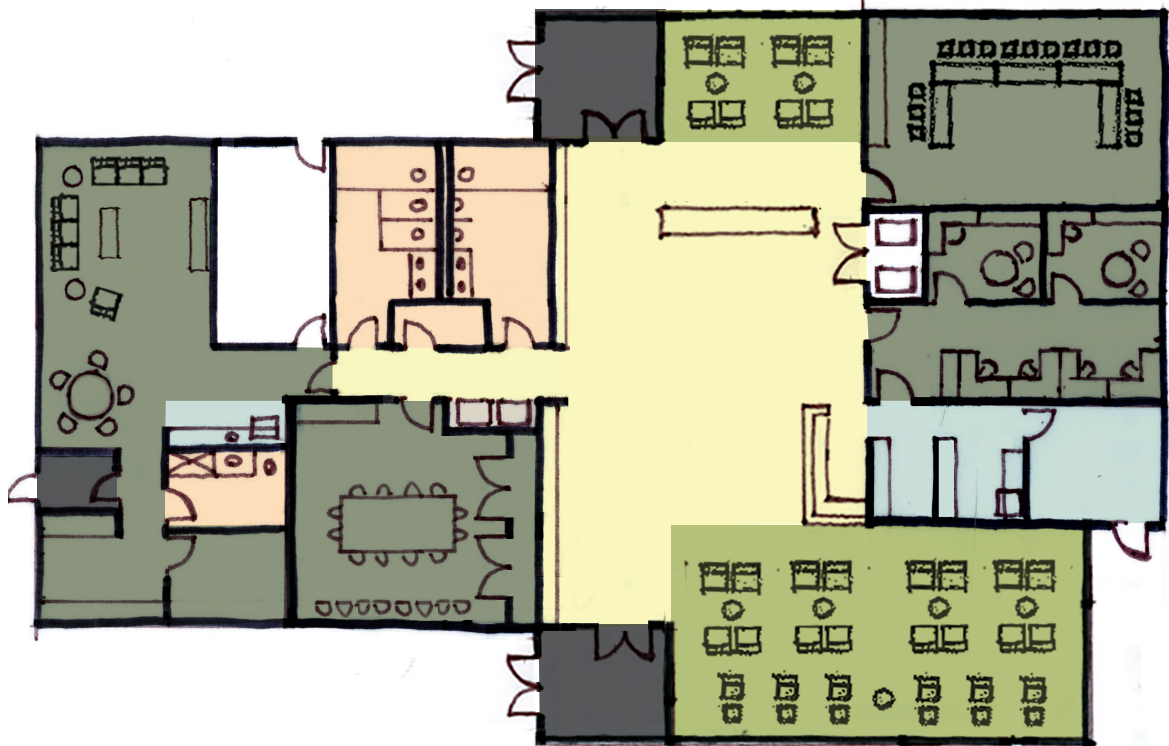
Square Footages

Passenger Lobby / Lounge	2,292 sf
FBO Offices	576 sf
Training / Multi-Purpose	600 sf
Reception / Copy-File / Kitchenette / Line Crew	456 sf
Restrooms / Janitor	467 sf
Storage	58 sf
Vending	30 sf
Cafe	38 sf
Pilot Area	1,092 sf
Conference	497 sf
Business Center	30 sf
Mechanical / Electrical / Communications	294 sf
Circulation / Vestibules	540 sf
Total Building SF	6,970 sf

- Training / Multi-Purpose
- Mechanical
- FBO Offices
 - 2 Enclosed Offices
 - 4 Open Work Desks
 - Additional Office Space at Existing Terminal
- Recessed Electrical Panel

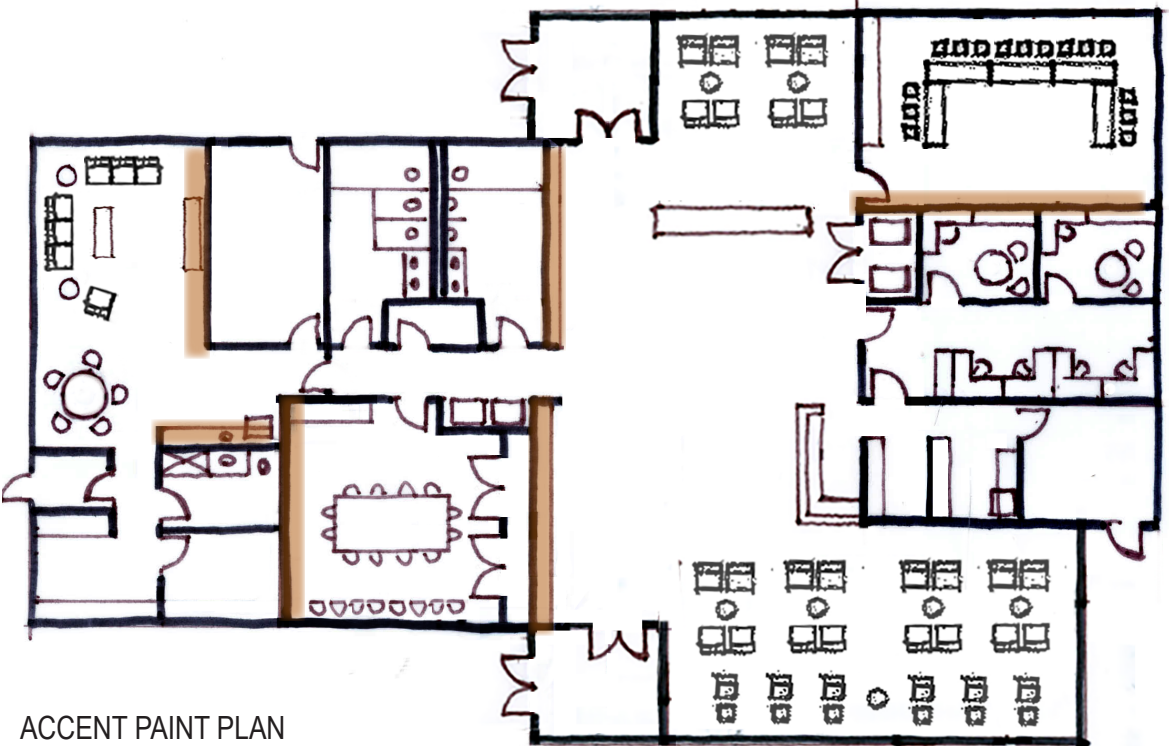
Plan Key of Program Categories

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



- CARPET TILE
- BROADLOOM CARPET
- WALK-OFF CARPET TILE
- PORCELAIN FIELD TILE
- PORCELAIN RESTROOM TILE
- VCT
- SEALED CONCRETE

FLOOR FINISH PLAN



ACCENT PAINT PLAN

Finish Palette 'B'

MODERN - ENERGETIC - SIMPLE

color concept: a contemporary blend of black, white and greys and light woods, creating a crisp backdrop to welcome any color on 'ames showcase', including ISU's cardinal red and gold.

Design Development

Ames Municipal Airport New Executive Terminal

PAINT MAIN

PAINT ACCENT

FLOOR TILE PUBLIC AREAS
*ALTERNATE: STAINED CONCRETE

FLIGHT

CARPET PATTERN MULTIPLE TILES

MAPLE MILLWORK + FURNITURE

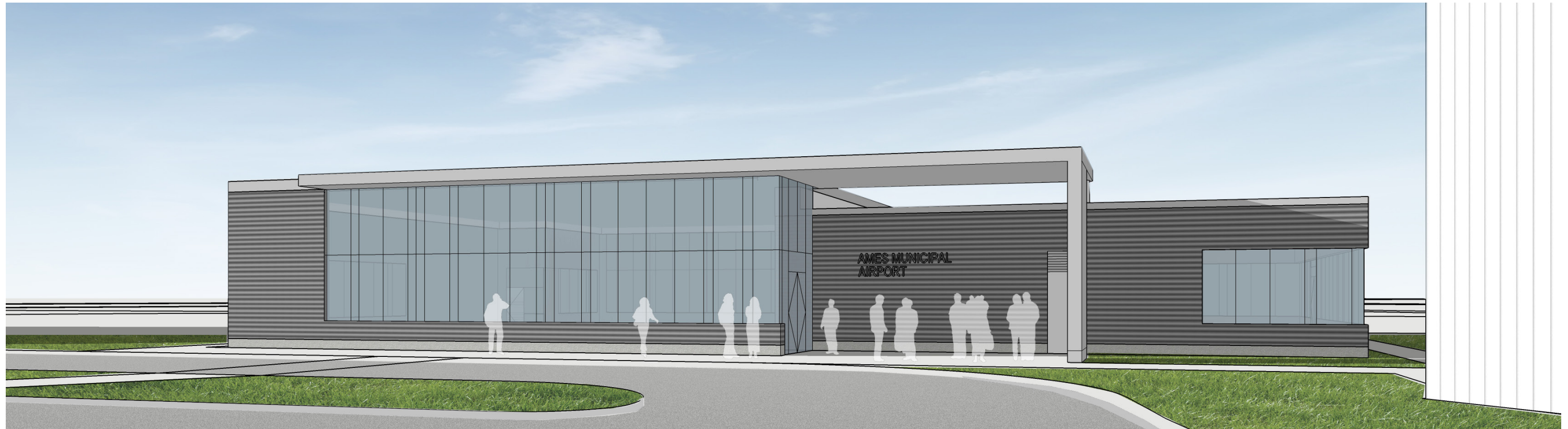
RESTROOM WALL TILE PUBLIC RESTROOM

CARPET TILE PUBLIC AREAS

UPHOLSTERY CONCEPTS PUBLIC AREAS

BROADLOOM CARPET SECONDARY / SUPPORT SPACES

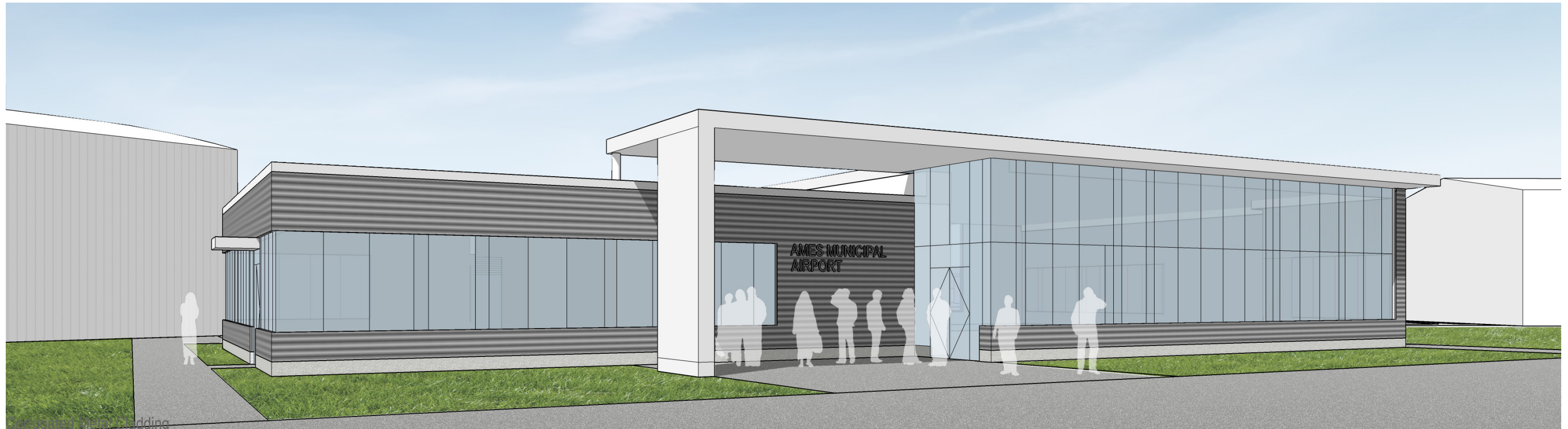
RESTROOM FLOOR TILE PUBLIC RESTROOM



Corrugated Metal Cladding



Metal Panel Cladding



Corrugated Metal Cladding



Metal Panel Cladding



Smart Choice

October 8, 2015

Honorable Mayor Ann Campbell
City of Ames
515 Clark Ave.
Ames, IA 50010

Mayor Campbell,

I write to you on behalf of the Ames Economic Development Commission (AEDC) respectfully seeking the approval of you and the Ames City Council on two items related to the modernization of the Ames Municipal Airport.

I am pleased to report that the AEDC has eclipsed the one-million mark related to our fundraising for the airport hangar and the AEDC's portion of the funding for the new airport terminal. The goal remains \$1.25 million and while we have some fundraising to go, we are confident that will meet our target.

The first item I would like to address is the City of Ames building permit fees that will be a requirement for the construction of the airport hangar. Since the AEDC will be the owner of the facility during construction there will be a building permit fee like any other project in our community. I respectfully ask you and the City Council to waive these fees, which are expected to be in the range of \$9,600. While this is not a large amount of money in the overall range of a one million-dollar hangar, it would still be roughly \$10,000 that would not have to be raised for the project.

Since this building is being built for the City of Ames we are hopeful that you and the City Council will give this request serious consideration.

The second item being sought is the ability to name two rooms at the new terminal. We would like the ability to name both the conference room and training room in the new terminal by securing larger amounts of funding for a company to have their name on these spaces. There are other public projects like the Ames Public Library, the Ames/ISU Ice Arena, and Mary Greeley Medical Center, which are all public buildings, where private entities have invested funds in said projects with the ability to have their name on a particular space. We firmly believe this would aid our ability to raise larger amounts of funding if we have these two spaces to offer to larger funders.

The airport project is a great example of a public-private partnership and the AEDC is proud to be playing a significant role in moving this forward. If you and the City Council would be willing to allow for these considerations we would be most grateful and believe it would get us more quickly to our overall fundraising goal for the airport improvements.

Thank you for your consideration.

Sincerely,



Daniel A. Culhane, President & CEO
Ames Chamber of Commerce & Economic Development Commission

CC: Gloria Betcher
Amber Corrieri
Tim Gartin
Matthew Goodman
Chris Nelson
Peter Orazem
Steve Goodhue, Chair, AEDC
Dean Hunziker

COUNCIL ACTION FORM

SUBJECT: REZONE FROM GOVERNMENT-AIRPORT (S-GA) TO FLOATING SUBURBAN RESIDENTIAL LOW DENSITY (FS-RL) WITH MASTER PLAN AT 601 AND 705 DOTSON DRIVE

BACKGROUND INFORMATION:

Dayton Park, LLC, contract purchasers, of property currently owned by the Ames Community School District, is requesting rezoning with a Master Plan for property located at 601 and 705 Dotson Drive. The City Council recently approved a Final Plat for the Ames Community School District creating the two lots located west of the Dotson Drive extension, west of the Ames Middle School. The two lots proposed for rezoning contain 6.33 acres and are currently zoning Government-Airport (S-GA). (See *Attachment A, Location and Current Zoning Map.*) Dayton Park, LLC proposes the development of a single-family residential subdivision and is requesting a rezoning from Government-Airport (S-GA) to Suburban Residential Low Density (FS-RL). (See *Attachment C, Proposed Zoning Map*) Total development is estimated at 15 dwelling units per the details of the master plan. The applicant has signed the accompanying zoning agreement for the Master Plan.

The Land Use Policy Plan (LUPP) generally represents the subject area as Village/Suburban Residential and Low Density Residential, split by College Creek, on the LUPP map. (See *Attachment B, LUPP Map*) The "FS-RL" zoning district is consistent with the LUPP land use designation and interpretation of its boundaries for the subject site. The proposed FS-RL zoning also matches the abutting FS-RL zoning to the north and to the west. Support materials provided by the applicant (*Attachment F, Applicant's Statement*) describe how the proposed rezoning and implementation of the proposed development is consistent with the goals of the Land Use Policy Plan. **Ultimately, development of the site will require approval of a Major Subdivision following the approval of a rezoning request.**

A Master Plan submitted by the applicant provides a broad view of the development concept by describing the intended use, building types, access points, and protected areas. The submitted FS-RL Master Plan (Attachment E) proposes single-family residential development on 3.75 acres of the property including 4.75 acres of open space area which includes an existing conservation easement. Project details of the Master Plan include:

1. Developable acreage of approximately 3.75 acres. Applicant proposes 15 single family detached home. Total development will meet minimum density requirements of 3.75 units per net acre for the FS-RL zone.
2. One loop road is proposed for the south section of the development to allow for

frontage and access separated from Dotson Drive to limit curb cuts. The north portion of the development is proposed with private driveway access from Dotson Drive to each lot.

3. Open Space Easement areas are proposed between the two development areas of the site due to the College Creek and the existing Conservation Easement along the creek. The existing bike trail also traverses the proposed open space area to allow for connection to Cochrane Parkway.

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

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

Planning and Zoning Commission Recommendation: At a public hearing on October 7, 2015, the Planning and Zoning Commission voted 6-0 to recommend that the City Council rezone the subject properties from Government/Airport (S-GA) to Floating Suburban Residential Low Density (FS-RL). Other than the applicant, only one member of the audience spoke at the meeting noting they were in favor of the project however, asked if increased density would be an option for this location.

ALTERNATIVES:

1. The City Council can approve on first reading the rezoning for the properties at 601 and 705 Dotson Drive from Government-Airport (S-GA) to Floating Suburban Residential Low Density (FS-RL), and accept the zoning agreement for the Master Plan, based upon staff's findings and conclusions as found in the addendum.
2. The City Council can deny the request for rezoning from Government-Airport (S-GA) to Floating Suburban Residential Low Density (FS-RL) if the Council finds that the City's regulations and policies are not met.
3. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information.

CITY MANAGER'S RECOMMENDATION:

As noted in the attached addendum, the proposed rezoning is consistent with the LUPP goals, objectives and policies and land use designations. Adequate infrastructure has been provided for in the construction of the Dotson Drive and the surrounding area to be available to serve future development. The Master Plan provides for developed areas, conservation areas and open space, housing types and densities that are consistent with the proposed FS-RL zoning district standards.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby rezoning the properties at 601 and 705 Dotson Drive from Government-Airport (S-GA) to Floating Suburban Residential Low Density (FS-RL), based upon staff's findings and conclusions as found in the addendum.

ADDENDUM

REZONING BACKGROUND:

Existing Land Use Policy Plan. The LUPP designation of the subject area is Village Suburban Residential and Low Density Residential. An LUPP map of the immediate area can be found in Attachment B. A small portion of the northwest corner of the site and the north portion of the Ames Middle School property is within the low density designation area of the LUPP Map, However, because the property is not adjacent to existing RL zoning and the generalized location and extent of the boundaries associated with the Land Use Policy Plan future land use map, the proposed rezoning to FS-RL is in compliance with the existing Village Suburban land use designation of the properties.

The applicant has provided support materials (found in Attachment F) regarding the proposed rezoning and its conformance with the Land Use Policy Plan.

Existing Zoning. The subject parcels are currently zoned Government/Airport (S-GA) because of the School District use of the property. The applicant is requesting rezoning for residential development to the Floating Suburban Residential Low Density (FS-RL) zone. The properties to the north and northeast of the subject sites are zoned FS-RL and properties to the west are zoned Planned Residential District (F-PRD). The Middle School property to the east is zoned Government/Airport. With the split in the LUPP designation of the site, both FS-RL and RL zoning districts could be identified to be compatible with the existing LUPP designation and the applicant's proposed use of the property, however, based on current zoning surrounding the subject properties, both FS-RL and PRD are zoning district which meet the underlying LUPP Village Suburban land use designation. RL zoning is not a district currently abutting the submit properties.

Proposed Floating Suburban Zoning. The applicant has requested FS zoning as an alternative to Village Residential Zoning. FS zoning is an option that may be selected by an applicant to create a more homogenous development type as compared to the heterogeneous development pattern of Village Residential. With FS zoning there is an option for Residential Low or Residential Medium. The applicant is proposing FS-RL zoning which allows for either single family attached or single family detached housing within the same zoning district. **Development within FS-RL zoning must reach a minimum density of 3.75 units per net acre and not exceed 10 units per net acre.** The applicant at this time is proposing single family residential housing as indicated on the submitted Master Plan to an intended density of 4.0 dwelling units per acre.

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

The entire property has been in Government/Airport zone for many years as part of the Middle School property. The submitted Master Plan proposes areas for residential homes and notes the open space easement which includes a conservation easement

over a portion of the area as detailed in an easement document which was part of the previously approved Final Plat for the two properties.

The Master Plan proposes a development pattern with single-family detached homes fronting on Dotson Drive and a proposed loop road on the south portion of the site for access to additional lots backing up to the open space easement area. The applicant describes a minimum of 15 dwelling units for the project.

The minimum density standard for the area to be rezoned to FS-RL is 3.75 dwelling units per net acre. The Master Plan proposes a minimum net density for the area to be zoned FS-RL of approximately 4.0 dwelling units per acre. Full review of net acreage, layout, and compliance with development regulations of the FS-RL zone will occur with the subsequent preliminary plat subdivision review.

Access. The proposed development lots will be accessed off of Dotson Drive. The north portion of the site will include single-family lots fronting on Dotson Drive with private access driveways. The southern portion of the site will likely include a new loop street to allow driveways to individual lots. This will eliminate some private curb cuts along the west side of Dotson Drive. Staff has considered the sight visibility issues for the slope and curvature of Dotson Drive and discussed with the applicant the future considerations for driveway limitations and have agreed upon the appropriate concept of the future subdivision.

Infrastructure. New sewer and water connections were installed with the extension of Dotson Drive and required as part of the Minor Final plat for Ames Middle School Plat 3. Private utility service connection for water and sewer were installed into the west right of way for connection for the northernmost lots fronting on Dotson Drive. Additional public improvements and/or easements needed for the subdivision of the private lots will be addressed at the time of the Preliminary Plat.

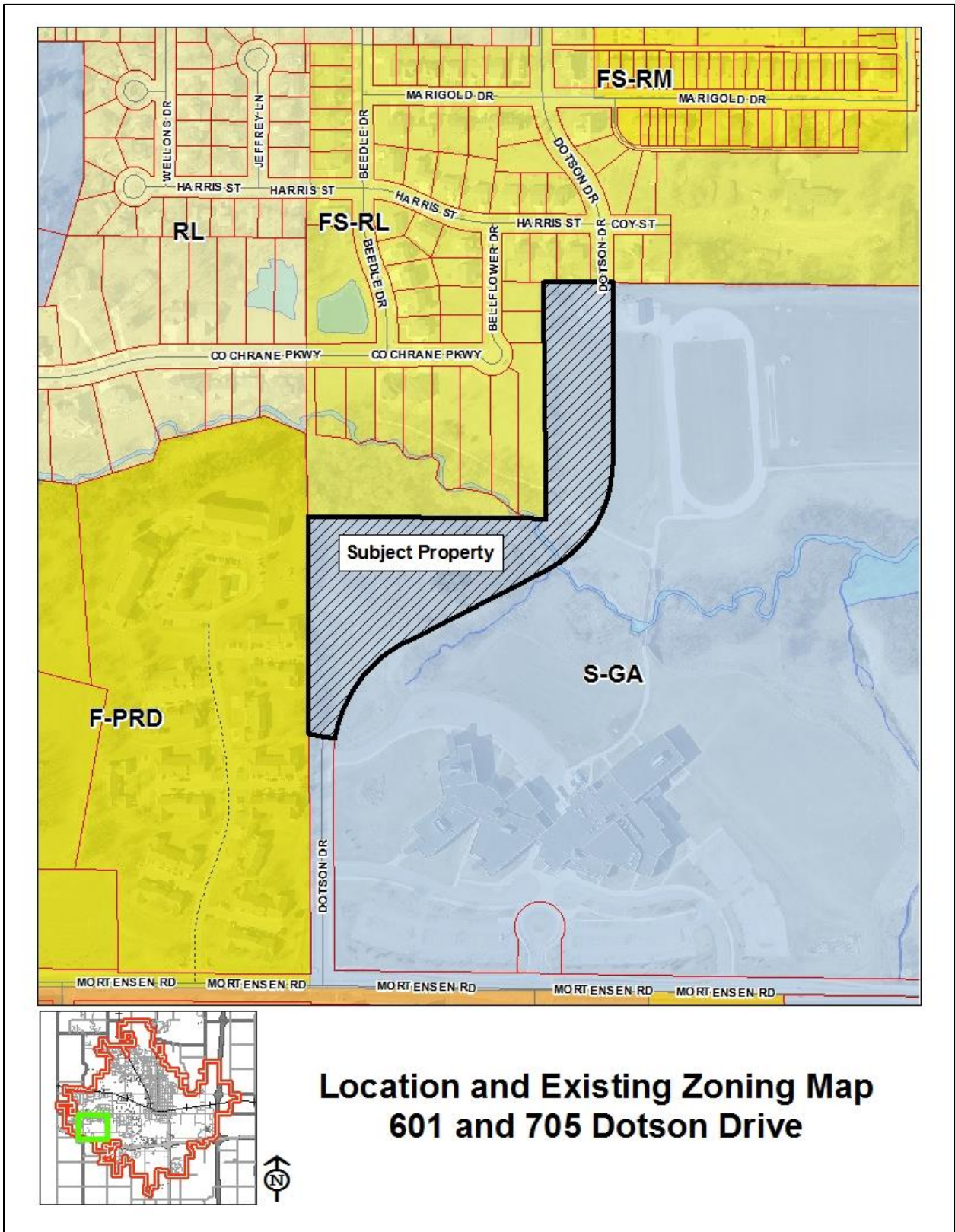
Findings of Fact. Based upon an analysis of the proposed rezoning and laws pertinent to the applicant's request, staff makes the following findings of fact:

1. *Ames Municipal Code Section 29.1507(2)* allows owners of fifty percent (50%) or more of the area of the lots in any district desired for rezoning to file an application requesting that the City Council rezone the property. It has been determined that the contract purchaser of the lots can also qualify as applicant for a rezoning with submission of a signed contract. The contract purchaser of these two lots has requested the rezoning and provided evidence of a contract to acquire the property.
2. The subject property has been designated on the Land Use Policy Plan (LUPP) Future Land Use Map as mainly "Village Suburban Residential" with a small portion of the area designated as "Low Density."
3. The "Village Suburban Residential" land use designation supports the "FS-RL" (Floating Suburban Residential Low Density Zone) requested zoning designation.

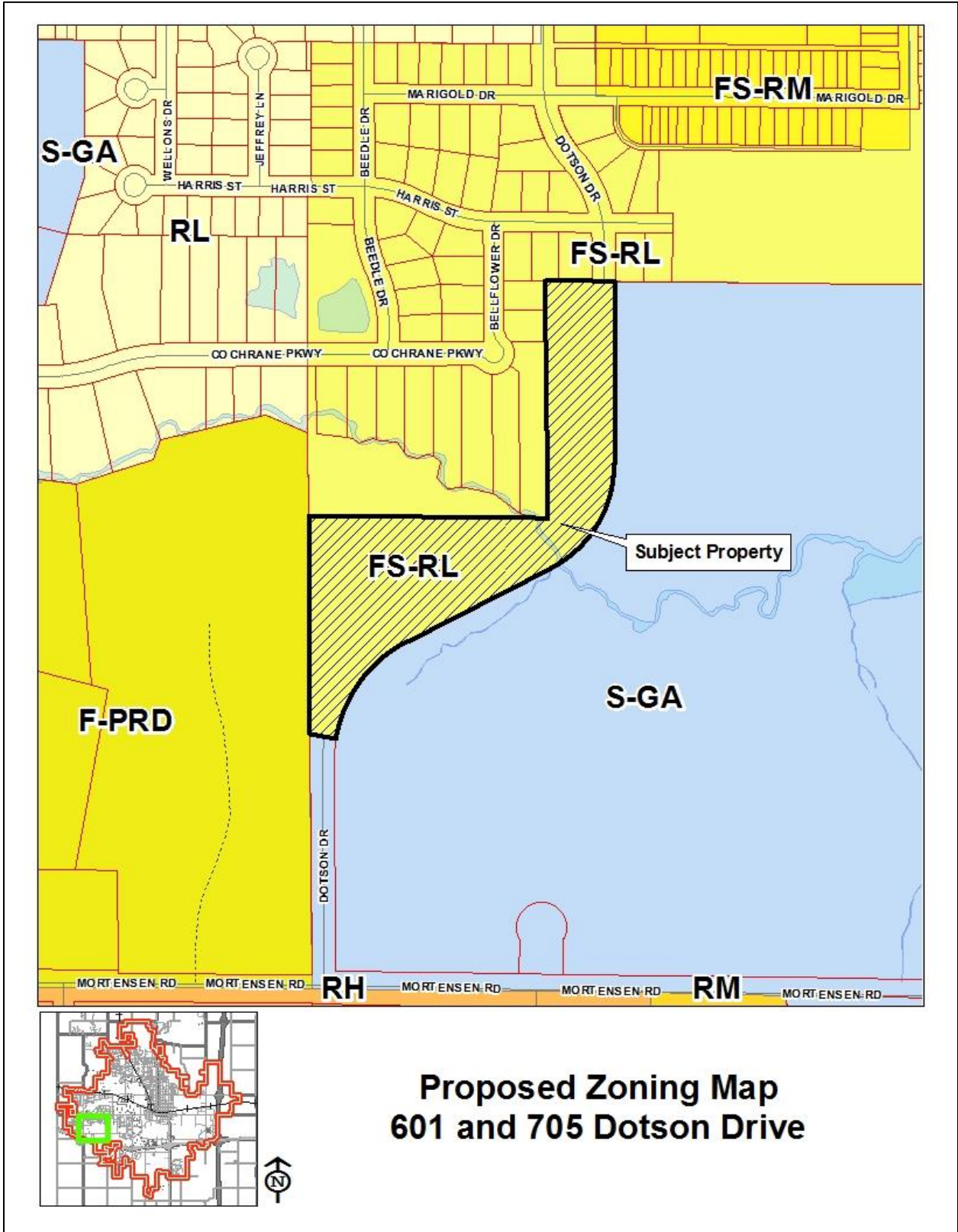
Under the “FS-RL” zoning designation, the proposed single-family residential development can be accommodated subject to the Zone Development Standards allowed within the zone, as described in Chapter 29, Article 7, of the Municipal Code.

4. All infrastructure improvements have recently been installed and are available for development of the two properties. Necessary easements for service line connections to the single-family lots will be determined at the Preliminary Plat review stage.
5. The Master Plan identifies developable areas and range of uses consistent with the proposed FS-RL zoning district. Subsequent development will be subject to subdivision review.
6. *Ames Municipal Code Sec. 29.1507(5)* requires approval of a zoning agreement for an application with a master plan and that all subsequent development comply with the master plan.

Attachment A: Location and Current Zoning



Attachment C: Proposed Zoning Map



Attachment D: Applicable Regulations

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

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

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

Per Section 29.1507(4): master plan Submittal Requirements:

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

Attachment E: Rezoning Master Plan

K:\projects\500015000-15a_dotson_development\dotson\map\cvt\500015L_BASE.dwg	DATE PLOTTED	DATE
PLT STYLE TABLE	LAYER IMAGE NAME	LAYOUT NAME
Fontcolor=white		A.02



DOTSON DEVELOPMENT MASTER PLAN

OWNER / APPLICANT:
HCS BUILDERS INC.
100 6TH STREET
AMES, IA 50010

PREPARED BY:
FOX ENGINEERING
414 S. 17TH STREET,
SUITE 107
AMES, IA 50010

SINGLE FAMILY DETACHED	ZONE	APPROX. NET AREA	APPROX. # OF UNITS	APPROX. DENSITY
	FS-RL	3.75	15	4.0
OPEN SPACE	FS-RL	4.75	-	-

MASTER PLAN DOTSON DEVELOPMENT AMES, IOWA 2015		FOX Engineering Associates, Inc. 414 South 17th Street, Suite 107 Ames, Iowa 50010 Phone: (515) 233-0000 Fax: (515) 233-0103	DATE	REVISION	DESIGNED	BY	DATE
					DRAWN	ELT	10/13
					CHECKED		
					LAST UPDATE: 8/20/15		

Attachment F: Applicant Statement

Dotson Development Ames Middle School, Plat 3, Lots 2 and 3 Rezoning Application

1. **Written explanation of the reasons for requesting rezoning.**

The property is currently zoned Government - "S-GA". We are requesting the property be rezoned to Suburban Residential - Low Density "FS-RL", to allow for construction of single family homes.

2. **Written explanation of the consistency of this rezoning with the Land Use Policy Plan (LUPP).**

This request to rezone to "FS-RL" is consistent with the LUPP's "Village/Suburban Residential" classification (more specifically the "Suburban" classification). Creation of this zone will allow for the development of residential housing.

The requested rezoning is consistent with following goals described in *Chapter One, Planning Base* of the LUPP:

- a. ...to **manage a population base of 60,000-62,000**. Additional land is needed to allow for residential growth and rezoning this property for residential use will help to achieve that.
- b. ...to **provide a greater sense of place and connectivity**. Rezoning will allow development of a residential neighborhood adjacent to other existing and proposed residential areas. This neighborhood will be connected to other residential areas, commercial areas, and recreational areas by way of the existing and proposed system of roadways, sidewalks, and trails.
- c. ...to **have the real costs of development borne by the initiating agent**. The costs of infrastructure within the residential development will be paid by the developer.
- d. ...to **increase the housing supply and to provide a wider range of housing choices**. Rezoning to FS-RL will allow construction of single-family homes, which will bring a mix of housing types to an area that is a mix of single-family detached housing, townhouses, and apartments.
- e. ...to **provide greater mobility through more efficient use of personal automobiles and enhanced availability of an integrated system including alternative methods of transportation**. The planned residential development includes a network of local streets that will connect to existing collector/arterial streets, sidewalks, and trails.
- f. ...to **enhance the role of Downtown as a community focal point**. This rezoning request does not propose any uses or activities that would duplicate those activities and services offered by the Downtown, which might diminish the role of Downtown as a community focal point.

Attachment F: Applicant Statement, Cont.

g. ...to **promote expansion and diversification of the economy.** Availability of housing choices is key to promoting opportunities for some employers. This development will provide additional residential housing in this currently underdeveloped area.

3. **Current zoning of the subject property.**

The property is currently zoned Government - "S-GA"

4. **Proposed zoning of the subject property.**

This request is to rezone to Suburban Residential - Low Density "FS-RL"

5. **Proposed use of the property.**

The intended use within the Suburban Residential - Low Density "FS-RL" zone would include lots for single-family residential housing.

6. **Legal description of the property proposed for rezoning.**

Lot 2, Ames Middle School, Plat 3

and

Lot 3, Ames Middle School, Plat 3

7. **Land area of the property proposed for rezoning.**

Lot 2 - 2.20 acres

and

Lot 3 - 4.13 acres

DO NOT WRITE IN THE SPACE ABOVE THIS LINE, RESERVED FOR RECORDER
Prepared by: Judy K. Parks, Ames City Attorney, 515 Clark Avenue, Ames, IA 50010 Phone: 515-239-5146
Return to: Ames City Clerk, P.O. Box 811, Ames, IA 50010 Phone: 515-239-5105

ORDINANCE NO. _____

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

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

Section 1: The Official Zoning Map of the City of Ames, Iowa, as provided for in Section 29.301 of the *Municipal Code* of the City of Ames, Iowa, is amended by changing the boundaries of the districts established and shown on said Map in the manner authorized by Section 29.1507 of the *Municipal Code* of the City of Ames, Iowa, as follows: That the real estate, generally located at 601 and 705 Dotson Drive, is rezoned with a Master Plan from Government-Airport (S-GA) to Floating Suburban Residential Low Density (FS-RL).

Real Estate Description: Lot 2 and Lot 3 of Ames Middle School 2003, Plat 3, City of Ames, Story County, Iowa.

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

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

ADOPTED THIS _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

SUBJECT: WATER POLLUTION CONTROL LIFT STATION IMPROVEMENT PROJECT

BACKGROUND:

The Water Pollution Control (WPC) Facility maintains five lift stations in the community. Lift stations are used to pump sewage from low-lying areas that cannot flow by gravity to WPC. Two of the lift stations, referred to as the Highway 30 Lift Station and the Orchard Drive Lift Station, are in need of improvements. The Highway 30 Lift Station was constructed in 1994. The pumps and the electronic controls have reached the end of their useful life and are in deteriorating condition. The Orchard Drive Lift Station was constructed in approximately 1940, and underwent a minor upgrade in 2000. It is located adjacent to Squaw Creek and several recent flooding events have damaged the electrical components. The controls need to be replaced and elevated to prevent future damage.

On September 8, 2015, Council issued a notice to bidders. Staff opened bids on October 14, 2015. The bids are summarized below:

Bidder	Base bid	Base Bid + Bid Alternate 1
C. L. Carroll Co., Inc.	\$440,000	\$450,000
Weidner Construction, Inc.	\$667,000	No Bid
Gehrke Inc.	\$680,000	\$680,000
Keller Excavating, Inc.	\$694,200	\$594,200
J & K Contracting, LLC	No Bid	\$695,000

The project was bid with an alternate pump material option, but staff is recommending selecting the base bid. C.L. Carroll is the lowest responsible bidder and based on experience with the firm on other projects, staff and the consulting engineer recommend awarding them the project. The Engineer's letter of recommendation of award is attached.

The lift station improvements are included in the 2013/14 Capital Improvements Plan which includes \$1,040,000 for the lift station improvements. Funding is anticipated to come from a State Revolving Fund (SRF) loan. HDR Engineering, Inc. was awarded a contract to complete the design work. The revised project budget following the bid opening is shown on the following page:

Engineering fees	\$124,940
Construction Bid	440,000
Construction Contingency (15%)	66,000
Portable Generator (Separate Contract)	135,000
<u>Equipment Contingency (20%)</u>	<u>27,000</u>
Total project cost	\$792,940

ALTERNATIVES:

1. Award a contract for replacement of the lift station improvement project to C. L. Carroll Co., Inc., of Des Moines, Iowa, in the amount of \$440,000.
2. Do not award a contract at this time.

MANAGER'S RECOMMENDED ACTION:

The WPC lift stations are an important part of the collection system and need to be maintained to continue providing service to the community. The project has met all the SRF requirements and is eligible for a low interest construction loan. Throughout the project, W&PC staff has worked with the affected property owners.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 and award a contract for replacement of the lift station improvement project to C. L. Carroll Co., Inc., of Des Moines, Iowa, in the amount of \$440,000.



October 21, 2015

Kris Evans, PhD, PE
City of Ames
300 East 5th Street, Building 1
Ames, Iowa 50010

RE: City of Ames Water Pollution Control Lift Station Improvements Project
Bid Award Recommendation

On October 14, 2015, the City of Ames opened bids for the Water Pollution Control Lift Station Improvements Project. During the bidding period there was a high level of interest from potential bidders with numerous inquiries and questions received and answered by HDR. Reflective of a competitive bidding climate, a total of five bids were opened.

The bids included a base bid and a bid alternate. The base bid included cast iron pump impellers and stainless steel wear rings for the Dayton Avenue Lift Station Pumps and the bid alternate included hardened iron pump impellers and wear rings. As requested on the Bid Form, the bidders offered a lump sum amount for the project. Four base bids were received ranging from \$440,000 to \$694,200 with an average of \$620,300. Four bid alternate bids were received ranging from \$450,000 to \$695,000 with an average of \$604,800. The engineer's opinion of probable construction cost was \$700,000.

The apparent low bidder was C. L. Carroll with a base bid of \$440,000 and the bid alternate of \$450,000. The apparent low bidder was \$180,300 (approximately 29 percent) and \$154,800 (approximately 25 percent) below the average bid for the base bid and bid alternate, respectively. These differences give cause for concern.

HDR discussed the project with C. L. Carroll and it appears that they are familiar with the project sites and have considered the major components of the project. C. L. Carroll provided a letter outlining their approach to the project, which appears to be reasonable. After reviewing and discussing the project components, C. L. Carroll indicated that they are comfortable with their bid. HDR reviewed references from previous projects and C. L. Carroll was given favorable reviews. C. L. Carroll appears to be a responsible contractor qualified for this project.

Following evaluation of the bids received, HDR recommends award of a contract in the amount of \$440,000 (Total Base Bid), to the following as the lowest responsive, responsible bidder:

C. L. Carroll Co., Inc.
3623 6th Avenue
Des Moines, Iowa 50313

If you have any questions, please contact me at (515) 280-4946.

Sincerely,

HDR Engineering, Inc.



Patrick Brown, PE
Project Manager

COUNCIL ACTION FORM

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

BACKGROUND:

The High Service Pump Station at the Water Plant was constructed in 1962 and distributes treated drinking water to the community. A combination of different pump sizes is used to meet the varying demands of customers. The largest pump, number three, is sized to deliver 7,000 gallons per minute. This pumping rate is almost never required, and the pump is seldom used. The Capital Improvements Plan calls for replacing the existing pump with a smaller pump. This would better match the demands of the community and would allow for more evenly distributed run times on the individual pumps. The new proposed pump size is 3,500 gallons per minute. On August 25, 2015, Council issued a notice to bidders for the replacement of high service pump number three.

On October 14, 2015, staff opened bids for the project. Six bids were received and are summarized below:

Bidders	Total Project Bid Price
Northway Well and Pump Co.	\$69,500
Cahoy Pump Service, Inc.	\$86,068
Alliance Pump & Mechanical Svcs, Inc.	\$91,500
Weidner Construction, Inc.	\$97,300
Layne Christensen Company	\$99,815
Eriksen Construction Co., Inc.	\$114,600

The Engineer's Estimate for the project was \$57,000. This estimate was based on an assumption that the existing pump discharge head could be reused. That turned out to not be the case, and the bids received include the cost of a new discharge head. The FY 2015/16 Water Plant CIP includes \$63,000 to replace the pump as a part of the Water Plant Facility Improvements Project. A portion of the savings from the Decommissioning of the North Dakota Water Tower (\$34,988) will be transferred to this project during the mid-year budget adjustments to make up for the cost difference and to provide a contingency.

ALTERNATIVES:

1. Award a contract for replacement of the high service pump number three at the water plant to Northway Well and Pump Company of Marion, Iowa, in the amount of \$69,500.
2. Do not award a contract at this time.

MANAGER'S RECOMMENDED ACTION:

The replacement of high service pump number three has been identified in the Capital Improvements Plan. Reducing the size of the pump will provide water plant staff more operational flexibility to meet the water demands of the community. Bids have been received and reviewed by staff, and the low bid received is in conformance with the plans and specifications.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby awarding a contract for replacement of high service pump number three to Northway Well and Pump Company of Marion, Iowa, in the amount of \$69,500.

COUNCIL ACTION FORM

SUBJECT: RESOURCE RECOVERY SYSTEM IMPROVEMENTS (HVAC IMPROVEMENTS)

BACKGROUND:

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

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

The project will remove all existing duct work and heating/cooling equipment, some of which has been in service since the building was opened 40 years ago and has reached the end of its useful life. The new duct work will be sized for optimal air flow and energy efficiency throughout the entire area being heated and cooled. The new system will also include a carbon filtration system to help control odors in the control room, offices, visitors' center, break room, locker room and restrooms. Individual areas will have separate thermostats to help balance the temperature and allow areas not in use to be set back to non-occupied settings.

Temperature control in the electric room is necessary for the control equipment in the RRP process area since overheating this space can cause equipment malfunctions and premature failures. Also, with the addition of another roof top unit, the safety railing along the west edge of the roof will be extended to provide fall protection and a safer environment while maintaining and servicing the units.

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.

On October 20, 2015, bids on this project were received as follows:

Estimate	\$145,000
Pritchard Bros., Inc.	\$179,525

LMV Engineering, L.C. (LMV) was previously awarded a contract in the amount of \$8,800 for engineering services to design both units. The low bid of \$179,525 brings the total **estimated project costs to \$188,325.**

Even though the City received only one bid for this project, our engineering consultants concluded that the bid amount is reasonable and that Prichard Bros. is capable of doing the work.

The first unit was included in the FY budget as part of the Resource Recovery System Improvements program at \$85,000. The second unit is included in the 2014/15 budget at \$22,000. Staff has identified previous CIP project savings of \$83,000, which brings **total funding for the project to \$190,000.**

ALTERNATIVES:

- 1a. Accept the report of bids for the Resource Recovery System Improvements (HVAC Improvements).
- 1b. Approve the final plans and specifications for this project.
- 1c. Award the Resource Recovery System Improvements (HVAC Improvements) to Pritchard Bros., Inc. in the amount of \$179,525.
2. Do not proceed with the project at this time.

MANAGER'S RECOMMENDED ACTION:

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

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