

AGENDA
MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE AND
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
OCTOBER 11, 2016

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 amendment to the AAMPO 2015 Passenger Transportation Plan:
 - a. Motion approving Amendment
2. Hearing on amendment to FY 2017-2020 Transportation Improvement Program:
 - a. Motion approving Amendment

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 Regular Meeting of September 27, 2016, and Special Meeting of October 5, 2016
3. Motion approving certification of civil service applicants
4. Motion approving Report of Contract Change Orders for September 16 - 30, 2016
5. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class E Liquor, B Wine, & C Beer – Target Store T-1170, 320 South Duff Avenue
 - b. Class C Beer - Joy’s Iowan-Asian Foods, Inc. (JIA Foods), 118 Hayward Avenue, Ste. 5
 - c. Class B Wine & C Beer - Aldi, Inc., 1301 Buckeye Avenue
 - d. Class C Liquor - London Underground, 212 Main Street
 - e. Special Class C Liquor, B Wine, & C Beer - Creative Spirits, 4820 Mortensen

- f. Class C Liquor - The Other Place, 631 Lincoln Way
- g. Class E Liquor, B Wine, & C Beer - CVS Pharmacy #10452, 2420 Lincoln Way
- 6. Motion approving new Class C Liquor License - Arcadia Café, 116 Welch Avenue, pending Certificate of Occupancy
- 7. Motion approving ownership change for a Class B Liquor License - Pizza Ranch, 1404 Boston
- 8. Resolution approving and adopting Supplement No. 2016-4 to *Ames Municipal Code*
- 9. Resolution approving appointment of Victoria Knight to fill vacancy on Human Relations Commission
- 10. Resolution approving Cooperative Agreement with Iowa Civil Rights Commission for processing and investigation of civil rights complaints
- 11. Resolution approving Encroachment Permit for 116 Welch Avenue for multiple encroachments
- 12. Resolution waiving Purchasing Policies and Procedures and awarding sole source contract to Mid-American Signal, Inc., of Kansas City, Kansas, for Wavetronix Traffic Data Collectors (Phase II) in the amount of \$133,953.56
- 13. Resolution approving Final Tax Abatement for 2311 Chamberlain Street
- 14. Resolution approving contract and bond for Ames Plant to N.E. Ankeny 161-kV Transmission Line Relocation
- 15. Resolution approving contract and bond for Water Treatment Plant Five-Year Well Rehabilitation Project (Year 5)
- 16. Resolution approving contract and bond for 2007/08 Shared Use Path System Expansion (Oakwood Road)
- 17. Resolution approving contract and bond for Water Pollution Control Facility Trickling Filter Pumping Station Pipe Recoating Project
- 18. Resolution approving Change Order No. 11 for Power Plant Fuel Conversion - Mechanical Installation General Work Contract
- 19. Resolution accepting completion of 2014/15 CyRide Route Pavement Improvements (24th Street and Bloomington Road)
- 20. Resolution accepting completion of 2015/16 Storm Sewer Improvement Program - Various Locations
- 21. Resolution accepting completion of Bid No. 2 Turbine Steam Seal System
- 22. Resolution approving partial completion of public improvements and reducing security requirement for Sunset Ridge Subdivision, 5th Addition
- 23. Resolution accepting partial completion of public improvements and reducing security requirement for Northridge Heights Subdivision, 18th Addition
- 24. Resolution approving partial completion of public improvements and reducing security requirement for Scenic Valley Subdivision, 1st Addition
- 25. Resolution approving partial completion of public improvements and reducing security requirement for Hayden's Crossing Subdivision, 1st Addition
- 26. Resolution approving partial completion of public improvements and reducing security requirement for Dotson Drive Subdivision
- 27. Resolution approving partial completion of public improvements and reducing security requirement for Crane Farm Subdivision
- 28. Resolution accepting completion of public improvements and releasing security for Northridge Heights Subdivision, 16th Addition
- 29. Resolution accepting completion of public improvements and releasing security for Northridge Heights Subdivision, 17th Addition
- 30. Resolution approving Plat of Survey for 313 Lynn Avenue

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.**

HEARINGS:

31. Hearing on rezoning, with Revised Master Plan, of 5571 Grant Avenue, now known as Hyde Avenue, (Rose Prairie) from Agricultural (A) to Suburban Residential Low Density (FS-RL), Suburban Residential Medium Density (FS-RM), and Convenience General Service (CGS):
 - a. First passage of ordinance
 - b. Resolution approving Addendum to Pre-Annexation Agreement
32. Hearing on Amendment to Master Plan for 2617 Bobcat Drive:
 - a. Resolution approving Amendment
33. Hearing on rezoning, with Master Plan, of 3115, 3119, 3301, 3325, 3409, and 3413 South Duff Avenue from Highway-Oriented Commercial (HOC) and Agricultural (A) to Residential High Density (RH) and Highway-Oriented Commercial (HOC) [Continued from September 27, 2016]:
 - a. Resolution approving Contract Rezoning Agreement
 - b. First passage of ordinance
34. Hearing on Zoning Ordinance text amendment regarding permitted uses and Mixed-Use Development Standards in Campustown Service Center:
 - a. First passage of ordinance
35. Hearing on Zoning Ordinance text amendments to create Minor Amendment Process for Major Site Development Plans and Special Use Permits:
 - a. First passage of ordinance
36. Hearing on 2015/16 Water System Improvements Program #2 - Water Main Replacement (South Duff Avenue):
 - a. Motion rejecting bids and directing staff to delay project

PLANNING & HOUSING:

37. Resolution approving Preliminary Plat for 5871 Ontario Street
38. Resolution approving Major Final Plat for Scenic Point Subdivision
39. Resolution approving final tax abatement for 2311 Chamberlain Street (The Edge)

PUBLIC WORKS:

40. Staff Report on 13th Street and Kellogg Avenue Traffic Signal Request
41. Resolution awarding 2015/16 Airport Improvements (Terminal Building) to Jensen Buildings LTD of Des Moines, Iowa, in the amount of \$1,973,900 (for base bid with no alternates)
42. Ames Airport Fixed Base Operator Management Contract:
 - a. Resolution awarding 2017-2022 Contract to Charles City Aeronautics, Inc., d/b/a Central Iowa Air Service
 - b. Resolution setting termination date for Hap's Air Service
43. Motion directing City Attorney to draft amendment to Funding Agreement with Iowa State University for Public Improvements at Ames Municipal Airport

ORDINANCE:

44. Second passage of ordinance rezoning 2728 Lincoln Way, 112 and 114 South Hyland Avenue, and 115 South Sheldon Avenue from Residential High Density (RH) and University West Impact Overlay (O-UIW) to Campustown Service Center (CSC)

COUNCIL COMMENTS:

ADJOURNMENT:

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

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

**SUBJECT: AMENDMENTS TO AMES AREA 2015-2019 FINAL PASSENGER
TRANSPORTATION PLAN AND 2017-2020 TRANSPORTATION
IMPROVEMENT PROGRAM**

BACKGROUND:

The Federal government requires a locally-coordinated planning process for transportation issues between human/health service agencies and transportation providers. States and metropolitan planning organizations, in turn, have been charged to carry out this process, and as a result are required to develop a Passenger Transportation Plan (PTP). This plan provides needs-based justification for identifying passenger transportation priorities and/or strategies.

CyRide provides the staff on AAMPO's behalf for this coordination and works with both the Story County Human Service Council and the Transportation Collaboration groups. The PTP must be updated, at a minimum, every five years. The Ames Area MPO last amended its PTP in May 2015 and is required to submit the next full PTP to the Iowa DOT in 2019. During the interim, there must be documentation of at least two coordination meetings to be submitted to the IDOT annually by July 31st. The Ames Area MPO exceeds this requirement.

Projects funded with Enhanced Mobility for Seniors and Individuals with Disabilities (5310) formula funding, as well as Job Access Reverse Commute (JARC or 5316) funding, must specifically be identified within the PTP. JARC funding was eliminated under the MAP-21 transportation bill, but there are remnants of this funding still circulating. Currently, the PTP identifies four projects for utilization of the 5310 funding: 1) CyRide's ADA Dial-A-Ride service, 2) Bus Stop Improvements, 3) Replacement/Expansion of Light Duty Buses/Vehicles, and 4) Replacement/Expansion of Van Vehicles, with no projects for 5316 (JARC) funding. Any suggested changes to 5310 or 5316 (JARC) funded projects within the PTP require an amendment to the plan.

PTP AMENDMENT:

Recently, the Iowa DOT announced a small amount of remaining 5316 (JARC) funding in the amount of \$68,000 that is available for urbanized transit agencies. The Iowa DOT is taking applications until October 1st to allocate this remaining 'leftover' funding to urbanized transit agencies. Therefore, **CyRide will be submitting applications for this available program funding, which were funded previously under JARC but are now carried forward through CyRide's local budget.** The following project

inclusions have been added on pages 35-36 of the PTP Amended Program (see attached):

	CyRide Local	FY2017-FY2018 Federal (50%)	Total
Brown Route Frequency/Hours Expansion	\$27,400	\$27,400	\$54,800
Mid-Day South Duff Expansion	\$15,300	\$15,300	\$30,600
Pink – E. 13 th /Dayton Route Expansion	\$25,300	\$25,300	\$50,600

- Brown Route (Summer & School-year Weeknight) Frequency Expansion (JARC):** Additional service was added to the Brown route for the summer during the day as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide’s buses and requests for additional bus trips. This service provides customers’ access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in FY2008 and was continued with funding under CyRide’s operating budget when Job Access & Reverse Commute (JARC) funding was eliminated under MAP-21. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills (prior to FAST and MAP-21) is currently available for urban transit systems. **Therefore, CyRide proposes that these services between ISU campus and North Grand Mall continue into FY2017 funded under JARC.** The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$54,800 total; \$27,400 federal)**

- Pink Route (East 13th/Dayton) Expansion (JARC):** This project was identified as a gap for the Ames community within the initial gap analysis as well as identified as a top priority through the PTP process over the past several years. **This service officially began in August 2010 but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. This project is identified to be funded through JARC funding to get individuals to work.** Mainstream Living (human service agency) representatives have discussed that by providing fixed-route services to this area, a cheaper service can be provided since Heart of Iowa Regional Transit Agency (HIRTA) currently provides many trips for individuals to this area of town. Therefore, the trip can be provided at a much lower cost via fixed route and also help customers obtain the service the day they need it instead of requesting the service a day in advance, thus helping individuals be more independent.

This service originally began in FY2010 and was continued under CyRide's operating budget when JARC funding was eliminated under MAP-21. The Iowa DOT recently announced that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, it is proposed that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide intends to fund the service thereafter via its operating budget. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$50,600 total; \$25,300 federal)**

- **Mid-day Yellow (South Duff) Expansion (JARC): Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their homes on the south side of Ames and ISU campus for employment and/or training purposes.** This service has been implemented as the #4A Gray since the majority of the route is aligned with the Gray route, but it also serves passengers residing on the Yellow route. This service originally began in FY2008 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT recently announced that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$30,600 total; \$15,300 federal)**

These projects were reviewed with the Story County Human Service Council at their September 22, 2016 meeting, and were recommended to the Ames Area MPO to be amended into the PTP. On September 20, 2016, a public input session was held for the public to comment on the proposed amendments to the PTP and the FY2017-2020 Transportation Improvement Program (TIP). During the three week public comment period, no additional comments were made toward the proposed amendments to the PTP or the FY2017-2020 TIP.

The Ames Area MPO Transportation Policy Committee is required to approve the PTP along with the recommended program for submittal to the Iowa Department of Transportation and Federal Transit Administration. Projects for Enhance Mobility for

Seniors and Individuals with Disabilities and Job Access and Reverse Commute must be in an approved PTP update prior any projects within the TIP receiving grant funding.

ALTERNATIVES:

1. a. Approve the amended Ames Area MPO 2015 Passenger Transportation Plan.

b. Approve the amended FY 2017-2020 Transportation Improvement Program.

2. a. Approve the amended Ames Area MPO 2015 Passenger Transportation Plan with additional modifications.

b. Approve the amended FY 2017-2020 Transportation Improvement Program with additional modifications.

RECOMMENDED ACTION:

The Administrator recommends that the Transportation Policy Committee adopt Alternative No. 1 as noted above.

Ames Area MPO 2015 - 2019 Final Passenger Transportation Plan

March 2014

May 2015 (Amendment)

Sept. 2016 (Amendment)



RECENT DEVELOPMENTS

Recent developments since the last Passenger Transportation Plan have occurred and are noteworthy to report as they may impact/change the transportation needs for the community and ability to fund future transportation projects.

- 1) MAP-21 Transportation Bill Impact – The most significant development that impacts transit in Story County is the new Transportation Bill entitled *Moving Ahead for Progress in the 21st Century Act* (MAP-21). Federal funding for transportation programs is authorized on a multi-year basis in Congressional bills, then signed into law by the president. The previous transportation law, called SAFETEA-LU, was a five-year authorization bill that expired on September 30, 2009. Since that time, Congress has approved twelve Continuing Resolutions to extend this legislation. On July 6, 2012, the President signed into law a new transportation law called MAP-21, which is an 18-month law that expires on October 1, 2014. This new law provides transit agencies with its “authorized” level of federal operating and capital funding for this period. Congress then “appropriates” funds annually each year.

The transportation funding distributed under MAP-21 was primarily to transit agencies with rail transportation, with the remainder primarily going to agencies serving large populations. All discretionary funding for small urban transit agencies that have a population between 50,000-200,000 will now be distributed by the Iowa DOT. Specifically, instead of CyRide receiving the \$2 million on average annually, they will now receive \$0, unless their buses rank well within the Iowa DOT’s Public Transit Management System (PTMS) process. This PTMS process distributes funding to the oldest and highest mileage vehicles throughout the State of Iowa. Rural transit agencies will receive discretionary funding allocated directly to the Iowa DOT of approximately \$1.25 million. Previously, Iowa tried to attain \$7-\$13 million in discretionary funding for bus replacement for both urban and rural transit systems. The State was traditionally successful in attaining \$5 million through past years.

Two years ago, nationally competitive grants seemed to be the future in how transit agencies could acquire capital funding as opposed to a direct earmark from their senator or congressman. With MAP-21, national competitive discretionary grants are no longer available and much of the funding is now formulized. However, even if competitive grants became available in the future, CyRide would not qualify to apply as it is no longer designated a designated recipient. CyRide is classified now as direct recipient and can only apply through the Iowa DOT.

Specifically, two discretionary programs that could fund bus replacement that were eliminated were TIGGER and Clean Fuels. CyRide previously received funding for hybrid upgrades through the TIGGER program and for articulated buses under the Clean Fuels program. State of Good Repair funding that funded several years of buses for CyRide as well as the Iowa DOT to distribute to transit agencies is now only available to transit agencies with rail modes of transportation. Rail does not exist currently for Iowa. The only discretionary program that remains intact is TIGER which funded the Ames Intermodal Facility.

Iowa transit agencies did communicate this problem for capital funding to the Iowa DOT Commission requesting they allocate Iowa’s Clean Air and Attainment Program (ICAAP) funding for bus replacement. The Iowa Commission agreed to fund \$3 million of ICAAP funding for bus replacement to be dispersed through the Iowa DOT’s PTMS process for the next year. This PTMS process funds buses throughout the state that are the oldest vehicles with the highest mileage.

As stated earlier, discretionary programs were either eliminated or have been turned into formula programs under MAP-21. While Job Access Reverse Commute (JARC) and New Freedom (NF) funding was eliminated, the projects can be rolled into a transit agencies’ general operations funded through their annual formula appropriation. JARC and New Freedom funding generally provided funding for routes serving the low-income, elderly or disabled individuals. Specifically, CyRide received

Job Access and Reverse Commute (JARC) funding to operate the #6 Brown (Summer & Weeknight), #4A Gray (Yellow mid-day) and #10 Pink routes. HIRTA received these funds for the Ames-Iowa City Service to Iowa City Hospitals service as well as a Mobility Coordinator position. These JARC funds helped subsidize 50% of the total route costs which is funded through March 2014. CyRide's board has approved to continue these routes along with other existing route services for FY2014 and FY2015. However, if remaining JARC or NF funding becomes available in the future these services will hopefully qualify for future funding under these programs as they are still a need within the system. The Small Transit Intensive Cities funding increased from 1% of federal transit funds to 1.5% of the funds, providing CyRide with another \$500,000 within their operating budget. Assuming continued funding levels, CyRide anticipates these routes would continue in the future. CyRide typically reviews their operating budget in the fall of each year, which includes the continuation, and expansion of any and all CyRide routes. The AAMPO will continue to discuss and document any changes of CyRide's routes through the PTP process.

CyRide has virtually no prospects of future funding availability for facility construction with the exception of state Public Transit Infrastructure Grant (PTIG) monies which are limited to approximately \$800,000 - \$880,000 federal per year. If any future opportunities arose in the future, CyRide most likely will not be able to apply due to its "direct" status as only designated recipients may apply for Section 5339 type funds unless Congress designates otherwise. Lastly, under MAP-21 there are two new planning program requirements for transit agencies to prepare Asset Management and Safety Plans.

- 2) Central Iowa RSVP's Volunteer Driver Transportation Program – January 2014 marks the start of the fourth year for RSVP to manage its Volunteer Driver Transportation program to Story County residents. Changes this year include that RSVP can no longer charge clients to ride this service. However, reimbursing the driver for their mileage costs is still a priority to keep this program solvent. Otherwise volunteer drivers may not wish to participate, especially with high gas prices.. Therefore, RSVP now "suggests donations" from clients between \$3 and \$12 per trip. For more information, view the Story County Transportation brochure at www.cyride.com/sct
- 3) Story County's Resource Guide – Last year, an online resource guide was developed by a team of individuals to replace Mid-Iowa Community Action's (MICA's) paper version. This guide lists out locations for Story County residents to find information about the following categories: Food/Shelter, Disability, Health, Older Adults, Parent/Family, Youth, Education, Community, Substance Abuse, Domestic Violence, Veteran Assistance, Financial Assistance, and Give Back. Unfortunately, transportation was not a resource that was listed out separately on the home page.

As a result, the United Way's Transportation Collaboration (TC) tried to contact the online resource guide team to add Transportation as a main category for navigation as well as add the new Story County Transportation Brochure as a resource to the guide. The TC discovered that all of the original members of the online resource guide development were no longer with their organizations and had left Story County. Therefore, there was no way to update the guide with this information. The guide was built on the premise that agencies would develop and update their portions of the guide as needed. This updating has not materialized, for various reasons, and the guide is now outdated and not as resourceful as the previous paper version.

In December 2012, an original member of the online resource guide development team returned to Story County. The Story County Human Service Council is now the organization that oversees the guide providing some continuous oversight of the document. Additionally, the online guide proved to be more expensive to maintain than originally anticipated and was dropped this past year. Attempts have been made to move forward once again with an updated paper copy of the guide.

- 4) Story County Transportation Brochure – The United Way's Transportation Collaboration (TC) developed a brochure that markets all of the open to the public transportation available throughout the county. The brochure resulted after 658 surveys were taken from low-income clients in late 2011. The

IV – PRIORITIES AND STRATEGIES

The following are passenger transportation priorities and strategies for the next five years, as recommended by the Story County Human Service Council at their January 23, 2014 meeting, as amended at their January 22, 2015, April 23, 2015 and September 22, 2016 meetings. These are projects that could secure grant funding over the next five year period. Please note, that any Enhanced Mobility for Seniors and individuals with Disabilities projects (Section 5310 funding) and Job Access Reverse Commute Funding (Section 5316 funding) must be specifically included in the PTP. All other strategies/projects funded by other means are encouraged to include in the PTP but are not required. This process ensures a cooperative effort between human service agencies and transportation providers to focus on transportation services to achieve the best possible transportation service for the community focusing on the elderly and disabled populations.

The PTP committee, made up of transportation providers and human/health service agencies, provided consensus to forward the following priorities and strategies forward and recommends this plan to the Ames Area Metropolitan Planning Organization for formal approval. The AAMPO must review and approve the projects and overall PTP plan as amended for submittal to the Iowa Department of Transportation.

- Dial-A-Ride Service (Section 5310):** This need was identified as a base need for the community for those individuals that cannot ride the fixed-route system but can rather ride CyRide’s Dial-A-Ride door-to-door service operated under subcontract currently to Heart of Iowa Regional Transit Agency (HIRTA). CyRide is mandated by the federal government as part of the American’s With Disabilities Act (ADA), to provide this complementary fixed-route service for person’s with a disability. This demand response service operates the same hours and days as the CyRide’s fixed-route transit system. More demand will be warranted from the community in future years. Enhanced Mobility for Seniors and individuals with Disabilities funding (Section 5310 funds) can be utilized by transit agencies to subcontract out their ADA service however; they cannot provide the service themselves and receive the funding. Therefore, it is more economical to subcontract and coordinate with another provider. **Approximate annual funding = (\$237,500 total; \$190,000 federal)**

	Dial-A-Ride (HIRTA)			
	Provides door-to-door ADA service within the Ames city limits.			
Annual Numbers	FY2010	FY2011	FY2012	FY2013
# Revenue Hours	2,551	2,503	2,665	3,204
# Revenue Miles	30,498	31,122	34,108	35,445
# Days Provided/Yr.	362	362	359	359
# Riders (unlinked)	9,745	9,101	10,853	9,468
# Elderly Rides				
# Disabled Rides	9,745	9,101	10,853	9,468
Operating Costs	\$136,856	\$142,717	\$162,094	\$144,023

- Transit Amenities/Bus Stop Improvements (Section 5310):** Improving the accessibility of CyRide’s bus stops as well as CyRide’s image is of importance to CyRide and their Board of Trustees. Shelters have be prioritized within a bus stop plan for the community to be funded from this identified funding in the next few years as long as funding is available to improve accessibility. These improvements also include lighting within the bus stop improvement as only a few bus stops currently have lighting within the shelter. Many passengers result to lighting up the schedule display within the shelter in the evening hours with their cell phone or a street light. Future shelters would incorporate lighting.

In addition, real-time schedule information has been a request within the Ames community for many years. This technology was implemented in February 2013 with LED digital signage at certain major transfer points on Iowa State University campus. Additional LED signage for real-time bus information can be incorporated into CyRide’s system making it easier for seniors and the disabled know when their

Next bus will be arriving. CyRide intends to place these signs at major transfer locations. **Approximate annual funding = (\$50,000 total; \$40,000 federal)**

3. **Small Light-Duty Bus Replacement/Expansion (Section 5310):** CyRide's complementary Americans with Disabilities Act (ADA) service called Dial-A-Ride, is a door-to-door service serving individuals with a disability within the City of Ames. Passengers eligible for Paratransit service as defined by the (ADA) can ride this service. This service requires small light-duty accessible vehicles to operate door-to-door within the City of Ames. The useful life of these vehicles is four years as recommended by the Federal Transit Administration. CyRide currently leases one light-duty bus to its ADA contractor to help operate this service. The remaining vehicles are provided by the contractor directly as they also operate the regional public transit service for Story County. CyRide needs to systematically replace this vehicle leased to its contractor at a minimum of four years and maximum of every eight years.

Additionally, this funding may be utilized to purchase expansion vehicles as needed for its ADA service as ridership for Dial-A-Ride increases. Specifically, CyRide cannot deny Dial-A-Ride passengers a ride due to vehicle capacity issues. CyRide must ensure a ride to its passengers within a two hour window (one hour before/after requested pickup/drop off) of the passengers' request. As of FY2013, Dial-A-Ride ridership has remained fairly stable. However, this may change as more and more disabled individuals turn to Dial-A-Ride for that "guaranteed ride" within the two-hour window. Section 5310 funds can be utilized by transit agencies to purchase replacement and/or expansion buses to operate its ADA service. Expansion vehicles may be necessary within this next five-year period as demand increases and CyRide would need to respond and provide additional vehicles if required.

CyRide estimates up to two light-duty buses being purchased for either replacement/expansion within the PTP between FY2015 – FY2019 with the cost identified below. **Approximate funding per bus = (\$90,000 total; \$76,500 federal) OR Approximate maximum funding = (\$180,000 total; \$153,000)**

4. **Van Replacement/Expansion (Section 5310):** In January 2015, a [Demand Response Service Action Plan](http://www.cityofames.org/modules/showdocument.aspx?documentid=20699) (<http://www.cityofames.org/modules/showdocument.aspx?documentid=20699>) and Communication Plan were finalized under the guidance of a task force to develop process improvements for the door-to-door public transit service to the general public within Story County/Ames. While, the plan identifies 23 specific actions to improve demand response county-wide public transit service, many of these improvements can also benefit CyRide's Dial-A-Ride service provided to ADA-eligible disabled individuals as both transit services are operated by the same transit provider.

Specifically under Action Item #23 in Appendix H, the [Demand Response Service Action Plan](#) identified dedicating one "unscheduled" vehicle each day to address unforeseen operational issues to ensure smooth operation of service. The need was to keep demand response public transit service on time alleviating concerns from passengers. Again, this service improvement need was seen as something to improve not only HIRTA's service but CyRide's Dial-A-Ride service as well. Therefore a possible funding source for the purchase of the vehicle is 5310 (elderly and disabled funding) impacting the demand response services within the Ames community. The vehicle would be operated to keep the service within the City of Ames on-schedule as much as possible and/or assist where needed. Although the action plan identifies a bus to operate this service improvement, recent discussions have identified the unscheduled vehicle as an accessible van. The useful life of this vehicle is four years as recommended by the Federal Transit Administration and therefore, would need replaced within the life of this PTP.

CyRide estimates up to two accessible vans being purchased between FY2015 – FY2019 for either replacement/expansion within this PTP with the estimated costs identified below. CyRide and/or HIRTA would be required to fund the 25% local portion of the vehicle. **Approximate funding per van = (\$57,500 total; \$42,925 federal) OR Approximate maximum funding = (\$115,000 total; \$85,850)**

5. Brown Route (Summer & School-year Weeknight) Frequency Expansion (JARC): Additional

service was added to the Brown route for the summer during the day as well as fall/winter at night. The Stange area was an area that has dramatically increased as evidenced by high loads on CyRide's buses and requests for additional bus trips. This service provides customers' access to the North Grand Mall and also to ISU campus for employment and job training. This service originally began in FY2008 and was continued when Job Access & Reverse Commute (JARC) funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills (prior to FAST and MAP-21) is currently available for urban transit systems. Therefore, CyRide proposes that these services between ISU campus and North Grand Mall continue into FY2017 funded under JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$54,800 total; \$27,400 federal)**

6. Pink Route (E. 13th/Dayton) Expansion (JARC):

This project was identified as a gap for the Ames community within the initial gap analysis as well as identified as a top priority through the PTP process over the past several years. This service officially began in August 2010 but is expected to continue for the life of this plan. The area has several industrial plants as well as medical businesses along this corridor. In addition, this area anticipates that a new mall will commence construction when the economy recovers bringing additional jobs to the developed area. As of current, no developer is interested in revitalizing this project. This project is identified to be funded either through JARC funding in getting individuals to work or through New Freedom funding in providing better service to medical facilities than the demand response trips that need to be coordinated a day in advance. Mainstream Living (human service agency) representatives have discussed that by providing fixed-route services to this area, a cheaper service can be provided since Heart of Iowa Regional Transit Agency (HIRTA) currently provides many trips for individuals to this area of town. Therefore, the trip can be provided at a much lesser cost via fixed route and also make customers obtain the service the day they need it instead of requesting the service a day in advance making individuals more independent. This service originally began in FY2010 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. The Iowa DOT recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide intends to fund the service thereafter via its operating budget. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$50,600 total; \$25,300 federal)**

7. Mid-day Yellow (South Duff) Expansion (JARC):

Additional service was requested for mid-day service to the Yellow Route to accommodate passengers that need rides between their home on the south side of Ames and ISU campus for employment and/or training purposes. This service has been implemented as the #4A Gray since the majority of the route is aligned with the Gray route but it serves passengers residing on the Yellow route. This service originally began in FY2008 and was continued when JARC funding was eliminated under MAP-21 funded under CyRide's operating budget. However, the Iowa DOT has recently announced in summer 2016 that remaining JARC funding under previous transportation bills is currently available for urban transit systems. Therefore, CyRide proposes that these services continue into 2017 funded via JARC. The available funding will provide services for approximately 90% of a year if fully funded under the request for calendar year 2017. CyRide intends to fund the service thereafter via its operating budget.

Again, CyRide estimates that this request will fund 90% of an entire calendar year worth of service to the Ames community for 2017. CyRide will fund the 50% local portion of the services while federal funding is available. **Approximate annual funding = (\$30,600 total; \$15,300 federal)**

The remaining projects/strategies below and on the following pages are not required to be coordinated through the PTP but have been expressed as needs within previous meetings over the years or throughout the past year:

Previous needs were shared with the Human Service Council at their October 24, 2013 meeting and were requested to provide additional needs and possible strategies within the next few months. This information was also shared at the UWSC's Transportation Collaboration Committee. **The additional or refined needs and strategies/projects are identified in red on the following pages and were shared with the group in subsequent meetings and/or via e-mail. Those strategies that have been implemented or partially implemented are identified in blue.** Please note that no additional core needs were defined but only possible strategies/projects were added to meet those core needs. The needs were accumulated from the public through public meetings and/or through communications with transportation providers and human service agency representatives. Note that these possible strategies have not all been recommended but if federal/state/local funding became available for the specific project – it could be recommended into the program rather easily as it's already defined as a need.

Needs	Possible Strategies/Project
<p>Education/Marketing:</p> <ol style="list-style-type: none"> 1. Need to reduce intimidation and misconceptions to riding public transit. 2. Awareness of available programs regarding transportation. 3. Need for insurance/maintenance awareness for automobile owners 	<ol style="list-style-type: none"> 1. Large Group Training of how to ride public transit 2. Train the Trainer Sessions for one-on-one training. 3. How to Ride CyRide digital formatted DVD video 4. Communication tools for non-English speaking individuals riding CyRide ie. picture board? 5. Promote RSVP volunteer transportation program – volunteers & for additional volunteers 6. Maintenance/insurance class for vehicle owners 7. Car Seat installation education program and/or resources 8. Market “Beyond Welfare” car donation program need for pass through sponsorship by other non-profit agencies due to state regulations limiting more than 6 non-profit car donations per non-profit per year. 9. Improve CyRide’s How to Ride written materials describing what a transfer is; when a transfer is applicable as opposed to utilizing two fares; and actual logistics of transferring. 10. Implement Google Transit and/or Trip Planner so anyone could Google how to get from point A to point B via bus in Ames. 11. Develop a “Need Transportation” brochure so individuals can quickly determine which service provider could provide a ride to their destination and for how much.

Plum Route (Weekday)

CyRide added a new route in 2015-2016 called the #9 Plum Route operated 20-minute service on ISU class weekdays between S. 16th/Duff and Iowa State University campus. The #9 Plum route serves high residential areas (The Grove, Laverne, Pleasant Run and Copper Beech) along S. 16th Street. This route also provides access to the commercial district near the intersection of S. 16th/Duff including Mid-Iowa Community Action and Community and Family Resources just east of this intersection. The route travels as follows: 16th St – University Blvd – Wallace – Osborn – Bissell – Union (past the Memorial Union & Knoll) – Lincoln Way – University – S. 16th – Buckeye. CyRide is requesting a second year of funding for this project through Iowa's Clean Air Attainment Program (ICAA) funding at 50 percent. ICAAP can potentially fund up to three years of funding for new transit projects.

Brown Route Frequency/Hours Expansion

In 2008, CyRide added additional service between campus and North Grand Mall based on demand in the Somerset area during the summer weekdays and weekday nights during the remainder of the year. Weekday nights improved to 40-minute frequencies until 9:00 pm instead of ending at 7:00 pm and Weekday Summer service doubled to 20-minutes. This would provide nearly an additional year of service for these expanded services.

Midday South Duff Expansion

In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames known as the #4A Gray Route. This route operates every 60 minutes alternating between the current Gray Route and this southeast area allowing connections directly to ISU campus instead of transferring at Ames City Hall. Before the route was initiated, only one mid-day trip operated to this area. This would provide nearly an additional year of service for these expanded services.

E. 13th Street/Lincoln Way/Dayton Ave. Service Expansion

A new route was added in August 2010 traveling via E. 13 Street/Lincoln Way/Dayton Avenue to the commercial and industrial areas of east Ames. Medical services, human service agencies, and industrial businesses are common to the area, and many residents are requesting same day transportation to that part of the community. The route would provide access to businesses such as 3M, Mainstream Living, Child Serve, Mary Greeley Dialysis, Wolfe Clinic, National Animal Disease Center and Sauer-Danfoss. Service to this area has been a high priority since 2007 within the annual Passenger Transportation Plan process between transportation providers and human service agencies. This would provide nearly an additional year of service for these expanded services

Ames Area MPO
FFY 2017 – 2020 Transportation Improvement Program

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY17	FY18	FY19	FY20
5339	Ames	2835 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00715	Total	470,000			
				FA	399,500			
				SA				
5339	Ames	3315 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00712	Total	470,000			
				FA	399,500			
				SA				
5309	Ames	3317 Capital Rehabilitation	Maintenance Pits	Total	250,000			
				FA	200,000			
				SA				
5339	Ames	3651 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00711	Total	470,000			
				FA	399,500			
				SA				
ICAAP	Ames	3662 Operations Expansion	Blue Route Sunday	Total	9,828			
				FA	7,862			
				SA				
ICAAP	Ames	3663 Operations Expansion	Brown/Green Weekday	Total	188,345			
				FA	150,676			
				SA				
ICAAP	Ames	3664 Operations Expansion	9 Plum Route Weekday	Total	288,004	266,276		
				FA	230,404	213,020		
				SA				
5339	Ames	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00716	Total	470,000			
				FA	399,500			
				SA				
5316	Ames	4248 Operations Expansion	Brown Route Frequency/Hours Expansion	Total	54,800			
				FA	27,400			
				SA				
5316	Ames	4249 Operations Expansion	Midday South Duff Expansion	Total	30,600			
				FA	15,300			
				SA				
5316	Ames	4250 Operations Expansion	E 13th/Dayton Route Expansion	Total	50,600			
				FA	25,300			
				SA				
5339	Ames	2841 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00958	Total		488,800		
				FA		415,480		
				SA				
PTIG, 5309, 5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	Total		8,175,000	2,986,200	
				FA		4,300,000	853,200	
				SA		800,000		
5339	Ames	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel	Total		488,800		
				FA		415,480		
				SA				
5339	Ames	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		488,800		
				FA		415,480		
				SA				

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

AMES, IOWA

SEPTEMBER 27, 2016

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

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor and voting member Ann Campbell at 6:00 p.m. on the 27th day of September, 2016, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Other voting members present were: Bronwyn Beatty-Hansen, City of Ames; Gloria Betcher, City of Ames, Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames; Wayne Clinton, Story County; and Cole Staudt, Ames Transit Agency. AAMPO Administrator John Joiner, City of Ames Transportation Planner Tony Filippini, Transit Director Sheri Kyras, and Transit Planner Shari Atwood were also present.

AMENDMENTS TO 2015 PASSENGER TRANSPORTATION PLAN (PTP) AND FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM: Transit Director Sheri Kyras provided explanations for the two items to be discussed, as follows:

PTP Amendment. The Iowa Department of Transportation (Iowa DOT) announced that there was \$68,000 of 5316 JARC funding available for urbanized transit agencies. She noted that the announcement came as a surprise to CyRide as 5316 (JARC) funding had not been included in the Transportation Bill for the past two years. Applications for the funding are due October 1, 2016. Currently, the PTP includes four projects for utilization of the 5310 funding: (1) CyRide's ADA Dial-A-Ride service, (2) Bus Stop Improvements, (3) Replacement/Expansion of Light Duty Buses/Vehicles, and (4) Replacement/Expansion of Van Vehicles with no 5316 (JARC) funding. Any suggested changes to 5310 or 5316 funded projects within the PTP require an amendment to the Passenger Transportation Plan.

Transit Planner Shari Atwood explained that CyRide will be submitting applications, as follows:

1. Brown Route/Hours Expansion
Federal Funding: \$27,400
CyRide Local: \$27,400

2. Pink Route (E.13th Street/Dayton) Expansion
Federal Funding: \$25,300
CyRide Local: \$25,300

3. Yellow Mid-Day (South Duff) Expansion
Federal Funding: \$15,300
CyRide Local: \$15,300

Moved by Nelson, seconded by Betcher, to approve the amended AAMPO 2015 Passenger Transportation Plan and set October 11, 2016, as the date of public hearing.
Vote on Motion: 9-0. Motion declared carried unanimously.

Amendments to FY 2017-2020 Transportation Improvement Program. The AAMPO Policy Committee is required to approve the PTP prior to approving any projects within the annual Transportation Improvement Program (TIP) to approve funding.

Moved by Nelson, seconded by Betcher, to approve the amendment to the FY 2017-2020 Transportation Improvement Program and set October 11, 2016, as date of public hearing.

Vote on Motion: 9-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Beatty-Hansen to adjourn the AAMPO Transportation Policy Committee Meeting at 6:08 p.m.

Vote on Motion: 9-0. Motion declared carried unanimously.

REGULAR CITY COUNCIL MEETING

Mayor Campbell noted that the Council would be operating from an Amended Agenda. Under the Consent portion of the Agenda, a Resolution approving completion of the Ames/ISU Ice Arena Locker Room and Hallway Rubber Flooring Replacement Project had been added, and No. 31, a Resolution accepting completion of Bid No. 2 Turbine Steam Seal System, had been pulled by the Electric Services Department. Also, there was a wording change under Item 35a: it should read, “Resolution approving Contract Rezoning Agreement.”

PROCLAMATION FOR “WORLD HABITAT WEEK:” Mayor Campbell proclaimed October 3-9, 2016, as “World Habitat Week.” Accepting the Proclamation was Barb Stabbe, Assistant Volunteer Coordinator, Habitat for Humanity.

CONSENT AGENDA: Mayor Campbell advised that she had been asked to pull Items numbered 24 (Main Street Cultural District requests for Oktoberfest), 25 (Requests for ISU Homecoming activities), and 32 (Minor Final Plat for Ames Community Development Park Subdivision, 5th Addition) for separate discussion.

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

1. Motion approving payment of claims
2. Motion approving Minutes of Regular Meeting of September 13, 2016, and Special Meeting of September 20, 2016
3. Motion changing the first City Council Regular Meeting date in November from November 8 to November 15, 2016
4. Motion approving Report of Contract Change Orders for September 1-15, 2016
5. Motion approving 5-day (October 10-14) Special Class C Liquor License for Ames Public Library Friends Foundation, 515 Douglas Avenue
6. Motion approving 5-day (October 10-14) Special Class C Liquor License for Friendship Ark Homes at CPMI Event Center, 2321 North Loop Drive
7. Motion approving 5-day (October 19-23) Class C Liquor License for Olde Main Brewing Company at Alumni Center, 420 Beach Avenue, pending dram shop insurance
8. Motion approving 5-day (October 13-17) Class C Liquor License for Christiani’s Events, LLC, at Alumni Center, 420 Beach Avenue, pending dram shop insurance
9. Motion approving Ownership Change pertaining to Class C Liquor - Octagon Center for the Arts, 427 Douglas Avenue
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 Liquor, B Native Wine, & Outdoor Service – AJ’s Ultra Lounge, 2401 Chamberlain Street
 - d. Class E Liquor, C Beer, & B Wine – Hy-Vee Food Store #1, 3800 West Lincoln Way
 - e. Class E Liquor, C Beer, & B Wine – Hy-Vee Food & Drugstore #2, 640 Lincoln Way

- f. Class C Liquor – Hy-Vee #1 Clubroom, 3800 West Lincoln Way
- g. Class C Beer - Doc's Stop No. 5, 2720 East 13th Street
- 11. Motion directing City Attorney to prepare ordinance establishing parking regulations on Clark Avenue (from Lincoln Way to Main Street)
- 12. RESOLUTION NO. 16-548 approving appointment of Joel Hochstein to fill vacancy on Human Relations Commission
- 13. RESOLUTION NO. 16-549 approving 2016 Street Finance Report
- 14. RESOLUTION NO. 16-550 accepting 2016 Department of Justice, Office of Justice Programs, and Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant Program and authorizing Police Department to participate in program
- 15. RESOLUTION NO. 16-551 approving Encroachment Permit for a sign at 2525 Bobcat Drive
- 16. RESOLUTION NO. 16-552 approving Encroachment Permit for a sign at 310 Main Street
- 17. RESOLUTION NO. 16-553 approving street closure for utility service installation on Wheeler Street for new Walmart
- 18. RESOLUTION NO. 16-554 approving reservation of parking spaces and waiving parking meter fees at specific polling locations on Election Day
- 19. RESOLUTION NO. 16-555 awarding contract to Communication Innovators of Pleasant Hill, Iowa, for City Facility Security Camera System in the amount of \$63,393
- 20. RESOLUTION NO. 16-556 approving revisions to ASSET Policies and Procedures
- 21. RESOLUTION NO. 16-557 approving amendment to Engineering Services Agreement with V&K/WHKS for construction observation of the 2014/15 Sanitary Sewer Rehabilitation (Flood Prone Manholes) in an amount not to exceed \$87,180
- 22. RESOLUTION NO. 16-558 approving renewal of 28E Agreement with Iowa Alcoholic Beverages Division for Tobacco, Alternative Nicotine, and Vapor Product enforcement
- 23. RESOLUTION NO. 16-566 approving preliminary plans and specifications for CyRide Roof Replacement Project, setting October 26, 2016, as the bid due date and November 15, 2016, as the date of public hearing
- 24. RESOLUTION NO. 16-567 awarding a contract for 2016/17 Tree Trimming and Removal Program to LawnPro LLC to Colo, Iowa, in an amount not to exceed \$70,000
- 25. RESOLUTION NO. 16-568 approving contract and bond for Water Pollution Control Administration Building HVAC Project
- 26. RESOLUTION NO. 16-569 approving contract and bond for Squaw Creek Water Main Protection Project
- 27. RESOLUTION NO. 16-570 approving Change Order No. 3 with FPD Power Development, LLC, of Minneapolis, Minnesota, for Power Plant Fuel Conversation - Electrical Installation General Work Contract in the amount of \$123,893.91
- 28. RESOLUTION NO. 16-571 approving completion of Ames/ISU Ice Arena Locker Room and Hallway Rubber Flooring Replacement Project in the amount of \$128,453.82
- 29. RESOLUTION NO. 16-572 approving Minor Final Plat for Ames Community Development Park Subdivision, 5th Addition (810 South Bell Avenue)
- 30. RESOLUTION NO. 16-573 approving Minor Final Plat for Dauntless Subdivision, 11th Addition
Roll Call Vote: 6-0. Resolutions/Motions declared adopted/approved unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

REQUESTS OF MAIN STREET CULTURAL DISTRICT (MSCD) FOR OKTOBERFEST ON OCTOBER 22, 2016: Council Member Betcher said she was concerned that the City Council was seeing this item very, very late. She noted that she had seen advertising for this event; however the Council had not yet approved any of the requests. Ms. Betcher said of particular concern to her was that this item combined with the next item will shut down portions of Main Street from Friday at 1:00 p.m. to Sunday at 4:00 p.m.

Edana Delagardelle, Events Coordinator for the Main Street Cultural District (MSCD), stated that the Committee had reviewed the event, and it had been misplaced between a couple of people. Ms. Delagardelle acknowledged that the request had reached City staff at the “last minute.” She also stated that MSCD did not think about marketing the event prior to Council’s approval and acknowledged that they should not have advertised the event until the City Council had approved the requests.

Council Member Gartin asked Ms. Delagardelle if the MSCD had received any negative feedback from business owners. Ms. Delagardelle said that they were encouraging the Downtown merchants to be open late and on Sunday since they had planned this event to coincide with an Iowa State University football game and should draw a lot of people to Main Street. Concerning the closure of the street at 1:00 p.m. on Friday, Ms. Delagardelle advised that the event starts at 1:00 p.m. on Saturday, but it takes a lot of time to set up the tent and equipment, which needs to be done the day before. Mr. Gartin said he did not want to commit to the street closures for this event being allowed to happen annually as he would like to have MSCD get feedback from the Downtown businesses.

Council Member Betcher pointed out that this event, ISU Homecoming, and Farmer’s Market all would be happening over that weekend and asked that MSCD be cognizant of all the events requesting street closures in the Downtown area.

Moved by Betcher, seconded by Beatty-Hansen, to approve/adopt the following:

- a. Motion approving blanket Temporary Obstruction Permit and blanket Vending License
- b. RESOLUTION NO. 16-559 approving closure of Main Street from Kellogg to Douglas from 1:00 p.m. Friday, October 21 to 1:0 a.m. Sunday, October 23, 2016, including closure of 46 parking spaces
- c. RESOLUTION NO. 16-560 approving waiver of fees for blanket Vending License, meter costs for parking space closures, and costs for use of electricity in 200 block of Main Street
- d. Motion approving 5-day (October 22 - 27) Special Class C Liquor License with Outdoor Service Privilege for Main Street Cultural District in the 200 block of Main Street.

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

REQUESTS FROM HOMECOMING CENTRAL COMMITTEE FOR ISU HOMECOMING ACTIVITIES, OCTOBER 23 - 29: Council Member Betcher said she had the same concern as with Oktoberfest in that she was seeing advertising for these events before any of them had been approved by the City Council. Ms. Betcher also stated that she had the same concerns about the fireworks being displayed at Midnight as she has raised in the past.

Co-Chairs Allison Pitz and Abbie Sturtzer and Courtney Durham, Advisor, were present. Ms. Pitz stated that they had met with City staff at a Special Events meeting. Ms. Durham noted that Brian Phillips had requested that all events be brought to the City at one time; that is why the Council is just seeing the requests.

Ms. Sturtzer noted that they were reinstating the ISU Homecoming Parade as a community event, not just a University event. It will begin at 2 PM on Sunday, October 23, and will take place in the Downtown this year. The route will be similar to the route used for the 4th of July Parade, only in reverse. According to Ms. Sturtzer, there are currently 31 entries in the Parade, which represent both University and community organizations. She said they are hoping to get 60 entries.

Ms. Pitz noted that the Committee had gotten the approval of the MSCD.

Council Member Betcher stated that the fireworks had been a concern of hers for three years. She has gotten complaints from the South Campus Area Neighborhood about “explosions occurring at Midnight.” Ms. Betcher commented that people have trouble getting their children and pets settled down after the fireworks, and she has heard concerns from those suffering from Post Traumatic Stress Disorder. She asked that the organizers consider a laser light show that does not create the “booms.”

Also of concern to Ms. Betcher are the street closures, and in particular, that on-street parking will be prohibited on certain streets from 7:00 p.m. on Thursday to 10:30 p.m. on Friday. She noted that more and more people are needing to park overnight in those areas.

Moved by Betcher, seconded by Beatty-Hansen, to adopt/approve the following Requests from Homecoming Central Committee for ISU Homecoming activities, October 23-29:

- a. RESOLUTION NO. 16-561 approving closure of portions of Pearle Avenue, Fifth Street, Main Street, Clark Avenue, Burnett Avenue, and Douglas Avenue between 12:00 p.m. and 4:00 p.m. on Sunday, October 23
- b. RESOLUTION NO. 16-562 approving closure of on-street parking on portions of Pearle Avenue, Fifth Street, Main Street, Clark Avenue, Burnett Avenue, Douglas Avenue, City Hall Parking Lot M, and City Hall Parking Lot MM from 12:00 p.m. to 4:00 p.m. on Sunday, October 23
- c. Motion approving a blanket temporary obstruction permit for MSCD from 12:00 p.m. to 4:00 p.m. on Sunday, October 23
- d. RESOLUTION NO. 16-563 approving waiver of fee for usage of electricity
- e. RESOLUTION NO. 16-564 approving closure of portions of Ash Avenue, Gable Lane, Gray Avenue, Pearson Avenue, and Sunset Drive between 7:30 p.m. and 10:30 p.m. on Friday, October 28
- f. RESOLUTION NO. 16-565 approving closure of on-street parking on portions of Ash Avenue, Gable Lane, Gray Avenue, Pearson Avenue, and Sunset Drive from 7:00 p.m. Thursday, October 27 to 10:30 p.m. on Friday, October 28
- g. Motion approving temporary obstruction permit for area inside Ash Avenue, Gable Lane, Gray Avenue, Pearson Avenue, and Sunset Drive, as well as for Greek Triangle
- h. Motion approving Fireworks Permit for ground effects fireworks shoot on Central Campus at Midnight on October 28

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

MINOR FINAL PLAT FOR AMES COMMUNITY DEVELOPMENT PARK SUBDIVISION, 5TH ADDITION: Ms. Betcher asked for an explanation of this item as she recalled that the area had been replatted to a larger parcel the last time the Council saw this and now it is being requested to separate it into two smaller parcels. She noted the spec building requirement that had been in place before and asked if it would still be in place. Planning and Housing Director Kelly Diekmann answered that after the redistribution, because they are both over 1.5 acres, neither are subject to the spec building requirement. He said that in Fall 2014, the two parcels were merged to provide for a large single tenant; however, that deal fell through. The developer is now requesting to separate the lots; the request is again client-specific. According to Mr. Diekmann, there are still four lots along South Bell Avenue that are subject to the spec building requirement.

Moved by Betcher, seconded by Corrieri, to approve RESOLUTION NO. 16-572 approving the Minor Final Plat for Ames Community Development Park Subdivision, 5th Addition (810 Bell Avenue).

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 Deyoe, 505 - 8th Street, #2, Ames, described an incident that had occurred during a trial that had been occurring in City Hall. He attended the trial and had asked the Story County Magistrate if he felt that Mr. Deyoe should be allowed to talk under Council Comments. Mayor Campbell noted that the operations of the City Council is not under the jurisdiction of the Story County Magistrate.

No one else requested to speak, and the Mayor closed Public Forum.

HEARING ON REZONING 2728 LINCOLN WAY, 112 AND 114 SOUTH HYLAND AVENUE, AND 115 SOUTH SHELDON AVENUE: The Mayor opened the public hearing.

Planning and Housing Director Diekmann advised that the proposed request is to rezone four of the development properties to the Campustown Service Center (CSC) Zoning District from High Density Residential and University West Impact Overlay. Approximately 0.6 acres of the area is currently used for commercial uses and 1.2 acres is zoned for residential high density uses. The remaining three properties along Lincoln Way are already zoned CSC. The developer is interested in a mixed-use development concept consisting of a 20-room hotel, a small amount of commercial square footage, a residential lobby, leasing offices, and approximately 500 bedrooms and amenity space, all within a 75-foot six-story building.

Council Member Gartin asked to know what the rationale was for the Planning & Zoning Commission to not vote for the change. Director Diekmann summarized his understanding of the vote: Comments had been made that they wanted to see the results of the Lincoln Way Corridor Study before changing the zoning district and concerns were also expressed about compatibility with the area. Mr. Diekmann advised that the Lincoln Way Corridor Study is behind schedule; the consultant has lost staff in the last eight weeks, and the Study is approximately two weeks behind. It was staff's intention to have the Study approved by November, but it appears that it will be in January now.

At the inquiry of Council Member Nelson, Mr. Diekmann stated that it has been confirmed that the infrastructure is in place to service this development at this time.

Chuck Winkleblack, Hunziker Properties, 105 South 16th Street, Ames, stated that the developer's request is to bring the zoning into compliance with the Land Use Policy Plan.

Sarah Cady, 8012 Arbor Street, Ames, noted that 2700 Lincoln Way was actually part of the focus area in the Lincoln Way Corridor Study. She is concerned about the availability of parking in the area. According to Ms. Cady, the project is highly undesired in the neighborhood. Ms. Cady showed a map depicting areas where there is no parking allowed and the metered parking areas. She noted the parking areas that are full during weekdays and on weekends and those areas that are less full during the week, but full on weekends. In Ms. Cady's opinion, people are not going to pay \$100/month for on-site parking when there is on-street parking available. Also some of the areas show no on-site business parking. She is concerned that there are no controls for on-street parking. Ms. Cady commented that a traffic study for the neighborhood was requested over a year ago, but it has not yet been done. She stated her belief that not enough thought had been given to the parking issue. Ms. Cady indicated that she would be in favor of Resident Parking Permits. She also stated that the developers for the project do not live in the City. She commented that once it is finished, the developers never have to look at it again, but the area residents have to look at it everyday. Ms. Cady believes the City is considering offering tax incentives for this project, while not considering the neighborhood. She noted that it is going to be one of the most dense developments in the City. It was stated that, fewer than two blocks away, the City is planning to develop an area for low-income family housing, but there has not been any discussion on offering tax incentives for that area. Ms. Cady also noted that they have not discussed

setbacks on Hyland or building height. She asked that the Council wait to decide on this project until the Lincoln Way Corridor Study is completed and see how it would fit in. She wants to wait until a bigger picture can be seen.

Council Member Gartin asked Ms. Cady if she was speaking for herself or on behalf of the neighborhood. She indicated that the card she had submitted indicated that she was speaking for herself.

Jason Paull, 3310 Tripp Street, Ames, expressed his concerns that the process followed for this development happened very quickly; it has felt very rushed. He has concerns that the setbacks, parking, and the amount of green space are required to be larger in RH than in CSC zoning; however, the proposal is to move forward with the CSC zoning on the west side of the area. It had been stated that if the developers are unable to obtain the CSC zoning for the larger parcel, they are going to move forward anyway. He does not see it as a bad thing if the properties do not develop for a long time. Personally, he said he is not opposed to intensification on major corridors; however, to move forward so quickly is not a good idea. He thinks the six-story building in the location where it is proposed would stick out “like a sore thumb.” Mr. Paull asked that the City Council not yield to the pressures of an out-of-state developer. Council Member Gartin asked Mr. Paul how to handle the fact that the developers do not live in Ames. Mr. Paull felt that incentives should not be offered.

Jay Adams, 248 Village Drive, Ames, advised that he is the owner of 103 South Hyland, 109 South Hyland, and 2812 Lincoln Way. He said that he is the “guy who is going to have to look at it everyday” and is concerned that there will be no buffering. According to Mr. Adams, he owns a single-family home that will be located right next to a six-story building, and he feels that is totally unacceptable. He believes that the Lincoln Way Corridor Study is going to show the vision for the area. Mr. Adams commented that taxpayers are paying for the Study, and residents have the right to see what that Study says before the City “jumps the gun.” Mr. Adams also indicated his concerns about parking. He said that the developer has indicated that there is parking available; however, Mr. Adams believes that the parking would be provided by using the Intermodal Facility. According to Mr. Adams, the Intermodal is full. He said a person can use metered parking, but cannot get a three-month or longer permit. Mr. Adams noted that parking is already a problem on Hyland and other residential areas in the vicinity. Concerns Mr. Adams has about the building design were also shared. He said that without knowing what the vision is for the Lincoln Way Corridor area, the project in question should not be allowed to move forward.

Mike Petersen, 3302 Morningside, Ames, said he realizes that the project being discussed tonight is a “done deal,” but said his comments might be used to guide the future development of apartments in the entire Ames area. He does not agree with the “tear down and build new” syndrome that many of the Council members and others across the country seem to have, instead of repurposing structures and subdivisions. Mr. Petersen asked the Council to wait for the Lincoln Way Corridor Study to be completed before this project is allowed to move forward.

Joanne Pfeiffer, 3318 Morningside Street, Ames, responded to “what Ames wants.” She said she agreed with Ms. Cady and Mr. Paull and asked the Council to delay its decision until the Lincoln Way Corridor Study is finished.

Cole Staudt, 2120 Lincoln Way, Ames, identified himself as the President of the Student Government. He said that he continually hears from students about increasing rent prices in Ames. Mr. Staudt offered that if in-fill developments are not approved, the developments will occur farther and farther out, which increases costs for CyRide. According to Mr. Staudt, more and more students are coming without cars and need to ride CyRide. Also, he believes that to bring rent prices down, the number of apartments needs to increase. To keep CyRide costs down, more development around Campus needs to occur.

Jay Adams, 248 Village Drive, Ames, noted that by going to CSC, parking will be lost. When parking is lost, people park on side streets. Mr. Adams said they have talked to a lot of landlords and people living in the adjacent areas, and they do not want this project.

Developer Kevin McGraw, River Caddis Development, East Lansing, Michigan, stated that parking is not an issue. Residents of the proposed project will not be parking on the street. He urged enforcement of parking be done; it actually is a revenue-producer in East Lansing where he lives and is a deterrent for parking on the street.

Mr. McGraw said that they “went to great lengths to design a great project” and made several changes after hearing comments from the Council. He also noted that they had just received a 492-page environmental report, and the properties that they are developing are contaminated. The buildings were built in 1958 and more than likely contain lead and asbestos. Mr. McGraw said that they are very proud of the proposed project. He noted that the Campustown Action Association supports the project. Mr. McGraw indicated that if there is a problem with parking on their site, they will fix it. He stated that the developers have met with the neighborhood residents and they will meet with them again. They want to be part of the solution to the on-street parking problems.

Council Member Gartin asked Mr. McGraw to address Ms. Cady’s concern that there is inadequate parking on the property for the 500 beds and businesses proposed for the project. Mr. McGraw noted the different types of parking: angled parking, unloading zones, etc. He emphasized that the development is “walkable.” The proposed development provides more spaces than what are needed; they have been counseled by the largest parking consultants on this project.

Ms. Betcher asked if it would be possible for the developers to re-think the project and make it smaller. Mr. McGraw noted that this project has already been delayed for a year. They have redesigned the project and had many iterations in an attempt to alleviate concerns.

The Mayor closed the public hearing.

Council Member Betcher indicated that, to her, transitioning is an issue. She is concerned that this development will guide the transitioning from the eastern part of the neighborhood to the western part of the neighborhood. In Ms. Betcher’s opinion, moving to CSC is a pretty major change, especially for those people living immediately to the west of this project. Ms. Betcher indicated that she hopes that the City Council, in the near future, will have a discussion about parking enforcement. She said the Council needs to consider how many business-users, family, and friends who are not residents of the apartments, will not be able to find a place to park.

Council Member Orazem stated that, in the past few years, 11,000 students have been added; however, 11,000 beds have not been added, and that puts pressure to make alternative types of housing available. As a result, single-family housing has been converted into rentals. To him, the best place to put high-density apartments is near Campus, not on the outskirts of Ames. Pertaining to transitioning, Council Member Orazem showed a map indicating that the area immediately across the street on Hyland is entirely rentals. He noted that the City has a need to provide for additional rental housing, and the area across from Campus is not the worse place to put high-density residential. Council Member Gartin pointed out that CyRide, in its current model, cannot be expanded without lowering its level of service.

Mr. Gartin indicated that his support of the project should not be construed to be submissive to the concerns of the adjacent property owners expressed at this meeting.

Moved by Gartin, seconded by Orazem, to pass on first reading an ordinance rezoning 2728 Lincoln Way, 112 and 114 South Hyland Avenue, and 115 South Sheldon Avenue from Residential High Density (RH) and University West Impact Overlay (O-UIW) to Campustown Service Center (CSC). Roll Call Vote: 5-1. Voting aye: Beatty-Hansen, Corrieri, Gartin, Nelson, Orazem. Voting nay: Betcher. Motion declared carried unanimously.

The meeting recessed at 8:08 p.m. and reconvened at 8:15 p.m.

Vacation and Conveyance of City Right-of-Way on South Sheldon Avenue. Director Diekmann stated that River Caddis, Inc., is requesting that the City Council initiate the vacation and sale of excess right-of-way along the west side of South Sheldon Avenue in Campustown. The developer has requested placement of stormwater treatment measures within the right-of-way. City staff is not able to authorize that, but did note that the right-of-way area fronting the property at 115 S. Sheldon Avenue could potentially be excess right-of-way that could be purchased and used for such a purpose.

Council Member Betcher asked if the Council wants to expand the sidewalk, is the City going to be able to secure an easement in the future. City Attorney Judy Parks indicated that it might be possible for the City to secure such an easement.

Moved by Nelson, seconded by Corrieri, to direct staff to initiate the process for the vacation and sale of a portion of right-of-way along the west side of South Sheldon Avenue abutting the property at 115 S. Sheldon Avenue.

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

Urban Revitalization Area. Jay Fournieu, Opus Design Build, Minnetonka, Minnesota, showed specific detailing of the building in the proposed development. Mr. Fournieu said that they had changed the colors of the proposed project to look much more timeless, long-term. He showed the transitioning of the number of stories.

According to Mr. Fournieu, the design is such so as not to create a “street wall.” Additional street trees and green space were shown on Hyland. According to Mr. Fournieu, the amenities deck has been approved by public safety. Multiple layers of acoustic barriers were described and shown. Acoustic panels will be included. Council Member Betcher said that it appeared to her that the acoustic barriers were mainly on the commercial side, not the residential side. Mr. Fournieu said that the public safety concerns drove the design. He noted that there will be staff monitoring the amenities deck at all times when it is open.

Sarah Cady, 2012 Arbor Street, Ames, asked to know the height of the apartment buildings to the south of the property in question. She believed those to be two stories. Ms. Cady asked how close the amenities deck is to the windows of the apartment building directly to the south. Mr. Fournieu said that the height of the amenities deck comes in at the roof line of the apartment building. There is not a building directly adjacent to the amenities deck.

Director Diekmann asked the City Council members if there was anything they wanted to add or remove.

Council Member Betcher said she does not mind the looks of the amenities deck. She does have a problem that it is in the CSC zone and the fact that there is residential low-density that is on the side where there is not going to be buffering. She believes that the deck will outlast the owners, whom she believes have done a good job addressing her concerns; she likes this design better than the original one.

Moved by Orazem, seconded by Nelson, to adopt RESOLUTION NO. 16-574 directing staff to initiate an Urban Revitalization Area for 2700 Block of Lincoln Way and setting November 15, 2016, as the date of public hearing.

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

HEARING ON REZONING, WITH MASTER PLAN, 3115, 3119, 3301, 3325, 3409, and 3413 SOUTH DUFF AVENUE: Mayor Campbell opened the public hearing. Director Diekmann noted that the Contract Rezoning Agreement was not sent to the developers for their review until last Friday. They had sent back some revisions on Monday, but the City Attorney had not had time to review the changes. The Mayor asked that the Council continue the hearing to allow that review to occur.

Moved by Nelson, seconded by Corrieri, to continue the hearing to October 11, 2016, on rezoning, with Master Plan, property located at 3115, 3119, 3301, 3325, 3409, and 3413 South Duff Avenue from Highway-Oriented Commercial (HOC) and Agricultural (A) to Residential High Density (RH) and Highway-Oriented Commercial (HOC).

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

HEARING ON MAJOR SITE DEVELOPMENT PLAN AMENDMENT FOR 3505 AND 3515 LINCOLN WAY (WALNUT RIDGE): The public hearing was opened by the Mayor. Mayor Campbell closed the hearing after no one came forward to speak.

Moved by Corrieri, seconded by Betcher, to adopt RESOLUTION NO. 16-576 approving a revision to the Major Site Development Plan pertaining to the overall Landscape Plan.

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

HEARING ON WATER POLLUTION CONTROL FACILITY TRICKLING FILTER PUMPING STATION PIPE RECOATING PROJECT: The Mayor opened the public hearing and closed same after no one came forward to speak.

Moved by Betcher, seconded by Beatty-Hansen, to adopt RESOLUTION NO. 16-577 approving final plans and specifications and awarding contract to TMI Coatings, Inc., of St. Paul, Minnesota, in the amount of \$58,500.

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

Moved by Betcher, seconded by Orazem, to adopt RESOLUTION NO. 16-578 authorizing the transfer of \$2,890 in savings from WPC Raw Water Pump Station Repainting Project to this project.

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

HEARING ON 2007/08 SHARED-USE PATH EXPANSION (OAKWOOD ROAD): The public hearing was opened by Mayor Campbell.

Steven Leege, 2805 White Oak Drive, Ames, said that he is the owner of one of the properties that is immediately adjacent to the path. While he indicated that he is in favor of this project moving forward at some point, he cited his concerns about drainage, especially in light of the recent flash-flooding. Mr. Leege said that the ditch is going to be filled in to order to construct this path. His concern is that the drainage has not been studied, and he requested that the project be delayed until the drainage be

evaluated to ensure that it is adequate. Municipal Engineer Tracy Warner responded that the tile was sized appropriately at the time the church was built, which was in the County at that time. The pipe was installed by the City in 1996 in response to the Flood of 1993. She indicated that an option would be to not approve the final plans and specifications and direct staff to re-evaluate the drainage. Ms. Warner said that she did not anticipate the construction of the path making the drainage any worse. She did confirm that the City will have to do some grading work. The slope of the ditch on the north side of the road is greater than the one on the south side.

Council Member Betcher said that the City has been watching this drainage problem since at least 2014, when she came on Council. She emphasized that the City has been watching it, but that does not necessarily mean that the City has been evaluating it.

Assistant City Manager Kindred noted that exceptional storms like the one occurring late last week impact the entire City. Council Member Orazem believes that if there is further development near the area, measures could be taken to drain the water.

Council Member Gartin said as much as he is an advocate for shared-use paths, he is struggling with this one because he doesn't want to do more harm. Municipal Engineer Warner commented that if the Council so directed staff could re-evaluate the project. She said she is not saying that they can come up with anything different.

The Mayor closed the hearing when no one else wishing to speak.

Moved by Beatty-Hansen, seconded by Orazem, to adopt RESOLUTION NO. 16-579 approving final plans and specifications and awarding a contract to Con-Struct, Inc., of Ames, Iowa, in the amount of \$203,988.90.

Ms. Beatty-Hansen stated her belief that the construction of this path is not going to cause more problems.

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

HEARING ON AMENDMENT TO 2014-18 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG): Housing Coordinator Vanessa Baker-Latimer gave a presentation on the City's application for a Neighborhood Revitalization Strategy Area (NRSA) Plan Designation for State Avenue. She specified the Neighborhood and Demographic Criteria that must be met to be eligible for that Designation. Ms. Baker-Latimer advised that the subject site falls within Block Group 2 in 13.01 Census Tract. The actual LMI percentage and the quartile percent are both 69.25%; therefore, no other census tracts or block groups need to be added for that Block Group to qualify under the NRSA guidelines. Ms. Baker-Latimer also detailed the Performance Measures for the NRSA and described the components for a NRSA designation.

The current and amended revenue sources for the Annual Action Plan were summarized by Ms. Baker-Latimer. She also reviewed the current Program activities of the Plan and the amended Program activities.

Mayor Campbell opened the public hearing. No one wished to comment and the Mayor closed the public hearing.

Moved by Orazem, seconded by Gartin, to adopt RESOLUTION NO. 16-580 approving the proposed Amendment to the 2014-18 Five-Year Consolidated Plan and the 2016-17 Annual Action Plan to create a Neighborhood Revitalization Strategy Area for Census Tract 13.01, Block Group 2, which borders along the south side of West Lincoln Way Corridor, the east side of South Dakota, the north side of College Creek, and the west side of State Avenue.

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

HEARING ON 2015-16 CDBG CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER): The public hearing was opened by the Mayor. No one came forward to speak, and the Mayor closed the hearing.

Moved by Orazem, seconded by Gartin, to adopt RESOLUTION NO. 16-581 approving the 2015-16 CAPER.

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

HEARING ON AMENDMENTS TO FISCAL YEAR 2016/17 BUDGET: Finance Director Duane Pitcher and Budget Officer Nancy Masteller were present. Mr. Pitcher stated that the *Code of Iowa* requires that city spending by program not exceed Council approved budget amounts at any time during the year. The City monitors spending against the approved budget and has maintained compliance with the Code; however, delays in large construction projects, such as the Electric Power Plant Fuel Conversion and the New Water Treatment Plant, revealed situations where spending in excess of approved budget amounts could potentially occur if staff waited to amend the budget for carry-over amounts until March. Mr. Pitcher noted that, for the past two years, a fall amendment to add the carry-over projects from the prior year to the current Adopted Budget had been submitted to the City Council for approval. A carry-over amendment has been prepared to carry over unspent funds from 2015/16, which total \$64,822,515. All of the projects were approved by the Council as part of the Fiscal Year 2015/16 Budget.

Moved by Betcher, seconded by Corrieri, to adopt RESOLUTION NO. 16-582 amending current budget for Fiscal Year ending June 30, 2017.

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

Mayor Campbell asked staff from the Public Works Department to provide an update to the recent flash flooding that had occurred over the past few days.

Ms. Warner noted that the City received anywhere from three to six inches of rain in a short period of time. Three inches of rain in that time period equated to well over a 200-year flood and the six-inch rainfall in that time period equates to a 500-year flood. Several people had sanitary sewer back-ups or water in their basements. She noted that there are still some sump pumps that go into the sanitary sewer, which compounds the problems. Ms. Warner stated that the City was extremely fortunate that this was not an incident of flash flooding and river flooding. Improvements to the sanitary sewer system over the past few years proved beneficial. It is difficult to predict where the heaviest rainfall will occur the next time in the City.

The Council was told how the City is tracking and mapping information coming in regarding the damages. Ms. Warner said that residents who had damages should call the City to report it. Mayor Campbell advised that Governor Branstad had, late this afternoon, declared Story County a Disaster Area. Ms. Warner explained what occurred after the 2010 Flood regarding FEMA funding.

At the inquiry of Council Member Betcher, Municipal Engineer Warner explained what had been done to improve the sanitary sewer in the area of Lynn Avenue. Ms. Betcher said that she had heard from residents in the 400 and 500 Blocks of Lynn who had sanitary sewer back-ups.

COUNCIL COMMENTS: Moved by Orazem, seconded by Gartin, to refer to staff for placement on a future Agenda the 13th Street and Kellogg Avenue Traffic Signal request.

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

Moved by Corrieri, seconded by Gartin, to refer the memo from Assistant City Manager Phillips dated September 23, 2016, regarding Human Services outcomes measurement back to staff for additional information.

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

CLOSED SESSION: Moved by Gartin, seconded by , to hold a Closed Session, as provided by Section 20.17(3), *Code of Iowa*, to discuss collective bargaining.

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

Moved by Gartin, seconded by Corrieri, to return to Regular Session.

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

ADJOURNMENT: Moved by Corrieri to adjourn the meeting at 10:14 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

**MINUTES OF THE JOINT MEETING OF THE
AMES CITY COUNCIL AND HOSPITAL BOARD OF TRUSTEES**

AMES, IOWA

OCTOBER 5, 2016

The Ames City Council and Hospital Board of Trustees met in joint session at 12:08 p.m. on the 5th day of October, 2016, in Mary Greeley Medical Center (MGMC) Atrium Rooms A & B.

Attending were Council Members Bronwyn Beatty-Hansen, Amber Corrieri, Tim Gartin, and Chris Nelson. Council Members Gloria Betcher and Peter Orazem were absent. Mayor Campbell arrived at 12:25 p.m. Steve Schainker, City Manager; Judy Parks, City Attorney; and Diane Voss, City Clerk, represented the City of Ames Administration.

Representing the Mary Greeley Medical Center Board of Trustees were Chairperson Sarah Buck and Trustees Louis Banitt, MD; Brad Heemstra; Mary Kitchell; and Ken McCuskey. Administrative staff from MGMC present were Brian Dieter, President and CEO; Vice-Presidents Gary Botine, Karen Kiel Rosser, and Lynn Whisler; James Partridge, MD, Chief of Staff; Steve Sullivan, Director of Public Relations; and Stephanie Bates, Executive Assistant.

Welcome and Introductions. Chairperson Buck welcomed the City Council, Hospital Board of Trustees, and administrative staff members from both entities.

Brian Dieter provided an update on mental health services, noting that Council Member Gartin had requested that during Council Comments at the October 1, 2015, Joint Meeting. He noted that the County was formerly charged with managing mental health services. Now, Story County is part of a region with nine other counties. Mr. Dieter also shared that MGMC has been attempting to recruit a psychiatrist. The position has been posted for eight months.

Mary Greeley Centennial Celebration Recap. Steve Sullivan presented highlights of the Mary Greeley Centennial Celebration, which was held on August 7. He noted that they fell a few people short of the Guinness World Record for the largest reunion of people born at the same hospital.

Healthy Life Center. Gary Botine advised that MGMC and Heartland Senior Services have a long-standing relationship. He noted that, effective January 1, MGMC prepares all the food for the Meals on Wheels Program in Story County. Heartland Senior Services coordinates the volunteers to deliver those meals.

According to Mr. Botine, MGMC recently updated its Strategic Plan, which will run through 2019. For the first time, “Wellness” was added to the Plan for Patient Centered Care. According to Mr. Botine, in 2015, a dialogue began about the community’s need for a wellness facility that could address needs for all ages. Those discussions then evolved into discussions about a Healthy Life Center where several entities could share amenities and services. Entities involved at that time were MGMC, Heartland Senior Services, Iowa State University, City of Ames, Ames Community School District, Story County, and Des Moines Area Community College (DMACC). It was noted that the Ames Community School District has since indicated that it did not want to be included as it was planning to build its own on its own land. Mr. Botine advised that the group has come up with three areas of emphasis for a Healthy Life Center, i.e., physical activity, social network, and health and nutrition. He stated that a public meeting will be held on the Healthy Life Center concept on November 1, 2016, commencing at 6:30 p.m. at Bethesda Lutheran Church.

Board and Council Comments. Council Member Gartin asked to know how health care is evolving for those struggling to pay for medical costs. Mr. Dieter explained that MGMC has an excellent financial assistance program and is very willing to work with those who need assistance.

Adjournment. There were no further comments from the Board of Trustees or City Council, and the meeting adjourned at 1:11 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

MINUTES OF THE AMES CIVIL SERVICE COMMISSION

AMES, IOWA

SEPTEMBER 29, 2016

The Ames Civil Service Commission convened in regular session at 8:15 a.m. on September 29, 2016, in the Council Chambers of City Hall, 515 Clark Avenue. Because it was impractical for the Commission members to be present in person, Commission Members Crum, Pike, and Ricketts were brought into the meeting telephonically. Human Resources Director Kaila Kenjar attended the meeting.

APPROVAL OF MINUTES: Moved by Pike, seconded by Ricketts, to approve the minutes of the August 25, 2016, Civil Service Commission meeting as written.

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

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

Client Support Specialist:	Daniel Purcell	87
	Jordan Bradley	77

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

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

Assistant Electric Distribution Superintendent:	Michael Ylonen	71
	Curt Zierke	71

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

COMMENTS: Human Resources Director Kenjar indicated there may be a need to schedule a special meeting in October for the Commission to certify an entry-level list for the Police Officer recruitment.

The next regularly scheduled Civil Service Commission meeting was set for October 27, 2016, at 8:15 a.m.

ADJOURNMENT: The meeting adjourned at 8:22 a.m.

Michael R. Crum, Chair

Jill Ripperger, Recording Secretary



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input type="checkbox"/>	1 st – 15 th
	<input checked="" type="checkbox"/>	16 th – End of Month
Month & Year:	September 2016	
For City Council Date:	October 11, 2016	

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)
Water & Pollution Control	Ames Water Treatment Plant - Contract 2	10	\$52,497,000.00	Knutson Construction	\$270,705.00	\$6,027.00	J. Dunn	MA
Electric Services	GT1 Return to Service Project - Bid No. 2: Inlet Air System	3	\$915,590.00	MMC Contractors National, Inc.	\$5,400.46	\$7,421.48	D. Kom	CB
Electric Services	GT1 Return to Service Project - Bid No. 3: Exhaust System	3	\$612,900.00	MMC Contractors National, Inc.	\$15,266.54	\$3,654.20	D. Kom	CB
Electric Services	Cooling Tower Replacement	6	\$2,810,000.00	EvapTech, Inc.	\$114,971.00	\$(-5,632.85)	B. Kindred	CB
Electric Services	Unit #7 Crane Repair	1	\$373,360.45	Kistler Crane and Hoist	\$0.00	\$(-133.75)	D. Kom	CB
			\$		\$	\$		

*Caring People
Quality Programs
Exceptional Service*

5a-g

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Lieutenant Dan Walter – Ames Police Department

DATE: October 6th, 2016

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
October 11th, 2016

The Council agenda for September 11th, 2016, includes beer permits and liquor license renewals for:

- Class E Liquor, B Wine, & C Beer – Target Store T-1170, 320 South Duff Avenue
- Class C Beer - Joy's Iowan-Asian Foods, Inc. (JIA Foods), 118 Hayward Avenue, Ste. 5
- Class B Wine & C Beer - Aldi, Inc., 1301 Buckeye Avenue
- Class C Liquor - London Underground, 212 Main Street
- Special Class C Liquor, B Wine, & C Beer - Creative Spirits, 4820 Mortensen
- Class C Liquor - The Other Place, 631 Lincoln Way
- Class E Liquor, B Wine, & C Beer - CVS Pharmacy #10452, 2420 Lincoln Way

A routine check of police records for the past twelve months found no liquor law violations for any of the above listed businesses. The police department recommends renewal of licenses for all of the above businesses.

Name of Applicant: Arcadia Cafe, LLC

Name of Business (DBA): Arcadia Cafe

Address of Premises: 116 Welch Ave.

City Ames **County:** Story **Zip:** 50014

Business (515) 337-1007

Mailing 234 Parkridge Cir

City Ames **State** IA **Zip:** 50014

Contact Person

Name Liz Jeffrey

Phone: (515) 708-5517 **Email** liz@arcadiainames.com

Classification Class C Liquor License (LC) (Commercial)

Term: 12 months

Effective Date: 10/31/2016

Expiration Date: 01/01/1900

Privileges:

Class C Liquor License (LC) (Commercial)

Sunday Sales

Status of Business

BusinessType: Limited Liability Company

Corporate ID Number: 489DLC-399337 **Federal Employer ID** 27-2765026

Ownership

Elisabeth Jeffrey

First Name: Elisabeth **Last Name:** Jeffrey

City: Ames **State:** Iowa **Zip:** 50014

Position: co-owner

% of Ownership: 60.00% **U.S. Citizen:** Yes

Ryan Jeffrey

First Name: Ryan **Last Name:** Jeffrey

City: Ames **State:** Iowa **Zip:** 50014

Position: co-owner

% of Ownership: 40.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company: Scottsdale Insurance Company

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective

Temp Transfer Expiration Date:

Applicant License Application (BB0030975)

Name of Applicant: <u>Pizza Ranch of Ames, LLC</u>		
Name of Business (DBA): <u>Pizza Ranch of Ames LLC</u>		
Address of Premises: <u>1404 Boston Ave.</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business	<u>(515) 450-3152</u>	
Mailing	<u>3038 Roxboro Drive</u>	
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>russell weis</u>
Phone: <u>(515) 450-3152</u> Email <u>russw64@hotmail.com</u>

Classification Class B Beer (BB) (Includes Wine Coolers)

Term: 12 months

Effective Date: 08/15/2017

Expiration Date:

Privileges:

Class B Beer (BB) (Includes Wine Coolers)

Status of Business

BusinessType: <u>Limited Liability Company</u>
Corporate ID Number: <u>339371</u> Federal Employer ID <u>20-8109731</u>

Ownership

RUSS WEIS

First Name: RUSS

Last Name: WEIS

City: CAMBRIDGE

State: Iowa

Zip: 50046

Position: Owner Operater

% of Ownership: 100.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: <u>Scottsdale Insurance Company</u>	
Policy Effective Date: <u>08/15/2014</u>	Policy Expiration <u>08/15/2015</u>
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

RESOLUTION NO. _____

**RESOLUTION APPROVING AND ADOPTING
SUPPLEMENT NO. 2016-4 TO THE AMES MUNICIPAL CODE**

BE IT RESOLVED, by the City Council for the City of Ames, Iowa, that in accordance with the provisions of Section 380.8 Code of Iowa, a compilation of ordinances and amendments enacted subsequent to the adoption of the Ames Municipal Code shall be and the same is hereby approved and adopted, under date of October 1, 2016, as Supplement No. 2016-4 to the Ames Municipal Code.

Adopted this _____ day of _____, 201_.

Ann H. Campbell, Mayor

Attest:

Diane R. Voss, City Clerk

TO: Members of the City Council

FROM: Ann H. Campbell, Mayor

DATE: October 7, 2016

SUBJECT: Appointment to Fill Vacancy on Human Relations Commission

Raghul Ethiraj, member of the Human Relations Commission, has submitted his resignation from the Commission. Since Raghu's term of office does not expire until April 1, 2017, an appointment needs to be made to fill this vacancy.

Therefore, I request that the City Council approve the appointment of Victoria Knight to fill the unexpired term of office on the Human Relations Commission.

AHC/jlr

COUNCIL ACTION FORM

SUBJECT: COOPERATIVE AGREEMENT BETWEEN AMES HUMAN RELATIONS COMMISSION AND IOWA CIVIL RIGHTS COMMISSION

BACKGROUND:

The Ames Human Relations Commission (AHRC) has a group of volunteer investigators who are responsible for investigating alleged acts of discrimination in the Ames community. The Iowa Civil Rights Commission (ICRC) also works towards this purpose using professional staff and resources in its investigations. For the past several years, the ICRC has entered into a cooperative agreement with the City to assist AHRC in resolving complaints. A renewal of that agreement has been proposed by ICRC for the fiscal year ending June 30, 2017.

The agreement provides monetary compensation for the City to 1) act as the intake officer for complaints alleging discrimination, and 2) forward the complaint to the ICRC for investigation. **The purpose of the agreement is to reduce local agency backlogs and ensure that complaints are investigated promptly. The City has full discretion in choosing which cases, if any, it wishes to forward to the ICRC for investigation. AHRC has discussed the cooperative agreement and recommended that it be approved by the City Council.**

ALTERNATIVES:

1. Approve the cooperative agreement between the Ames Human Relations Commission and the Iowa Civil Rights Commission.
2. Do not approve the cooperative agreement.

MANAGER'S RECOMMENDED ACTION:

This agreement formalizes the mechanism that may be used by the City to transfer civil rights investigations to the Iowa Civil Rights Commission for investigation. The City has the option to choose which cases to submit to the ICRC, which may be exercised if the City has a backlog of cases, if a case would be uniquely difficult to investigate locally, or if other circumstances justify that the ICRC should investigate. The ICRC will compensate the City for acting as the intake agent under this agreement. This agreement has been adopted between the City and the ICRC for several years.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the cooperative agreement between the Ames Human Relations Commission and the Iowa Civil Rights Commission.

COUNCIL ACTION FORM

**SUBJECT: ENCROACHMENT PERMITS FOR MULTIPLE ENCROACHMENTS AT
116 WELCH AVENUE (ARCADIA CAFÉ)**

BACKGROUND:

The owner of the property at 116 Welch Avenue is seeking approval for five (5) encroachment permits as part of an update to the front façade of the building. The following encroachment permits are being requested:

- a.) The proposed signs are projecting signs that are mounted to the face of the building. Each sign will extend three (3) feet over the sidewalk, but will not affect use of the sidewalk.
- b.) The proposed stone veneer columns affixed to the exterior of the building will project six (6) inches into the sidewalk and are, on average, three (3) feet wide per column. The columns will separate the window and create a distinction between their tenant space and the adjacent tenant space. These columns will make the current ten (10) foot walk smaller by six (6) inches, for a total walking space of 9 feet and 6 inches.
- c.) The proposed café style folding windows will only encroach when the windows are open. When open, the windows fold, accordion style, back to the window frame. Half of the window will hang to the inside (12 inches) and half will hang to the outside (12 inches) for a full two (2) foot window. The windows, when open, will encroach six (6) inches further than the proposed stone veneer that is planned to encroach six (6) inches for a total of a 12 inch encroachment. This will take the current ten (10) foot walk down to a nine (9) foot walk, when the window is open. When the window is closed, it will remain a 9 feet and 6 inch walk including the proposed stone veneer. A sample photo is attached showing how the window will fold to the sides. Please note that this is not a photo from this project. It is just an example found on the internet.
- d.) The proposed awning will be mounted to the face of the building and will project 12 inches over the sidewalk, but will not affect the use of the sidewalk. The lighting will be mounted above the awning with the intention of illuminating the text on the awning and will encroach the same distance as the awning.

Chapter 22.3(3) of the Ames Municipal Code requires approval of the Encroachment Permit Application by the Ames City Council before a permit can be issued. By signing the application, the Owner has agreed to hold harmless the City of Ames against any loss or liability as a result of the encroachment, to submit proof of insurance, and to pay

the total fee of \$125 for the four encroachments. The owner also understands that this approval may be revoked at any time by the City Council. Once all documents have been obtained and approved, the Inspection Division will issue a permit for the encroachment.

ALTERNATIVES:

1. Approve all of the encroachments allowing the applicant to install two signs, an awning with lighting, stone veneer columns and café style windows once the permit has been issued.
2. Deny all of the encroachments prohibiting the applicant from installing two signs, an awning with lighting, stone veneer columns and café style windows that encroach into the sidewalk.
3. Approve a set of encroachments different than those listed in alternatives 1 and 2.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby granting the encroachment permits for the signs, awning and lighting and stone veneer columns, and denying the encroachment for the café style windows.

PRECEDENT STUDY THE PRAMIE CANARY - GRINNELL, IA

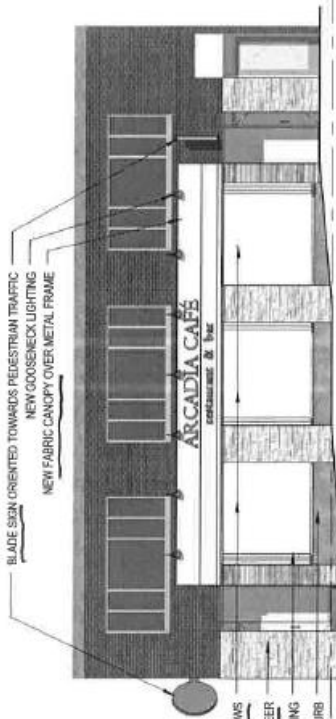


*Blade Signs - 3' deep
1.0496 ft each*

NEW GOOSENECK LIGHTING

*Against lighting
12" deep
25.0956 ft*

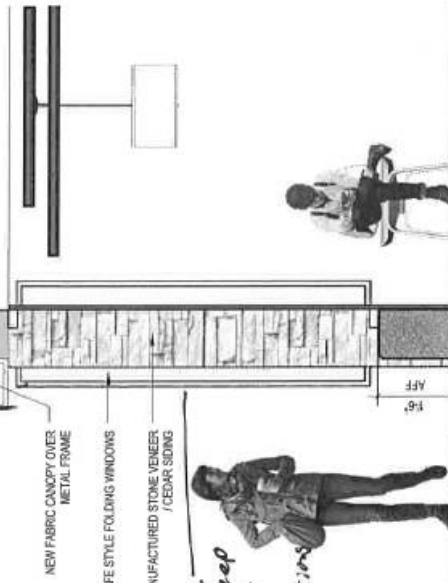
BLADE SIGN ORIENTED TOWARDS PEDESTRIAN TRAFFIC



BLADE SIGN ORIENTED TOWARDS PEDESTRIAN TRAFFIC
NEW GOOSENECK LIGHTING
NEW FABRIC CANOPY OVER METAL FRAME

CAFE STYLE FOLDING WINDOWS
MANUFACTURED STONE VENEER
CEDAR SIDING
CONCRETE CURB

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



NEW FABRIC CANOPY OVER METAL FRAME

CAFE STYLE FOLDING WINDOWS

MANUFACTURED STONE VENEER / CEDAR SIDING

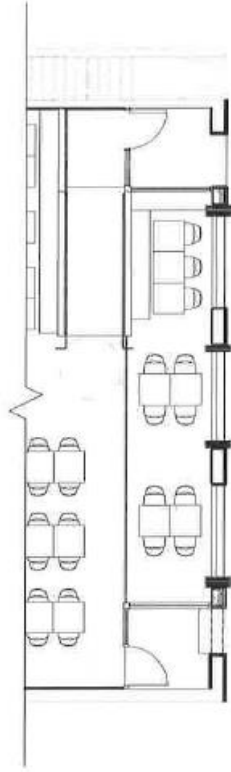
*open window
width
12" deep
258. Ft
total
in 4 sections*

3 WALL SECTION
SCALE: 1/8" = 1'-0"

*Stone Column - 6" deep
6.222 ft total in 4 sections*



2 ENTRY FLOOR PLAN
SCALE: 1/8" = 1'-0"



HAILA
ARCHITECTURE
STRUTURE
PLANNING

CAFE RENOVATION
ARCADIA CAFE
116 WELCH AVE., AMES, IOWA 50014

NOT FOR CONSTRUCTION

2016-02-25



ITEM # 12
DATE: 10-11-16

COUNCIL ACTION FORM

SUBJECT: AUTOMATIC TRAFFIC RECORDER PURCHASE FROM SOLE SOURCE PROVIDER (PHASE 2: SOLAR POWERED LOCATIONS)

BACKGROUND:

On April, 22, 2014, City Council approved the Sole Source purchase for first phase of a project to install 26 of the overall 39 permanent count stations around the Ames area. The project provides continuous annual traffic data collection using Wavetronix HD automatic traffic recorders (ATRs). These ATRs are radar based sensors that can collect bi-directional, multi-lane speed, volume, and vehicle classification data (note that these are not used for enforcement). The data collected to date has already been used to improve several critical functions of the City, such as regional traffic modeling, traffic signal operations, safety performance, and pavement performance.

City staff worked with the Office of Systems Planning at the Iowa Department of Transportation to apply the Iowa DOT's criteria for selecting the number and location of ATRs within the Ames area. The ATRs are located along Federal Aid roads (arterial and collector streets), and have been distributed spatially to ensure proper statistical sampling of the City's road network. The first phase of this project saw the installation of 26 of 39 ATR locations where the City had continuous power available under the control of the City's Electric Department.

The second, and final, phase of this project will be to install the remaining 13 locations in those areas that do not have continuous power available, which require the count station locations to run on solar power. It should be noted that as the City grows, any additional locations will be identified and installed as part of the respective development or roadway projects. Funding for these improvements is under the Regional Count Program of the Capital Improvements Plan, which has an unencumbered balance of \$169,370 for this project. Staff received a quote from Mid-American Signal of \$10,304.12 per location, totaling \$133,953.56, which leaves a balance of \$35,416.44 will be used for other annual data collection efforts.

It is the recommendation of staff that the City continue to utilize Wavetronix HD sensors for this data collection function. These sensors were vetted by the Iowa DOT through multiple field tests of various manufacturers' products, and are currently in use across the State. Since the time of the first purchase, staff has also gained over two years of direct training and experience with this product. The price has been competitively established through the IDOT's purchasing policies on a Statewide level. **Mid-American Signal (MAS) is the sole provider of Wavetronix products for the State of Iowa.**

In order to move forward with acquiring the solar powered ATR equipment using the State's pricing, the City Council must waive a portion of the City's Purchasing Policies under Section 6.06C: "Utilization of State of Iowa, General Services Administration (GSA), U.S. Communities, and Western States Contracting Alliance (WSCA) Contracts," which includes a \$25,000 limit. This purchase meets the definition of GSA pricing under similar state contracts; but since the cost exceeds the \$25,000 threshold, City Council approval is required.

The completion of this project will be a major step forward for the City taking a proactive approach to estimate and forecast system performance of the City's transportation system. It will not only help meet future Federal requirements, but will also provide valuable data for City decision making.

ALTERNATIVES:

1. a) Approve Mid-American Signal of Kansas City, Kansas, as the sole provider of Wavetronix equipment for Iowa.
b) Waive the \$25,000 limit under Section 6.06C of the City's Purchasing Policies.
c) Approve the use of Iowa DOT pricing to purchase 13 Solar Powered Wavetronix ATRs in the estimated amount of \$133,953.56.
2. Reject the project.

MANAGER'S RECOMMENDED ACTION:

By approving this purchase, the City will be able to complete an important project that provides 24-hour a day traffic data collection across much of its transportation system. Data will be used to evaluate, trend, and predict travel demand during critical times of the year. As a university community, Ames experiences significant changes in traffic volumes throughout the year, as well as during various special events. Data collected from these count stations will be a vital tool in the planning and improvement of City services and facilities used by our citizens.

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



MID AMERICAN SIGNAL, INC.

2429 S MILL STREET KANSAS CITY, KS 66103
PHONE (913) 432-5002 FAX (913) 432-2213
<http://www.midamsignal.com>

QUOTATION

PREPARED FOR: Damion Pregizter
City of Ames
PREPARED BY: Jordan Schwening

DATE: 9/6/2016

Per Your Request: **Wavetronix Equipment for the City of Ames**

QTY	DESCRIPTION	EACH		TOTAL
	Continuous DC voltage provided by solar system			
13	WX-SS-126, Smart Sensor HD	5150.40	\$	66,955.20
13	WX-SS-706-40, 40' Sensor harness	229.44	\$	2,982.72
13	WX-SS-611, Sensor mounting bracket	184.32	\$	2,396.16
13	Click! 200, surge protection	264.96	\$	3,444.48
13	Solar system cabinet assembly: Cabinet, charging system and batteries for a 10 watt load 24/7	2974.00	\$	38,662.00
13	Solar panel assemblies, includes: dual solar panels and mounting hardware	1501.00	\$	19,513.00
	Total		\$	133,953.56

Terms: Net 30 days from date of invoice, or as approved by Mid American Signal Credit Department.

An interest charge, as permitted by law, may be assessed on accounts unpaid after 30 days.

Quotation is valid for 60 days, with delivery 6-10 weeks after receipt of approved catalog cuts.

Quotation is based upon quantities shown, any changes can be subject to price adjustment.

Quote does not reflect any tax or fees. All taxes and fees are your responsibility and are additional to the quote.

The above information is for the use of the person or entity named only. Unauthorized use is prohibited.

The above quotation does not include any installation of the products quoted.

Technical advice at the jobsite, other than that which is required by the Project Plans and Specifications, is available and will be quoted separately upon request.



Wavetronix Exclusive Dealer Certification

December 18, 2013

Mid American Signal
2429 S. Mill St.
Kansas City, KS 66103

To Whom It May Concern,

Wavetronix would like to confirm that Mid American Signal is contracted with Wavetronix as the sole and exclusive dealer of the SmartSensor Digital Wave Traffic Radar, the SmartSensor High Definition (HD) traffic radar, SmartSensor Matrix traffic radar, and all Wavetronix products for the state of Iowa.

Mid American Signal has completed factory authorized training and qualified technical support at the Wavetronix offices in Provo, Utah, U.S.A, and continuing education and training by Wavetronix personnel.

Any questions regarding the contractual relationship between Mid American Signal and Wavetronix can be forwarded directly to me at address listed below. Thank you for your attention with this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'mkr. Rose', written over a white background.

Wavetronix LLC
Michael A. Rose
Chief Business Development Officer

Contact Information:

Wavetronix LLC
78 E 1700 S
Provo, UT 84606
(801) 734-7200

{In Archive} FW: Question
Jordan Schwening
to:
dpregitzer
04/01/2014 02:59 PM
Cc:
"Brad Becker"
Show Details

History: This message has been forwarded.
Archive: This message is being viewed in an archive.

Damion,

Here is the pricing structure provide to the IDOT and we agreed to allow other agencies to purchase at this price.
Per the email stream below.
I have also included the sole source letter for the state of Iowa from Wavetronix.
Thank you!

Sincerely,
Jordan Schwening
913-432-5002 ext. 106 (Phone), 913-432-2213 (fax), 913-244-7892 (Cell) Mid American Signal, Inc.
2429 S. Mill Street
Kansas City, KS 66103

www.midamsignal.com

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From: Jordan Schwening [<mailto:jordans@midamsignal.com>]
Sent: Thursday, August 15, 2013 9:28 AM
To: 'Zimmerman, Mary [DOT]'
Subject: RE: Question

Yes!

Sincerely,
Jordan Schwening
913-432-5002 ext. 106 (Phone), 913-432-2213 (fax), 913-244-7892 (Cell) Mid American Signal, Inc.
2429 S. Mill Street
Kansas City, KS 66103

www.midamsignal.com

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From: Zimmerman, Mary [DOT] [<mailto:Mary.Zimmerman@dot.iowa.gov>]

Sent: Thursday, August 15, 2013 9:09 AM

To: 'Jordan Schwening'

Subject: Question

Would you be willing to sell these items (attached) to political subdivisions within the State of Iowa under the same prices, terms and conditions as the DOT?

Mary Zimmerman
Senior Purchasing Officer

Customer Feedback Survey:

Our Operations & Finance Division is using the survey (link below) as a feedback tool to evaluate the service I am providing. This offers an opportunity to see what you think may have gone well; in addition, provide awareness in area(s) for improvement.

Thank you for helping to improve my service:

<http://www.surveymonkey.com/s/OPFIN-Finance>.

Smarter, Simpler & Customer Driven



CITY OF
Ames™

Caring People ♦ Quality Programs ♦ Exceptional Service

MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: October 7, 2016

Subject: Contract and Bond Approval

There are no Council Action Forms for Item Nos. 14 through 17. 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 – MECHANICAL INSTALLATION
GENERAL WORK CONTRACT – CHANGE ORDER NO. 11**

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 September 22, 2015, City Council awarded a contract to TEI Construction Services, Inc., Duncan, SC for the Mechanical Installation General Work Contract in the amount of \$1,572,019.

The action being requested is to approve Change Order No. 11 to the Mechanical Installation Contract.

This change order is needed in order to reimburse TEI Construction Services, Inc. (TEI) for sales taxes paid on materials they purchased to fulfill the obligations of their contract with the City. **Council should note that the intention was for TEI to have included sales taxes in their original bid. However, they did not due to unclear instructions regarding sales taxes in the City's Invitation to Bid.**

The cost of this change order is \$12,539.88.

ALTERNATIVES:

1. Approve contract Change Order No. 11 with TEI Construction Services, Inc., Duncan, SC for the Power Plant Fuel Conversion - Mechanical Installation General Work Contract in the amount of \$12,539.88.
2. Reject contract Change Order No. 11.

MANAGER'S RECOMMENDED ACTION:

This Change Order corrects the misunderstanding concerning the payment of sales tax.

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

CHANGE ORDER HISTORY:

Ten change orders have previously been issued for this project.

Change Order No. 1 for \$8,750 was for TEI to procure Nordstrom valves.

Change Order No. 2 for \$156,131 was for TEI to supply natural gas control and on-off valves.

Change Order No. 3 for \$187,984 was for TEI to provide and modify platforms, stairs, grating, toe plates, railings, etc. on four levels associated with the installation of natural gas burners and igniters on Unit 8 boiler and to provide Unit 7 & 8 Steam turbine front standard installation work including probe removal, worm gear removal, disconnecting linkages, and valve installation.

Change Order No. 4 for \$9,785.37 was for TEI to provide material, equipment, and labor necessary to fabricate and install structural steel angle frames onto the outside of the burner windboxes on three burner levels of Unit 8 boiler to facilitate the mounting of nine burners.

Change Order No. 5 for \$3,032.17 was for TEI to remove & reinstall operating cylinder pump at the direction of the GE representative.

Change Order No. 6 for \$7,725.98 was for TEI to provide the necessary material, equipment, and labor to remove the existing burner support rings and replace them with rings at Elevation 127'-3" on Unit 8 boiler.

Change Order No. 7 for \$3,032.16 was for TEI to provide equipment and labor to remove, inspect, adjust, and reinstall the pilot valve on Unit 8 turbine.

Change Order No. 8 for \$21,673.58 was for TEI to cut the piping and weld flanges in each of the nine (9) natural gas igniter valve assemblies to facilitate the maintenance and removal (if necessary) of the gas control valves, plus install fittings along with shutoff valves to be able to isolate pressure gauges for maintenance and removal without having to shut down the system to perform the work.

Change Order No. 9 for \$175,496.89 was for TEI to supply and install the refractory that is required around the nine (9) new natural gas burners for Unit 8.

Change Order No. 10 for \$48,486.22 was for TEI to: 1) provide and set-up a stud welder for welding refractory horns onto the Unit 8 burner locations; 2) deduct the net price remaining in the base bid that had been allocated for the installation of refractory around the burners of Unit 8 boiler; 3) provide the necessary material, labor, and equipment to supply and weld install twelve new 3" to 2" reducers to accommodate the new 2" valves on the Ignitor Air System; 4) drill holes and align (shim) the linear actuators on the damper tube assemblies as requested by Alstom;

5) provide material, labor, and equipment necessary to modify the structural steel columns supporting the weather shelter (canopy) over the Power Plant's natural gas gate station; 6) provide labor to install additional horns around Unit 8's natural gas burners to securely hold in place the refractory necessary to shape the natural gas flames emanating from each burner; 7) provide material, labor, and equipment necessary to provide and install specialized equipment to support the piping and equipment of the new steam sealing system for Unit 8 turbine-generator; and 8) to be reimbursed for remobilization of labor and rental of equipment due to the delay in the completion of the gas conversion of Unit 8 requiring Unit 7 to stay online, which prevented TEI from being able to transition and work on Unit 7 after completing their work on Unit 8.

The total cost of previous ten change orders was \$622,097.37. With Change Order No. 11, the new change order total is \$634,637.25.

It should be remembered that the Engineer's estimate of the cost for this phase of the project was \$5,115,000. With this change order, the total costs for the Mechanical Installation General Work Contract within the project will be increased to \$2,206,656.25.

Overall, the total project dollar amount committed to date (inclusive of this Change Order No. 11) is \$17,773,155.14. The approved FY 2015/16 Capital Improvements Plan includes \$26,000,000 for the Unit 7 and Unit 8 fuel conversion. This was subsequently adjusted to \$18,112,011. The complete project budget to date is shown on page 4.

PROJECT BUDGET

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

\$17,475,000	FY 2015/16 CIP amount budgeted for project \$26,000,000 less reduced bonds issuance by \$8,525,000 based on a new project estimate
\$637,011	Unspent Funds from the Power Plant Cooling Tower CIP
\$18,112,011	
	<u>Sargent & Lundy, LLC</u>
\$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
\$154,000	Engineering Services Contract Change Order No. 3

GE Power Inc.

\$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
\$1,620	Equipment Contract Change Order No. 4
\$0	Equipment Contract Change Order No. 5
\$32,679	Equipment Contract Change Order No. 6
\$62,310	Equipment Contract Change Order No. 7

Emerson Process Management Power & Water Solutions, Inc.

\$1,595,000	Contract cost for DCS equipment
\$39,377	DCS Contract Change Order No. 1
\$12,611	DCS Contract Change Order No. 2
\$0	DCS Contract Change Order No. 3

GE Energy Control Solutions, Inc.

\$814,920	Contract cost for TCS equipment Bid 1
\$244,731	TCS Bid 1 Contract Change Order No. 1
\$34,000	TCS Bid 1 Contract Change Order No. 2
\$0	TCS Bid 1 Contract Change Order No. 3
\$16,854	TCS Bid 1 Contract Change Order No. 4
\$41,760	TCS Bid 1 Contract Change Order No. 5

General Electric International, Inc.

\$186,320	Contract Cost for Turbine Steam Seal System - TCS Bid 2
\$24,536	TCS Bid 2 Contract Change Order No. 1
\$150,000	TCS Bid 2 Contract Change Order No. 2
\$0	TCS Bid 2 Contract Change Order No. 3
\$9,208.42	TCS Bid 2 Contract Change Order No. 4

Henkel Construction Co.

\$898,800	Contract cost for Control Room Installation General Work Contract
\$66,782	Control Room Contract Change Order No. 1
\$17,683.54	Control Room Contract Change Order No. 2

TEI Construction Services, Inc.

\$1,572,019	Contract cost for Mechanical Installation General Work Contract
\$8,750	Mechanical Contract Change Order No. 1
\$156,131	Mechanical Contract Change Order No. 2
\$187,984	Mechanical Contract Change Order No. 3
\$9,785.37	Mechanical Contract Change Order No. 4
\$3,032.17	Mechanical Contract Change Order No. 5
\$7,725.98	Mechanical Contract Change Order No. 6
\$3,032.16	Mechanical Contract Change Order No. 7
\$21,673.58	Mechanical Contract Change Order No. 8
\$175,496.89	Mechanical Contract Change Order No. 9
\$48,486.22	Mechanical Contract Change Order No. 10
\$12,539.88	Mechanical Contract Change Order No. 11

FPD Power Development, LLC

\$3,145,149	Contract cost for Electrical Installation General Work Contract
\$12,044.24	Electrical Contract Change Order No. 1
\$41,265.65	Electrical Contract Change Order No. 2
\$123,893.90	Electrical Contract Change Order No. 3

Graybar Electric

\$98,560	Contract cost for UPS System
(-\$1,010)	UPS System Contract Change Order No. 1

Hertz Equipment Rental Corporation

<u>\$166,835.50</u>	Contract cost for Portable Electric Space Heaters
\$17,773,155.14	Costs committed to date for conversion
\$338,855.86	Remaining Project Balance to cover miscellaneous equipment and modifications to the power plant needed for the fuel conversion

COUNCIL ACTION FORM

**SUBJECT: 2014/15 CYRIDE ROUTE PAVEMENT IMPROVEMENTS PROGRAM
(24th STREET & BLOOMINGTON ROAD)**

BACKGROUND:

This is the annual program for pavement improvements to streets that are or were bus routes. Many of these streets were originally designed and built for lighter residential traffic. With these streets designated as bus routes, accelerated deterioration of the street pavement occurs. Planned pavement improvements will restore or improve these street sections to carry projected traffic volumes and weights.

The 2014/15 locations included for this program were 24th Street (Union Pacific Railroad to Northwestern Avenue) and Bloomington Road (Eisenhower Avenue west 500 feet). The work completed on 24th Street included removal of the existing pavement and replacement with new concrete pavement, bio-swale stormwater quality improvements, storm sewer repairs, sanitary sewer repairs, and installation of ADA compliant pedestrian ramps. Work completed on Bloomington Road included a mill and overlay of the existing pavement and installation of ADA compliant pedestrian ramps.

On January 27, 2015, City Council awarded this project to Con-Struct, Inc. of Ames, Iowa in the amount of \$1,650,000.01. Two change orders were administratively approved by staff. Change Order No. 1 in the amount of \$12,384.23 was the balancing change order which reflected actual quantities installed in the field. Change Order No. 2, in the amount of \$20,624.74, was to pay for a pavement thickness incentive required per the Iowa Department of Transportation project specifications. **Construction was completed in the amount of \$1,683,008.98.**

The 2014/15 CyRide Route Pavement Improvements program includes funding and expenses as shown in the table at the top of the next page.

Program Funding Summary

2014/15 CyRide Route Pavement Improvement Program		
G.O. Bonds	\$	525,000
STP / MPO funds	\$	1,292,000
2011/12 Asphalt Pavement Improvement Program		
Road Use Tax funds	\$	150,000
2014/15 Sanitary Sewer Rehabilitation Program		
Sanitary Sewer Utility funds	\$	20,000
2015/16 Sanitary Sewer Rehabilitation Program		
Sanitary Sewer Utility funds	\$	20,950
Totals	\$	2,007,950

Program Expense Summary

Engineering (actual)	\$	324,941.02
Construction (actual)	\$	1,683,008.98
Totals	\$	2,007,950.00

Council had previously authorized using savings from the programs noted above to help fund this work. The funding amounts shown above now match the final expenses of the program.

ALTERNATIVES:

1. Accept the 2014/15 CyRide Route Pavement Improvements (24th Street & Bloomington Road) as completed by Con-Struct, Inc. of Ames, Iowa, in the amount of **\$1,683,008.98**.
2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

This project was completed in accordance with the approved plans and specifications and is within the funding approved by Council.

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

COUNCIL ACTION FORM

SUBJECT: 2015/16 STORM SEWER IMPROVEMENT PROGRAM – VARIOUS LOCATIONS

BACKGROUND:

This annual program is to repair or replace deteriorated storm sewer pipes and intakes. **Areas of concentration for storm sewer repairs are those locations programmed for street improvements and those areas where structural deficiencies have been identified.**

Many intakes are brick or concrete and have experienced years of “freeze/thaw” conditions during winters and springs. This repeated freeze/thaw cycle causes bricks and mortar to deteriorate, resulting in collapsed intakes. This program provides for a proactive response by contractually repairing or replacing intakes on a scheduled basis. In addition to the contractual work provided in this program, City crews provide immediate repair of those intakes that pose an immediate concern for life, health, or safety.

The 2015/16 Storm Sewer Improvement Program locations identified in the Capital Improvements Plan were Mortensen Parkway (University to Beach) and Parking Lot V (between Lincoln Way and the UPRR tracks just west of the Depot), as well as other various locations. **This specific project is for intake repair on Mortensen Parkway, as well as several other locations that are larger in scope than can be performed with City street maintenance staff.**

On June 28, 2016, City Council awarded the project to Synergy Contracting of Bondurant in the amount of \$206,040. A balancing change order was prepared reducing the contract amount by \$1,735, bringing construction costs to \$204,305.

Revenues and expenses for this program are shown below:

	<u>Revenue</u>	<u>Expenses</u>
2014/15 and 2015/16 Storm Sewer Improv. Program	\$ 350,000	
2015/16 Storm Sewer Improvement (This Project)		\$ 204,305
2015/16 Storm Sewer Improvement (Parking Lot V) (Estim.)		\$ 50,000
2015/16 Arterial Street Pavement Improv. (13 th St.) (Actual)		\$ 30,000
2015/16 Shared Use Path Expansion (S. Dakota) (Actual)		\$ 6,000
Engineering/Administration		<u>\$ 37,500</u>
	<u>\$ 350,000</u>	<u>\$ 327,805</u>

Any unused funding will be utilized for storm sewer improvements on other projects.

ALTERNATIVES:

1. Accept the 2015/16 Storm Improvement Program – Various Locations as completed by Synergy Contracting of Bondurant, Iowa, in the amount of \$204,305.
2. Direct staff to pursue modification to the project.

MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with the approved plans and specifications.

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

COUNCIL ACTION FORM

**SUBJECT: COMPLETION OF POWER PLANT FUEL CONVERSION – BID NO. 2 –
TURBINE STEAM SEAL SYSTEM**

BACKGROUND

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

Presently the City has two open contracts with General Electric (GE) in regards to this project. It was necessary to enter into two contracts because the City is working with two separate divisions within GE and using two distinct skill sets. One contract provides for a replacement of the Turbine Control system, and the second provides for a Turbine Steam Seal system. On April 14, 2015, City Council awarded a contract to General Electric International, Inc., Omaha, NE, for the Bid No. 2 Turbine Steam Seal System for Unit 8 in the amount of \$186,320.

There were four change orders to this contract.

Change Order No. 1 for \$24,536 was for General Electric International, Inc. to procure a steam seal relief valve.

Change Order No. 2 for not-to-exceed \$150,000 was for General Electric International, Inc. to supply support for the mechanical area of the Turbine Control System in order to gain the correct skill set from GE.

Change Order No. 3 for \$0 was for clarifying that the equipment purchased under this contract is considered personal tangible property.

Change Order No. 4 for \$9,208.42 was for mechanical field technical assistance for the turbine-generator modifications and associated work necessary to install new Mark VIe controls on Units 7 & 8.

The total contract amount including these four change orders is \$370,064.42. The Engineer's estimate of costs for this equipment and associated installation was \$1,064,728. The approved FY 2015/16 Capital Improvements Plan included \$26,000,000 for the fuel conversion project, which was subsequently adjusted to \$18,112,011. The complete project budget to date is shown on page 4.

All of the contract requirements have been met by General Electric International, Inc. and the Engineer has provided a certificate of completion.

ALTERNATIVES:

- 1) Accept completion of the contract with General Electric International, Inc., Omaha, NE, for the Bid No. 2 Turbine Steam Seal System at a total cost of \$370,064.42.
- 2) Delay acceptance of this contract.

MANAGER'S RECOMMENDED ACTION:

The contractor for the Bid No. 1 Turbine Steam Seal System has supplied all of the equipment specified, thus fulfilling the terms of the contract.

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:

\$17,475,000	FY 2015/16 CIP amount budgeted for project \$26,000,000 less reduced bonds issuance by \$8,525,000 based on a new project estimate
\$637,011	Unspent Funds from the Power Plant Cooling Tower CIP
\$18,112,011	
	<u>Sargent & Lundy, LLC</u>
\$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
\$154,000	Engineering Services Contract Change Order No. 3
	<u>GE Power Inc.</u>
\$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
\$1,620	Equipment Contract Change Order No. 4
\$0	Equipment Contract Change Order No. 5
\$32,679	Equipment Contract Change Order No. 6
\$62,310	Equipment Contract Change Order No. 7
	<u>Emerson Process Management Power & Water Solutions, Inc.</u>
\$1,595,000	Contract cost for DCS equipment
\$39,377	DCS Contract Change Order No. 1
\$12,611	DCS Contract Change Order No. 2
\$0	DCS Contract Change Order No. 3
	<u>GE Energy Control Solutions, Inc.</u>
\$814,920	Contract cost for TCS equipment Bid 1
\$244,731	TCS Bid 1 Contract Change Order No. 1
\$34,000	TCS Bid 1 Contract Change Order No. 2
\$0	TCS Bid 1 Contract Change Order No. 3
\$16,854	TCS Bid 1 Contract Change Order No. 4
\$41,760	TCS Bid 1 Contract Change Order No. 5
	<u>General Electric International, Inc.</u>
\$186,320	Contract Cost for Turbine Steam Seal System - TCS Bid 2

\$24,536	TCS Bid 2 Contract Change Order No. 1
\$150,000	TCS Bid 2 Contract Change Order No. 2
\$0	TCS Bid 2 Contract Change Order No. 3
\$9,208.42	TCS Bid 2 Contract Change Order No. 4

Henkel Construction Co.

\$898,800	Contract cost for Control Room Installation General Work Contract
\$66,782	Control Room Contract Change Order No. 1
\$17,683.54	Control Room Contract Change Order No. 2

TEI Construction Services, Inc.

\$1,572,019	Contract cost for Mechanical Installation General Work Contract
\$8,750	Mechanical Contract Change Order No. 1
\$156,131	Mechanical Contract Change Order No. 2
\$187,984	Mechanical Contract Change Order No. 3
\$9,785.37	Mechanical Contract Change Order No. 4
\$3,032.17	Mechanical Contract Change Order No. 5
\$7,725.98	Mechanical Contract Change Order No. 6
\$3,032.16	Mechanical Contract Change Order No. 7
\$21,673.58	Mechanical Contract Change Order No. 8
\$175,496.89	Mechanical Contract Change Order No. 9
\$48,486.22	Mechanical Contract Change Order No. 10
\$12,539.88	Mechanical Contract Change Order No. 11

FPD Power Development, LLC

\$3,145,149	Contract cost for Electrical Installation General Work Contract
\$12,044.24	Electrical Contract Change Order No. 1
\$41,265.65	Electrical Contract Change Order No. 2
\$123,893.90	Electrical Contract Change Order No. 3

Graybar Electric

\$98,560	Contract cost for UPS System
(-\$1,010)	UPS System Contract Change Order No. 1

Hertz Equipment Rental Corporation

<u>\$166,835.50</u>	Contract cost for Portable Electric Space Heaters
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\$17,773,155.14

Costs committed to date for conversion

\$338,855.86

Remaining Project Balance to cover miscellaneous equipment and modifications to the power plant needed for the fuel conversion



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

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October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that a portion of the curb and gutter construction and public utility adjustments required as a condition for approval of the final plat of **Sunset Ridge – 5th Addition** have been completed in an acceptable manner by **Manatts, Inc of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$1,220**. The remaining work covered by this financial security includes installation of pedestrian ramps.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Sunset Ridge - 5th Addition

January 19, 2015

Page 3

Description	Unit	Quantity
Excavation and Embankment	CY	95,654
Subgrade Prep	SY	5,366
Remove or Abandon Pipe	LF	74
Sanitary Sewer Gravity Main, Trenched 8"	LF	2,392
Sanitary Sewer Service Stub 4"	EA	18
Subdrain, 4"	LF	850
Footing Drain Collector, Case D, Type 2, 8"	LF	236
Footing Drain Cleanout, 8"	EA	1
Sump Service Stub, 1.5"	EA	18
Storm Sewer, Trenched, RCP Class III, 12"	LF	120
Storm Sewer, Trenched, RCP Class III, 15"	LF	519
Storm Sewer, Trenched, RCP Class III, 18"	LF	258
Storm Sewer, Trenched, RCP Class III, 24"	LF	447
Storm Sewer, Trenched, RCP Class III, 30"	LF	1,134
Pipe Apron, RCP, 24"	EA	2
Pipe Apron, RCP, 30"	EA	2
Storm Sewer, Trenched, RCP Class III, 21"	LF	169
Water Main, trenched, 8"	LF	1,440
Fitting, MJ, Tee, 8"	EA	1
Fitting, MJ, Cross, 8"	EA	1
Water Service Stub, 1"	EA	18
Valve, MJ, Gate, 8"	EA	7
Fire Hydrant Assembly	EA	3
Temporary Fire Hydrant Assembly	EA	3
Temporary Blowoff Hydrant Assembly	EA	1
Relocate Water Main, 8"	LS	1
Sanitary Manhole, SW-301, 48"	EA	8
Storm Manhole, SW-401, 60"	EA	6
Single Grate Intake, SW-501	EA	1
Single Grate Intake, with Manhole, SW-503	EA	9
Area Intake, SW-512, 18"	EA	1
PCC Curb and Gutter, 30"	LF	2,563
Pavement, HMA Base, 6"	SY	696
Pavement, HMA Base 7.5"	SY	3,226
Pavement, HMA Surface, 2"	SY	3,922
Removal of Sidewalk	SY	27
Sidewalk, PCC, 4"	SY	27
Pedestrian Ramps, PCC, 6"	SY	108
Detectable Warning Panels	SF	152
Pavement Removal	SY	101
Seeding, Type 1, Fertilizing and Mulch	AC	4
Seeding, Type 5, Stabilizing Crop	AC	24
Straw Mulch	AC	24
Flow Transition Mat	SF	128
Inlet Protection	EA	3
Silt Fence	LF	1,800
Rip Rap, Class D	TON	20
Stabilized Construction Entrance	EA	1



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

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October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that the public utility installation, curb and gutter construction, and base lift of asphalt paving required as a condition for approval of the final plat of **Northridge Heights 18th Addition** have been completed in an acceptable manner by **Ames Trenching and Excavating of Ames, IA and Manatts, Inc of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$12,151**. The remaining work covered by this financial security includes installation of the pedestrian ramps and walks.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Northridge Heights 18th Addition

February 9, 2016

Page 2

Description	Unit	Quantity
Excavation Class 13	CY	5,600
Sanitary Sewer Gravity Main, Trench 8"	LF	1,212
Sanitary Sewer Service Stub, 4"	EA	27
Storm Sewer, Trench, PVC, 6"	LF	476
Storm Sewer, Trench, RCP, 15"	LF	470
Storm Sewer, Trench, RCP, 24"	LF	128
Subdrain, Perforated PVC, 6"	LF	502
Subdrain Cleanout, 6"	EA	4
Storm Sewer Service Stub	EA	27
Water Main, Trenched, 8"	LF	1522
Water Main, Trenched 12"	LF	532
Fittings, 8", 22.5 Degree MJ Bend	EA	2
Fittings, 8", 11.25 Degree MJ Bend	EA	1
Fittings, 8" MJ Tee	EA	1
Water Service Stub, 1"	EA	27
Valve, 8"	EA	8
Valve, 12"	EA	2
Fire Hydrant Assembly, 8"	EA	3
Fire Hydrant Assembly, 12"	EA	2
Flushing Device (Blowoff)	EA	1
MH, Type SW-301 (Sanitary)	EA	5
MH, Type SW-301 (Storm)	EA	1
Intake Type SW-501	EA	7
Intake Type SW-503	EA	1
Intake Type SW-505	EA	1
Intake Type SW-506	EA	1
Intake Type SW-512, 30"	EA	1
Stablized Construction Entrance	EA	1
Inlet protection Device	EA	22
Subgrade Preparation	SY	7,080
30" Curb & Gutter	LF	3,980
6" HMA Base	SY	3,505
7.5" HMA Base	SY	1,556
2" HMA Surface	SY	5,061
Sidewalk 6", PCC	SY	6
Sidewalk 4", PCC	SY	243
Detectable Warnings	SF	16
Shared Use Path, 4"	SY	513
Adjust Water Valve	EA	1
Adjust Manhole	EA	7



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

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October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that the sanitary sewer, storm sewer, subgrade preparation, curb & gutter and asphalt base installation, required as a condition for approval of the final plat of **Scenic Valley, 1st Addition** have been completed in an acceptable manner by **Ames Trenching and Excavating of Ames, IA and Manatts Inc. of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$63,344**. The remaining work covered by this financial security includes the installation of asphalt surface paving, pedestrian ramps and walks, final adjustment of utility features.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Scenic Valley 1st Addition

January 12, 2016

Page 2

Description	Unit	Quantity
CLEARING AND GRUBBING	LS	1
EXCAVATION, CLASS 13	CY	93,000
SUBGRADE PREPARATION, 12"	SY	9,870
SANITARY SEWER GRAVITY MAIN, TRENCHED, PVC, 8"	EA	1737
SANITARY SEWER, TRENCHED, PVC, 12"	EA	1220
SANITARY SEWER SERVICE STUB, 4-INCH, PVC	EA	42
STORM SEWER, TRENCHED, RCP CLASS III, 15-INCH	LF	1879
STORM SEWER, TRENCHED, GASKETED RCP CLASS III, 15-INCH	LF	89
STORM SEWER, TRENCHED, RCP CLASS III, 18-INCH	LF	705
STORM SEWER, TRENCHED, RCP CLASS III, 24-INCH	LF	254
STORM SEWER, TRENCHED, RCP CLASS III, 30-INCH	LF	107
STORM SEWER, TRENCHED, RCP CLASS III, 42-INCH	LF	182
PIPE APRON, RCP, 15", CLASS III	EA	4
PIPE APRON, RCP, 18", CLASS III	EA	3
PIPE APRON, RCP, 24", CLASS III	EA	1
PIPE APRON, RCP, 30", CLASS III	EA	2
PIPE APRON, RCP, 42", CLASS III	EA	2
SUBDRAIN, PERFORATED, 4-INCH	LF	2550
FOOTING DRAIN COLLECTOR, 6-INCH	LF	552
FOOTING DRAIN CLEANOUT, 6-INCH	EA	3
SUBDRAIN CLEANOUT, 4"	EA	6
FOOTING DRAIN OUTLET AND CONNECTION, 6-INCH	EA	3
STORM SEWER SERVICE STUB, 1.5 INCH, PVC	EA	42
WATER MAIN, TRENCHED, 8-INCH	LF	3349
WATER MAIN, TRENCHLESS, 8-INCH	LF	128
8-INCH 11.25 DEGREE MJ BEND	EA	5
8-INCH 22.5 DEGREE MJ BEND	EA	1
8-INCH 45 DEGREE MJ BEND	EA	10
8-INCH x 8-INCH MJ CROSS	EA	1
8-INCH x 8-INCH MJ TEE	EA	2
WATER SERVICE STUB, CURB STOP & BOX, 1-INCH	EA	42
VALVE, MJ GATE, 8"	EA	13
FIRE HYDRANT ASSEMBLY (INCLUDES TEE, GATE VALVE, BOOT, 6"	EA	7
TEMPORARY BLOWOFF HYDRANT ASSEMBLY (INCLUDES 8"x6" MJ	EA	5
SANITARY MANHOLE, SW-301, 48"	EA	14
STORM MANHOLE, SW-301, 48"	EA	6
RISER INTAKE, 8-INCH	EA	7
INTAKE, SW-501	EA	8
INTAKE, SW-502, 60"	EA	2
INTAKE, SW-502, 72"	EA	1
INTAKE, SW-503	EA	7
INTAKE, SW-505	EA	4
INTAKE, SW-506	EA	3
INTAKE, SW-513	EA	1
CURB & GUTTER, 30-INCH	LF	5495
PAVEMENT, HMA, 8-INCH	SY	7118
SIDEWALK, PCC, 6"	SY	76
DETECTABLE WARNING	SF	136
SEEDING, TYPE 1 LAWN MIX	ACRE	40
RIP RAP, CLASS D	TON	500
SILT FENCE, INSTALL, MAINTAIN & REMOVE	LF	2000
STABILIZED CONSTRUCTION ENTRANCE	EA	1
INLET PROTECTION DEVICE, INSTALL, MAINTAIN & REMOVE	EA	25
EROSION CONTROL MULCHING, CONVENTIONAL	ACRE	40



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

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October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that the public utility installation, curb and gutter construction, and base lift of asphalt paving required as a condition for approval of the final plat of **Hayden's Crossing 1st Addition** have been completed in an acceptable manner by **Ames Trenching and Excavating of Ames, IA and Manatts, Inc of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be set at **\$44,365**. The remaining work covered by this financial security includes installation of the final asphalt surfacing, final adjustment of utility features, erosion control, detention basin.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Hayden's Crossing, 1st Addition

March 22, 2016

Page 2

Description	Unit	Quantity
Sanitary Sewer Gravity Main, Trench 8"	LF	989
Sanitary Sewer Service Stub, 4"	EA	20
Storm Sewer, Trench, RCP, 15"	LF	706
Storm Sewer, Trench, RCP, 18"	LF	302
Pipe Apron, RCP, 15" with Footing and Trash Guard	EA	3
Pipe Apron, RCP, 18" with Footing and Trash Guard	EA	5
Subdrain, Perforated PVC, 6"	LF	651
Storm Sewer Service Stub	EA	20
Water Main, Trenched, 8"	LF	1021
Fittings, 8", 22.5 Degree MJ Bend	EA	1
Fittings, 8", 11.25 Degree MJ Bend	EA	4
Water Service Stub, 1"	EA	20
Valve, 8"	EA	4
Fire Hydrant Assembly, 8"	EA	3
Flushing Device (Blowoff)	EA	1
MH, Type SW-301 (Sanitary)	EA	3
MH, Type SW-303 (Sanitary)	EA	1
MH, Type SW-301 (Storm)	EA	2
MH, Type SW-307 (Storm)	EA	1
Intake Type SW-501	EA	1
Intake Type SW-503	EA	3
Intake Type SW-505	EA	4
Intake Type SW-506	EA	2
Stablized Construction Entrance	EA	1
Inlet protection Device	EA	4
Subgrade Preparation	SY	3584
30" Curb & Gutter	LF	2140
6" HMA Base	SY	2505
2" HMA Surface	SY	2505
Sidewalk 6", PCC	SY	15
Sidewalk 4", PCC	SY	47.3
Detectable Warnings	SF	20
Shared Use Path, 4" Paved	SY	186
Shared Use Path, 4" Gravel	SY	171
Adjust Manhole	EA	4
Native Prairie Seeding	AC	0.5
Wetland Seeding	AC	0.9
Conservation Seeding	AC	1.2
Low Grow Seeding	AC	0.8
Traditional Seeding	AC	6



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

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October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that the public utility installation, curb and gutter construction, and base lift of asphalt paving required as a condition for approval of the final plat of **Dotson Drive Subdivision** have been completed in an acceptable manner by **Ames Trenching and Excavating of Ames, IA and Manatts, Inc of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be set at **\$31,960**. The remaining work covered by this financial security includes installation of the final asphalt surfacing and erosion control.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Hayden's Crossing, 1st Addition

March 22, 2016

Page 2

Description	Unit	Quantity
Sanitary Sewer Gravity Main, Trench 8"	LF	989
Sanitary Sewer Service Stub, 4"	EA	20
Storm Sewer, Trench, RCP, 15"	LF	706
Storm Sewer, Trench, RCP, 18"	LF	302
Pipe Apron, RCP, 15" with Footing and Trash Guard	EA	3
Pipe Apron, RCP, 18" with Footing and Trash Guard	EA	5
Subdrain, Perforated PVC, 6"	LF	651
Storm Sewer Service Stub	EA	20
Water Main, Trenched, 8"	LF	1021
Fittings, 8", 22.5 Degree MJ Bend	EA	1
Fittings, 8", 11.25 Degree MJ Bend	EA	4
Water Service Stub, 1"	EA	20
Valve, 8"	EA	4
Fire Hydrant Assembly, 8"	EA	3
Flushing Device (Blowoff)	EA	1
MH, Type SW-301 (Sanitary)	EA	3
MH, Type SW-303 (Sanitary)	EA	1
MH, Type SW-301 (Storm)	EA	2
MH, Type SW-307 (Storm)	EA	1
Intake Type SW-501	EA	1
Intake Type SW-503	EA	3
Intake Type SW-505	EA	4
Intake Type SW-506	EA	2
Stablized Construction Entrance	EA	1
Inlet protection Device	EA	4
Subgrade Preparation	SY	3584
30" Curb & Gutter	LF	2140
6" HMA Base	SY	2505
2" HMA Surface	SY	2505
Sidewalk 6", PCC	SY	15
Sidewalk 4", PCC	SY	47.3
Detectable Warnings	SF	20
Shared Use Path, 4" Paved	SY	186
Shared Use Path, 4" Gravel	SY	171
Adjust Manhole	EA	4
Native Prairie Seeding	AC	0.5
Wetland Seeding	AC	0.9
Conservation Seeding	AC	1.2
Low Grow Seeding	AC	0.8
Traditional Seeding	AC	6



Public Works Department
515 Clark Avenue, Ames, Iowa 50010
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October 4, 2016

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

Ladies and Gentlemen:

I hereby certify that the water main and storm water detention facility required as a condition for approval of the final plat of **Crane Farm Subdivision** have been completed in an acceptable manner by **Con-Struct, Inc.** The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$1,558,705**. The remaining work covered by this financial security includes installation of the street paving, storm sewer, sanitary sewer, street lighting, COSESCO, storm water management, street trees, landscaping and public sidewalks/pedestrian ramps.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Crane Farm Subdivision

October 4, 2016

Page 2

Description	Unit	Quantity
Mobilization	LS	1
Subgrade Preparation, 12"	SY	11,280
Subbase, Modified, 12"	SY	11,280
Subdrain, Perforated Polyethylene, 6"	LF	4,600
Pavement, PCC 9"	SY	10,240
Sanitary Sewer Gravity Main, Trenched, PVC, 8"	LF	175
Sanitary Sewer Gravity Main, Trenched, PVC, 12"	LF	1,770
Storm Sewer, Trenched, RCP, 18"	LF	480
Storm Sewer, Trenched, RCP, 24"	LF	895
Storm Sewer, Trenched, RCP, 30"	LF	735
Water Main, Trenched, 8"	LF	205
Manhole Type SW-301, 48"	EA	8
Manhole Type SW-401, 48"	EA	5
Intake Type SW-501	EA	8
Intake Type SW-503	EA	8
Excavation, Class 13	CY	19,000
Storm Sewer Trenched, Polyethylene 4"	LF	110
Storm Sewer Trenched, RCP 24"	LF	230
Intake Type SW-513, Modified	EA	2
Rip Rap, Class D	Ton	900
Seeding	ACRE	2.25
Street Lighting	LS	1
Erosion Control	ACRE	27
Sidewalk, 4", PCC	SY	1,145



October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that the utilities, curb and gutter, and asphalt paving required as a condition for approval of the final plat of **Northridge Heights, 16th Addition** have been completed in an acceptable manner by **Ames Trenching & Excavating of Ames, IA and Manatts, Inc. of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be released in full.

Sincerely,

John C. Joiner, P.E.
Director

JJ/jc

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

Northridge Heights, 16th Addition

January 12, 2016

Page 2

Description	Unit	Quantity
Class 13 Excavation	CY	93000
Sub-grade Preparation	SY	5710
Sanitary Sewer Main, 8"	LF	1459
Sanitary Sewer Stub, 4"	EA	25
15" RCP, CL III	LF	607
18" Storm Sewer, CL III	LF	108
18" Gasketed RCP, CL III	LF	59
18" Storm Sewer (In 24" Steel Casing, Tunneled in Place)	LF	140
18" Storm Sewer Unclassified	LF	460
24" RCP, CL III	LF	366
36" RCP, CL III	LF	1292
42" RCP, CL III	LF	70
18" RCP Apron	EA	1
18" Unclassified Apron	EA	1
42" RCP Apron	EA	1
Subdrain, Perforated, 4"	LF	1934
Footing Drain Collector, 6"	LF	519
Footing Drain Cleanout, 6"	EA	3
Subdrain Outlets	EA	4
Storm Sewer Service Stub, PVC, 1.5"	EA	25
8" Water Main	LF	1268
12" Water Main	LF	360
8", 11.25 Degree MJ Bend	EA	6
8", 22.5 Degree MJ Bend	EA	5
12"x8" MJ Cross	EA	1
Water Service Stub, 1"	EA	25
Valve, MJ, Gate, 8"	EA	2
Valve, MJ, Gate, 12"	EA	2
Hydrant and Hydrant Run	EA	4
Remove and Relocate Temporary Hydrant and Hydrant Run	EA	1
Remove Temporary Hydrant and Hydrant Run	EA	2
Manhole, SW-301, 48"	EA	6
Manhole, SW-301, 48" (Storm)	EA	3
Manhole, SW-401, 60"	EA	1
Manhole, SW-401, 72"	EA	2
Manhole, SW-401, 84"	EA	1
Intake, SW-501	EA	5
Intake, SW-503	EA	8
Intake, SW-505	EA	1
Intake, SW-506	EA	1
30" PCC Curb and Gutter	LF	2950
Pavement, HMA, 8"	SY	2935
Pavement, HMA, 9.5"	SY	1300
Sidewalk PCC, 6"	SY	50
Detectible Warning	SF	90
Conventional Seeding, Fertilizing, and Mulching	AC	35
Filter Sock	LF	3500
Silt Fence-Install, Maint. & Removal	LF	3500
Stabilized Construction Entrance	EA	2
Rip Rap, Class D	TN	70
Erosion Control Mulching, Conventional	AC	35



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

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October 3, 2016

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

Ladies and Gentlemen:

I hereby certify that the erosion control (seeding) required as a condition for approval of the final plat of **Northridge Heights 17th Addition** have been completed in an acceptable manner by **Ames Trenching and Excavating of Ames, IA and Manatts, Inc of Ames, IA**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be released in full.

Sincerely,

John C. Joiner, P.E.
Director

JJ/ec

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

Northridge Heights 17th Addition

January 12, 2016

Page 2

Description	Unit	Quantity
Excavation Class 13	CY	5,000
Subgrade Prep	SY	5,920
Sanitary Sewer Gravity Main, Trenched 8"	LF	1,459
Sanitary Sewer Service Stub 4"	EA	25
Storm Sewer, Trenched, RCP Class III, 15"	LF	879
Storm Sewer, Trenched, RCP Class III, 18"	LF	472
Storm Sewer, Trenched, RCP Class III, 24"	LF	546
Storm Sewer, Trenched, RCP Class III, 30"	LF	174
Footing Drain Collector, 6"	LF	1,185
Footing Drain Cleanout, 6"	EA	5
Subdrain Outlet, 6"	EA	4
Sump Service Stub, 1.5"	EA	25
Water Main, 8"	LF	1,585
Water Main, 12"	LF	197
8" 11.25 Deg Bend	EA	4
8" 22.5 Deg Bend	EA	1
12"x8" MJ Cross	EA	1
12"x8" MJ Tee	EA	1
Water Service Stub, 1"	EA	25
Valve, MJ, Gate, 8"	EA	4
Valve, MJ, Gate, 12"	EA	1
Fire Hydrant Assembly	EA	6
Remove/Relocate Temporary Fire Hydrant Assembly	EA	2
Temporary Fire Hydrant Assembly	EA	1
Sanitary Manhole, SW-301, 48"	EA	6
Storm Manhole, SW-401, 48"	EA	5
Storm Manhole, SW-401, 60"	EA	1
Intake, SW-501	EA	3
Intake, with Manhole, SW-503	EA	9
Intake, SW-505	EA	2
Intake, SW-506	EA	2
Intake, SW-512 18"	EA	1
PCC Curb and Gutter, 30"	LF	3,230
Pavement, HMA, 8"	SY	3,200
Pavement, HMA 9.5"	SY	1,110
Pedestrian Ramps, PCC, 6"	SY	68
Detectable Warning Panels	SF	120
Seeding, Type 1, Fertilizing and Mulch	AC	9
Filter Socks	LF	250
Silt Fence	LF	3,000
Stabilized Construction Entrance	EA	1
Inlet Protection	EA	13

COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY FOR 313 LYNN AVENUE

BACKGROUND:

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

This plat of survey is for a proposed consolidation of two existing tracts for Iowa State House Delta Gamma Fraternity, LLC for the purpose of a building addition to the front and rear of the existing residential structure. The lot's location is shown on Attachment A Location Map. 313 Lynn Avenue is the site of a residential building, which is proposed to be converted into a Greek house (Delta Gamma sorority).

The parcel is zoned High-Density Residential (RH) with the West University Impacted Area Overlay (O-UIW). The combined lot size will be 27,542 square feet (0.63 acres). There is an existing building and parking on the site. The proposed boundary line adjustment conforms to zoning standards. The frontage of the site is fully improved.

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

ALTERNATIVES:

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

MANAGER'S RECOMMENDED ACTION:

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

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

**ADDENDUM
PLAT OF SURVEY FOR 313 LYNN AVENUE**

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

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

The site is located at:

Owners: Iowa State House of Delta Gamma

Existing Street Addresses: 313 Lynn Avenue

Assessor's Parcel #: 0909201085

Legal Description: All of lots 2 and 3 in H.T. Hill's Subdivision of Lot 8 in Parker's Addition to the City of Ames, Story County, Iowa

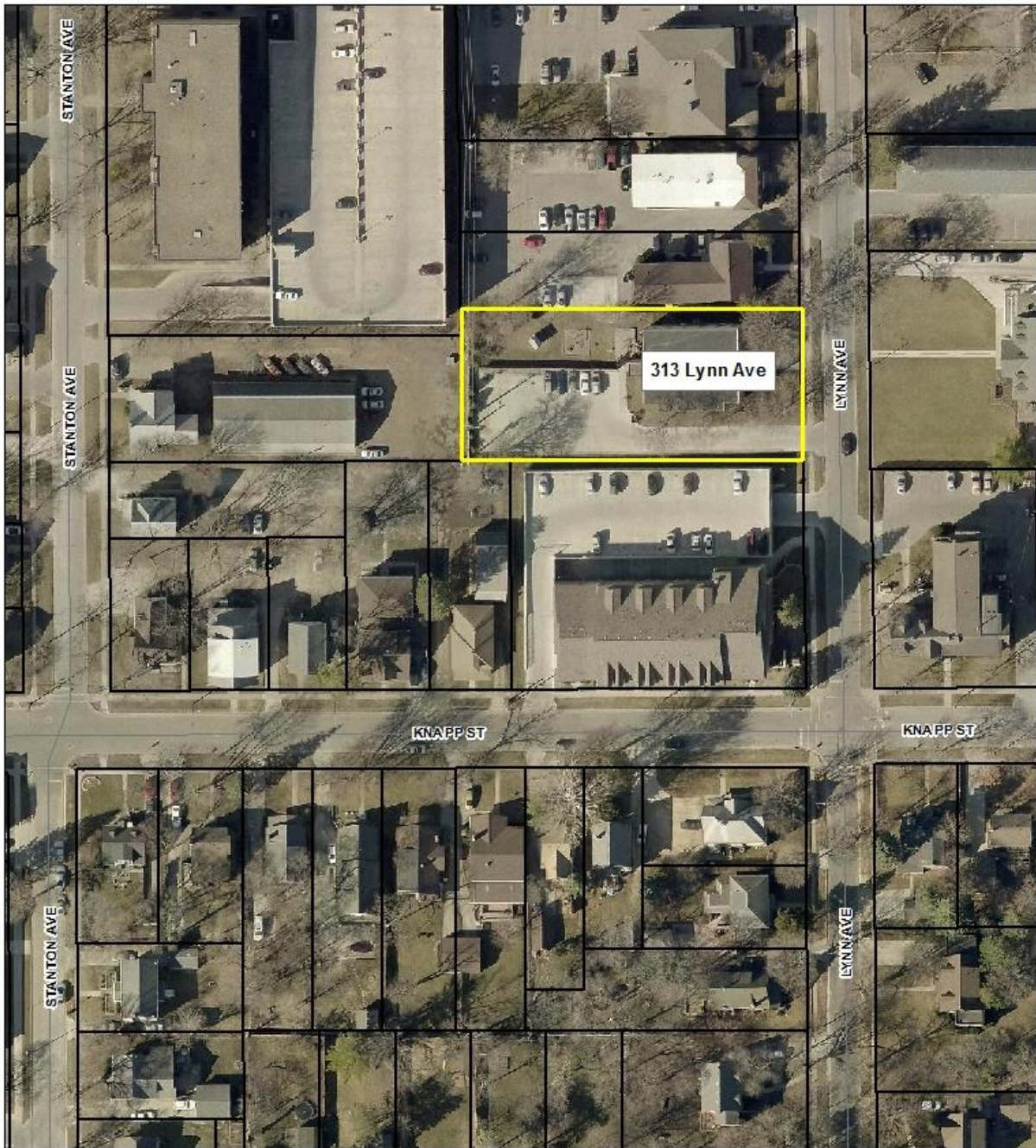
Public Improvements:

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

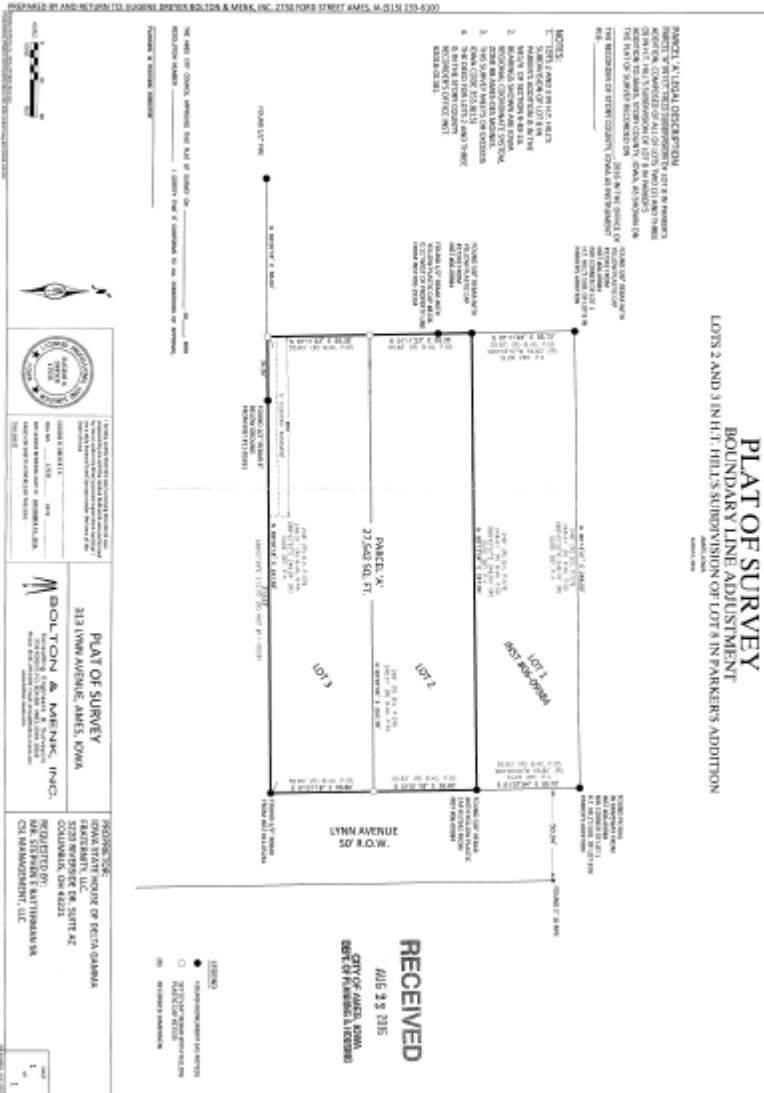


313 Lynn Ave



313 Lynn Ave

ATTACHMENT B: PROPOSED PLAT OF SURVEY



COUNCIL ACTION FORM

REQUEST: REZONE FROM A (AGRICULTURAL) TO FS-RL (SUBURBAN RESIDENTIAL LOW DENSITY), FS-RM (SUBURBAN RESIDENTIAL MEDIUM DENSITY), AND CGS (CONVENIENCE GENERAL SERVICES) WITH A MASTER PLAN FOR PROPERTIES LOCATED AT 5571 HYDE AVENUE

BACKGROUND:

The property owner, Rose Prairie LLC, is requesting rezoning of a single parcel of land located at 5571 Hyde Avenue (formerly known as Grant Avenue). The site, on the west side of Hyde Avenue and south of 190th Street, comprises 170.33 acres (see Attachment A: Location Map and Zoning). The developer is seeking rezoning to develop the site with primarily low density residential, a medium-density apartment component along the north boundary of the site, and a commercial node at the northeast corner.

The City Council denied a previous rezoning request with a master plan for 746 dwelling units by a 3-3 vote on July 26th. The current request includes a master plan with the same zoning boundaries of FS-RL, FS-RM, and CGS with generally the same parcel layout, street and trail connections, and open spaces. **The difference is that the maximum number of dwelling units is limited to 620 dwelling units in the proposed master plan (Attachment E). The proposed overall development density of Rose Prairie with 94.5 net acres of residential land is between 3.75 and 6.56 units per acre.**

The rezoning request is for three separate zoning districts (see Attachment B: Proposed Zoning). Since the subject parcel is one tract of land, the proposed rezoning districts are described as metes and bounds. Later, final plats will create separate lots which will follow these described zoning district boundaries.

The applicant proposes a 10.31 acre site at the northeast corner of the site, with frontage along both Hyde Avenue and 190th Street, for Convenience General Services. A 15.50 acre site lying west of the proposed commercial zone is anticipated to be developed as FS-RM. This site has frontage along 190th Street. The remaining 144.51 acres will be developed as FS-RL. This site has frontage along Hyde Avenue. The applicant provided a Rezoning Exhibit, which is found in Attachment C. All of the described acreages of Attachment C are gross acres that include future streets and open space areas that would later be netted out of the site development area.

The LUPP considers this area New Lands eligible for suburban or village zoning districts. The City Council approved a Village/Suburban Residential land use designation at their meeting on May 26, 2015. That action also included a Convenience Commercial Node at the intersection of Hyde Avenue and 190th Street. The two proposed residential districts are compatible with that LUPP designation. So, too, the

proposed CGS designation is compatible with the commercial node. An excerpt from the LUPP Land Use Map can be found in Attachment D.

The developer anticipates that the eventual development of Rose Prairie will be as a number of “pods.” These pods will likely be developed separately, either by Rose Prairie LLC or other developers. The Master Plan identifies the acreage of each pod and a range of dwelling units for each. The total estimated net acres for development are approximately 100 acres, with the remainder of the area used for open space, a public park, and streets. Attachment E includes a breakdown of each type of use for the entire site. The mix of uses within the developable area by land area is approximately 80% single family, 14% multi-family, and 6% commercial.

The FS-RL comprises an estimated 80.91 acres of the entire development area. The total number of dwelling units (proposed both as single-family attached and detached) in the FS-RL will fall within the range of 219 to 419. This equates to a density range of 2.70 dwelling units per acre to 5.18 dwelling units per net acre. Required density for FS-RL is between 3.75 and 10.00 dwelling units per net acre. Although the proposed ranges on the master plan fall below the required density, it does not take into account all areas that might be netted out from the gross acres, such as drainage ways, trail corridors, storm water detention, etc. At the time of preliminary plat review, the minimum density standard of 3.75 will be met for the FS-RL zoned area of the project.

The FS-RM zoning comprises 13.54 acres. The total number of dwelling units is between 136 and 201. This equates to a density range of 10 dwelling units per acre to 13.84 dwelling units per net acre. Required density for FS-RM is between 10.00 and 22.31 dwelling units per acre. FS-RM allows apartment buildings no larger than 12 units.

The Master Plan identifies the CGS district as being 6.01 net acres. Because of a drainage way, this district is split into two separate sites. The LUPP indicates a node should typically be between 2 to 5 acres, but not exceed 10 acres.

The attached addendum includes a full description of the Master Plan and analysis of the rezoning proposal. The Multi-Family RH checklist has also been attached for review of the FS-RM component of the project. Ultimately, lot layout of the property will be subject to preliminary plat and final plat approval. Major Site Development Plan approvals will be needed for multi-family development. Minor Site Development Plan approvals are required for attached housing projects and the commercial component.

The subject property is located with the Ada Hayden Watershed and is subject to the Conservation Subdivision Ordinance standards. These requirements are above and beyond standard subdivision requirements and address mandatory storm water treatment measures and providing for open space. One of the key issues for development in the watershed is the long term protection and enhancement of water quality downstream from this site. Much of the drainage of this watershed eventually flows through this site and to the southeast corner where it then passes under Hyde Avenue to the park area and the wetlands located west of the lake. The developer has

provided calculations of estimated impervious surface areas (Attachment F) for their proposed maximum development scenario of 620 units described in the Master Plan. Staff has not formally reviewed a storm water management plan with the rezoning, since such a plan is a submittal requirement for subdivision and site plan review. However, staff concurs that the estimated impervious surfaces are a worst case or conservative estimate of the storm water treatment needs. The applicant believes from their preliminary assessment that the proposed level of development can meet the storm water treatment objectives with the elements of open space included in the project.

Although the site has never been rezoned for development, there is an existing development agreement that defined a concept plan and layout for the development of this site. The development agreement was part of the annexation of the site in 2010. The development concept included 292 single-family detached homes with an additional component (approximately 8 acres) of townhomes. Staff's review of the history and interviews with the involved parties at the time of that 2010 concept found that the 292 number was a function of the developer's desires rather than any limit imposed by the ability of the site to manage storm water or other identified constraint. See Attachment G for some background information on that 2010 concept plan.

The City Council, in April, consented to allowing the developer to propose a new master plan and zoning and to consider a revision to the development agreement along with the rezoning application. If no changes are approved by City Council to the development agreement concurrent with the rezoning, the site can be rezoned only to FS-RL without the commercial component or medium density component with the cap on total number of single family units. Accompanying this rezoning request is a request to approve an addendum to the development agreement.

Staff concludes that the Master Plan identifies developable and undeveloped areas, range of uses and residential unit types consistent with the proposed FS-RL and FS-RM zoning districts. Staff believes the rezoning proposal to FS-RL, FS-RM, and CGS is consistent with the objectives and LUPP Future Land Use Map.

Planning and Zoning Commission Recommendation. At its public hearing on September 21, 2016, the Planning and Zoning Commission recommended approval (4-2) of the request for rezoning from Agricultural (A) to Suburban Residential Low Density (FS-RL), Suburban Residential Medium Density (FS-RM), and Convenience General Services (CGS) with a limit on the number of FS-RM dwelling units to 201 dwelling units and to limit the overall number of dwelling units to 620 units. The discussion by the Commission expressed concern about the lack of transit service and the overall number of units. Commissioners also supported the reduced number of units from the previous plan and the mix of housing types that the two residential zoning districts propose.

ALTERNATIVES:

1. The City Council can approve the request for rezoning from Agricultural (A) to Suburban Residential Low Density (FS-RL), Suburban Residential Medium Density (FS-RM), and Convenience General Services (CGS) as proposed by the rezoning

request, supported by the findings of fact, and to adopt the included Master Plan with the condition to provide a signed agreement for the Master Plan as part of the amendment to the pre-annexation agreement prior to third reading for the rezoning.

This alternative reflects the desires of Rose Prairie LLC for a maximum of 620 total residential units of which 201 would be multi-family and 419 would be single-family (both attached and detached).

2. The City Council can approve a modified Master Plan or changes to size and location of the proposed zoning districts.

If the City Council wishes to recommend alternative zoning boundaries, zoning districts, uses, or densities, it can condition approval on specific changes it wishes to articulate.

3. The City Council can deny the request for rezoning from Agricultural (A) to Suburban Residential Low Density (FS-RL), Suburban Residential Medium Density (FS-RM), and Convenience General Services (CGS) as proposed by the rezoning request if the City Council finds that the City's regulations and policies are not met.

If the City Council finds that the proposed rezoning and Master Plan is inconsistent with the Land Use Policy Plan or City ordinances, it can recommend denial.

4. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information.

MANAGER'S RECOMMENDATION:

The proposed Master Plan's development concept meets the density standards of the respective zones and also the open space requirements of the Conservation Subdivision Ordinance. It is also intended to allow for individual development sites that are integrated by open space and the central collector street. The range of development density is intended to give flexibility to subsequent developers to provide a variety of housing types in the project area. The developer proposes to include a trail system and an east/west connection through the development as well as for a shared use path along the Hyde Avenue frontage of the site. The developer has included 5 acres of land for a neighborhood park to serve this area. Details of the arrangement of the park land would be part of the platting process.

The current development agreement requires the developer to provide for needed infrastructure. The City created an assessment district for sanitary sewer and water which will be repaid as connections to the trunk line are made. This development was part of a broad area-wide traffic study from 2010 that determined development impacts from buildout of the North Growth Area. The City's traffic engineer does not believe the conclusions of the prior traffic study for improvements at intersections of Bloomington and Grand Avenue are substantially affected by the proposed changes to the project. Conclusions from the staff review of infrastructure demands are that adequate facilities

are in place or will be in place to serve the development with conditions on the platting of the property and in conformance with the development agreement.

The proposed rezoning with FS-RL, FS-RM, and CGS area is consistent with the Land Use Policy Plan as is the types of zoning and range of density proposed within the zoning districts. Staff believes that the diversity of housing identified by the applicant is desirable and that the total number of units overall and the amount of potential multi-family units is more in line with the densities of more recent suburban development than what was proposed earlier this past summer. This limited number of apartments is supported by staff to add diversity of housing types to North Ames, which for the most part has been single-family home development compared to other parts of the City.

Therefore, it is the City Manager's recommendation that the City Council act in accordance with Alternative #1, which is to approve the request for rezoning from Agricultural (A) to Suburban Residential Low Density (FS-RL), Suburban Residential Medium Density (FS-RM), and Convenience General Services (CGS) as proposed by the rezoning request with the included Master Plan.

ADDENDUM

Existing Land Use Policy Plan. Prior to annexation of the property, the Land Use Policy Plan (LUPP) identified these parcels within the “North Allowable Growth Area” and designated as Urban Residential. The annexation was approved by City Council on July 12, 2011; however, a Future Land Use designation was not placed on the land until May 26, 2015. At that time, the property was designated as “Village/Suburban Residential”, allowing for a broad range of residential development types. In addition, a Convenience Commercial Node was placed at the intersection of Hyde Avenue (then known as Grant Avenue) and 190th Street at the northeast corner of the site. The node provides only a general area for its location—it is not intended to be located at any specific site for the implementing zoning.

The Village/Suburban designation is intended for one of two types of development: the village concept or the suburban residential concept. Suburban residential developments are intended for remaining in-fill areas and New Lands area where the village residential development is not chosen. Suburban residential designated areas are anticipated to develop similar to past residential development patterns, such that it is generally a single use residential pattern with little design integration as compared to a village. This concept generally requires that landscape buffering be used as a separation of land use types.

The LUPP intends for Suburban Residential, although vehicular focused, to provide for improved pedestrian connections to parks, schools and open space areas using such amenities as sidewalks on both sides of the street, bike connections, and open space areas. It is also required that the conservation of designated natural resources areas, such as designated environmental sensitive areas, be protected through design features incorporated into the development. The LUPP describes development of New Lands as averaging 5 units per acre across the buildout of these areas, but that no one project is limited to 5 units per acre. The general assumption is that a mix of 80% single family and 20% medium density would accomplish this goal for density.

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

Direction from Subject Property	Existing Land Uses
Subject Property	Farmland
North	Farmland, scattered home sites, horse stable, radio antenna (outside the city)
East	Mostly vacant but recently approved developments include Quarry Estates (low and medium density residential) and Hayden’s Crossing (low density residential), Ada Hayden Heritage Park
South	Home site, cell tower, farmland (outside the city). An agreement with the owner of the farmland anticipates future annexation and development
West	Ames Golf and Country Club, farmland (outside the city). An agreement with the golf course will allow for future annexation.

Existing/Proposed Zoning. The land was automatically zoned as Agricultural upon annexation. Property to the north, west, and south of the subject property remains in unincorporated Story County and is zoned A-1 Agriculture. The home site to the south is zoned A-R by the County.

The area to the east lies within the City limits and is zoned FS-RM (the northwest portion of Quarry Estates, 10 acres), FS-RL (the remainder of Quarry Estates and all of Hayden's Crossing I and II), and S-GA (Ada Hayden Park).

The developer is seeking rezoning to FS-RL, FS-RM, and CGS. As noted previously, staff believes these zoning designations are consistent with the Land Use Policy Plan Future Land Use Map. The location of the CGS is acceptable to staff as it is situated at the traditional location of the two major streets in the area, rather than farther south to a more central location. Although a central location would be desirable from a walkable community perspective, it could be challenging for commercial to work further south due to lower traffic volumes and minimal development concentrated around it with the City's open space of Ada Hayden to the east.

Master Plan. A Master Plan is intended to provide a general description of the intended development of a property. It 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).

The Rose Prairie Master Plan identifies a number of development "pods," allowing each to be developed independently and, possibly, by different developers. Three of the ten pods shown in the FS-RL zone are destined for single family attached homes. The remaining seven pods are single family detached homes.

The submitted Master Plan proposes areas for residential development on 94.5 acres of the property and commercial development on about 6 acres. The remaining area of the site is planned to accommodate open space, including storm water detention areas, open space, and a 5.1 acre park to be dedicated to the City. The City has requested this park area to be consistent with the service level goals of the Land Use Policy Plan for 5 acres of parkland per 1,000 people. The park would be a neighborhood park that requires some areas of level land for amenities, but there would be no parking constructed with the park. The park would be connected to the trail system as shown on the Master Plan.

Public road access to Hyde Avenue is anticipated at three points. The northern point is aligned with Ada Hayden Road, the access to Quarry Estates; the middle access is aligned with Leopold Drive, the north entrance to Hayden's Crossing; and the southern access is aligned with the access to a parking area for Ada Hayden Heritage Park.

Public road access is at one point on 190th Street between the proposed commercial zone and FS-RM zone. A north-south collector street will run the length of the development, which will also have an easterly connection to Hyde Avenue.

The Master Plan also shows the General Flood Plain Overlay that is located, generally, east/west along the north boundary of the southern quarter-quarter section.

Proposed FS-RL (Suburban Residential Low Density) Zoning. The developer is requesting FS-RL zoning for the bulk of the site. FS-RL allows for single-family detached homes as well as single-family attached homes. Up to 12 attached units can be constructed provided the development has access from a rear alley; otherwise attached dwellings are limited to 5 units. Apartments are not an allowed use in the FS-RL district.

The FS-RL district requires a housing density of between 3.75 dwelling units per acre and 10.00 dwelling units per acre. The overall density of the FS-RL, as shown on the submitted Master Plan is between 2.70 and 5.18 dwelling units per acre. Although the bottom range of the density lies below the mandated minimum of 3.75 units per acre, the master plan has not yet finalized other areas that will eventually be netted out of the calculation, such as drainage ways, trail corridors, storm water detention, etc. At the time of preliminary plat review, the minimum density will be met as individual lots are identified.

Proposed FS-RM (Suburban Residential Medium Density) Zoning. The developer is requesting FS-RM zoning for a portion of the parcel lying at the north end, comprising about 13.5 acre. FS-RM allows for single-family attached and detached homes (including twin-homes and duplexes), as well as apartment buildings having up to 12 dwelling units. Apartments will require the submittal of a Major Site Development Plan and approval by the City Council at the time of construction.

The FS-RM district requires a housing density of between 10.0 dwelling units per acre and 22.31 dwelling units per acre. The Master Plan shows that the FS-RM district will have an overall density of between 10.0 and 14.84 units per acre.

Public Water. Water service has been brought to the site under the terms of the development agreement and is adequate to serve the entire development. Actual internal water service will be finalized during the review of the preliminary plat.

Public Sanitary Sewer. Sanitary sewer service has also been brought to the site, lying on the east side of Hyde Avenue. The sewer stub under the road to the west side of Hyde Avenue was sized to accommodate the density of the previously proposed development (about 300 units). An additional or larger replacement stub under Hyde Avenue may be required. To accommodate this layout, additional sewer modeling will be required during the preliminary plat review to ensure capacity.

Storm Water Management. The site will be developed to meet the requirements of the City's conservation subdivision ordinance. The natural drainage features will be preserved and impacts of development on the landscape will be ameliorated. The standards require on-site treatment and storage of stormwater within open spaces and conservation areas. These open spaces and conservation areas shall comprise at least 25 percent of the gross acreage of the site. The Master Plan provides 46.74 acres of open space and an additional 5.07 acres of a public park, totaling 29.8 percent of the

gross acreage. Additional open space, such as trail corridors and drainage swales may be identified during the preliminary plat process, increasing that number.

Since the proposed development is currently covered by a Master Plan approved in the 2010 development agreement, staff sought to obtain information about the differences in storm water volume between that development and this proposed one. The results can be found in Attachment F.

The 2010 Master Plan anticipated about 300 single family homes plus an additional (undetermined) number of attached homes. The estimated impervious surfaces based on that layout (rooftops, roads, parking areas, driveways, sidewalks, and paved paths) comprised about 29 percent of the site (51.14 acres).

This proposed Master Plan increases the number of proposed units to a maximum of 620 and adds a commercial component. The estimated impervious surface comprises about 39 percent of the site (65.62 acres).

Based on these estimates, the 2010 development would have contributed 29.73 acre-feet of stormwater from impervious surfaces in a 100-year rain event (7.12 inches of rain in 24 hours). The proposed 2016 development would create 38.15 acre-feet during the same 100-year rain event.

While these numbers provide a comparison of impervious surfaces between the previous and currently proposed development plans, they do not indicate how that generated runoff will be treated and stored in accordance with City requirements. For example, the conservation subdivision regulations require buffers along drainage ways and encourage best management practices in treating storm water. In addition, the Chapter 5B Post-Construction Storm Water Management requires the treatment of the “first flush” of rainfall as well as the detention of storm water, allowing the release only at a volume and rate consistent with that of a “meadow in good condition.” The specific stormwater treatment plan for the development will be evaluated as part of the preliminary plat review.

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.

Development Agreement. A previous owner of the property signed a development agreement in 2010 with the City prior to annexation of the property in 2011. The current owner has requested amendments to that development agreement, including the adoption of a new Master Plan allowing up to 419 single family units (206 attached and 213 detached) rather than the 292 previously approved. With the proposed apartment component, the developer seeks an overall upper limit of 620 dwelling units.

The development agreement also limited rezoning to only FS-RL. The City Council amended the LUPP Future Land Use Map with the understanding that the Village/Suburban Residential designation would allow both FS-RL and FS-RM. The City Council also placed a commercial node on the site to allow retail and/or office

development. The owner has requested that this limitation in the development agreement be removed.

The City Council is asked to amend the agreement prior to taking action on the rezoning request. There are other, minor proposed changes which do not affect the design or layout of the proposed development. The terms of the development describing the off-site traffic improvements at Bloomington Road and Hyde Avenue and at Bloomington Road and Grand Avenue are retained.

Overall Density. The 2010 Master Plan anticipated 292 single family detached homes (and an undetermined number of townhomes). That Master Plan is a binding component of the agreement with Rose Prairie. The City Council gave direction to staff to amend that agreement in April of this year.

While the City seeks to increase density to better and more efficiently provide services, the City also recognizes the impacts of development on downstream resources. In this case, the community has a very strong interest in ensuring the quality of the Ada Hayden watershed and that existing infrastructure can support the proposed intensity of development. The developer's proposed density falls within the standards allowed by zoning and more closely mirrors the overall averages of previous suburban development. The current proposal is slightly less than staff's original recommendation of 640 dwelling units in June 2016. See Attachment G for information requested by the City Council on similar suburban development densities. The proposed overall development density of Rose Prairie with 94.5 net acres of residential land is between 3.75 and 6.56 units per acre.

Apartment Matrix. The matrix used to evaluate apartment locations is included in Attachment H. The FS-RM component has mixed grades. The site scores high only on being outside the Floodway Fringe. **And while it also provides a housing type in the North Growth Area other than single family homes, that is a *desired* housing type in this area, not necessarily a *needed* type.**

In most other categories, it scores poorly as it is on the far periphery of the City, distant from employment centers, CyRide, shopping, and other amenities.

Other Issues. During the City Council discussion of this item in July, a question was raised about the possibility of a gas station in the commercial area. The concern was about the likelihood of a petroleum leak in the watershed. Staff provided follow-up information to the City Council regarding current underground storage tank design which can be found in Attachment G.

Findings of Fact

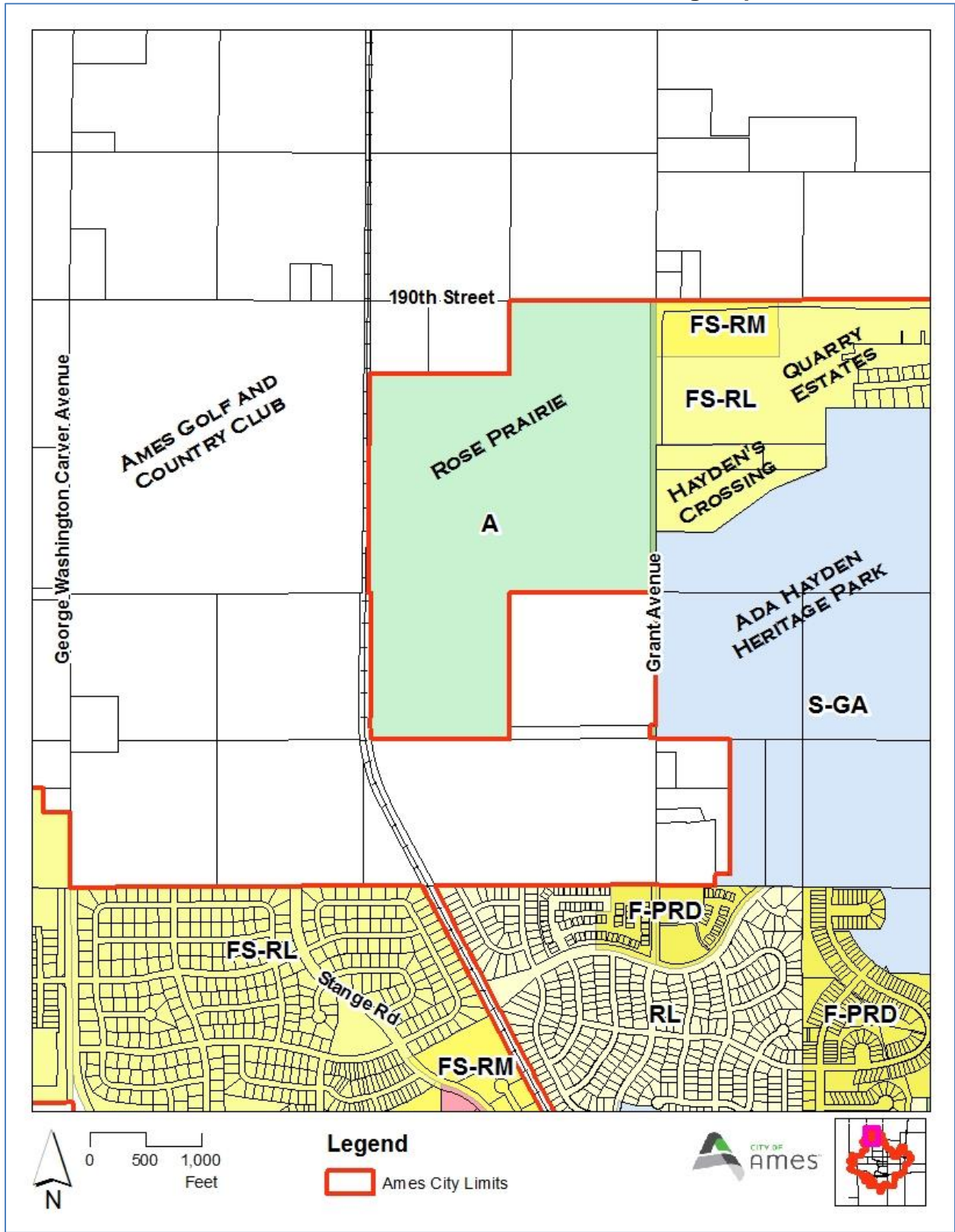
Based upon an analysis of the proposed rezoning and laws pertinent to the applicant's request, staff makes the following findings of fact:

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

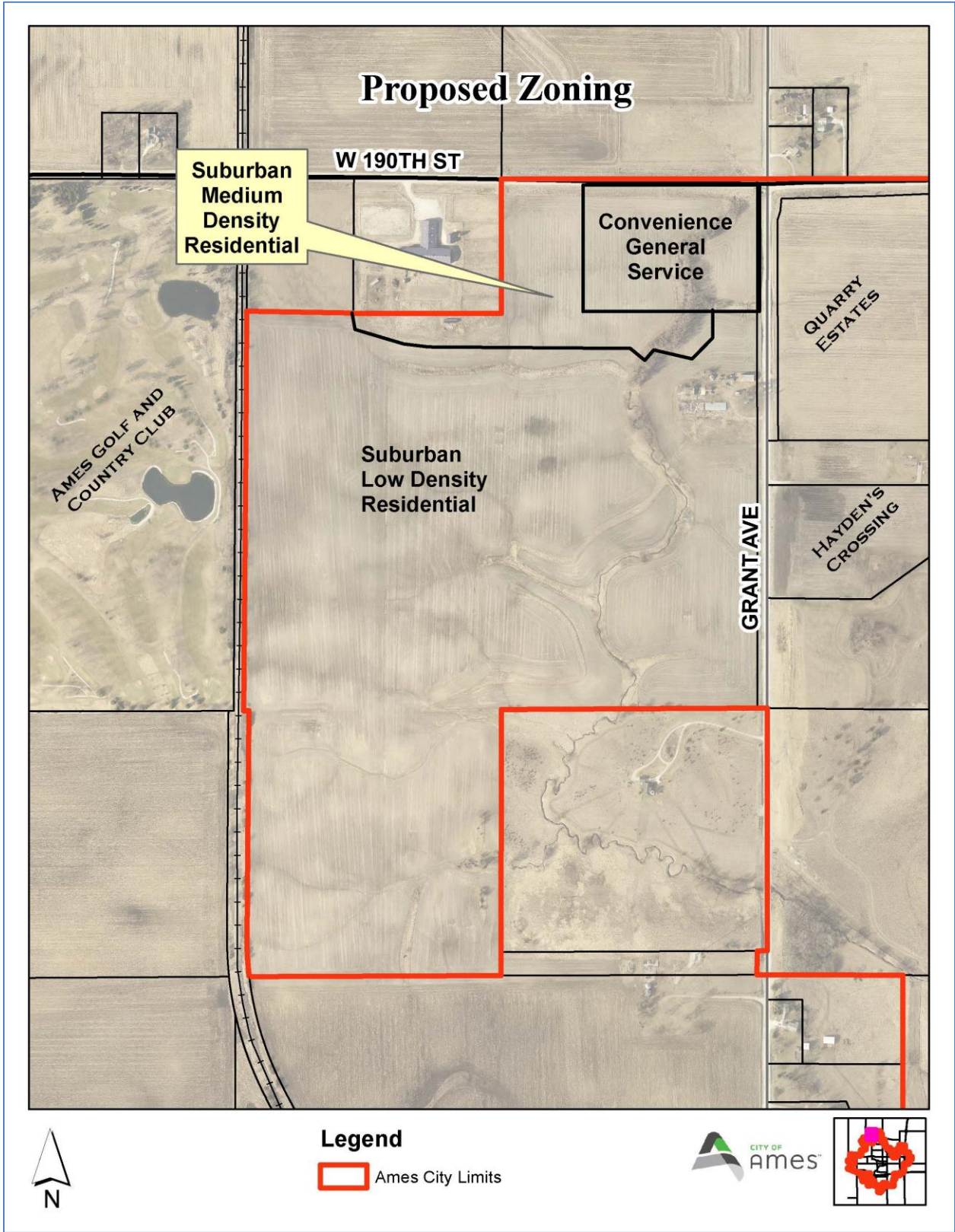
requesting that the City Council rezone the property. The owner of this single parcel has requested the rezoning.

2. The subject property has been designated on the Land Use Policy Plan (LUPP) Future Land Use Map as Village/Suburban Residential with a Convenience Commercial Node.
3. The Village/Suburban Residential land use designation supports the FS-RL and FS-RM zoning designations. The Convenience Commercial Node supports the CGS zone.
4. The Master Plan provides information required by code and demonstrates that the densities for FS-RL and FS-RM will be within the standards.
5. Infrastructure is available to this site. The preliminary plat will determine water and sewer layout and capacity for the existing stub under Grant Avenue.
6. Accesses to this site are being defined by the Master Plan and have been reviewed by the traffic engineer.

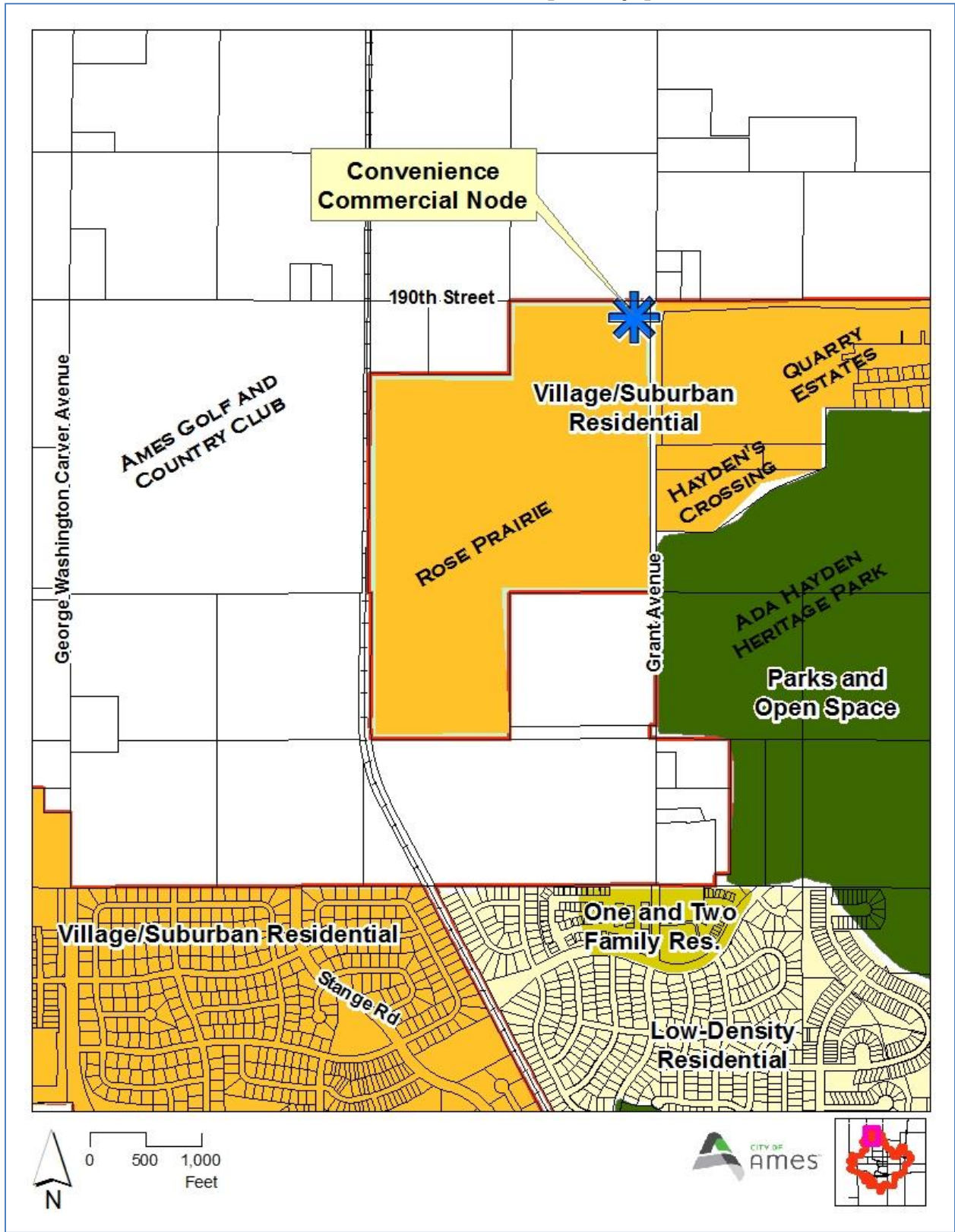
Attachment A: Location and Current Zoning Map



Attachment B: Proposed Zoning



Attachment D: LUPP [Excerpt]



Attachment F: Impervious Area Runoff Calculations

Rose Prairie Master Plan - Impervious Area Stormwater Volume Calculations^{1,8}

(9.8.16)

Table 1: Impervious Area Calculations for 2010 Master Plan

Usage	Area (acres)	Units or Lots	% Impervious ⁵	Impervious Area (acres)
Single Family Lots	95.75 ³	292	30%	28.73
Townhomes	7.33	66 ⁴	65%	4.76
ROW	26.34	-	67% ⁷	17.65
Open Space	44.33 ²	-	0%	0.00
	173.75	358	29%	51.14

Table 2: Impervious Area Calculations for 2016 Master Plan

Usage	Area (acres)	Units or Lots ⁶	% Impervious ⁵	Impervious Area (acres)
Single Family (Detached)	50.19	213	38%	19.07
Single Family (Attached)	30.72	206	60%	18.43
Medium Density	13.54	201	60%	8.12
Commercial	6.01	-	85%	5.11
ROW	21.45	-	67%	14.37
Park	5.07	-	10%	0.51
Open Space	46.74	-	0%	0.00
	173.72	620	38%	65.62

Table 3: Stormwater Volume Calculations (on impervious areas only)^{1,8}

	1 Yr (acre-feet)	10 Yr (acre-feet)	100 Yr (acre-feet)
Depth, in. (24 hour event)	2.67	4.46	7.12
2010 Master Plan (51.14 acres imp.)	11.15	18.63	29.73
2016 Master Plan (65.62 acres imp.)	14.31	23.90	38.15

V = CDA

Where,

- V = Total Volume (acre-ft)
- C = Runoff coefficient
- D = Depth of rainfall (ft.)
- I = Area (acres)

Footnotes:

1. Only calculates surface water runoff from impervious areas that are conservatively assumed.
2. 14.24 acres were taken out of Open Space as it appears the Equestrian Facility was included in their 187.99 acre total. This brings the total acreage to a similar comparison size.
3. 95.75 acres was derived by taking the original 187.99 total, minus 58.57 (original open space), 26.34 (ROW), and 7.33 acres (townhome)
4. A density of 9 lots per acre (similar to single family attached) was used for an assumed unit count for the 2010 townhome parcel.
5. SUDAS Table 2B-4.03 used for percent of impervious area based on acres per lot
Example: 95.75 acres for 292 single family lots is 1/3 acre per lot, resulting in 30% impervious area per SUDAS Table 2B-4.03.
6. The maximum density provided in the 2016 Master Plan is used for these calculations per City request.
7. A typical 60' ROW with 28' paving and dual 6' sidewalks was assumed for 67% impervious for ROW
8. These calculations should not be construed as volumes of stormwater that will be released from the site. These calculations carry vast assumptions and are preliminary in nature. They do not consider any rainfall on a majority of the site (92.34 acres), nor do they consider stormwater treatment facilities that will be designed as part of future City processes.

Attachment G: Memo to Council



Memo

Department of Planning & Housing

*Caring People
Quality Programs
Exceptional Service*

TO: City Council
FROM: Department of Planning and Housing
DATE: August 4, 2016
SUBJECT: Rose Prairie Follow Up Information

After the City Council's denial of the rezoning request on July 26th, staff has had inquiries from City Council members and the developer about certain issues described below.

Development History

The Planning Division has researched more of the development history for the Rose Prairie property. Rose Prairie originally was proposed to the City and County as a preliminary plat for a rural subdivision in 2008. The original project also included conceptual development of the Sturgis property located south of the Rose Prairie site. The City Council denied the preliminary plat on February 10, 2009 under its extraterritorial jurisdiction that the subdivision did not meet the City's criteria of Chapter 23 of the Ames Municipal Code. The denial was based upon its development as a rural subdivision with potential environmental impacts and infrastructure costs for improvements to access the area. The developer ultimately sued the City for denying the preliminary plat. City Council later directed staff to negotiate a settlement of a lawsuit to allow for the voluntary annexation of the 170 acre site we now know as Rose Prairie. City Council agreed to settle the lawsuit and enter into the pre-annexation agreement with the developer in July 2010 that addressed infrastructure issues and included a concept of 292 detached single-family homes and the unspecified number of townhomes to ensure the project would meet minimum density.

From staff review of notes about the development concept, the density was always targeted by the developer at the low end of net density at 3.75 units per acre. The total units in the project were always between 280 and 320 units, depending on the overall size of the project. Staff also spoke with the original developer's civil engineer and his recollection was that the unit count was driven by the developer's vision for the property, and not a limit that was placed on the property by the City. It appears the 292 single-family detached home concept was a result of the developer's proposal and the City's acceptance of the proposal, it does not appear the unit count was derived by the City in response to any one specific issue but that the proposal was satisfactory to the City under the circumstances.

Underground Storage Tanks (UST)

The proposed commercial corner is approximately 1,000+ feet from the edge of Ada Hayden Heritage Park along Grant Avenue. The City completed a study of the watershed and Hallet's Quarry in 2000.

Information was provided by the DNR that there are regulations for double walled tanks and control measures in place at the state level, confirming what was described at the hearing by Damion. Although not directly applicable to the question of risk associated with UST, the state requires site control within 200 feet of a well site and the City has a local well head protection ordinance for 1,000 feet from a ground water well. However, we do not prohibit gas stations within our wellhead protection zone. DNR also stated they do not have specific regulations based on the soil or ground water conditions of a site beyond their double walled tank requirements. Groundwater specific concerns could be investigated at a local level if desired by a community.

Additionally, staff discussed concerns for water quality with the Water & Pollution Control Director, John Dunn, and the proximity of the site to Ada Hayden and the potential for pollution from the gas station. Mr. Dunn's opinion was that he did not believe that there was a more sensitive issue to drinking water quality within the Ada Hayden watershed compared to other areas of the City when considering standards for underground storage tanks for gas stations.

Comparison Projects

A request was made to compare the densities of other projects in North Ames. The proposal by Rose Prairie in their Master Plan was 83 net acres of FS-RL with 342 to 500 dwelling units, net density of 4.23 to 6.18 units per net acre. The FS-RM was 13.5 net acres with 136 to 246 dwelling units, net density of 10 to 18 units per acre. Overall net density would be between 4.9 and 7.7 units per net acre

Quarry Estates Master Plan=Approximately 48 net acres (8.2 net acres FS-RM and 40 acres FS-RL) The FS-RM did not have a specific number of units, could range between 80 and 180 units. FS-RL has 160 single-family dwellings. The combined density with the FS-RM is between 5 and 6.8 units per acre, depending on final design of the FS-RM. The FS-RL as a standalone area has a net density of 4.05 units per acre.

Hayden's Crossing Master Plan= Approximately 10 net acres all zoned FS-RL. The net density is 4.59 units per acre with a total of 46 single family homes.

Northridge Heights 2008 Master Plan= The residential area is approximately 200 net acres with FS-RL and FS-RM zoning. The combined FS-RL and FS-RM/ 4.6 units per net acre. The FS-RL component on its own is 3.8 units per net acre and the FS-RM is 11.1 units per net acre.

Stonebrook PUD=Stonebrook is a 70 acre development as a R-1-10/PUD last approved in 1990. It is approximately 225 units. Due to the age and details of the plan, it appears the net density is between 6 to 7 units per net acre.

Attachment H: Apartment 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

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

Attachment I: Applicant's Letter



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

August 24, 2016

Charlie Kuester
Planner
Department of Planning and Housing
Room 214, City Hall
515 Clark Avenue
Ames, Iowa 50010

RECEIVED

AUG 25 2016

CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING

RE: ROSE PRAIRIE REZONING APPLICATION & REVISED MASTER PLAN
MEC# 2212007

Dear Charlie,

On behalf of Rose Prairie LLC, please find enclosed our first submittal of the rezoning application for the Rose Prairie development at Lot 2 of Rose Prairie Final Plat, an official plat forming part of the City of Ames. You will recall that an application was provided and subsequently denied by City council earlier this year. As part of this application, the rezoning portion remains unchanged, however the master plan aspect features a variety of changes from the initial application, including but not limited to reduction of proposed housing densities. Provided are the following documents per the City of Ames Rezoning Application Packet and City Code Section 29.1507 (4):

- Rezoning Application Packet - Signed
- Rezoning Application Fee
- "Rezoning Exhibit – Rose Prairie" Full Size (7)
- "Rezoning Exhibit – Rose Prairie" Half Size (1)
- "Rose Prairie – Revised Master Plan" Full Size (7)
- "Rose Prairie – Revised Master Plan" Half Size (1)

The applicant wishes to rezone their property from Agricultural to a mix of Residential Low Density (FS-RL), Residential Medium Density (FS-RM), and Convenience General Service (CGS) for development purposes. This zoning would be consistent with the Land Use Policy Plan and Revised Master Plan (see attached). The property would be developed into a mixture of single family, single family attached, villas, and commercial uses. This project will be phased and be subject to City of Ames standards and procedures.

We appreciate the opportunity to submit this plan for review and look forward to staff comments. Please let me know if you have any questions or concerns in the meantime.



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

Sincerely,

McClure Engineering Company

A handwritten signature in blue ink, appearing to read "Jake Becker".

Jake Becker, E.I.
Staff Engineer

Cc: Casey Schafbuch
Caleb Smith
Diligent Rose Prairie, LLC

Enc: See above

NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | LAKE OZARK, MISSOURI

N:\C3D Projects\AME 2212007\Submittals

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 5571 Grant Avenue (now known as Hyde Avenue), is rezoned, with Revised Master Plan, from Agricultural (A) to Suburban Residential Low Density (FS-RL), Suburban Residential Medium Density (FS-RM), and Convenience General Service (CGS).

Real Estate Description

FS-RL: Suburban Residential Low Density Parcel:

A PIECE OF LAND TO BE REZONED FROM AGRICULTURAL (A) TO SUBURBAN RESIDENTIAL LOW DENSITY (FS-RL) BEING A PART OF LOT 2 OF ROSE PRAIRIE FINAL PLAT, AN OFFICIAL PLAT, INCLUDED IN AND FORMING A PART OF THE CITY OF AMES IN THE COUNTY OF STORY, IOWA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF LOT 2 OF ROSE PRAIRIE FINAL PLAT; THENCE ALONG THE EAST LINE OF SAID LOT 2 S00°02'48"E, 590.79 FEET TO THE POINT OF BEGINNING; THENCE S89°57'10"W, 447.89 FEET; THENCE S14°22'29"W, 159.42 FEET; THENCE S36°30'55"W, 241.70 FEET; THENCE N63°53'52"W, 201.23 FEET; THENCE 84.33 FEET ALONG A 833.00 FOOT RADIUS CURVE, CONCAVE NORTHWEST, CHORD BEARING S29°00'08"W, 84.29 FEET; THENCE N58°05'52"W, 66.00 FEET; THENCE N89°59'34"W, 791.51 FEET; THENCE N74°20'24"W, 136.73 FEET; THENCE N59°05'37"W, 189.37 FEET; THENCE N00°34'18"E, 91.91 FEET TO THE SOUTHWEST CORNER OF LOT 1 OF ROSE PRAIRIE FINAL PLAT; THENCE ALONG THE

WEST LINE OF SAID LOT 1 N00°24'57"E, 1.45 FEET; THENCE N88°57'23"W, 525.14 FEET TO THE WEST LINE OF LOT 2 OF ROSE PRAIRIE FINAL PLAT; THENCE ALONG SAID WEST LINE S00°24'50"W, 1973.22 FEET; THENCE ALONG SAID WEST LINE N89°38'22"E, 24.66 FEET; THENCE ALONG SAID WEST LINE S00°25'05"W, 1118.49 FEET; THENCE ALONG SAID WEST LINE 193.34 FEET ALONG A 1574.42 FOOT RADIUS CURVE, CONCAVE EAST, CHORD BEARING S03°07'06"E, 193.22 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE ALONG THE SOUTH LINE OF SAID LOT 2 N89°45'53"E, 1243.45 FEET; THENCE N00°00'28"E, 1314.12 FEET; THENCE N89°38'22"E, 1263.94 FEET TO THE EAST LINE OF SAID LOT 2; THENCE ALONG SAID EAST LINE N00°02'48"W, 2019.39 FEET TO THE POINT OF BEGINNING. DESCRIBED AREA CONTAINS 144.51 ACRES AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

FS-RM: Suburban Residential Medium Density Parcel:

A PIECE OF LAND TO BE REZONED FROM AGRICULTURAL (A) TO SUBURBAN RESIDENTIAL MEDIUM DENSITY (FS-RM) BEING A PART OF LOT 2 OF ROSE PRAIRIE FINAL PLAT, AN OFFICIAL PLAT, INCLUDED IN AND FORMING A PART OF THE CITY OF AMES IN THE COUNTY OF STORY, IOWA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF LOT 2 OF ROSE PRAIRIE FINAL PLAT; THENCE ALONG THE NORTH LINE OF SAID LOT 2 S89°58'27"W, 759.77 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID NORTH LINE S89°58'27"W, 501.38 FEET TO THE WEST LINE OF SAID LOT 2; THENCE ALONG THE WEST LINE OF SAID LOT 2 S00°01'05"W, 663.05 FEET TO THE SOUTH LINE OF LOT 1 OF ROSE PRAIRIE FINAL PLAT; THENCE ALONG SAID SOUTH LINE S89°58'19"W, 731.77 FEET; THENCE S00°34'18"W, 91.91 FEET; THENCE S59°05'37"E, 189.37 FEET; THENCE S74°20'24"E, 136.73 FEET; THENCE S89°59'34"E, 791.51 FEET; THENCE S58°05'52"E, 66.00 FEET; THENCE 84.33 FEET ALONG A 833.00 FOOT RADIUS CURVE, CONCAVE NORTHWEST, CHORD BEARING N29°00'08"E, 84.29 FEET; THENCE S63°53'52"E, 201.23 FEET; THENCE N36°30'55"E, 241.70 FEET; THENCE N14°22'29"E, 159.42 FEET; THENCE S89°57'10"W, 319.29 FEET; THENCE 107.30 FEET ALONG A 799.09 FOOT RADIUS CURVE, CONCAVE WEST, CHORD BEARING N03°49'07"E, 107.22 FEET; THENCE N00°01'33"W, 484.11 FEET TO THE POINT OF BEGINNING. DESCRIBED AREA CONTAINS 15.50 ACRES AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

CGS: Convenience General Service Parcel:

A PIECE OF LAND TO BE REZONED FROM AGRICULTURAL (A) TO CONVENIENCE GENERAL SERVICE (CGS) BEING A PART OF LOT 2 OF ROSE PRAIRIE FINAL PLAT, AN OFFICIAL PLAT, INCLUDED IN AND FORMING A PART OF THE CITY OF AMES IN THE COUNTY OF STORY, IOWA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 2 OF ROSE PRAIRIE FINAL PLAT; THENCE ALONG THE NORTH LINE OF SAID LOT 2 S89°58'27"W, 759.77 FEET; THENCE S00°01'33"E, 484.11 FEET; THENCE 107.30 FEET ALONG A 799.09 FOOT RADIUS CURVE, CONCAVE WEST, CHORD BEARING S03°49'07"W, 107.22 FEET; THENCE N89°57'10"E, 767.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 2; THENCE ALONG SAID EAST LINE N00°02'48"W, 590.79 FEET TO THE POINT OF BEGINNING. DESCRIBED AREA CONTAINS 10.31 ACRES AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

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

**REQUEST: ADDENDUM TO PRE-ANNEXATION AGREEMENT
WITH ROSE PRAIRIE, LLC.**

BACKGROUND:

The owners of Rose Prairie, a 170-acre site at the corner of Grant Avenue and 190th Street, are requesting changes to the agreement governing the development of the property. This pre-annexation agreement was originally approved on July 22, 2010 as part of the site's annexation into the City. However, the original development never happened, the property changed hands, and the current owner, Rose Prairie LLC (represented by TerShe Development), wishes to move forward with a proposed residential and commercial development that requires several changes to that original agreement in order to proceed with the project. The request for changes was initially presented to the City Council in August, 2015. Subsequently, a more limited set of requested amendments was presented to the City Council on April 12, 2016.

At the April 12, 2016 meeting, City Council was presented with changes regarding the development size increasing from 292 single family homes plus additional townhomes to a mix of detached and attached single family and apartments totaling a maximum of 739 dwelling units and 10 acres of commercial land; the extension of the connection fee repayment provisions from July 2020 to June 30, 2023; the elimination of a fire sprinkler requirement for single-family homes; the shift in the placement of a shared use path; the allowance for phasing of the development; and for portions of the site to be sold to other developers. At that meeting, staff also recommended that dedication of an approximately 5-acre neighborhood park should occur due to the size of the proposed project. City Council consented to consider this limited set of amendments to the agreement as was described in the April staff report concurrent with a subsequent rezoning request.

At the July 26th City Council meeting, the City Council denied a requested rezoning to allow 746 total housing units. Therefore, no action was taken on the development agreement that evening. **Since that meeting, the developer has updated the rezoning request and master plan with a reduced number of dwelling units, allowing no more than 620 in total. The plan also includes 10 acres of commercial land.**

Staff has described below the changes from the existing development agreement. It should be emphasized that these are the same changes reflected in the April 12, 2016 proposal except for a reduction in the total number of residential units in the Master Plan.

- Increase in the maximum number of dwelling units from the 292 single-family homes and about 8 acres of townhomes for development of the site proposed (and included as an attachment in the 2010 agreement) to a maximum of 620 total housing units mixed between detached and attached-single family and small medium density apartments as represented by a rezoning Master Plan that accompanies the request.

This number represents a maximum number of dwelling units that can be built and is limited further by the Master Plan to no more than 201 multi-family units with the remainder of the units as single-family homes (attached and/or detached). The agreement adopts a new Attachment 1, which is also the Master Plan for the proposed rezoning. It is the Master Plan that sets maximum densities and housing types.

- Allow a rezoning to FS-RL (Suburban Low Density Residential), FS-RM (Suburban Medium Density Residential), and CGS (Convenience General Services) rather than limited to only FS-RL.

The existing agreement explicitly limits rezoning options to only FS-RL. The proposed agreement limits rezoning to FS-RL, FS-RM, and CGS. The accompanying rezoning request identifies those areas for rezoning.

- Delete specifications for street improvements.

Staff recommends deleting this provision, since we have now adopted a full Conservation Subdivision Ordinance and will review stormwater treatment through the standards of our Subdivision Ordinance rather than as was originally proposed by the developer.

- Relocate the shared use path from the railroad side of the project to Grant Avenue.

The proposed shared use path will now be located along the west side of Grant Avenue rather than along the railroad tracks. The agreement specifies that the path will be constructed across the Sturgis frontage to connect to future development to the south.

- Change the full repayment terms for the water and sanitary sewer connection districts from 2020 to 2023.

The developer is requesting a delay in the full payback for sanitary sewer and water connections to reflect the now six-year delay in moving forward with the development. Staff has agreed to accommodate a three-year postponement of the final payments for sewer and water connection fees. The provision for full payment of outstanding fees in 2023 remains as part of the agreement.

- Eliminate the fire sprinkler requirement for single-family homes.

This was also not required for the other North Growth Area developments. The City has adopted a more flexible policy regarding the response times for emergency services.

- Dedication of 5 acres of land for a neighborhood park.

Attachment 1 to the Addendum identifies the general location of the 5 acre park that will be dedicated with this development. Attachment 2 provides the general grading that must be done prior to acceptance by the City. The Addendum defines when the park must be dedicated to the City (when a certain level of development occurs or no later than September 2023). The park must also have a certain level of topsoil and have all street frontage improvements (sidewalks, shared use paths, street trees, and a water service stub) installed prior to dedication to the City.

- Allow phasing of development and sale of undeveloped parcels without triggering full payback.

The structure of the current agreement requires payoff of prorated amounts of sanitary sewer and water fees. The developer's intent is to sell large portions of the 170-acre site to other developers and builders. Added language makes clear that a phasing of an outlot could be approved by the City that does not trigger the payoff amounts until that outlot is re-platted. However, the full payoff provision triggered in 2023 remains.

ALTERNATIVES

1. The City Council can approve the Addendum to the Pre-Annexation Agreement for the Rose Prairie and have the property owner resign the agreement to reflect the 620 unit master plan as Attachment 1 to the agreement.

Approval of the agreement would allow the accompanying rezoning request to, likewise, be approved.

2. The City Council can deny approval of the Addendum to the Pre-Annexation Agreement for the Rose Prairie and give specific direction to staff on what changes are needed.
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 MANAGERS RECOMMENDATION:

In order to allow the rezoning of the 170 acres of Rose Prairie to occur and to allow the proposed development to move forward, specific changes are needed to the 2010 Pre-Annexation Agreement. The direction given to staff by the City Council in August, 2015 and April, 2016 has been incorporated into the Addendum to the Pre-Annexation Agreement (this action) and into the rezoning with a Master Plan (the accompanying action item). Provided that the City Council supports the level of development requested by the developer, staff believes the provisions of the agreement meet the developer's interests and are beneficial to the City as well.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, which is to approve the Addendum to the Pre-Annexation Agreement for Rose Prairie.

COUNCIL ACTION FORM

**SUBJECT: MASTER PLAN AMENDMENT FOR RINGGENBERG PARK
SUBDIVISION 4TH ADDITION OUTLOT "A" (BOBCAT DRIVE
APARTMENTS)**

BACKGROUND:

The Ringgenberg Subdivision included a component of medium density development that was zoned Suburban Residential Floating Zone Medium Density (FS-RM) July 12, 2005. The design and layout of the approximate 16.14 acre site has been the subject of a number of proposals for apartment development in response to neighborhood concerns regarding density, access, buffering, and the appearance of the buildings. The current Master Plan was approved on November 26, 2013. Development of the site consistent with the 2013 plan was recently completed. Development included 8 two-story apartment buildings totaling 96 two-bedroom units, 3 single-family detached homes along Suncrest, and a 50 unit senior living facility (Village Cooperative) at corner of Cedar Lane and Oakwood Drive (See Location Map and Master Plan Attachments). Each of the buildings was approved on an individual lot with frontage on a public street, but the access to each lot was provided via a shared cross-access easement through the center of the site, now named Bobcat Drive.

The proposed amendment to the Master Plan is focused on the 1.45 acres of Outlot A at the center of the site. The proposed project requests approval of an amended Master Plan to allow for the subsequent platting of Outlot A as a buildable lot, reallocation of open space, and a Major Site Development Plan for the construction of 13 three-bedroom single-family attached houses accessed from Bobcat Drive. As part of the 2013 Master Plan, 1.8 acres of "greenspace" as outlots (Outlot A 1.45 acres and Outlot B .43 acres) were part of the original project approval to meet the 10% open space requirement. However, Outlot A was also noted that it may be used for future development with an amendment to the plan. It was believed in 2013 that the outlot could at some point in the future be developed in combination with the remnant Ringgenberg homestead abutting the site to the north along Oakwood Drive. The Ringgenberg homestead is approximately two acres in size and zoned RL.

The Master Plan Amendment addresses the appropriateness of use and general layout. The associated application for a subdivision is necessary to review the lotting and improvement standards and the Major Site Development Plan addresses the details of building and site design. With the Master Plan Amendment, development of the site must be looked at within the context of its already developed surroundings and on its own as a proposed developable site. **The two primary policy issues related to the Master Plan are the request to meet open space requirements with the off-site**

common open space of the Ringgenberg Subdivision to the south and to allow for development internal to a site along a proposed private street within the current FS-RM zoning that was not originally approved as a street. Additionally, the proposed Master Plan must be found to be consistent with Design Principles of F-S zoning.

The current Master Plan was approved at a net density of 11.5 dwelling units per acre and included 12% of the overall site as open space, relying upon Outlots A and B as meeting the minimum 10% open space requirement. No specific amenities or features were required in the current Outlot A and Outlot B. The developer's proposal would leave a small open space area of Outlot B to meet the open space definition for the site and total fewer than 3% of the site as common open space. The remaining on-site open spaces are vegetated with no specific improvements or amenities that make them usable open spaces or beneficial amenities to the residents of the Bobcat apartment area.

The developer proposes that that with approved participation in the Ringgenberg Planned Residential Development Homeowner's Association to the south, the residents of the Bobcat site have access to additional open space that would exceed the FS zoning standard of 10%. **The developer asks that the 10% requirement be applied as a requirement to the original overall Ringgenberg area rather than as an individual Floating Suburban (FS) zoning district requirement.** The Floating Zone section of Zoning Ordinance identifies Suburban Low and Medium density (FS-RL and FS-RM) as Suburban designations and the Planned Residential Development (F-PRD) as a separate zoning district because it can be applied to any zoning district type as an alternative to other zoning districts. F-PRD zoning does not rely upon the same development standards of the FS zoning districts because of the flexible nature of the PRD zoning and its own design objectives.

The open space requirement is different between the current FS-RM zoning of the Bobcat Apartment area and the single-family home area to the south that is zoned F-PRD. The F-PRD area must achieve a 40% open space area requirement. The F-PRD was approved with a combination of private rear yard areas for each lot and common open spaces for bike paths, stormwater, and a playground along Cedar Lane. The Ringgenberg PRD was approved in May of 2012 with 11.24 acres of open space on private lots and 17.74 acres of common open space for a total of approximately 53% of the overall 53 acre site as open space. If 10% of the Bobcat Apartment area, 1.6 acres, was subtracted from common space in the PRD as an allocation to the FS-RM area, the remaining open space percentage would be 50.4% for the PRD. The combination of the Bobcat Apartment area with the PRD gross area would have an overall open space of 42% (including private rear yards) and 25% of the overall area as common open space.

For the outlot to be developable it must meet the City's street frontage requirements, typically 35 feet, as well as other access and dimensional requirements. At the time of platting of Outlot A, it was made an outlot because it did not meet lot standards as a

buildable lot and needed to qualify as common open space. Outlot A was platted with 20 feet of frontage along Oakwood Road and the same shared access easement over its south property line as the other properties in the Bobcat development. Bobcat Drive is an easement over 20 feet of property of each lot. It is built as a 26-foot wide paved driveway with 13 feet of its pavement on each lot within the 20-foot easement. As a driveway, it was not built with curbs, street lights, and sidewalks, etc. that would be part of a street. This is the case because the minimum lot size and frontage requirements for the current lots were met in relation to the public streets of Oakwood and Suncrest and not in relation to Bobcat Drive. **In this case the developer does not have 35 feet of frontage along a public street and proposes that Bobcat Drive become a recognized private street for the purpose of meeting lot frontage requirements.**

The formal approval process of the private street would be through granting of a Waiver to street improvement requirements within the subdivision process as a substitute for the public street. Private streets do not have a recognized standard by the City and are considered on a case-by-case basis; however, they are typically approved only within PRD zoning rather than standard zoning districts due to the flexibility of lot requirements afforded to PRD developments. However, the subject site is not large enough for zoning as a PRD because it is less than 2 acres in size and intends to pursue the subdivision waiver process rather than rezoning.

The attached addendum provides additional background and analysis of the proposal. Public notice was mailed to all property owners within 200 feet of the original Master Plan boundary for the Bobcat Drive Apartments. Public hearing signs were posted along Oakwood Drive and Cedar Lane as well.

The Planning & Zoning Commission reviewed a master plan amendment proposal at its September 21st meeting. The master plan proposal that was reviewed at that time had up to 18 units as apartments and single-family attached homes, with the apartments at 3 stories. The Commission recommended approval of the Master Plan Amendment on a 6-0 vote with a condition that the structures not exceed 2 stories. The developer has since amended the plan to only single-family attached homes across the entirety of the site totaling 13 units and fulfilling the 2-story height condition.

ALTERNATIVES:

1. The City Council can approve the Master Plan Amendment for Ringgenberg Park Subdivision Bobcat Drive Apartments Outlot A.
2. The City Council can approve the Master Plan Amendment with alternate conditions or modifications.
3. The City Council can deny of the Master Plan Amendment if it finds that the proposal is not consistent with City standards or policies.
4. Action on this request can be postponed and referred back to City staff and/or

the applicant for additional information.

MANAGER'S RECOMMENDED ACTION:

The developer proposes thirteen single-family attached homes which they believe are compatible with the surroundings and create additional needed housing opportunities. The tradeoffs for allowing development on Outlot A at this time is the transfer of open space off-site from the Bobcat Drive area and the configuration of site with an internal orientation to Bobcat Drive as a private street.

The overall intensity of development for 13 additional homes does not impact the stormwater facilities that are already in place or the public infrastructure that is in place to serve the area. In terms of appearance, the buildings are generally compatible with their two-story building heights and configurations for each home that is consistent with the surrounding uses. The buildings are situated internally to the site and are unlikely to be visible from the abutting single-family home neighborhoods that were concerned about the design of the site previously. The site does line the south boundary of the Ray Ringgenberg homestead that is zoned RL. A formal review of the building design and layout will be part of a subsequent Major Site Development Plan and Preliminary Plat.

The primary decision needed for this project to move forward is if to allow for the site to utilize the common open space of the Ringgenberg PRD, if the developer is able to secure an interest with the current HOA. The main common space feature would be accessed via Cedar Lane and is just over a ¼ of a mile from Outlot A. The developer understands the need for an agreement for this proposal to proceed, but has not yet secured permission from the HOA. **This agreement will need to be secured prior to the final platting of Outlot A to a developable lot.** The location of common space is still a zoning issue, regardless of a HOA agreement, to be approved by the City. Functionally, the larger amenity space of the Ringgenberg PRD is more desirable than the small unplanned areas of the Bobcat Apartments. However, the change of Outlot A from open space does affect the openness and feel of the internal area of the project that is intended to be a suburban medium intensity design. The remaining landscaped areas will all appear as yard areas around buildings and do not provide a “usable space” component for the overall site as much of the area was originally designed as perimeter buffering.

The second issue is orientation of the project as an internal site. Staff believes that because of the orientation and location in the center of multi-family site, the proposed homes will in all likelihood not be owner occupied for a majority of units and should be considered more as investment properties for rental housing with the proposed configuration.

The primary concern with the layout is the lack of public street frontage and reliance on an easement for access. The easement provides for a right of ingress and egress and there are covenants for participation in its maintenance by the property owners. However, the drive does not include the features normally associated with a street. In

the context of the multi-family surroundings it does function very much like a private drive suited to the purpose of providing vehicle access as is the case with multi-family apartment complexes, more as an alley than a formal street. For Bobcat Drive to be acceptable as a private street, at a minimum it would need to have issues of maintenance and pedestrian circulation addressed upon development of this site.

The arrangement of the 13 homes appears to fit the minimum standards for zoning with resolution of the issues of open space and street type described above. Approval of the Master Plan would allow the developer to pursue the development concept and address the deficiencies of the site through platting and site plan approval process. Ultimately, development of the property could not occur without the platting of the outlot as a buildable lot and approval of the Major Site Development Plan for the multi-family housing.

Developing Outlot A at this time could be a lost opportunity for the site to be combined with the 2-acre Ringgenberg homestead site in the future as was originally contemplated. The combined Ringgenberg homestead site would be approximately 3.5 acres and would allow for a different layout of the site that could feature single-family attached or detach homes and create more home ownership opportunities than are part of this proposal. However, there is no obligation for the Ringgenberg site to be developed in connection with the current Outlot A site and it is unclear in what timeframe the property could potentially be available for purchase.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby recommending approval of the Master Plan Amendment for 13 single-family attached homes with a recommended condition of a two-story height limitation.

ADDENDUM

Public Improvements. The City and Developer have made various Development Agreements as the entire Ringgenberg Park Subdivision has been implemented regarding responsibilities for providing public improvements in and around the project. Current agreements related to the development of the subject site include the following provisions.

- City of Ames will construct the bike path along the west side of Cedar Lane.
- Developer will construct the bike path along the south side of Oakwood Road from the northeast corner of the site to the northwest corner of the site, including the frontage of the Ringgenberg farmstead. This path will be constructed during the first phase of the development of this site.
- As traffic in this southwest part of Ames increases, a turn lane on Oakwood Road may be needed, for which Developer will deposit \$80,000 into an escrow account. The deposit will be made on a pro-rated basis as the dwelling units on the north side of the subject property are completed.

These requirements are already binding on the City and Developer through these existing agreements. These obligations would not change with the amendment to the Master Plan. If the private street was approved as proposed, no additional public improvements are needed to serve the development.

Density Information. The gross area of the subject site is 16.14 acres. Common open space designated on the Plan of 1.89 acres and storm water detention areas of 1.31 acres can be deducted for a net site area of 12.94 acres. The proposed plan increase development from 149 dwelling units to a 162 units with a net set area of 14.34 for a net density of 11.29 dwelling units per acre. This exceeds the 10 units per acre required minimum net density for the FS-RM zoning designation AMC Table 29.1202(6) and is below the maximum development of 22.31 units per acre. It should be noted that the current Master Plan has a net density of 11.5 units per acre.

FS Zoning. Property that is developed according to the Suburban Residential requirements shall create a development pattern that adheres to the following development principles (AMC Section 29.1202(2)). Reference is made here to the FS-RM (Suburban Medium Density Residential) zoning standards (AMC Section 29.1202(6)), which are also attached. The approved Master Plan was found to meet these principles.

- (a) *A development pattern that contains generally distinct and homogeneous land uses. This development is to occur in the remaining in-fill areas and the targeted growth areas where the property owner does not select Village Residential development.***

Property to the north, east and south of the Bobcat Apartments is developed with single family detached residences, and a church is located directly to the east of

the Bobcat Apartments. The property to the west is used for row crops and pastures. The current zoning of surrounding properties is shown on an attached map (Attachment D).

The developer desires to add 13 additional housing units to the site with access from the existing Bobcat Driveway. It is an internal location to existing multi-family development area and will provide similar housing to that which is around it. It does not change the interface of the site overall with its distinct boundaries to single-family subdivisions. The overall site achieves this principle.

(b) *An economic and efficient subdivision design with respect to the provision of streets, utilities, and community facilities with limited focus on building and development design integration and greater emphasis on vehicular mobility.*

The developer has submitted a Master Plan that represents an economic and efficient design, using private infrastructure, including an existing cross access easement over a private driveway. Due to the internal location within the multi-family development the plan allows for small living units configured off of the same vehicular drive as the other sites and meets minimum setbacks expectations. Review of the design details on compatibility would be part of a Major Site Development Plan review.

(c) *Effective landscape buffers between distinctly different land uses.*

The FS-RM zoning standards require a landscape buffer of at least 10 feet width in the setback area of a lot where it is adjacent to a lot zoned FS-RL. In this case the site abuts an RL lot to the north and the developer will provide the same 10 foot buffer and meet the required rear yard setbacks that provide a 29 foot building separation to the abutting RL lot. The original perimeter buffer of the Bobcat Apartments is not affected by the proposed amendment.

(d) *The provision of common open space in residential areas, where the maintenance of the open space is the responsibility of those directly benefiting.*

The zoning standards for the FS zoning district require common open space to comprise a minimum of 10% of the gross area of the property. This common open space may not include land within required setback areas. Outlots A and B are designated as common open space and comprised 12% of the gross area of the original current Master Plan and original property.

Outlot A has been designated an outlot to serve intermediately as open space, however no specific improvements was required other than for it to be graded and to have grasses. The Outlot A was also contemplated as available potentially for future development in a scenario where the abutting Ringgenberg

homestead was to redevelop. The Master Plan Amendment would be needed in either scenario of the site being developed with the Ringgenberg property or as proposed as in individual site.

The developer proposes to secure a common interest in the Ringgenberg Subdivision to the south as a replacement for the 1.6 acres required of the Bobcat Apartment site. If this was approved and accepted the site's residents would have access to amenities that directly serve their interests.

- (e) ***A development pattern that ensures compatibility in the design of buildings with respect to placement along the street, spacing, and building height; and provides for spaciousness and effective vehicular and pedestrian circulation.***

The internal location of the site is set well away from all the multi-family structure on the site and abuts one RL zoned home to the north. The Master Plan indicates setback and separation from the north lot that is consistent with rear yard setbacks and buffering requirements. The homes would be 2 stories each. Staff concludes that building designs, heights and placement establish a project that is compatible with its surroundings and therefore consistent with this Suburban Residential Development Principle.

However, the circulation and access to the site relies upon approvals of Bobcat Drive as a private street to meet frontage requirements and for sidewalk extensions to be constructed with the project that connect the internal site to the public street system. As an FS site the long block structure exceeding 660 feet necessitates pedestrian walkways connections through the block.

- (f) **A development pattern that is compatible with the surrounding neighborhoods and is consistent with the Goals and Objectives of the Land Use Policy Plan.**

- As mentioned previously, the surrounding neighborhood is comprised of a variety of housing/building types, including a church, multi-family buildings, agricultural buildings, and one and two-story single-family residential homes. This site is set internal to a Multi-family development and does not have a direct relationship to the surrounding neighborhoods. The increased intensity of development with 13 homes will not affect infrastructure that serves the site.
- The goals and objectives of the Land Use Policy Plan (LUPP) that are relevant to this proposal are attached.

Goals and Objectives of the Land Use Policy Plan Relevant to Proposed Master Plan

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.

Objectives. In managing growth, Ames seeks the following objectives.

- 1.C Ames seeks to manage a population and employment base that can be supported by the community's capacity for growth. A population base of 61,000-73,000 and an employment base of up to 34,000 is targeted within the City. Additionally, it is estimated that the population in the combined City and unincorporated Planning Area could be as much as 67,000 and the employment base could be as much as 38,000 by the year 2030.

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.

Objectives. In assuring and guiding areas for growth, Ames seeks the following objectives.

- 2.B. Ames seeks to assure the availability of sufficient suitable land resources to accommodate the range of land uses that are planned to meet growth. Sufficient land resources shall be sought to eliminate market constraints.
- 2.D. Ames seeks a development process that achieves greater conservation of natural resources and compatibility between development and the environment.

Goal No. 3. It is the goal of Ames to assure that it is an "environmentally-friendly" community and that all goals and objectives are integrated with this common goal. In continuing to serve as a concentrated area for human habitat and economic activity, Ames seeks to be compatible with its ecological systems in creating an environmentally sustainable community.

Objectives. In assuring the community's "environmental-friendliness", Ames seeks the following objectives.

- 3.B. Ames seeks to maintain and enhance the value of its stream corridors as drainage ways and flood management areas, plant and animal habitats, recreational and scenic areas and pathways for linking the overall community.
- 3.C. Ames seeks to protect and conserve its water resources for the following purposes: aquifer protection; water quality protection; user conservation management; plant and animal life support; water-borne recreation; scenic open space; and, provision of a long-term/reliable/safe source of water for human consumption and economic activities.

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.

Objectives. In achieving an integrated community and more desirable environment, Ames seeks the following objectives.

- 4.A. Ames seeks to establish more integrated and compact living/activity areas (i.e. neighborhoods, villages) wherein daily living requirements and amenities are provided in a readily identifiable and accessible area. Greater emphasis is placed on the pedestrian and related activities.
- 4.B. Ames seeks to physically connect existing and new residential and commercial areas through the association of related land uses and provision of an intermodal transportation system.
- 4.C. Ames seeks to psychologically connect the various living/activity areas through closer proximity of residential areas and supporting commercial uses, common design elements and inclusion of community amenities such as parks and schools. The connections should promote community identity.

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.

Objectives. In defining the growth pattern and timing of development, Ames seeks the following objectives.

- 5.C. Ames seeks the continuance of development in emerging and infill areas where there is existing public infrastructure and where capacity permits.
- 5.D. Ames seeks to have the real costs of development borne by the initiating agent

when it occurs outside of priority areas for growth and areas served by existing infrastructure.

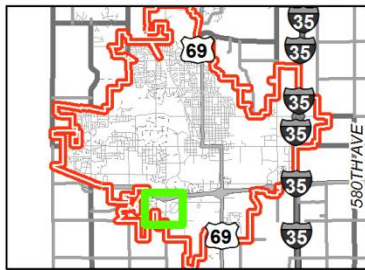
Goal No. 6. It is the goal of Ames to increase the supply of housing and to provide a wider range of housing choices.

Objectives. In increasing housing opportunities, Ames seeks the following objectives.

Attachment A-Location Map



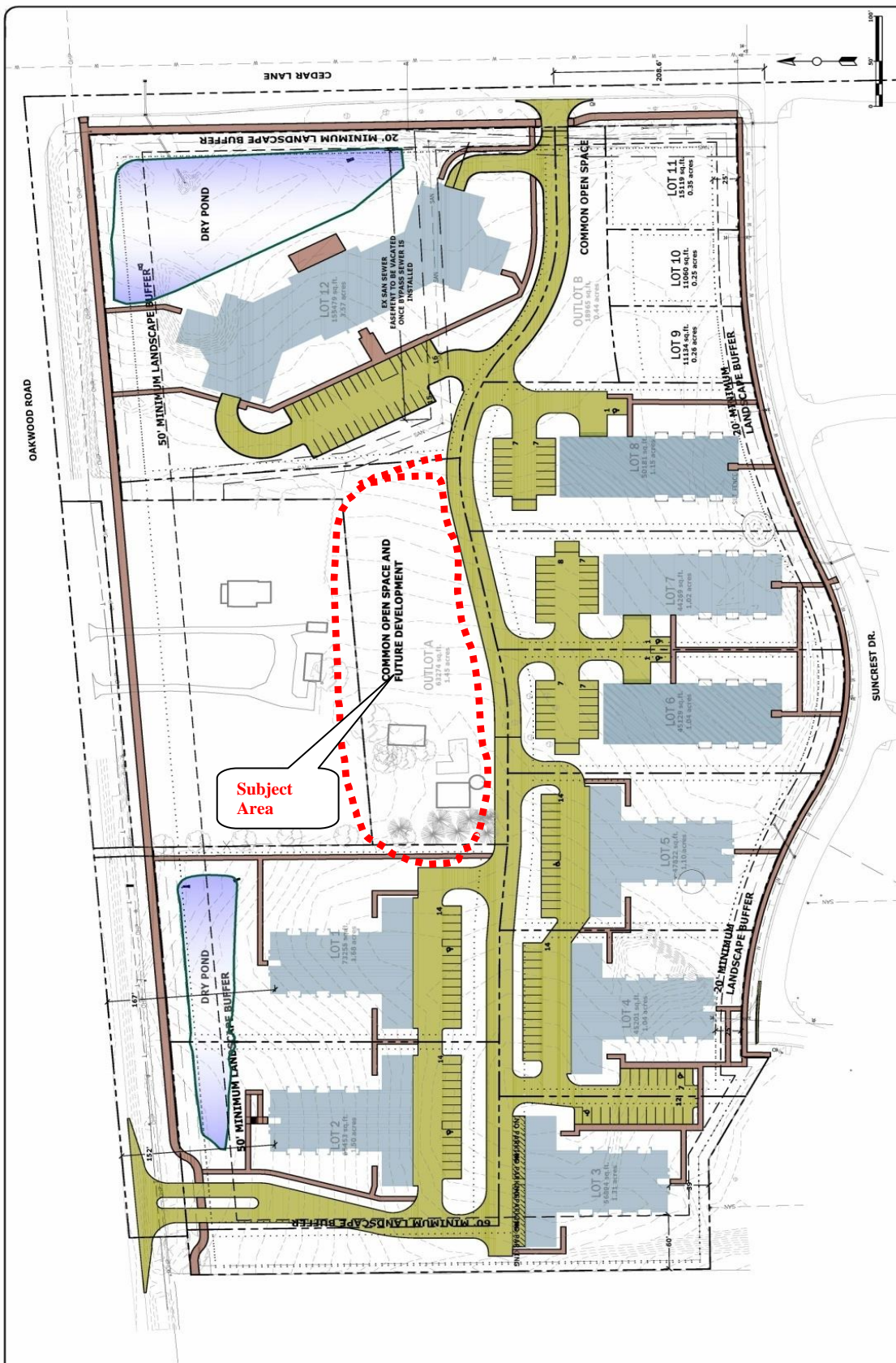
Riggenberg PRD
Central Common Space



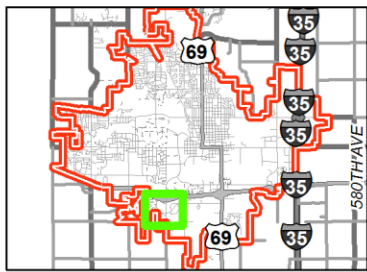
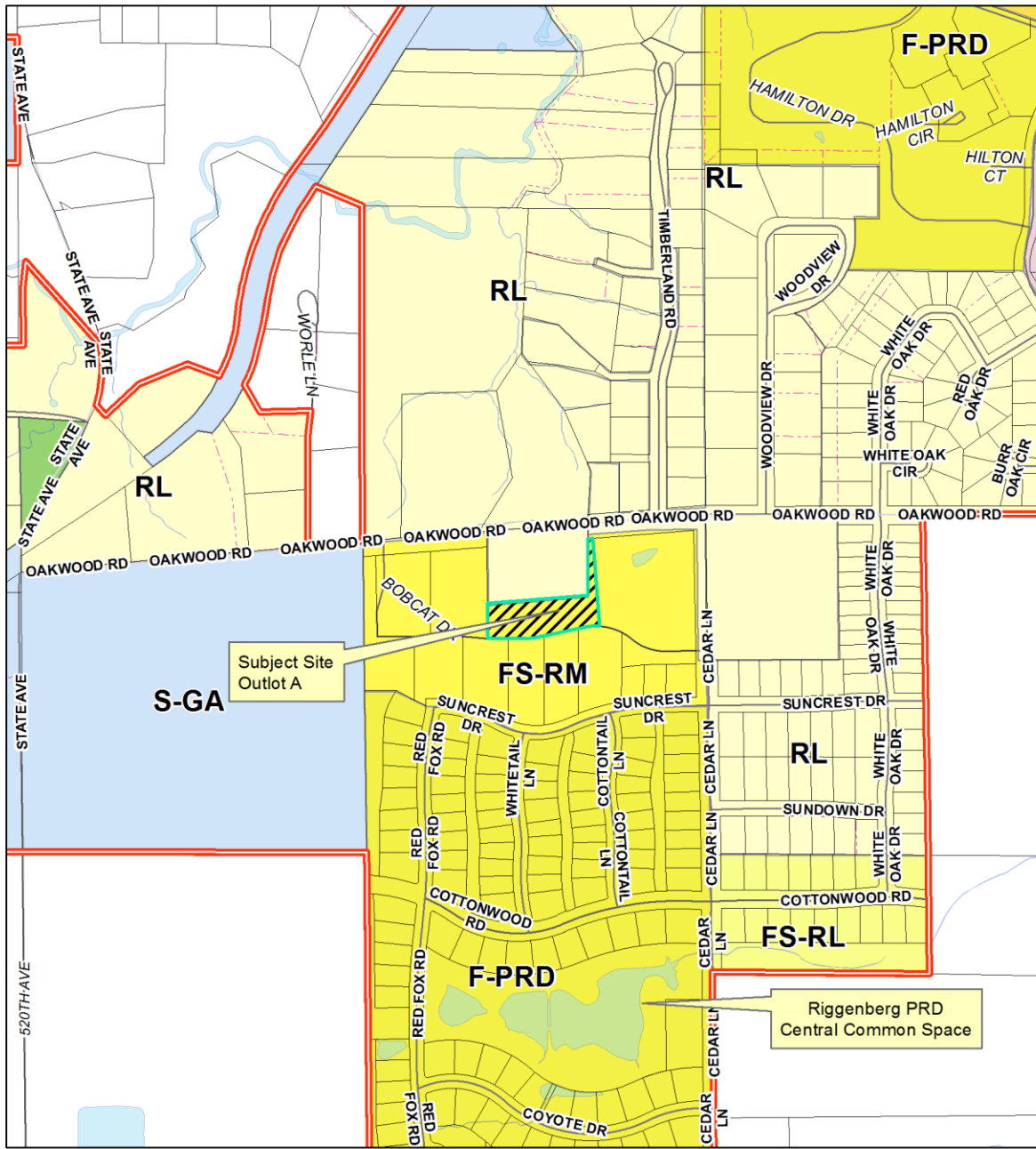
Location Map

Attachment B- Current Approved Master Plan

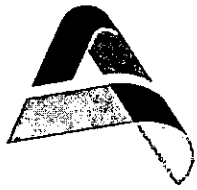
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<p>PAVEMENT/GREENSPACE CALCULATIONS</p> <p>LOT AREA = 793,247 S.F.</p> <p>PAVEMENT = 128,276 S.F. = 16.3%</p> <p>BUILDINGS = 120,639 S.F. = 15.2%</p> <p>TOTAL IMPERVIOUS = 248,915 S.F. = 31.5%</p>	<p>PROJECT INFORMATION</p> <p>9 BUILDINGS</p> <p>LOTS 1-8 BUILDINGS ARE TWO-STORY 12 UNIT CONDOS WITH 2 CP, 4, 2, AND 3 BEDROOM UNITS</p> <p>96 TOTAL UNITS</p> <p>LOTS 9-11 SHALL BE SOLD AS SINGLE FAMILY LOTS WITH ACCESS RESTRICTED TO SUNCREST DRIVE ONLY</p>	<p>LOT 12 SHALL BE AN INDEPENDENT SENIOR LIVING FACILITY 50' MAX HEIGHT</p> <p>LOT 12 DENSITY = 50 UNITS / 3.57 ACRES = 14 UNITS / ACRE</p> <p>PARKING STANDARD = 1.5 STALLS PER 1 BEDROOM UNIT 3 STALLS PER 2 BEDROOM UNIT 5 STALLS PER 3 BEDROOM UNIT</p> <p>ALL LANDSCAPE BUFFERS TO BE OCCUPIED BY THE FIRST RESIDENTIAL UNITS WITH THE SHALLEY BEACH OR ACEY BUILDING SHALL FACE EITHER OAKWOOD ROAD OR SUNSET DRIVE</p>	<p>PROPERTY ADDRESS : 2899 CEDAR LANE FREDERICH LAND DEVELOPMENT ATTN: KURT FRIEDRICH 100 6th STREET AMES, IA 50010</p> <p>PROPERTY OWNER : RINGERBERG SMITH RINGERBERG SMITH AMES, IA 50010</p> <p>CURRENT ZONING : FS - RM</p> <p>LEGAL DESCRIPTION : LOT 79 FREDERICH LAND DEVELOPMENT SUBDIVISION FIRST ADDITION</p>
<p>FOX Engineering 414 South 17th Street, Suite 107 AMES, IOWA 50010 Phone: (515) 233-0000 Fax: (515) 233-0103</p>	<p>MASTER PLAN RINGERBERG SMITH RINGERBERG SMITH AMES, IOWA 50010</p>	<p>PROJECT NO. 2009-004</p> <p>SHEET 1 OF 1</p>	<p>LAST UPDATE: 10/20/13</p> <p>REVISION</p> <p>DATE</p> <p>BY</p> <p>CHKD</p>



Zoning Map



Memo

Department of Planning & Housing

TO: Mayor and City Council

FROM: Kelly Diekmann, Planning & Housing Director

DATE: October 7, 2016

SUBJECT: Continued public hearing for Brick Towne 3115-3413 South Duff Rezoning to RH with a rezoning contract and master plan

The City Council, at the request of the developer, continued the public hearing for rezoning of Brick Towne from September 27th to the October 11th. The continuance was to allow for the developer to review the terms of the draft contract rezoning and master plan for the site. City staff and the developer have continued to discuss the terms of the agreement and the project description in the past two weeks. As of today, we have not completed a final agreement for City Council review to include with the City Council agenda packet for the 11th. Pending further discussions with the developer, staff may have an updated recommendation for the City Council on Monday October 10th. If their no final agreement, there will be a request to continue the public hearing to October 25th.

COUNCIL ACTION FORM

SUBJECT: ZONING TEXT AMENDMENTS RELATING TO MIXED USE DEVELOPMENT STANDARDS IN CAMPUSTOWN SERVICE CENTER (CSC) ZONING

BACKGROUND:

The developer of the 1.8 acre site within the 2700 Block of Lincoln Way requested that City Council initiate a text amendment to allow for a mixed use development to be constructed in a manner similar to mixed use developments in Campustown Service Center (CSC) zoning, but to allow for some household living residential uses on the ground floor. **City Council consented to initiating a text amendment at its June 14, 2016 and gave direction on the approach for the text amendment at its August 9th meeting. Staff has prepared a draft ordinance that reflects the direction given on August 9th.**

For any change that is approved to the zoning standards, staff believes key requirements should be retained that require commercial along the primary commercial streets and transparency (windows) that allow for visual interest and an engaging activated pedestrian environment at the street level. With these concerns in mind, staff has drafted the attached ordinance to accommodate City Council direction, clarify standards, and address the general needs for the development project proposed for the 2700 Block of Lincoln Way. The changes to Sections 29.809 (2) and (3) are described below and included in their entirety as part of the attached ordinance:

1. Household Living Use Category: Household living uses (residential uses) were previously only permitted in the CSC above the ground floor and when the first floor contained non-residential uses. A revision to the text has been made to describe household living as a standalone use and as a mixed use when above commercial uses or short term lodging. The new allowance is for corner lots, that an exception exists for household living on the ground floor when across from residentially zoned lots when commercial uses are maintained on the additional street frontages of the property and the commercial space is not negatively impacted by the use. The intent of the language about commercial uses is to ensure that the commercial frontage is maintained for commercial use and not overwhelmed by a residential use on the side of the building.

With the 2700 Lincoln Way project, this language permits the residential units at the rear of the building on the ground floor to be approved. It also allows for the hotel to be on the ground floor rather than commercial space.

2. Maximum Building Coverage: Maximum building coverage was revised from 100% to no maximum. 100% building coverage was never attainable with a required 10 foot rear yard setback in the CSC zone development standards. This is cleanup and clarification item.
3. Windows: The minimum glazing requirement was revised to note a minimum 50% glazing at the ground floor level for non-residential uses, and a 30% minimum glazing for residential uses at the ground floor level. The requirement for windows that allow visibility into the commercial space has not been changed.
4. Building Materials: The text was adjusted to clearly state that clay brick is required to be the majority material on each facade, excluding windows and doors. As currently worded it was confusing to administer as a façade or whole building requirement and that the amount of clay brick could effectively be a low percentage through the introduction of multiple materials.

The revised text also clarifies that interior courtyard facades not visible from the street are exempt from the brick requirement. The courtyard standard addresses both U-shaped courtyards and four-sided fully enclosed courtyards. The facades facing a property line would always need to meet clay brick requirement, only facades that are not visible would be exempt.

5. Entrances: Text was added to require the short term lodging uses (hotels) shall be required to provide a lobby and entrance facing a street. This is included to help guard against development claiming first floor residential areas are short term lodging rather than household living that would likely be precluded.

Planning and Zoning Commission Recommendation:

At the meeting of July 20, 2016, the Planning and Zoning Commission discussed the original options for amending the CSC standards that were reviewed by the Council on August 9th. The Commission discussed the intended character of Campustown and the need to have active and walkable commercial frontages. They noted a concern about the management of short term lodging uses (hotel) long term and the ramifications of allowing for such a use on the first floor if the use would be discontinued in the future.

The Commission also discussed the concern for the loss of small commercial spaces for larger corporate tenant spaces. With a vote of 5-0, the Commission recommended that the City Council approve text amendments to allow for reduced window percentages for residential, allow residential across from residential on corner lots, and for short term lodging as a use within a mixed use building.

ALTERNATIVES:

1. The City Council can approve on first reading the proposed ordinance amending Table 29.809(2) and Table 29.809(3) of the Campustown Service Center (CSC) zone.

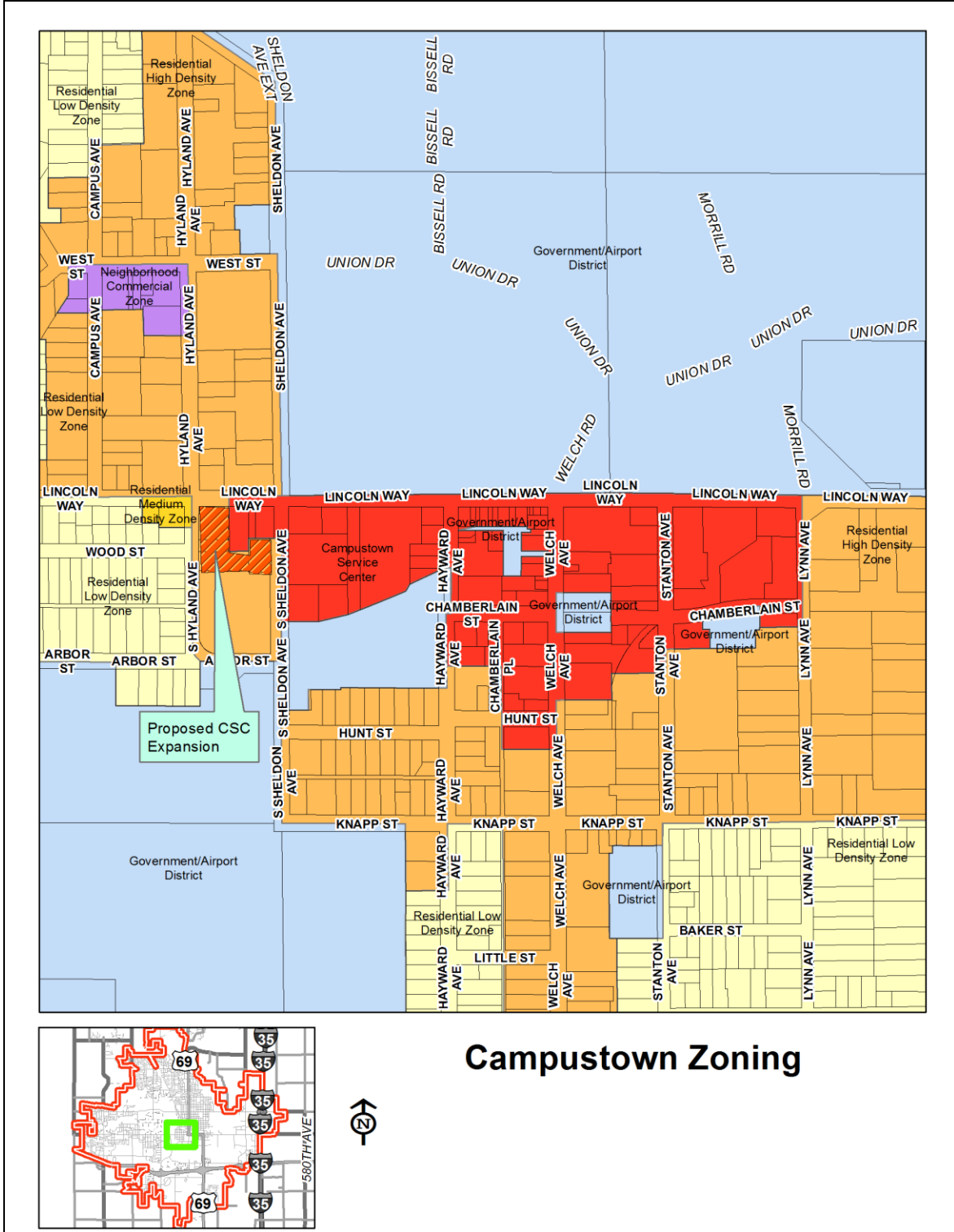
2. The City Council can decline to adopt the proposed ordinance amending Table 29.809(2) and Table 29.809(3) of the Campustown Service Center (CSC) zone.
3. The City Council can recommend alternative language for the proposed amendments regarding the Campustown Service Center (CSC) zone.

MANAGER'S RECOMMENDED ACTION:

The intent of CSC zoning is to ensure that it continues to be a walkable commercial environment while allowing for intensification of housing in a well served infill area of the City. Any text amendment needs to ensure that the basic design and use interests for the area are preserved to meet the goals for Campustown as identified within the LUPP. With some trepidation in allowing for the short term lodging and residential uses on the ground floor, staff believes that the amendment do address the primary interests related to the 2700 Block project and are workable for the remainder of Campustown.

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

Attachment 1: Campustown Zoning Map



Campustown Zoning

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING TABLE 29.809(2) AND TABLE 29.809(3), & ENACTING NEW TABLES 29.809(2) AND 29.809(3) THEREOF, FOR THE PURPOSE OF AUTHORIZING ADDITIONAL HOUSING TYPES; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting new tables 29.809(2) and 29.809(3) as follows:

**“Table 29.809(2)
Campustown Service Center (CSC) Zone Uses**

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
RESIDENTIAL USES			
Group Living	N	--	--
Household Living, Stand Alone	N	--	--
Household Living, Mixed Use Above First Floor	Y, on all lots, if located above the first floor and in combination with permitted non-residential or short term lodging use.	SDP Minor	Staff
Household Living, Mixed Use Ground Floor	N, except when located on a corner lot, household living may be located at ground level across from residentially zoned lots if there is no substantial effect on the remaining commercial frontage of the site.	SDP Minor	Staff
Short-term Lodgings	Y	SDP Minor	Staff
OFFICE USES	Y	SDP Minor	Staff
TRADE USES			
Retail Sales and Services – General	Y	SDP Minor	Staff
Retail Trade – Automotive, etc.	N	--	--
Entertainment, Restaurant and Recreation Trade	Y	SDP Minor	Staff
Wholesale Trade	N	--	--
INDUSTRIAL USES			
Industrial Service	N	--	--
Small Production Facility	Y	SP	ZBA
INSTITUTIONAL USES			
Colleges and Universities	Y	SP	ZBA
Community Facilities	Y	SDP Minor	Staff
Social Service Providers	Y	SP	ZBA
Medical Centers	N	--	--
Parks and Open Areas	Y	SDP Minor	Staff
Religious Institutions	Y	SP	ZBA
Schools	N	--	--
TRANSPORTATION, COMMUNICATIONS AND			

UTILITY USES			
Passenger Terminals	Y	SDP Minor	Staff
Basic Utilities	Y	SDP Major	City Council
Commercial Parking	Y	SDP Minor	Staff
Radio and TV Broadcast Facilities	Y	SP	ZBA
Rail Line and Utility Corridors	Y	SP	ZBA
Railroad Yards	N	--	--
MISCELLANEOUS USES			
Commercial Outdoor Recreation	N	--	--
Child Day Care Facilities	Y	SP	ZBA
Detention Facilities	N	--	--
Major Event Entertainment	Y	SP	ZBA
Vehicle Service Facilities	N	--	--
Adult Entertainment Business	Y	SDP Minor	Staff

- Y = Yes: permitted as indicated by required approval
N = No: prohibited
SP = Special Use Permit required: See Section 29.1503
SDP Minor = Site Development Plan Minor: See Section 29.1502(3)
SDP Major = Site Development Plan Major: See Section 29.1502(4)
ZBA = Zoning Board of Adjustment

**Table 29.809(3)
Campustown Service Center (CSC) Zone Development Standards**

DEVELOPMENT STANDARDS	CSC ZONE
Minimum FAR	1.0, Except that the Zoning Board of Adjustment may determine through review of a use subject to approval of a Special Use Permit Use that such a proposed use and design is compatible in character with its surrounding and is exempt from meeting minimum FAR and minimum height.
Minimum Lot Area	No minimum, except for mixed uses, which shall provide 250 sf of lot area for each dwelling unit
Minimum Lot Frontage	No minimum, except for mixed uses, which shall provide 25 ft.
Minimum Building Setbacks: Front Lot Line Side Lot Line Rear Lot Line Lot Line Abutting a Residentially Zoned Lot	0 0 10 ft. 10 ft.
Minimum Landscaped Area	No minimum
Landscaping in Setbacks Abutting an R Zoned Lot	5 ft. @ L3. See Section 29.403
Maximum Building Coverage	No Maximum
Openings between buildings	In order to provide access for vehicles and/or utilities to the interior of the block, there shall be a twenty foot wide opening between buildings, at the approximate mid-point of each face of each block. In addition to this mid-block areaway or drive, any lot without other means of access from a public street or alley may have one driveway from the street of up to 20-ft in width.
Minimum Height	25 feet, Except that the Zoning Board of Adjustment may determine through review of a use subject to approval of a Special Use Permit Use that such a proposed use and design is compatible in character with its surrounding and is exempt from meeting minimum FAR and minimum height.
Maximum height in portions of CSC bounded by: Lincoln Way Stanton Avenue Hunt Street Hayward Avenue	115 feet
Maximum height within fifteen (15) feet of the right-of-way lines of: Lincoln Way from Hayward Avenue to Stanton	30 feet, except buildings of three stories height or fewer with frontage on Lincoln Way and without residential use

Avenue Welch Avenue from Lincoln Way to Chamberlain Street	
Maximum Height in all other locations	75 feet.
Parking Allowed Between Buildings and Streets	No
Windows at ground line	For Non-Residential Facades, more than 50% of the area of primary or secondary façades between the ground line and the second floor line shall be windows that allow views into the interior space or be a display window. For Residential Facades, more than 30% of the area of primary or secondary façades between the ground line and the second floor line shall be windows or entries with windows
Building Materials	Clay brick shall comprise more than 50% of the exterior wall surface of each building façade. Exterior wall surface does not include windows or doors or their trim. Internal courtyard walls that are not visible from the street are exempt. This requirement does not apply to additions to buildings which do not have brick as an exterior material.
Entrance	There shall be at least one functional pedestrian entrance facing a street. Short term lodging must have a lobby and entrance facing a street.
Balconies	There shall be no exterior balconies above the third floor.
Site materials	No rocks, brick fragments or other hard, loose material over ¾-inch in size shall be used.
Drive-Through Facilities Permitted	Yes
Outdoor Display Permitted	Yes, See Section 29.405
Outdoor Storage Permitted	No
Trucks and Equipment Permitted	Yes

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

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

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

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

SUBJECT: ZONING TEXT AMENDMENTS TO CREATE A MINOR AMENDMENT PROCESS FOR MAJOR SITE DEVELOPMENT PLANS (M-SDP) AND SPECIAL USE PERMITS

BACKGROUND:

The City Council initiated a Zoning Text Amendment on July 12th in response to a request to create a minor amendment process for Major Site Development Plans (M-SDP) and Special Use Permits that would be the same process as allowed for Planned Residential Developments (PRD). The PRD process includes a noticed public hearing for rezoning with site development plan approval, but allows for minor changes by staff (see excerpt below for Section 29.1203(9)). The M-SDP process applies to project approvals beyond those of a PRD, for example apartments within FS-RM zoning. Although both M-SDPs and PRDs are reviewed by the Planning and Zoning Commission and approved by the City Council, there is no option for a minor amendment to a M-SDP to be approved by staff when separate from a PRD.

M-SDPs are most frequently an approval process listed as part of the FS-RM zoning district approvals for apartments. There are instances for other uses to trigger a Major Site Development Plan, e.g. Lincoln Way Mixed Use developments, Residential High density with commercial uses exceeding 5,000 square feet, development within the Environmentally Sensitive Area Overlay (floodway). There are only a handful of M-SDPs approved each year compared to the dozens of administratively approve Minor Site Development Plan applications.

The PRD zoning district does allow for minor amendments to be approved by the Planning and Housing staff if they fall within the defined minor changes listed in Ames Municipal Code Section 29.1203 (9):

- (a) Do not constitute a change in the land use of the project; or the overall layout and design;*
- (b) Do not increase the density or intensity of use, and the number of buildings or a change in dwelling unit types;*
- (c) Does not change the overall landscape design of the F-PRD project; or*
- (d) Change the height or placement of buildings, or other major site features.*

A minor amendment process for M-SDPs would allow staff to approve small changes that do not significantly alter the approved plan, do not change required landscaping, or do not allow building designs that are inconsistent with the approved design. The intent is to allow small modifications to that will not change the intent of the overall project. It would also allow for changes or additions that do not conflict with the Code and do not substantially impact neighboring properties. Minor changes are not meant to diminish

the interest or quality of the project overall. Minor changes also allow for features and details to be added to a project.

A Site Development Plan is also included as part of the submittal and approval process for a Special Use Permit, Section 29.1503, that is subject to noticed hearing and approval by the Zoning Board of Adjustment. In this situation, the Site Development Plan does not go before Council for approval, but is approved by a separate public board. Currently, if there is a change to a site plan approved as part of a Special Use Permit, the change must go back before the Zoning Board of Adjustment for approval.

An insertion of text in the Special Use Permit section would reference back to this proposed text amendment in Section 29.1502 and allow minor changes to be approved by staff using the same criteria proposed for Major Site Development Plans.

The Planning and Zoning Commission reviewed this text amendment at their September 21, 2016 meeting and voted 6-0 to support allowing a minor amendment process for Major Site Development Plans and site plans approved with Special Use Permits.

ALTERNATIVES:

1. The City Council adopt the proposed amendment on first reading of the ordinance to allow a minor amendment process for Major Site Development Plans (M-SDP) and Special Use Permits with Minor Site Development Plan approvals.
2. The City Council decline to adopt the proposed amendment.
3. The City Council can direct staff to prepare different language for minor amendments.

MANAGER'S RECOMMENDED ACTION:

The proposed change will allow for a shorter timeline and more streamlined review and approval of minor changes to Major Site Development Plans without public notice as is currently included with an amendment. Minor changes approved by Staff will be limited in nature. Staff would only deem changes as minor that are in substantial conformance with the approved site plan and be limited to non-substantial items, such as parking lot layout changes, building alterations that are consistent with approved design, color, and materials. No change in use or density would be deemed minor. The current language is somewhat vague in how to detail with architectural details in terms of design elements of facades and features of buildings, but staff would interpret the intent of the process to be that an approved project cannot have its quality diluted through revisions to the design after its public hearing approval. The proposed amendment will also allow for

staff to consider minor changes to site plan approvals that are associated with a Special Use Permit.

Therefore, the City Manager recommends that the City Council adopt Alternative #1 to approve on first reading an ordinance that creates a minor amendment process for Site Development Plans.

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 29.1308(9), AND ENACTING NEW SECTIONS 29.1502(6) AND 29.1503(7) THEREOF, FOR THE PURPOSE OF CONSOLIDATING AND CREATING PROVISIONS AUTHORIZING MINOR CHANGES IN MAJOR SITE DEVELOPMENT PLANS AND SPECIAL USE PERMITS; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

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

Section One. The Municipal Code of the City of Ames, Iowa, shall be and the same is hereby amended by repealing Section 29.1308(9).

Section Two. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting new Sections 29.1502(6) and 29.1503(7) as follows:

“Sec. 29.1502. SITE DEVELOPMENT PLAN REVIEW.

(6) Minor Changes. Minor changes to the approved Major Site Development Plan may occur after staff of the Department of Planning and Housing has determined that the proposed changes are minor in nature, and revised plans have been provided to the Department for purposes of keeping the Major Site Development Plan current. Minor Changes are defined as changes that:

- (a) *Do not constitute a change in the land use of the project; or the overall layout and design;*
- (b) *Do not increase the density or intensity of use, and the number of buildings or a change in dwelling unit types;*
- (c) *Does not change the overall landscape design of the M-SDP project; or Change the height or placement of buildings, or other major site features.*

Sec. 29.1503. SPECIAL USE PERMIT.

(7) Site Plans approved as part of a Special Use Permit. All site plans approved as part of an approved Special Use permit may only be amended pursuant to the same procedures for approving Minor Changes to a Major Site Development Plan as provided in Section 29.1502(6).

Section Three. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

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

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

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

SUBJECT: 2015/16 WATER SYSTEM IMPROVEMENTS PROGRAM #2 – WATER MAIN REPLACEMENT (SOUTH DUFF AVENUE)

BACKGROUND:

The City's Water System Improvements Program provides for replacing water mains across the City. **The location for water main replacement with this specific project is South Duff Avenue from South 5th Street to Lincoln Way.** This location was selected to eliminate the existing 4" water main with intentions to upsize the main, thus meeting system capacity, fire protection and reliability needs for the water main in this location. Water services will be transferred from the existing main to the proposed main and the 4" main will be abandoned. This will eliminate the frequent maintenance repairs and breaks experienced on the existing water main, which has exceeded its operational life expectancy and capacity.

On October 5, 2016, bids for the project were received as follows:

<i>Bidder</i>	<i>Bid Amount</i>
Engineer's estimate	\$374,467.00
Synergy Contracting LLC	\$486,750.20
J&K Contracting LLC	\$528,867.50
Ames Trenching	\$646,787.50
Keller Excavating, Inc.	\$859,218.00

The 2015/16 Water System Improvements program includes funding and expenses as shown in the following table:

<i>Program Funding Summary</i>	Location				
	Program #1 (Country Club Blvd)	Program #2 (S Duff Ave)	15/16 Asphalt St Pvmnt Imprv (Wellons Dr)	15/16 Concrete Pvmnt Imprv (N 2nd St)	
2015/16 Water System Improvements Program					
Water Utility Fund - Total Funding	\$ 975,000				
Total Obligated Funding	\$ 975,000	\$ 211,000	\$ 489,400	\$ 186,600	\$ 88,000
<i>Program Expense Summary</i>					
Engineering (estimated)	\$ 126,406.80	\$ 29,060.40	\$ 73,012.53	\$ 24,333.87	\$ -
Construction (estimated)	\$ 930,662.00	\$ 193,736.00	\$ 486,750.20	\$ 162,225.80	\$ 87,950.00
Totals	\$ 1,057,068.80	\$ 222,796.40	\$ 559,762.73	\$ 186,559.67	\$ 87,950.00

As shown in the table above, program funding is exceeded if this project is awarded. Staff has reviewed bids and has determined that the reasons for the higher bid costs

relate to existing site conditions with limited right-of-way to complete the work within a single lane closure (restrictions required by the Iowa Department of Transportation), as well as the installation of a casing/carrier pipe combination as required per Iowa DOT standards.

Some of the areas shown above differ from what is shown in the approved 2015/16 CIP. The locations were reprioritized based on the need to coordinate the water main and water service transfer projects with planned street projects to minimize the impact to residents with multiple projects in multiple years.

ALTERNATIVES:

1. a. Accept the report of bids for the 2015/16 Water System Improvements Program #2 (South Duff Ave).

b. Reject award and direct staff to delay the project for a future bid letting.
2. a. Accept the report of bids for the 2015/16 Water System Improvements Program #2 (South Duff Ave).

b. Approve the final plans and specifications for this project.

c. Award the 2015/16 Water System Improvements Program #2 (South Duff Ave) to Synergy Contracting LLC of Bondurant, Iowa, in the amount of \$486,750.20.

MANAGER'S RECOMMENDED ACTION:

Because there are insufficient funds to cover the lowest bid received, it is not recommended that a bid be awarded for this project. Delaying this project until a later time and directing these project funds towards other top priority locations will result in a higher rate of return on the City's investment and accomplish more water main improvements than this location. Conditions of this main will continue to be monitored and prioritized into the budget at a future date.

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

COUNCIL ACTION FORM

REQUEST: PRELIMINARY PLAT FOR BIRCH MEADOWS SUBDIVISION

BACKGROUND:

D&R Furman LLC is the property owner of 5871 Ontario Street and requests approval of a Preliminary Plat for a major subdivision of a 33.57 acre site. The property is located on the north side of Ontario, and South of the Union Pacific Railroad Line. The City Council approved a rezoning request from Agricultural (A) zoning to Suburban Residential Low Density (FS-RL) with a Master Plan on July 26, 2016. (*See Attachment B – Master Plan*).

The proposed Preliminary Plat is a layout of 74 single-family home lots (*See Attachment C*) The Preliminary Plat includes three Outlots for open space. The design includes the construction of six public streets, four of them as extensions of existing public streets from the east and two new public streets traversing the site from north to south. The frontage of Ontario Street must be improved as part of the subdivision frontage of the project and this includes extension of the existing sidewalk, street, and utilities.

The developer has requested that the City Council approve a Waiver of street improvements for the partial extension of Ontario Street (Attachment E). The findings to waive a subdivision requirement of Chapter 23 are found in 23.103(1) and are included as part of Attachment D. City Council would need to find that the requirement poses an extraordinary hardship or proves to be inconsistent with the purpose of the regulations due to topography or other conditions. **Staff does not believe there is evidence to make the waiver finding as the extension of the street is a required improvement consistent with purpose of Code to extend infrastructure at the time of development and to match existing patterns and meet the future needs of the City.**

The developer also desires to enter into a development agreement for cost sharing on the extension of the current 16-inch water main that is within Ontario Street. The site is within Southwest I Allowable Growth Area and the developer can request City Council agree to pay for the costs of oversizing of a standard 8-inch main to the required 16-inch main. Such an agreement would be part of the consideration of a final plat approval.

Staff recommends that the installation of the 16-inch water line west of Oregon Avenue be deferred until such time as it can be connected to another water service line to allow for adequate turnover of water quality. Deferring the installation would allow the developer to give financial security to the City for its future installation. The City would

then be responsible for completion of the improvement at a future date.

The proposed 74 single-family home lots will be accessed from Oregon Avenue, Tennessee Street, Maryland Street, Missouri Street, Kansas Drive and Ohio Street. No access will be allowed directly to Ontario Street. There is one access point proposed from Ontario Street leading into the subdivision. The developer located Oregon Avenue within the subdivision layout in response to staff's comments about ensuring there is a matching lot orientation to the existing homes to the east and for block spacing requirements of FS-RL zoning. The extension of Missouri Street has exceeded the overall block length limitation of 660 feet and requires the installation of a sidewalk leading from Missouri Street south to Ontario Street. This satisfies a zoning requirement for a mid-block connection to the rest of the subdivision leading south to Ontario Street.

The lots are generally consistent in size with larger lots located along the perimeter of the subdivision and smaller lots in the center. The lots range in size between .16 and .55 acres. All lots meet minimum size requirements and frontage requirements for the FS-RL zoning district. There is one through lot proposed (Lot 37) due to the presence of Ontario Street as a Minor Arterial Street. The majority of lots are configured with lots across from another lot with a handful of lots oriented perpendicular (Lots 34, 35 and 36) to the side streets off of the newly constructed Oregon Avenue.

There are three Outlots in the proposed subdivision, which total 8.05 acres. The Outlots will function as open space, storm water system and detention, and utility easement areas, with Outlot C being devoted solely to open space. Additionally, there will be a path connection from Outlot B to Missouri Street along a property line with a storm sewer easement to create a pedestrian access from Missouri Street south to Ontario Street. The west boundary of the site is also subject to a 100 foot stream buffer requirement as part of the storm water management plan. This area is part of a common open space area within Outlot A.

The rezoning of the site in July 2016, included a Master Plan (*See Attachment B - Master Plan*) defining the general arrangement of uses and conditions for development of the site. The Preliminary Plat must be found to conform to the Master Plan land use descriptions. Staff finds that the Preliminary Plat is consistent with the approved Master Plan proposed layout due to the arrangement of development and conservation areas within the proposed subdivision. Additionally, the project meets the minimum density requirement at 3.75 units per acre with development of between 70 and 80 single family homes and a minimum of 10% of the site as required open space.

The Planning & Zoning Commission held a public hearing on the Birch Meadows Preliminary Plat at its September 21st meeting. The commission voted 6-0 to recommend approval of the preliminary plat to City Council.

ALTERNATIVES:

1. The City Council can approve the preliminary plat for Birch Meadows Subdivision with the following conditions:
 - A. Modify the improvement plans to have the water line extension transition from within the paved area of Ontario to the parking area of the ROW, rather than below the paving of the Ontario extension.
 - B. Prior to final plat of the final addition of the subdivision, provide to the City cash-in-escrow for the costs of the water line extension from the termination of the line at Oregon Avenue. The costs for the extension shall be to the specifications of the City and as estimated by the Public Works Director.
 - C. Direct staff to prepare a development agreement for City Council consideration at the time of final plat approval that identifies the financial obligation for the City to pay for the cost of oversizing the 8" water line to a 16" water line from Oregon Avenue to the west property. (The agreement will reduce the Developers obligation under item B.)
 - D. Deny the request for a waiver of the Ontario Street extension to the west property line of the subdivision. *(Thereby requiring full street improvements to west property line to match current conditions)*
2. The City Council can approve the preliminary plat for Birch Meadows Subdivision with design requirements constructed to existing City specifications and conditions A, B, and C and grant the waiver of street improvement requirements to allow for minimum waiver of requirements that the street taper end at the west property line, rather than start the taper at the west property line, to the specifications of the Public Works Director. *(Note that the developer has requested a waiver of the street extension from Oregon Avenue with a taper beginning at Oregon Avenue and ending approximately 300 feet short of the west property line, this is a greater waiver request than described within this alternative because the Traffic Engineer does not support a taper at the intersection.)*
3. The City Council can deny the preliminary plat for Birch Meadows Subdivision, if the Council determines the design does not meet the standards of the Municipal Code.
4. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information.

MANAGERS RECOMMENDED ACTION:

The proposed single-family lot layout integrates with the existing single-family homes to the east with its alignment of streets and orientation of lots. Although extended block lengths and a through lot are not desirable to the City, staff finds the proposed single-family home lot layout acceptable due to the existing circumstances and proposed pedestrian connections. The general concern for the through lot is the lack of planned buffering and landscaping along the backside of the lot and the potential effect on livability. However, the proposed lot is large enough to allow for homeowners to decoratively landscape and fence the rear property line if they desire. It also follows the pattern of homes that exist to the east of the site.

The utilities to serve the site must be extended from the abutting development to the east. A 16-inch water line is needed for future system needs and to create a looped water system out to County Line Road further to the west. The developer's project on its own would need only an 8-inch line and the 16-inch line could be classified as oversizing that the City may share in the costs of per the LUPP policy for the Southwest I Allowable Growth Area. The improvement would be deferred until a later date and, therefore, cash in escrow should be accepted from the developer for the City to complete the project at a future, but undetermined date.

The Ontario Street extension is requirement of the Subdivision Code that streets are extended at the time of development and that they match existing conditions and meet future needs as well. Ontario Street is a Minor Arterial that necessitates the extension of the lane along the developer's frontage to match existing conditions and to be consistent with past practices and Subdivision standards. A painted taper would then be applied to the fully extended street to transition traffic to the remaining two lane section that continues west. The developer seeks a Waiver believing the full improvement is not needed and the conditions to the west of their property will delay any future extension. However, staff does not believe the findings for a Waiver can be made as the Ontario Street extension is consistent with purpose of the Code to meet public facility needs and there is no financial hardship attributable to the required improvement.

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1 which is to approve the Preliminary Plat for Birch Meadows Subdivision with the conditions, but to deny the waiver for extension of Ontario Street.

ADDENDUM

Project Description. The Preliminary Plat of “Birch Meadows Subdivision” includes 74 single family lots for development, (public street right-of-way to be dedicated to the City) and, three Outlots (Outlots A, B, C,). Outlot A (4.47 acres) is to be used as public open space and includes a storm water feature. Outlot B (3.33 acres) is indicated as an open space with a sidewalk encircling a stormwater feature and leading to the north perimeter of the lot and Outlot C (.25 acres) is shown as open space at the point where Kansas Drive and Ohio Street meet. *(See Attachment C - Preliminary Plat)*

The main access for the development is Ontario Street will intersect with the new Oregon Avenue. The proposed Plat includes the construction of Oregon Avenue, which provides direct access to three single-family lots as well as access directly to Ontario Street. Oregon Avenue is designed to allow for a north to south roadway without causing the current homes along existing east to west streets to become unintended corner lots. The remaining 71 lots will gain frontage and driveway access from Ohio Street and extensions of Kansas Drive, Missouri Street, Maryland Street and Tennessee Street from the east into the proposed development.

The proposed subdivision contains one double frontage through lot, which is located between Tennessee Street and Ontario Street. The double frontage lot can be justified in this instance as Ontario Street is a minor arterial and as such Sec. 23.401(3)(b) allows for a reverse or double frontage style lot to separate residential development or to overcome specific challenges with regard to topography. Given the current layout of nearby streets and existing development to the east of the current site staff deemed the double frontage lot along Tennessee Street as acceptable to provide for the most logical subdivision design as well as limiting additional double frontage lots to the west.

Density. The total development area of the subdivision is 19.06 acres with lots that range in size from .16 acres to .55 acres. Density calculations have been based on net area consistent with the allowance for the FS-RL zone, by subtracting out of the gross lot area the total area to be held as Outlots and land in the subdivision that will be dedicated to the city as public street right-of-way for the proposed streets. With a total net area of 19.06 acres the net density of 74 proposed single family homes is 3.78 dwelling units per net acre. This meets the minimum required net density of 3.75 dwelling units per net acre of the FS-RL Zone.

Public Improvements. The internal streets are all public and designed to the City’s local street requirements for a 26-foot paved street section within a 55-foot right-of-way. **The Ontario Street frontage of the site is not improved to City standards and requires improvements as part of the project.** Ontario Street will be improved to a three lane design extending from the east property line of the proposed subdivision to the west property line abutting Ontario Street. The three lane extension matches the improvements to the east and follows City standards for matching the design of abutting infrastructure and extending it through a developed site to meet the requirement for public improvements at the time of subdivision.

The design of the site does not require a specific turn lane configuration for the Oregon intersection. The proposed Ontario Street improvements are adequate to meet transportation needs of the subdivision and the pass by traffic along the frontage. The sidewalk will also be extended along the full frontage of the site and connect to the pathway that extends through and within Outlot B that is located along Ontario Street.

The developer is requesting a waiver (*See Attachment E*) to the street construction design requirements in requesting a reduction of the street pavement width after the Oregon Avenue intersection. Currently the requirement is to extend a full 3 lane width of pavement to the west property line of the site with only a striping taper prior to reaching the west end of the required paving so as to guide traffic in line with the two lane section of Ontario to the west. The developer desires to begin a full hard surface taper immediately after the Oregon Avenue intersection to the west which would allow the pavement width to narrow well before the western edge of the site. **The City Traffic Engineer does not desire a reduction in roadway width immediately at the Oregon Avenue intersection but instead if approved desires for it to begin further to the west which would end the taper at the west property line.**

Water. An existing 16-inch water main connection is located at the south east corner of the site along Ontario Street. The 16-inch water main will be required to be extended fully to the west property line of the site to meet City standards of matching and extending existing infrastructure through new development. The 16-inch main reflects the intent to extend this major line to the west for eventual looping of the line to the south to interconnect this area of the City.

Due to concerns about a long extended dead end run of a 16-inch line and the effects on water quality, the developer and City staff recommend that the extension west of Oregon Avenue be deferred for installation. The 16-inch line would be installed from the existing 16-inch portion along Ontario to the Oregon intersection to properly serve subdivision whereby it would cease continuing west. The reason for this request is to eliminate a dead end on the water main which can lead to poor water quality. A dead end would occur at this time of the line is extended due to lack of additional connection to the west of the site.

The developer has requested cost sharing for the oversizing cost difference between an 8-inch line and the required 16-inch. The developer would be required to place the cost equal to 8-inches of the water main in escrow with the City. The additional 8-inches would be paid for by the City upon such time as the 16 inch main is necessary to be installed extending to the west property line of the site.

Sanitary Sewer. A sanitary sewer main connection is available at the south east end of the proposed plat along Ontario Street which will provide sanitary sewer service to the entire development. The City has concluded that sanitary sewer capacity is available to serve the proposed subdivision.

Transit. Cy Ride currently has a bus turnaround location at the intersection of Ontario Street and California Avenue which is located east of this site approximately 700 feet from the proposed intersection with Oregon Avenue. Cy Ride currently has no plans to extend service beyond that point. As such this subdivision will not have direct Cy Ride service from within the subdivision. Pedestrian access to the California Drive Cy Ride stop is available from the proposed subdivision site.

Street Trees. A street tree planting plan has been submitted that includes street trees planted along all proposed streets within the development. No trees are proposed along the Ontario Street frontage. Chapter 23 of the Municipal Code, requires street trees for residential subdivisions along both sides of the street within a subdivision at a spacing of 30-50 feet on center to allow for the growth of the tree canopy, however, adjusted spacing is permitted by the code for obstructions in the right-of-way including driveway locations, underground utilities, and the location of street lights. Adequate spacing is available in most areas for street tree planting on the proposed plat.

Sidewalks & Pedestrian Trails Sidewalks are proposed on both sides of all proposed streets as well as a sidewalk along Ontario Street that can be accessed from the north at two separate locations connecting to the rest of the sidewalk network of the development. Missouri Street exceeds the 660 foot maximum for block length between Ohio Avenue and Oregon Avenue per Municipal Code requirements in 23.403. A sidewalk extending from Missouri Street south to Ontario Street within a 7' pedestrian easement along lot lines as proposed satisfies the requirement for a mid-block pedestrian connection in the event that a block length exceeds 660 feet, thus allowing for the current block length of Missouri Street to comply.

Open Space and Pedestrian Connections. Open Space areas are proposed by the applicant for the subdivision with the creation of the three Outlots for a total of 8.05 acres of open space proposed for the development. The FS zoning requires that 10% of the gross development area be designated as common open space which is intended for usable outdoor area for the residents of the development. Outlot A will feature open space for use by residents of the development. Outlot B contains sidewalk throughout the lot and encircling a water detention feature. Outlot C will feature usable open space for residents of the development. Staff would consider Outlots A, B and C as usable open space for the development for a total of 8.05 acres or 23.98% of the gross area of the development which meets the minimum requirement.

A residential sidewalk is planned for the area along the property lines of Lot 29, 30, 44, 45, 53 and 54 within a 7-foot pedestrian access easement from Outlot B north to Missouri Drive with a cross connection to the north side of Missouri Drive. This easement is relatively narrow with one foot of clearance on side of the walkway, but does allow for the minimum widths to ensure passage within the walkway.

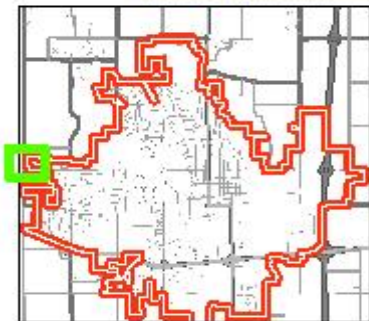
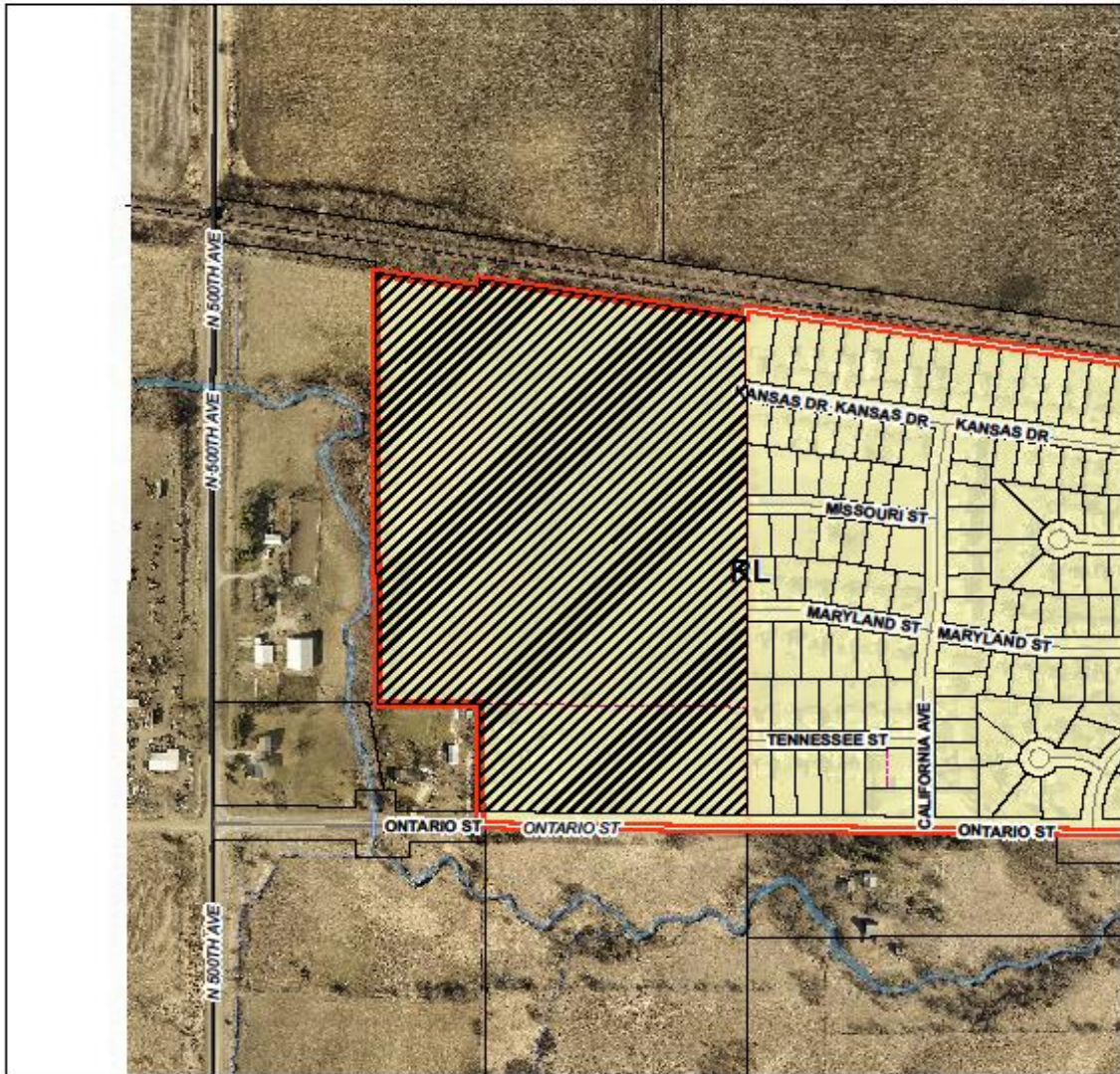
Storm Water Management. The Public Works Department has reviewed the submitted Storm Water Management Plan for this subdivision and has determined that the storm water detention as proposed will be sufficient for the projected needs of the

development. The stormwater from the proposed development area will be handled via a detention basin on Outlot A and three separate detention basins located on Outlot B. The Plan also includes the mandatory stream buffer and conservation area along the west property line.

Existing Tree Preservation. The developer is maintaining existing mature trees along the property line between Outlot B, Lots 24 and 25 and the neighboring property to the west in Story County addressed as 5923 Ontario Street. This was agreed to upon concerns expressed to the City and comments sent to the Planning & Zoning Commission from neighboring property owners on aesthetic impact of the new subdivision and existing properties as well as preservation of healthy mature trees.

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

Attachment A- Location and Zoning Map



↑
N
5871 Ontario Street
Birch Meadows Subdivision
Preliminary Plat

Attachment C- Preliminary Plat

FURMAN REALTY PRELIMINARY PLANS FOR BIRCH MEADOWS

PRELIMINARY PLAT
2016

GOVERNING SPECIFICATIONS

THE 2006 EDITION OF THE "IOWA STATEWIDE URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS" SHALL GOVERN.

IOWA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR HIGHWAY AND BROOD CONSTRUCTION" SERIES 2015 AND ALL CURRENT GENERAL SUPPLEMENTAL SPECIFICATIONS AND MATERIALS INSTRUCTIONAL MEMORANDUM SHALL GOVERN AS REFERENCED.

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

MUTC0 2009 AS ADOPTED BY IOWA DEPARTMENT OF TRANSPORTATION

OWNER

D&R FURMAN LLC
5873 ONTARIO ST
AMES, IA 50014

DEVELOPER

D&R FURMAN LLC
2607 NORTHDRIDGE PKWY
AMES, IA 50010

PREPARED BY

BOLTON AND MENK
2730 FORD STREET
AMES, IA 50010

SUBMITTAL DATE

AUGUST 30, 2016

LEGAL DESCRIPTION

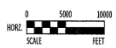
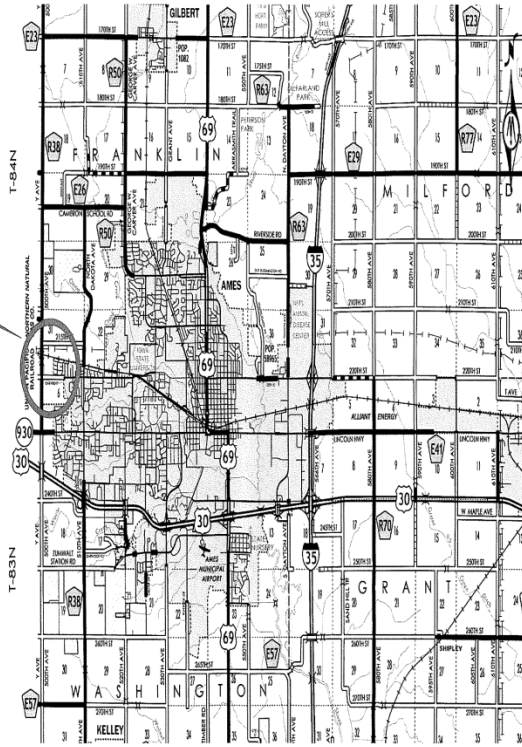
THE EAST SEVEN HUNDRED FORTY-THREE AND TWO TENTHS (743.2) FEET OF THE SOUTH THREE HUNDRED FIFTY-ONE AND SIXTY SEVEN HUNDREDS (351.67) FEET OF THE WEST HALF (W/2) OF THE SOUTHWEST FRACTIONAL QUARTER (SW FR. 1/4) OF SECTION THIRTY-ONE (31), TOWNSHIP EIGHTY-FOUR (84) NORTH, RANGE TWENTY-FOUR (24) WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AND BEGINNING AT A POINT ONE THOUSAND SIX HUNDRED EIGHT-TWO AND SEVENTY SEVEN HUNDREDS (1,682.77) FEET NORTH OF THE SOUTHWEST CORNER OF SECTION THIRTY-ONE (31), TOWNSHIP EIGHTY-FOUR (84) NORTH, RANGE TWENTY-FOUR (24) WEST OF THE 5TH P.M., STORY COUNTY, IOWA, THENCE SOUTH 81° 34' EAST FOUR HUNDRED FIFTY AND NINE TENTHS (450.9) FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE POINT OF BEGINNING, THENCE SOUTH 81° 34' EAST ONE THOUSAND FORTY AND FIVE TENTHS (1,040.5) FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE EAST LINE OF THE WEST HALF (W/2) OF THE SOUTHWEST FRACTIONAL QUARTER (SW FR. 1/4) OF SAID SECTION; THENCE SOUTH ONE THOUSAND ONE HUNDRED THIRTY AND NINE TENTHS (1,130.9) FEET ALONG THE EAST LINE OF THE WEST HALF (W/2) OF THE SOUTHWEST FRACTIONAL QUARTER (SW FR. 1/4) OF SAID SECTION TO THE NORTH LINE OF THE SOUTH THREE HUNDRED FIFTY-ONE AND SIXTY SEVEN HUNDREDS (351.67) FEET OF SAID WEST HALF (W/2) OF THE SOUTHWEST FRACTIONAL QUARTER (SW FR. 1/4), THENCE WEST ONE THOUSAND TWENTY-NINE AND THREE TENTHS (1,029.3) FEET PARALLEL TO THE SOUTH LINE OF THE SOUTHWEST FRACTIONAL QUARTER (SW FR. 1/4) OF SAID SECTION, THENCE IN A NORTHERLY DIRECTION ONE THOUSAND TWO HUNDRED SEVENTY-TWO AND SEVEN TENTHS (1,272.7) FEET TO THE POINT OF BEGINNING, EXCEPT TRACT "B" IN PART OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION THIRTY-ONE (31), TOWNSHIP EIGHTY-FOUR (84) NORTH, RANGE TWENTY-FOUR (24) WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON THE "ACQUISITION PLAT" FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA, ON THE 8TH DAY OF JULY, 1996, IN BOOK 14, AT PAGE 8, AND AS IND. NO. 96-06963.

ZONING

EXISTING:
F5-RL

PROPOSED:
NO CHANGES ARE PROPOSED.

PROJECT LOCATION



MAP OF THE
CITY OF AMES
STORY COUNTY, IA

LOTS LIE WITHIN THE SPECIAL FLOOD HAZARD
AREA AS SHOWN ON FIRM PANEL
19169C0137F EFFECTIVE 10/16/2014.



NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW, NOTIFY IOWA ONE CALL 1-800-292-8989

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

PLAN REVISIONS		
REV	ISSUED FOR	DATE

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BOLTON & MENK, INC. 2730 FORD STREET, AMES, IA 50010
PHONE: (515) 239-6100 FAX: (515) 239-6101 WWW.BOLTONMENK.COM

BOLTON & MENK, INC.
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2730 FORD ST., P.O. BOX 684 - AMES, IOWA 50010
Phone: (515) 239-6100 Email: Ames@bolton-menk.com
www.bolton-menk.com

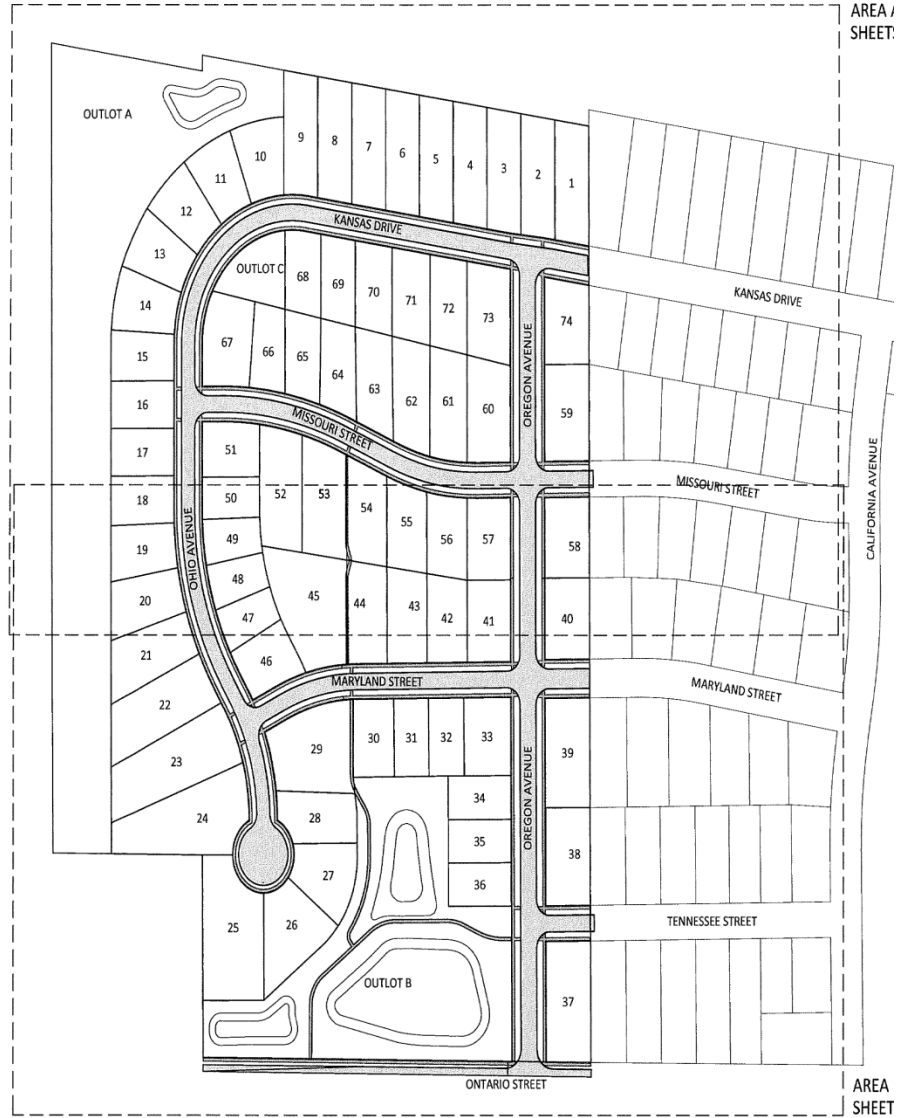
I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

GREGORY A. BROUSSARD, P.E.
REG. NO. 21974 DATE: _____

ENGINE EXPIRES DATE: 12/31/2017
NO. OF SHEETS COVERED BY THIS SEAL: _____
PAGE 8 OF _____

FURMAN REALTY	SHEET 1 OF 9
BIRCH MEADOWS	
PRELIMINARY PLAT	

Attachment C- (Cont.)



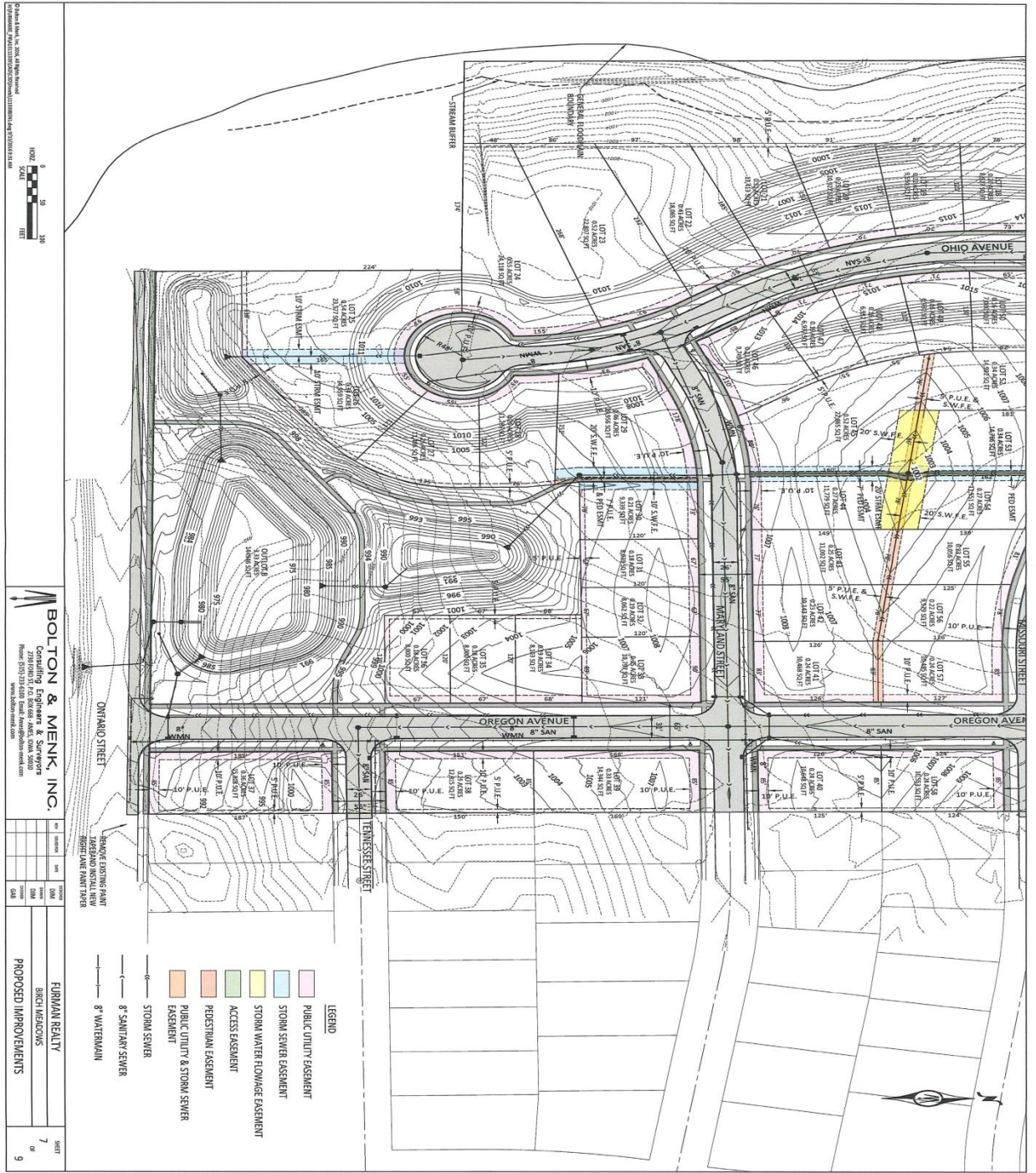
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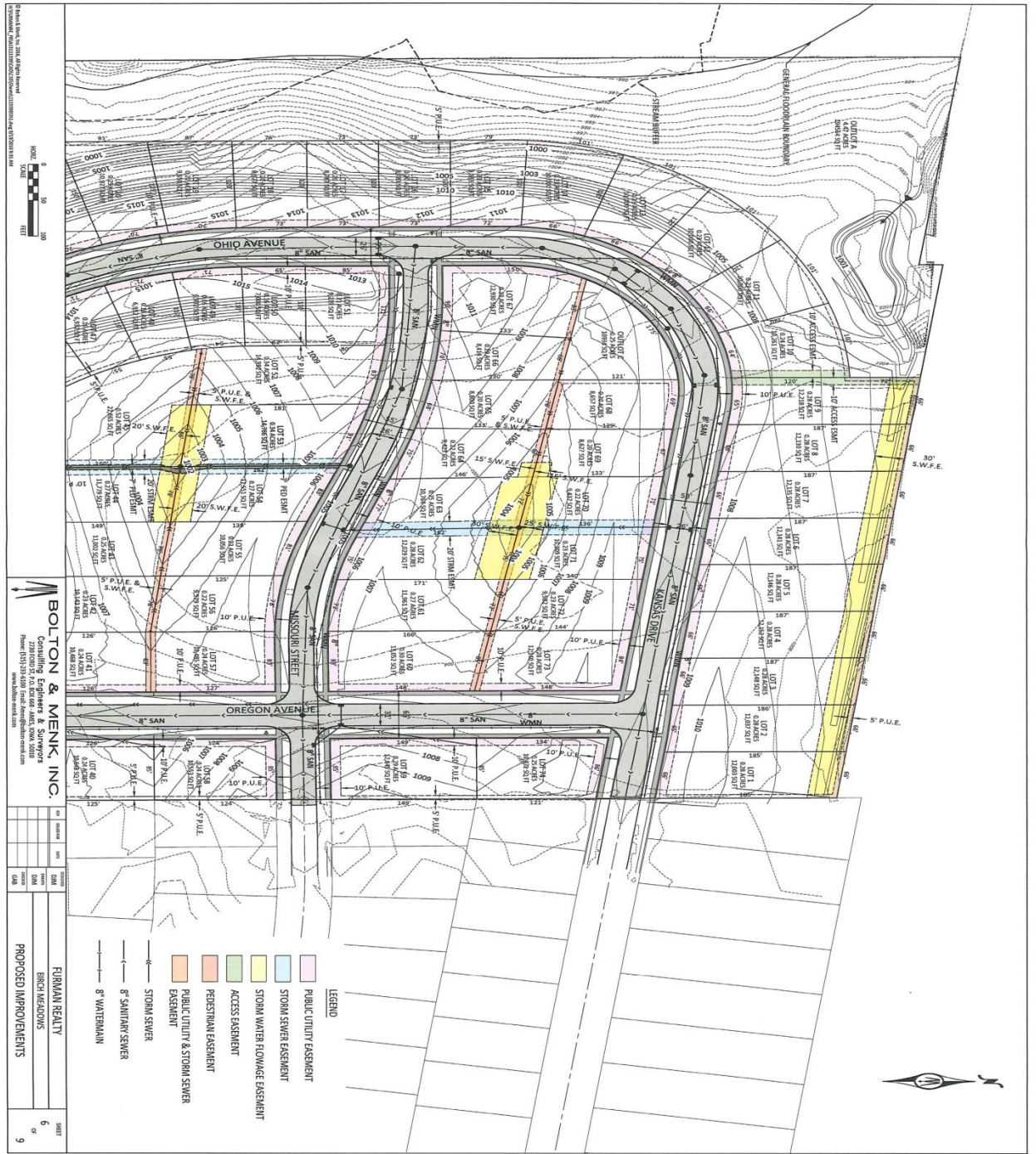
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BOLTON & MERIK
 Consulting Engineers & S
 2730 FORD ST., P.O. BOX 668 - AMES, IA
 Phone: (515) 233-6100 Email: Ames@bolt
 www.bolton-merik.com

Attachment C-(Cont.)



Attachment C (cont.)



Attachment D- Applicable Law

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

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

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

Ames Municipal Code Section 23.302(3):

(3) *Planning and Zoning Commission Review:*

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

Ames Municipal Code Section 23.302(4):

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

Ames Municipal Code Section 23.103(1) (Waiver)

Where, in the case of a particular subdivision, it can be shown that strict compliance with the requirements of the Regulations would result in extraordinary hardship to the Applicant or would prove inconsistent with the purpose of the Regulations because of unusual topography or other conditions, the City Council may modify or waive the requirements of the Regulations so that

substantial justice may be done and the public interest secured provided, however, that such modification or waiver shall not have the effect of nullifying the intent and purpose of the Regulations. In no case shall any modification or waiver be more than necessary to eliminate the hardship or conform to the purpose of the Regulations. In so granting a modification or waiver, the City Council may impose such additional conditions as are necessary to secure substantially the objectives of the requirements so modified or waived.

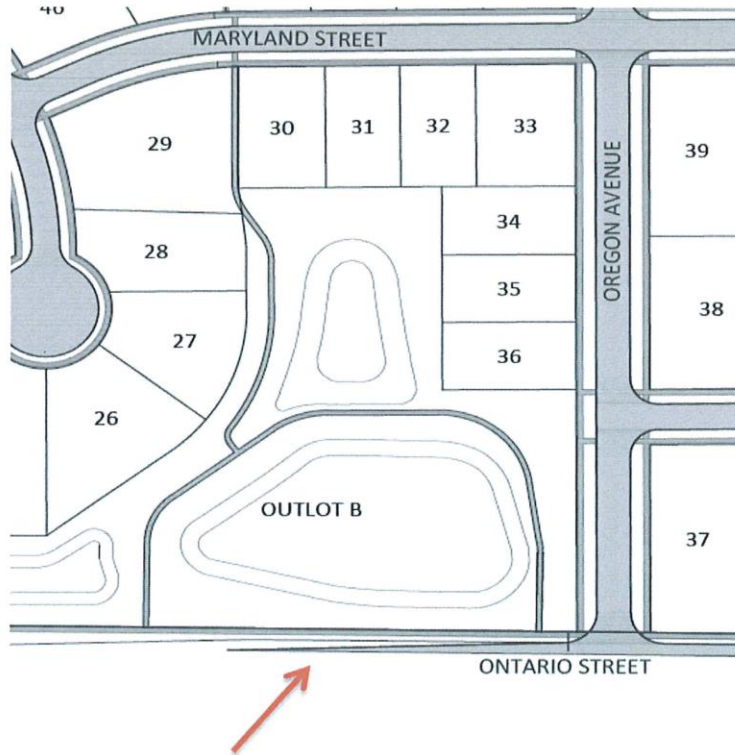
Attachment E

D & R FURMAN, LLC

2607 NORTHRIDGE PARKWAY
AMES, IA 50010
515-232-8884

To All Members of the Ames City Council

D & R Furman, LLC is requesting the use of a transition taper on the South end of the Birch Meadows Subdivision from Oregon Avenue to the Western most edge of the this subdivision.



Bolton and Menk have provided the following information:

1. Traffic Study

A traffic study was completed for the proposed subdivision to evaluate the need for a right turn lane at the entrance to Birch Meadows Subdivision from Ontario. It was determined that based upon the number of vehicle and turning movements that a west bound right turn lane is required at the subdivision entrance. The extension of the existing three lane section is required to the entrance of the subdivision.

The traffic study evaluated the need to extend the three lane section to the west of the subdivision entrance; there is not enough traffic to warrant the three lane section being extended. The existing two lane section is able to handle the existing traffic and all future traffic as well.

2. Urban to Rural Transition

This section of frontage provides the best opportunity to transition Ontario from an urban section to a rural section. Birch Meadows is the last developable piece of land east of county line road. Due to flood plain, major development of any of the parcels of land both on the north and south side of Ontario is not feasible. We are proposing creating a transition from an urban to a rural section along the frontage of our property. The transition would be completed using a taper to reduce from three lanes to two lanes.

3. Water Main

There is currently a 16" water main that runs along the north edge of Ontario. The water main is located under the existing third lane and will be extended as part of Birch Meadows to the entrance. The City's goal is to extend the water main to county line road and create a loop to the south. As part of the development D & R Furman, LLC will be extending the water main to the Oregon Street entrance. Due to the size of the water main and problems that would arise because of a dead end section of 16" water main if it were extended to the west end of the property D & R Furman, LLC will be placing money in escrow to cover the extension of the water main at a future date when it's able to be looped. The future water main when extended will be located under the extended third lane. During the installation of the future water main extension the third lane would have to be removed to install the 16" water main. Our recommendation would be to evaluate the traffic needs at the time the 16" water main is extended and install the third lane if needed at that point.

In summary, based on the lack of potential future development and combined with traffic study results we feel that extending the three lane section of Ontario past the entrance to Birch Meadows Subdivision will be piece of pavement that is not needed and will have to be removed to install new 16" water main. D & R Furman, LLC believes this transition taper would be the best solution.

Sincerely,



Richard L. Fitch
D & R Furman, LLC

COUNCIL ACTION FORM

SUBJECT: SCENIC POINT SUBDIVISION FIRST ADDITION, MAJOR FINAL PLAT

BACKGROUND:

The Hunziker Development Company has submitted a final subdivision plat for Scenic Point Subdivision. The proposed final plat (attached) includes 7 single-family detached housing units along a dead end private street. The subject site totals 4.23 acres and includes Parcel J, which was annexed into the city on July 14, 2015, and also includes a small area of Outlot A of Scenic Valley Subdivision previously platted north of the subject site. (See Attachment A Location and Existing Zoning Map).

The proposed subdivision is zoned as PRD (Planned Residential Development). Development in a PRD includes approval of a Major Site Development Plan and in this circumstance requires the approval of a Final Plat. The combination of the Major Site Development Plan and Final Plat set the development standards for the project. The PRD approval included construction of a private street to meet frontage requirements for individual lots. In this PRD no unique development standards for the individual lots have been approved; therefore, the standards for such items as maximum height and minimum building setbacks are referenced to follow FS-RL supplemental development standards for single-family homes. The PRD approval included a condition requiring installation of sidewalks on both sides of Scenic Point, which has been included by the developer.

The approved PRD included development of a private street, private sidewalks on both sides of the street, a private sidewalk connection to Scenic Valley subdivision to the north, and a public sidewalk connection along G.W. Carver to the north. Financial security has been posted for the public sidewalk installation occurring within three years of the approval of the final plat. The developer has not posted security for the private street or sidewalk improvements since they are not public improvements subject to City's inspection and acceptance. The sidewalk and street tree deferment agreement has been included with the Final Plat for installation of both private and public sidewalks and the street trees for each residential lot. The installation of the sidewalks must be completed the earlier of three years or prior to issuance of a certificate of occupancy for a house on the lot. The street trees are deferred until occupancy with no financial security required.

As part of the preliminary plat approval, a public sidewalk was only required north of Scenic Point due to the topographic constraints of the drainage area abutting the site to the east and lack of sidewalks further east extending to Bloomington Road. The Subdivision Code allows for a deferment of sidewalk improvements with financial security when topographic conditions make it difficult to complete the improvement or it is premature to install. Alternatively, the City Council can consider a waiver of the improvement itself in its entirety subject to specific findings of Section 23.103. The proposed final plat includes a waiver of the public sidewalk without financial security to

the south and east of Scenic Point due the hardship of sidewalk installation and topographic conditions that exist.

The developer has provided a letter of credit in the amount of \$59,756.00 for the completion of the public improvements, e.g. water, sewer and public sidewalk, which the City Council is asked to accept, along with those improvements that are already complete.

After reviewing the proposed Final Plat, staff finds that it complies with the approved Planned Residential Development and Major Site Development Plan, Preliminary Plat, adopted plans, and all other relevant design and improvement standards required by the Municipal Code.

ALTERNATIVES:

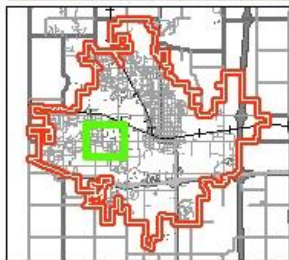
1. The City Council can approve the following three items:
 - a. Approve the Final Plat of Scenic Point Subdivision, First Addition, based upon findings that the Final Plat conforms to relevant and applicable design standards, ordinances, policies, and plans.
 - b. Accept the completed improvements along with the Improvement Agreement and financial security in lieu of the installation of the remaining required improvements.
 - c. Waiver of sidewalk improvements along G.W Carver to the south and east of Scenic Point (Section 23.103 (1))
2. The City Council can deny the Final Plat for Scenic Point Subdivision, First Addition if it finds that the development creates a burden on existing public improvements or creates a need for new public improvements that have not yet been installed.

CITY MANAGER’S RECOMMENDED ACTION:

The proposed final plat has no public street improvements as the PRD was approved with a private street. The private street and associated improvements are not reviewed or inspected by the City as part of the development process. The final plat does include necessary easements for pedestrian and vehicular circulation, including a required “hammerhead” turnaround at the end of Scenic Point for emergency access. Staff recommends approval of a waiver of the full extension of sidewalks along G.W. Carver, rather than a deferment, due to identified constraints of the drainage ditch to the east and no likelihood of right-of-way improvements that will make the extension feasible. Staff finds that the final plat conforms to Preliminary Plat and Major Site Development plan as well as improvement requirements of the Subdivision Code.

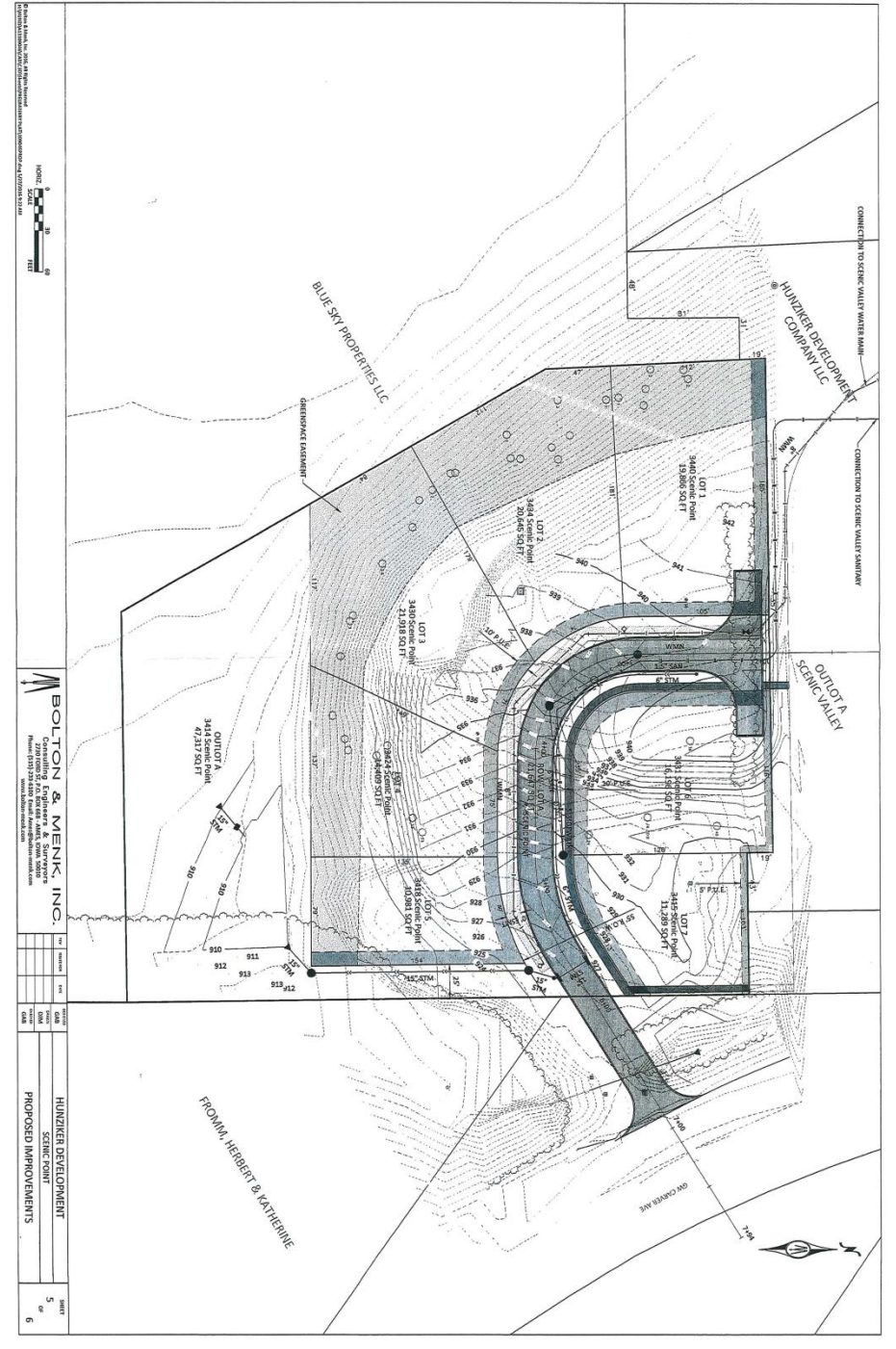
Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1 as described above.

Attachment A: General Location and Zoning Map



Scenic Point Subdivision, First Addition

Approved Preliminary Plat (with conditions to add sidewalks)





RECEIVED
 SEP 9 2016
 CITY OF AMES, IOWA
 DEPT. OF PLANNING & DEVELOPMENT

Applicable Laws and Policies Pertaining to Final Plat Approval

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

Ames *Municipal Code* Section 23.302

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

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

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

(c) The City Council may:

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

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

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

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

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

Sec. 23.103. WAIVER/MODIFICATION .

(1) Where, in the case of a particular subdivision, it can be shown that strict compliance with the requirements of the Regulations would result in extraordinary hardship to the Applicant or would prove inconsistent with the purpose of the Regulations because of unusual topography or other conditions, the City Council may modify or waive the requirements of the Regulations so that substantial justice may be done and the public interest secured provided, however, that such modification or waiver shall not have the effect of nullifying the intent and purpose of the Regulations. In no case shall any modification or waiver be more than necessary to eliminate the hardship or conform to the purpose of the Regulations. In so granting a modification or waiver, the City Council may impose such additional conditions as are necessary to secure substantially the objectives of the requirements so modified or waived.

COUNCIL ACTION FORM

SUBJECT: URBAN REVITALIZATION TAX ABATEMENT FINAL APPROVAL REQUEST FOR 2311 CHAMBERLAIN (THE EDGE)

BACKGROUND:

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

Property owners within an approved URA may apply for tax exemption for a complete project or preapproval for project that is planned to be built. **The City must determine if the completed improvements meet the standards in the Urban Revitalization Plan in order to grant tax abatement and forward the determination to the Assessor.** If the project complies with the criteria, it must be approved for tax abatement. In this instance, the project was begun under the prior set of criteria for Campustown that were amended in January 2016. The project must comply with the current criteria that are included within Attachment B. The most significant changes for this project was the inclusion of design guidelines for building design and to have a sign program approved by the Planning Director prior to tax abatement approval. The other criteria for public safety measures, mixed use and parking, clay brick, all remained the same from the time the project was initiated.

The Gilbane Development Company is seeking final approval of their mixed-use project at 2311 Chamberlain earlier than our customary annual approval cycle of February. Staff does not typically bring individual requests to the Council before February. The developer desires final approval in advance of February 2017 to assist in setting up the long term financing of the project this fall.

Gilbane estimates cost of the project at \$12,526,000. The estimate is based on construction cost or sales price provided by the property owner and may not be the same as the added property value upon which the abatement is based. The applicant indicates they will choose the 10-year abatement option.

The project includes 5,389 square feet of commercial space along the ground floor of the building along Chamberlain Street. Above the first floor is 86 apartments totaling 289 beds. The project includes below ground structured parking as well as ground level parking. More than 80% of required parking is within a structure. The site is also subject to previously approved shared and remote parking agreements with 111 Lynn and 2335

Chamberlain Street. Residential access occurs from a direct path to Lincoln Way and also to Chamberlain.

Planning and Police Department staff met with Gilbane representatives and walked the site in August 2016 to determine compliance with all of the criteria for eligibility. Police is satisfied with the lighting, windows, and visibility and residential access points as meeting the criteria. The site has been cleared for compliance with all of the other public safety measures as well. Planning staff also believes it is in conformance with the design requirements of the URA.

ALTERNATIVES:

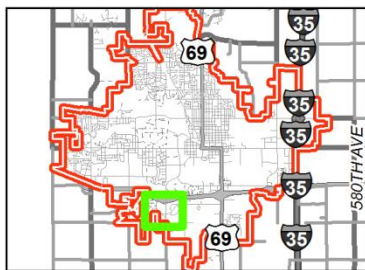
1. The City Council can approve the request for approval of tax exemption for the mixed use project located at 2311 Chamberlain Street, if it finds that it substantially conforms to the Campustown Urban Revitalization Area Criteria adopted in January 2016 by the City Council.
2. The City Council can deny the request for approval of tax exemption for the mixed use project located at 2311 Lincoln Way, if it finds that the improvements are not in conformance with the Campustown Urban Revitalization Area Criteria. If denied, the applicant may make modifications to the project to meet the criteria and submit a new request for tax abatement.

MANAGER'S RECOMMENDED ACTION:

Although final approvals do not normally occur during the regular calendar year, staff has attempted to meet a customer interest by bringing this request forward prior to February 2017. **Staff has completed an on-site inspection of the improvements constructed, and finds that the work completed conforms to the Campustown Urban Revitalization Area Criteria.**

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the request for tax exemption as conforming to the Campustown Urban Revitalization Criteria. Approval of the request for tax exemption will enable the City Assessor to process tax exemption for this property and determine the value of the respective exemption.

Attachment A



**Location Map
(Pre-Redevelopment)**

CAMPUSTOWN URBAN REVITALIZATION PLAN - Criteria for Renovation or New Construction

(A)

Project must meet one criterion of three options from Column (A).

- (1) **Slum and Blighted**
Properties where a majority of the assessed valuation has been determined to be substantially unsafe or to have an unsafe use by the City Council.
-OR-
- (2) **Parking & Mixed Use**
 - A minimum of 70% of the total required parking is provided in a structure. If utilizing a parking deck, the restrictions in Chapter 29.406(12) of the Municipal Code must be adhered to.
 - and
 - The first floor must be used for permitted commercial and retail uses as shown in Table 29.809 (2) of the Municipal Code or for a small production facility. The second floor must be used for either commercial or retail uses as shown in Table 29.809 (2) or for household living. All floors above the second floor must be used for household living.

-OR-

- (3) **Adaptive Reuse**
 - The building on the site is at least 50 years or older.
 - and
 - 70% of the area of existing walls of the structure will remain.
 - and
 - Historic materials and designs are preserved and/or restored.

(B)

Project must meet one criterion of two options from Column (B).

- (1) **Underrepresented**
Properties that are to include a business use where that actual sales of the business use is below the expected sales for the business use as determined by the City Council to be of benefit to the City.
-OR-
 - (2) **Design Standards**
 - Retail and office uses on the first floor adjacent to a public sidewalk must have direct access to the public sidewalk.
 - and
 - Buildings greater than 3-stories shall include architectural features that create visual interest and variation in building design by differentiating building facade elements and include visual relief for long facades.
 - and
 - Approval of master sign program by the Planning and Housing Director with signage designs that are complimentary to the building design and supports business identity
 - and
 - Limit driveways along Lincoln Way and Welch Avenue if alternative means of access are available. No drive-troughs are allowed along the Lincoln Way and Welch Avenue.
 - and
 - 100% of the front facades and 80% of the remaining sides of the structure shall be faced with clay brick for the first four stories. On stories five through seven any other building materials except vinyl will be allowed.
- OR-
- An adaptive reuse project (A3) may use siding materials that are historically significant for all stories of a building.

(C)

All projects with residential uses shall also meet the following criteria or equivalent as approved by City Council.

1. Limit commercial space in the same building to the ground floor.
2. Provide separate entrances for commercial and residential uses.
3. Residential entrances are visible from the street and provide secure access.
4. Prevent access from the exterior to the interior through doors that serve only as fire exits.
5. Prohibit public access to structured parking, using overhead door and secure access control.
6. Provide transparent glass windows into all stairwells.
7. Provide camera monitoring of all pedestrian and vehicle entrances and areas.
8. Minimum widths of all exit routes: 48" for halls, 42" for doors, 60" between rails for stairs.
9. No balconies are permitted.
10. Provide for natural daylight requirements of applicable codes with exterior windows.
11. On facades facing any street use only fixed windows, note modified tamper resistant windows do not comply.
12. Design of all other windows to pre-vent passing of sphere larger than 4" diameter.
13. Prevent by physical means access to all roofs.
14. Where access is not required, pro- vide security fencing controlling access to all areas between new or existing buildings.
15. Provide a minimum of four 100w metal halide or LED 6,500 lumens light fixtures on each building façade: two at elevation between first and second floors and two at elevation between third and fourth floor.

Campustown URA Criteria Appendix

1. All Projects must comply with an option from both column A and column B. Additionally, projects with residential uses must also comply with all requirements of column C.
2. Projects requesting final tax abatement approval must be compliant with an approved Site Development Plan and have received a certificate of building occupancy from the City of Ames Inspection Division.
3. All features incorporated into a project to meet URA criteria must be maintained for the life of the tax abatement.
4. Applications for final tax abatement approval must include supporting documentation for each of the relevant criteria.

5. Architectural Design Guidelines:

The intent of this criterion is to promote building variation appearance within Campustown. The relative scale of new buildings can lead to similar building appearances due to construction techniques, uniform roof lines, and long building lengths; whereas, Campustown historically had diversity in building appearance and scale.

Visual interest of a building means incorporating architectural features that define buildings elements, such as the base, middle, and top of a building. Appropriate architectural features can include window details, brick and material color variations that highlight building elements and support building identity, parapets, or expressive storefront glazing systems.

Variation and Relief means building offsets that affect the apparent massing of the building at the ground level or for upper stories. For example, a uniform storefront at the base of building may have upper floor relief with a courtyard or changes in facade planes, alternatively, the lower levels of the building may have the appearance of multiple facades with a building offset that differentiates the facades and has a minimum depth of 6 inches. Recessed storefronts creating outdoor usable space at the ground floor can also provide variation and relief. The degree of needed facade relief will correspond to the scale of the building and length of the facade to achieve the desired effect of the URA criteria. Long facades are generally in excess of 60 feet, substantially longer facades may necessitate additional elements of relief.

6. Master Sign Program

Sign program details in the plan shall include the style of signs (blade, channel letters, etc.) location of signs, size and scale, lighting details, method of attachment to buildings.

Signage shall be orientated to the pedestrian level, internal illuminated cabinet signs with white or light color backgrounds are prohibited, channel letters should be affixed directly to the building without a visible raceway or have a backing panel that covers a creating the appearance of an overall sign face. Preferred signage would be decorative in appearance through its use of sign face materials, design, lighting, and style of signage.

In consideration of approval of the Sign Program, the Planning Director will review the Campustown Idea Book signage guidelines, scale of signage and location in relation to the building features, and lighting type. Once a sign program is approved, individual sign permits must be consistent with the sign program.

September 21, 2015

Kelly Diekmann
Planning and Housing Director
Department of Planning and Housing
City of Ames
City Hall, 515 Clark Avenue,
Ames, IA 50010

Dear Mr. Diekmann,

**ISU Student Housing – 2311 Chamberlain Street, Ames, IA 50014
Request for Prior Approval for Eligibility for Tax Abatement**

Our above project is located within the Campustown Revitalization District which offers a Tax Abatement Program incentive to encourage new development and help enhance the community in the university area.

In pursuant to Section 404.4 of the Iowa Code, we submit herewith the necessary application form for Prior Approval for Eligibility for tax abatement on this project.

Our approved Minor Site Plan drawings were designed and submitted to meet the development standards in the zoning code as well as the tax abatement program. Every effort will be made to ensure that the conditions in the approval letter dated April 24, 2015 and the criteria listed on tax abatement application form are complied. In addition, we understand that it will be subjected to the improvements being completed and inspected to ensure that these requirements are fulfilled.

The construction of the student housing project is in progress and is expected to be completed in July 2016. Over the course of construction, we will continue to work diligently with the Staff and the Police Department to address any concerns.

Please note that even though the Subdivision Plat was approved early this month, the parcel has not been assigned a Parcel Identification from the Assessor's Office as yet.

We hope this written request will be considered favorably and we look forward to hearing from you soon.

Please do not hesitate to contact me for any other information you may need.

Sincerely,



Andrew Ang
Development Director
Gilbane Development Company

2311 Chamberlain Street Project Description

The project is a mixed-use development with 289 beds in 83 apartment units and 5,390 SF of retail. The building is a 5-story wood structure over a 2-story structured parking podium with an all brick façade on the first four floors along Chamberlain Street. The building will have a gross floor area of 187,000 SF including the retail and amenity space, plus 169 parking spaces.

Amenities include a fitness center, social lounge and a coffee bar. The lobby on the first level will have secured access to the residential floors above. Additionally, there is a clubhouse and TV lounge on the first residential floor that directly opens out into a semi-enclosed courtyard on the roof deck of the parking structure.

Ground Level Commercial Space (5,390 sf) is accessible from the street level fronting Chamberlain Street with service access from the parking garage on the same level. There are a total of three (3) commercial condominium units located on the 1st and 2nd Floor. The 2-level parking garage comprises of 196 spaces for residential and commercial use. A common trash area is located on the 1st level of the parking garage where it is accessible for the commercial units. There are 2-common enclosed stairways, each connecting the parking levels to the residential levels above.

Centralized entry to the residential units is located on the First Floor Level via a common lobby. Other residential entry points from garage and exterior are electronically controlled and limited to residents only. There are a total of 83 residential units comprising of 2, 3 and 4-bedroom units. Unit sizes and configuration vary.

Staff Report

**PERMANENT TRAFFIC SIGNAL REQUEST
AT 13TH STREET AND KELLOGG AVENUE INTERSECTION**

October 11, 2016

BACKGROUND:

As part of Phase II of the Hospital expansion project, a temporary traffic signal was installed at the 13th Street and Kellogg Avenue intersection to assist in the management of traffic while vehicles from the Hospital were rerouted towards Kellogg Avenue. During that time, egress traffic to Duff Avenue was cut off at the main entrance located at 11th Street. The temporary signal has been in operation since September 12, 2014 (25 months). Recently, the Hospital project has progressed such that full access was restored to Duff Avenue and the removal of the temporary signal was scheduled along with other traffic control measures throughout the neighborhood along Kellogg Avenue (as of 9/9/2016).

However, after being informed that the temporary signal was going to be removed, neighborhood representatives contacted the City requesting that the signal remains on a permanent basis to primarily facilitate the crossing of school-aged pedestrians north-south across 13th Street. Staff was asked to study the intersection to see if the traffic signal was warranted. It is the professional opinion of staff that it is unlikely the traffic signal is warranted now that traffic patterns have been restored back to existing signal at 11th Street and Duff Avenue. It should be noted that **approximately 220 ft. East of temporary Kellogg Avenue, there is a signalized pedestrian crossing in place in front of Fire Station #1 for pedestrians crossing 13th Street (see attached map).**

Issues for consideration include, the permanent investment to signalize an intersection (approximately \$350k to \$375k for 4-leg intersection, c. 2016) is typically identified in the City's transportation planning processes and not in response to temporary construction situations. The planning process coordinates and prioritizes the implementation of transportation improvements across the network. **This intersection has not been identified for signalization in any planning process.**

Another consideration for a signal is whether there are significant safety issues at the intersection that can be mitigated by the installation of a traffic signal. Staff conducted a preliminary review of the accidents using the current Statewide database (2006 - Sept. 2016) and found that there 13 accidents in the 8 year period (av. 1.5/year) operating as a 2-way Stop, and seven crashes in the 2 year period (av. 3.5/year) in which the temporary signal was in place. **That represents more than double the yearly accident rate while the signal has been in place.**

Option 1:

Direct staff to conduct a traffic signal warrant study after the temporary signal has been disabled. This option would have staff conduct a warrant study following Federal guidance under Chapter 4 of the Manual on Uniform Traffic Control Devices. The existing temporary traffic signal will be disabled while a period passes such that traffic patterns return to normal conditions. This is because the temporary signal will attract traffic that would not normally go towards Kellogg Avenue. This approach would be the appropriate method for the objective evaluate the intersection using quantitative methods.

If option one is selected, staff will create a probable timeline showing when the temporary signal would be disabled (likely summer of 2017) and the study completed, which would follow with a report back to City Council on the results of the study. In the case that a signal meets the appropriate Federal warrants and City Council directs the installation, staff would include the project in the following Capital Improvements Plan.

Option 2:

Direct staff to conduct a traffic signal warrant study with the temporary signal in place. This option would have staff to conduct a warrant study while leaving the temporary traffic signal operational understanding that the data, and therefore the results of the study, could be skewed. This approach would try to justify the current condition.

If option two is selected, staff will follow the study with a report back to City Council on the results of the study. In the case that a signal meets the appropriate Federal warrants such that the signal would remain and City Council directs the installation, staff would include the project in the following the Capital Improvements Plan. If it was not warranted staff is likely to recommend removal.

Option 3:

Direct staff to keep the temporary signal without a warrant study and program the permanent installation in the CIP. This option would direct staff to program in the Capital Improvements Plan the signalization of the 13th Street and Kellogg Avenue intersection based on citizen feedback only.

If option three is selected, it is likely that the City would incur liability for installing a traffic control device without engineering justification. Therefore, staff would caution City Council against moving forward with this option.

Option 4:

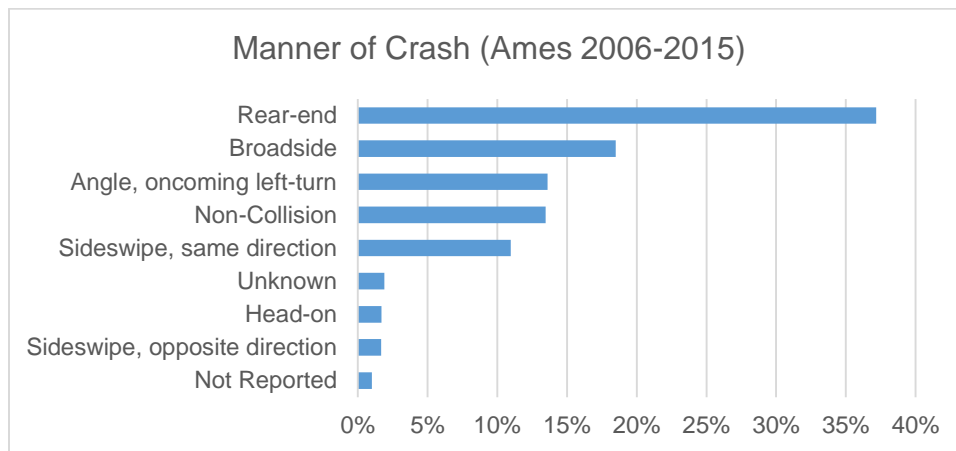
Direct staff to remove the temporary traffic signal without any further action. This option would direct staff to proceed as previously planned with the Hospital project to restore the neighborhood back to its original operation after the main entrance and internal site circulation of the hospital could support two-way traffic.

If option four is selected, staff will contact the contractor who owns the temporary signal and schedule a time to remove the equipment and generate a final billing to the City.

STAFF COMMENTS:

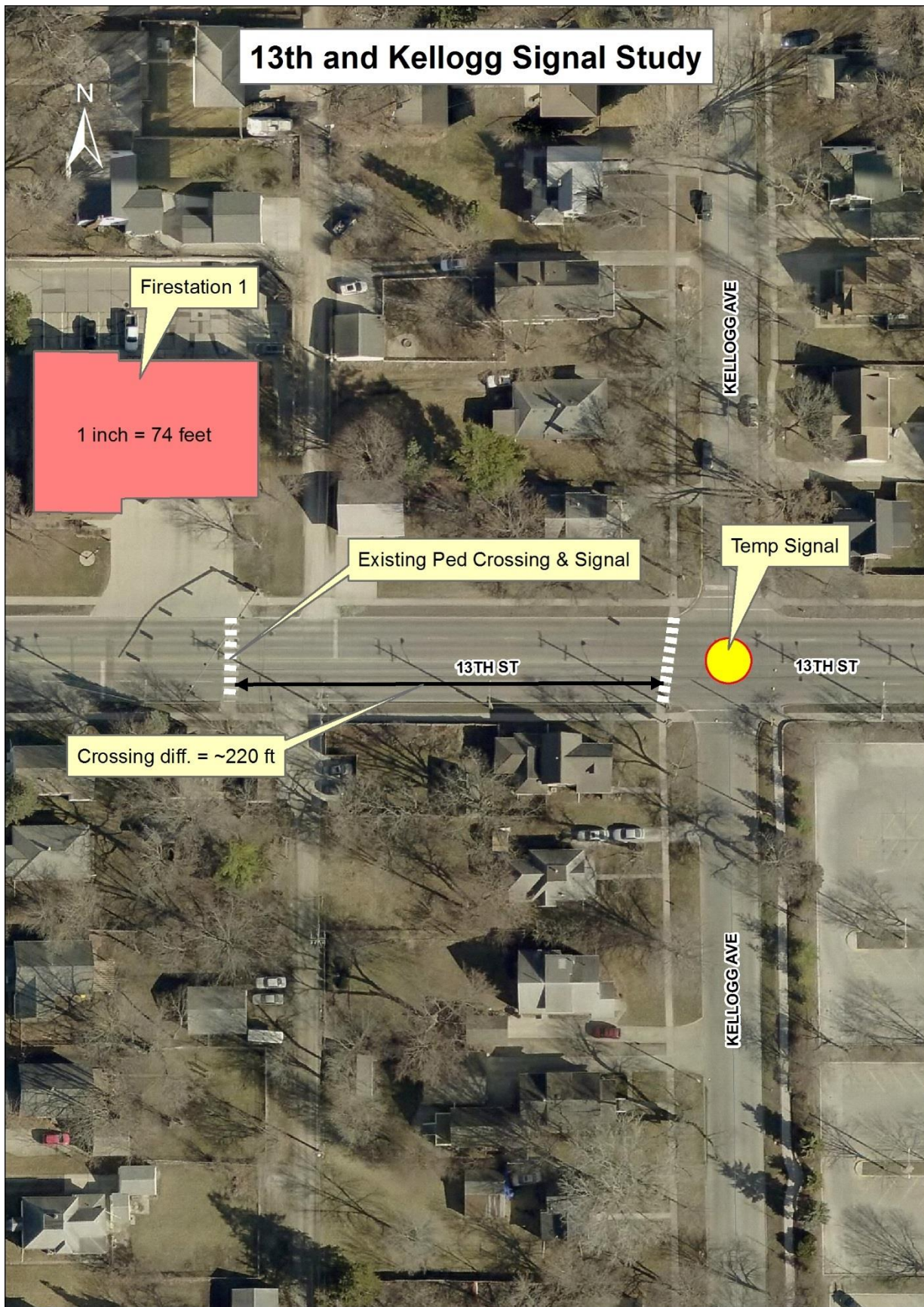
When selecting the location and type of traffic control, it is important to weigh the pros and cons of each type of control given the context of the site. In the case of evaluating the use of a traffic signal, it should only be considered when data shows that a location has met the minimum criteria for volume or safety requirements and that a traffic signal is the most appropriate method to mitigate the issue.

A traffic signal can be an effective solution at higher volume intersections because it helps to clarify right-of-way for conflicting traffic movements and, therefore, greatly reduces the potential for crashes that usually result in severe injury such as broadside (t-bone) or angled accidents (from left-turns). However, this comes with a tradeoff, as traffic signals will increase the potential for rear-end accidents that, given urban speeds, rarely result in more than property damage to the vehicles involved (see 10-year summary below).



Data for Ames shows that angle and broadside accidental result in minor injury or worse 9.3% of the time, whereas rear-end result in injury 6.1%. You are approximately 1.5 times more likely to be injured in an angled crash than a rear-end. However, in the case of 13th Street and Kellogg Avenue, the data does not show that there is a safety issue with angle or broadside accidents. Therefore, without mitigating a quantifiable safety problem, the City could be accepting a higher crash rate at this intersection, as was previously discussed in this report.

13th and Kellogg Signal Study





Fwd: MGMC Neighbor Update
Damion Pregitzer
to:
Diane R Voss
10/07/2016 04:54 PM
Hide Details
From: Damion Pregitzer <dpregitzer@city.ames.ia.us>
To: Diane R Voss <DVoss@city.ames.ia.us>

1 Attachment



Update. Closure of 11th St. Exit. 9.2.16.docx

----- Forwarded message -----

From: Molly Helmers <molly.helmers@gmail.com>
Date: Sun, Sep 4, 2016, 11:11
Subject: Fwd: MGMC Neighbor Update
To: Damion Pregitzer <dpregitzer@city.ames.ia.us>, Steve Schainker <sschainker@city.ames.ia.us>
Cc: Harrison Hallock <pshallock@yahoo.com>, Lee Burras <lburras@iastate.edu>, Eric Snyder <esnyder@city.ames.ia.us>, <nschieffer@city.ames.ia.us>

Damion or Steve:

Am I reading Lynn Whisler's e-mail correctly that the temporary stoplight at 13th & Kellogg will no longer be in use starting Friday? There are a number of kids and families who cross there on their way to/from Meeker Elementary, and we all agree it's safer to cross at an intersection rather than at the fire station light in the middle of the block. Is it possible to keep the temp light functional until a formal decision is made by the council on its long-term status? I assume it's a question of both financing and larger traffic patterns.

Will someone be alerting folks at the school if there's to be a change? I've copied Officer Schieffer, the school resource officer, so he's in the loop.

Thanks!

Molly Helmers

----- Forwarded message -----

From: **Wirth, Tara** <wirth@mgmc.com>
Date: Fri, Sep 2, 2016 at 10:42 AM
Subject: MGMC Neighbor Update

Attached is an update from Lynn Whisler on the traffic pattern for the area near the corner of Kellogg & 11th Street.

September 2, 2016

Mary Greeley Medical Center Master Plan Update

Dear MGMC Neighbors,

I am writing to let you know that on Friday, September 9, 2016, we will restore two way traffic at Duff and 11th Street. This means cars will no longer exit from the Mary Greeley campus via 11th Street onto Kellogg. We will be removing the jersey barriers and signs from 11th and 12th Streets early the morning of September 9. Traffic and parking along Kellogg will be returned to "normal". Also, the temporary stoplight at 13th and Kellogg will be discontinued. This stoplight was generally well-received, so I have asked Steve Schainker to update us as to whether the City of Ames will install a permanent stoplight at that location.

Again, thank you for your patience and support. Although we still have to complete our new ambulance garage and site work on the east side of our campus, we hope to wrap up by mid-October.

Please contact me if you have any questions.

Sincerely,

Lynn Whisler



Fwd: traffic signal at 13th & Kellogg

Damion Pregitzer

to:

Diane R Voss

10/07/2016 04:53 PM

Hide Details

From: Damion Pregitzer <dpregitzer@city.ames.ia.us>

To: Diane R Voss <DVoss@city.ames.ia.us>

----- Forwarded message -----

From: Molly Helmers <molly.helmers@gmail.com>

Date: Thu, Sep 15, 2016, 10:31

Subject: traffic signal at 13th & Kellogg

To: Damion Pregitzer <dpregitzer@city.ames.ia.us>

Cc: Thomas J Shelton <TShelton@city.ames.ia.us>

Damion:

I forwarded an update on the traffic signal at 13th & Kellogg to our neighborhood list. A few folks responded with questions and input about traffic patterns in the area. Of most immediate concern is school crossing guard Elizabeth Thorson's feedback and questions. She would agree that keeping the school crossing at the intersection is safer than moving it back to the fire station but wonders if the following upgrades could be considered with a permanent light:

- A signal that changes quickly after a pedestrian pushes the button to cross - currently there is a delay of up to a minute.
- An option to delay the green light for north/south traffic so pedestrians cross first, before vehicles turn east or west into their path. Turning traffic is a primary concern.
- An option for no right turns on red during school crossing hours (7:45-8:30am and 3:30-4:15pm).
- A light timed for pedestrian crossings.

The primary concern neighbors have is the volume and speed of traffic exiting the hospital/medical lot and continuing west on 12th Street to Grand Ave. A number of the properties on 12th Street do not have sidewalks, so we see a fair amount of pedestrian traffic in the street, making it a very real safety concern. We also all regularly see drivers blow through the yield sign one block west at 12th and Burnett, and I've personally witnessed a near miss with a bicycle. A full 4-way stop or another more effective traffic calming tool at that intersection would be appreciated - and would hopefully encourage more people to use 13th rather than drive through the neighborhood.

Neighbors understand the traffic calming issue is not something that will be taken up immediately but will be assessed in the coming months, as traffic patterns return to "normal" and if a fuller traffic study is done related to the signal at 13th and Kellogg.

Thanks!

Molly Helmers
1127 Burnett Ave

COUNCIL ACTION FORM

SUBJECT: 2015/16 AIRPORT IMPROVEMENTS PROGRAM (AIRPORT TERMINAL BUILDING)

BACKGROUND:

Within the City's 2015/16 Capital Improvements Plan, the Airport Improvements Program includes a project to construct a new terminal building, an itinerant hangar, and related site improvements at the Ames Municipal Airport.

In accordance with an agreement between the City and Iowa State University, the itinerant hangar is being constructed with funds from private donations.

The City is responsible for arranging construction of the airport terminal building. The budget for the various components was projected as follows:

Revenues		Projected Expenses	
G.O. Bonds	\$867,000	Site Design	\$160,000
G.O. Bonds (Abated) ¹	\$943,000	Site Construction	\$744,580
Federal	\$600,000	Terminal Design	\$266,700
State	\$150,000	Terminal Fixtures/Furnishings	\$282,400
ISU	\$250,000	Terminal Construction	\$1,856,320
Hotel/Motel Tax	\$250,000		\$3,310,000
AEDC	\$250,000		
	\$3,310,000		

¹ It is expected that the principal and interest payments on these bonds will be abated with increased revenue from the new FBO management agreement. A shortfall, if any, will be covered by ISU.

Bolton & Menk and Alliance, the City's civil engineers and airport architects, respectively, completed plans and specifications for this contract with a base bid consisting of the terminal building plus minor site improvements, and an alternate bid package for enhanced aesthetic features. The engineer's estimate was \$1,829,850 for the building, \$115,000 for furnishing, \$167,400 technology and other equipment, and \$61,997 for bid alternates.

On September 7, 2016, bids were received from ten bidders. A summary table of the bids is shown on the next page:

Bidder	Base Bid	Alt No.1	Alt No.2	Alt No.3	Alt No.4	Alt No.5	Total
Engineer's Estimate	\$1,829,850	\$11,131	\$9,366	\$25,000	\$11,000	\$5,500	\$1,891,847
Jensen Builders LTD	\$1,973,900	\$38,250	\$14,900	\$100	\$14,900	\$3,700	\$2,045,750
Woodruff Construction LLC	\$1,974,923	\$36,500	\$16,500	\$120	\$12,000	\$3,900	\$2,043,943
Rochon Corporation of IA Inc	\$2,036,000	\$50,000	\$16,000	\$200	\$22,000	\$3,800	\$2,128,000
Pro Commercial	\$2,082,167	\$48,957	\$15,095	\$100	\$14,980	\$5,789	\$2,167,088
R.H. Grabau Construction Inc	\$2,145,555	\$54,350	\$18,360	\$822	\$24,663	\$4,300	\$2,248,050
The Hansen Company Inc	\$2,149,000	\$49,000	\$15,750	\$700	\$22,200	\$3,750	\$2,240,400
Larson & Larson Const LLC	\$2,149,000	\$50,000	\$22,000	\$85	\$26,000	\$5,000	\$2,252,085
Edge Commercial	\$2,197,500	\$53,290	\$15,300	\$15,600	\$24,250	\$4,100	\$2,310,040
CPMI Construction LC	\$2,239,000	\$48,100	\$15,600	\$105	\$21,700	\$3,700	\$2,328,205
Henkel Construction Company	\$2,249,800	\$37,900	\$28,500	\$125	\$24,300	\$6,300	\$2,346,925

On September 13, 2016, City Council accepted the report of bids and approved the final plans and specifications for the project while delaying award of the contract to allow staff to explore options for bringing the overall project within the budgeted amount of \$3,310,000. This due to the low bid for the terminal construction being \$117,000 over the available budget.

Because of the high number of primary contractors who submitted bids for the terminal project, along with the extensive number of sub-contractors who submitted proposals for the project, the City's design engineer believes rebidding the project as currently designed would not achieve lower bids. Furthermore, in talking to the bidders it was determined there was nothing included in the specifications that caused higher than expected bids.

In the time following the September 13th meeting, the City's Information Technology and Purchasing staff pulled together a detailed cost summary for the technology bid (Wi-Fi, security cameras, monitors, wiring) and the furniture/equipment bid, respectively, which were to be handled separately from this construction contract. Staff has now developed refined cost estimates of \$34,700 for technology equipment and \$98,900 for furniture/equipment in all public spaces. The following table summarizes the revised budget for the terminal building:

Project Element	Budgeted Amount	Estimated Amount	Difference
Terminal Construction	\$1,856,320	\$1,973,900	(\$117,580)
Technology	\$151,400	\$34,700	\$116,700
Furniture/Equipment	\$131,000	\$98,900	\$32,100
Design	\$426,700	\$426,700	\$0
Site Construction	\$744,580	\$744,580	\$0
Total	\$3,310,000	\$3,278,780	\$31,220

As shown above, the overall project estimate is within the available budget after accounting for the site work, site and terminal design, furniture, and technology costs. However, only \$31,220 is available as a contingency for any change orders that might be justified during construction of the terminal project. It should be

noted that the City's design engineer has recommended a contingency of \$98,695 (5%) for the construction project, which leaves us \$67,475 short in contingency.

ALTERNATIVES:

1. Award the 2015/16 Airport Improvements Program (Terminal Building) to Jensen Buildings LTD of Des Moines, IA, in the amount of \$1,973,900 for the base bid without any alternates.

Under this alternative, the City will assume the total financial responsibility for any change orders in excess of \$31,220 that might be needed.

If this alternative is supported, the staff will move forward with the Terminal Building construction, which is estimated to be completed by July 1, 2017. Concurrently, staff will issue the bid packages for technology and furniture in coordination with the terminal construction.

2. Award the 2015/16 Airport Improvements Program (Terminal Building) to Jensen Buildings LTD of Des Moines, IA, in the amount of \$1,973,900 for the base bid without any alternates.

Under this alternative, the award of the contract is conditioned on the AEDC, ISU, or both entities agreeing to share with the City the financial responsibility for any change orders in excess of \$31,220 that might be needed.

If this alternative is supported, the staff will move forward with the Terminal Building construction, which is estimated to be completed by July 1, 2017. Concurrently, staff will issue the bid packages for technology and furniture in coordination with the terminal construction.

3. Reject the bids and direct staff to make modifications to the 2015/16 Airport Improvements Program (Terminal Building) specifications and rebid the project in the future.

MANAGER'S RECOMMENDED ACTION:

Now that the budgets for the technology and furniture elements of the project have been refined, sufficient funds are available to finance the base bid, without any alternates, as submitted by the low bidder. However, in order to proceed, the City Council should determine how change orders are to be financed if they end up totaling more than \$31,220.

One approach would be to require either one or both of the two partners on this project, the AEDC and ISU, to share equally in these extra costs if needed. However, the AEDC has indicated to City staff that it is not possible for them to offer any additional funding for change orders related to this project because they have already maxed out their

fund raising efforts with the itinerant hangar and an additional \$250,000 towards the terminal project.

Because the amounts that may be needed for change orders are unknown, the University is unable to commit to an uncapped expense at this time beyond what they have already committed to the project. However, University Administration has indicated that they are willing to discuss possible participation in change orders if they are needed in the future.

Given the fact that the private sector has already raised funds to build the Itinerant Hangar that should be valued in excess of \$1,000,000 and will be contributing an additional \$250,000 towards the Terminal project, and that ISU is already guaranteeing the debt service for over \$913,000 and an additional \$250,000 for the Terminal building, it could readily be argued that our two partners have already made appropriate levels of contribution towards the City's Airport improvements.

Assuming the City Council concurs with this conclusion, it is the recommendation of the City Manager that the City Council support Alternative #1, thereby awarding the 2015/16 Airport Improvements Program (Terminal Building) to Jensen Buildings LTD of Des Moines, IA, in the amount of \$1,973,900 for the base bid without any alternates. **This alternative will require the City to assume the total financial responsibility for any change orders that might be needed in excess of \$31,220.**

Authorized representatives from the AEDC and ISU previously had committed \$250,000 each towards the construction of the new Airport hangar. As evidenced by the attached correspondence, they have committed to transferring these funds to the City within the next two weeks.



Smart Choice

October 6, 2016

Steve Schainker, City Manager
City of Ames
515 Clark Ave.
Ames, IA 50010

Steve,

Please allow this letter to confirm the intention of the Ames Economic Development Commission (AEDC) to deliver to the City of Ames the \$250,000 for our commitment to the construction of the new terminal at the Ames Municipal Airport.

This is a significant investment for our organization, in particular after our contributions and fundraising efforts to construct the new 11,400 square foot hangar that was recently completed, which will soon be gifted to the City of Ames. The AEDC is pleased with the City's leadership to move the airport improvements forward and construct the new terminal, which will refresh a very important gateway to our community.

Subject to the Ames City Council approving the contract for the construction of the terminal on Tuesday, October 11th we will deliver the \$250,000 to you on or before the close of business on October 25, 2016.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Culhane', is written over a light blue horizontal line.

Daniel A. Culhane
President & CEO
Ames Economic Development Commission

CC: Dave Benson, Chair, Ames Economic Development Commission

From: "Lackey, Miles [PRES]" <mlackey@iastate.edu>
To: "sschainker@city.ames.ia.us" <sschainker@city.ames.ia.us>

Date: Friday, October 07, 2016 04:43PM
Subject: Award of Bid

Steve:

This note confirms ISU's intent to transfer \$250,000 to the City of Ames (pursuant to the attached agreement) within two weeks of an award of bid being issued. Please let me know if you have any questions.

Thank you,

Miles

Miles Lackey
Chief Financial Officer
Iowa State University
O: 515-294-2220
F: 515-294-0565

Attachments:

DOC092316-09232016101831.pdf

ITEM# 42a&b
DATE: 10/11/16

COUNCIL ACTION FORM

SUBJECT: FIXED BASE OPERATOR AGREEMENT TO MANAGE THE AMES MUNICIPAL AIRPORT (2017-2022)

BACKGROUND:

On August 23, 2016, staff presented the results of the 2016 Fixed Base Operator (FBO) selection process. Three FBO companies submitted proposals – Classic Aviation, North Iowa Air Service, and Exec 1 Aviation. Classic Aviation was found to have the highest scoring proposal. Therefore, City Council directed staff to begin negotiations with this company for a new 5-year agreement to manage the Airport. At the same time, the City Council gave approval to negotiate with North Iowa Air Service (Charles City Aeronautics, Inc., d/b/a Central Iowa Air Service) if an agreement could not be successfully negotiated with Classic Aviation. Since the August meeting, Classic Aviation has officially withdrawn from the selection process, citing personal issues that would prevent fulfilling the terms of the agreement.

As a result of this notification, staff transitioned to negotiating with North Iowa Air Service and has reached an agreement to operate the Airport beginning April 1, 2017, through June 30, 2022 (See Attached Contract). A start date of April 1, 2017 will allow North Iowa sufficient time to hire staff and purchase equipment necessary to meet the requirements of the agreement. It is noteworthy that North Iowa Air Service will be able to perform the same services that were proposed by Classic Aviation that made them the top scoring FBO, such as coordinating with ISU to establish a Part 141 Flight School and providing turbine charter services. Staff believes North Iowa Air Service can ensure the same high level of services that the City anticipated receiving from Classic Aviation.

North Iowa Air Service also has a strong understanding of the importance of the Airport as a gateway to the community. They plan on holding community events such as fly-ins, pancake breakfasts, etc., as well as having attentive staff who welcome people who may be visiting Ames for the first time. These initiatives will be critical for both the positive growth of the Airport and for leaving a lasting positive impression of the community.

Something unique to North Iowa Air Service's proposal is that they are willing, at no cost to the City, to perform all the labor necessary for the winter and summer maintenance at the Airport, provided that the City supplies the equipment and fuel for these activities. The City's Fleet Services staff generated a cost/benefit analysis of this proposal, which includes Fleet Services acquiring the equipment in the current FY2016/17 budget and programming ongoing costs for capital amortization, maintenance, fuel and depreciation within the Airport's annual operating budget. Currently the City performs these snow

removal and grass mowing activities by way of separately bid contract with a third party company, which typically includes a prescribed annual inflation percentage for the services. The table below provides an estimated cost comparison of having the FBO take over the Airport maintenance versus current private sector pricing:

	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	TOTALS
Private Sector Contract							
Bulk Mowing	\$4,992	\$10,284	\$10,592	\$10,910	\$11,237	\$11,574	\$59,589
Fine Mowing	\$4,309	\$25,590	\$27,253	\$29,025	\$30,911	\$32,920	\$150,008
Snow & Ice	\$0	\$28,901	\$29,623	\$30,364	\$31,123	\$31,901	\$151,913
Loader Lease	\$0	\$5,940	\$5,940	\$5,940	\$5,940	\$5,940	\$29,700
	\$9,301	\$70,714	\$73,409	\$76,238	\$79,211	\$82,336	\$391,209
FBO w/COA Equipment							
Capital Amortization	\$0	\$12,100	\$12,100	\$12,100	\$12,100	\$12,100	\$60,500
Annual Maintenance/Gas	\$2,977	\$39,242	\$40,420	\$41,632	\$42,881	\$44,168	\$211,321
	\$2,977	\$51,342	\$52,520	\$53,732	\$54,981	\$56,268	\$271,821
Net Change =	(\$6,324)	(\$19,372)	(\$20,889)	(\$22,506)	(\$24,230)	(\$26,068)	(\$119,388)
Operational Budget Affect =	Savings	Savings	Savings	Savings	Savings	Savings	Savings

As shown in the benefit/cost analysis, using private sector contracts the costs are growing at an average annual increase of 3.9%, whereas the City's maintenance cost to operate our equipment is growing approximately 2% to 3% annually. Under the North Iowa's proposal, the City should see significant savings in operational costs over the duration of the agreement.

The Agreement includes provisions for North Iowa to pay an annual fee to the City for the operational privilege of using the airport facilities for their business. This will be paid one-fourth quarterly in advance to the City, with the total annual payments as shown below:

July 1, 2017 – June 30, 2018:	\$50,000
July 1, 2018 – June 30, 2019:	\$60,000
July 1, 2019 – June 30, 2020:	\$61,800
July 1, 2020 – June 30, 2021:	\$63,600
July 1, 2021 – June 30, 2022:	\$65,600

Additionally, the fee paid for April 1 to June 30, 2017 will be \$12,500. It should be noted that in addition to the fixed fee paid to the City, the FBO will be paying a fuel flowage fee of \$0.08/gallon for both Jet A and 100LL fuel. Compared to the current rates of \$0.07 for Jet A and \$0.05 for 100LL fuel, this represents an increase in fees to the benefit of the City. The FBO was asked if this increase would increase fuel cost to Ames customers, and they assured the City that they intend to lower the cost per gallon to customers while supporting the increase to the City under their business and marketing plans that are anticipated to significantly increase the volume of fuel sold in Ames.

It should be noted that the City currently receives approximately \$50,000 per year from our current FBO arrangement with Haps Air Service. The proposed

agreement is estimated to yield \$59,400 in the first year of the five year term, and increases significantly over the remaining four years.

It should be noted that North Iowa Air Service is actually a business name used by the parent corporation, Charles City Aeronautics, Inc. In providing FBO service to the City of Ames, Charles City Aeronautics, Inc. will be doing business as Central Iowa Air Service.

ALTERNATIVES:

- 1a. Approve the attached Fixed Base Operator Agreement (4/1/17 thru 6/30/22) to manage the Ames Municipal Airport with Charles City Aeronautics, Inc., d/b/a Central Iowa Air Service.
- b. Terminate the existing FBO agreement with Haps Air Service as of March 31, 2017.
2. Direct staff to negotiate changes to the proposed agreement.
3. Reject the proposed agreement and direct staff to solicit new proposals for FBO services at the Airport.

MANAGER'S RECOMMENDED ACTION:

Throughout the FBO selection process, Charles City Aeronautics, Inc. (North Iowa Air Service) has demonstrated that they are a stable and successful company capable of providing the highest quality services for the Ames Municipal Airport. During the negotiation process, they also showed their willingness to be an active partner in growing our local General Aviation industry by providing enhanced services such as the Part 141 Flight School and Turbine Charter. They have demonstrated excited to become a part of the Ames community and work together with the City and local partners to make the recent investments in the our municipal Airport a lasting success for Ames.

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

**AMES MUNICIPAL AIRPORT
FIXED BASE OPERATOR CONTRACT**

THIS AGREEMENT, effective the 1st day of April 2017, between the City of Ames, Iowa, owner of the Ames Municipal Airport ("Airport"), hereinafter referred to as the "Owner" or "the City," and Charles City Aeronautics, Inc., d/b/a Central Iowa Air Service, hereinafter referred to as the "Operator" or the "FBO." Owner and Operator are "the Parties" to this Agreement.

WITNESSETH:

WHEREAS, the Ames Municipal Airport has been in operation since 1943 with the Ames City Council acting as the governing body that has authority over the Airport; and

WHEREAS, the Owner desires to contract with the Operator for providing Fixed Base Operator ("FBO") services at the Ames Municipal Airport hereinafter more fully described and located on said Airport upon the terms and conditions stated herein; and

WHEREAS, The Operator will be responsible for complying with all terms and conditions contained within this contract in addition to the Airport Rules and Regulations; Minimum Standards and all other Local, State, and Federal rules which may apply; and all applicable Federal Aviation Regulations (FARs). The Operator must remain an active legal entity, and be licensed to do business in the State of Iowa; and

WHEREAS, the Operator will be expected to create and enhance a positive aviation environment for the airport users and the Ames aviation community; and

WHEREAS, the terms and conditions of this agreement shall state mandatory activities of the Operator.

NOW, THEREFORE, in consideration of the fees, covenants, and agreements as herein contained, the Owner does hereby provide to the Operator the premises called out in Section 3 and shown in Exhibit A attached hereto and made a part hereof, except that all premises are subject to the special conditions as stipulated in the following paragraphs.

SECTION 1: REQUIRED FIXED BASE OPERATOR SERVICES

A. The Operator shall provide the following required services shown below:

1. Itinerant aircraft storage services for City owned tie-down areas and hangar facilities.
2. Aircraft ramp services (towing, parking guidance, etc.).

3. Maintenance, repair, and servicing of aircraft (routine and preventative maintenance, physical and mechanical repair, etc.). The Operator will also operate a FAA Certificated Repair Station at the Airport.
4. Management and coordination of airport maintenance (mowing, snow removal) as specified in Section 1.B of this agreement.
5. Maintenance and minor repair (interior and exterior) of Airport buildings owned by the City per standards set out in Section 18 of this Agreement, including, but not limited to, the Terminal, Hangars, and Ramp areas.
6. Management of subleasing of space within City owned facilities.
7. Commercial aircraft fueling (100LL & Jet A) and oil/lubricant dispensing; operating the fuel farm for the storage, handling, and delivery of aviation fuel products. Jet A and 100LL must be available via fuel truck provided by FBO.
8. Management and minor maintenance of public facilities available for pilots and passengers (i.e. flight planning amenities, pilot lounge, passenger waiting area, courtesy car, etc.) per standards set out in Section 18 of this agreement.
9. Emergency service to disabled general aviation aircraft (i.e. towing/transporting disabled aircraft within the Airport grounds as shown in Exhibit A).
10. Monitor and respond to all UNICOM radio communications with the Airport, answer phones, respond to all forms of electronic communication, and greet Airport customers during normal or extended hours of operation (see Section 8).
11. Provide, maintain, and service a minimum of two crew cars for customer use.
12. Monitor the condition of airport facilities, which shall include but not be limited to all runways, taxiways, taxi lanes, tie downs, ramps and any associated lighting/navigation aids owned by the City, parking lots and perimeter roads, and airport stormwater facilities.
13. At a minimum, the FBO will diligently monitor and report all deficiencies on the Airport and provide feedback regarding the City's annual maintenance activities and capital programs. It is the intention of the City to maintain the Airport to have facilities that are safe and in a condition that reflects favorably on the City.
14. Provide flight training, including the establishment of a Part 141 certified flight school at a date mutually agreed to by the parties of this Agreement.
15. Provide a range of aircraft rentals that is market appropriate to promote the growth of General Aviation users.

16. Provide a range of Air Taxi/Charter at various price points to meet the full range of customer needs at the Ames Airport, including turbine charter aircraft.
17. Provide Aircraft Sale services either self-performed or by contract with a third-party provider.
18. Provide on-site Rental car services, or make arrangements for vehicle delivery to the Airport.
19. Upon request, provide off-hours, on-call flight, and fueling services.
20. Snack bar in the Terminal Building.
21. Miscellaneous retail (pilot supplies, promotional clothing, etc.).
22. Provide Avionics Repair through a contract or third-party provider.
23. Provide Jet (Turbine) Engine maintenance either self-performed or through a third-party provider.
24. Specialized maintenance.

The Operator understands and agrees that no other services are authorized at the Ames Municipal Airport under the terms of this agreement. Any proposals to perform additional services or activities, or to delete any of the required services specified in this section, must receive written authorization from the Owner before the commencement of such additional service or activity or deletion of service.

B. Maintenance of Airport Surfaces and Grounds

1. Mowing and Trimming. The Operator will assume responsibility for providing the labor to mow all City-owned property at the Airport to standards agreed to by the Owner. In return, the Owner will provide for the Operator one (1) 60" to 72" Commercial Grade Zero-Turn Mower, one (1) Commercial Grade Tractor sufficient to perform wide-area or bulk mowing, along with all fueling and maintenance of the equipment. Fueling of the mowing equipment, in gallons, shall not exceed the fuel sufficient to conduct 12 rounds of fine mowing (approximately 5 acres) and six rounds of bulk mowing (approximately 30 acres) each year unless mutually agreed to by the Parties of this Agreement. Use of City owned equipment hereto can only be used to perform the requirements of this agreement for the safe and efficient operation of the airport.
2. Snow and Ice Removal. The Operator will assume responsibility to provide all labor for removing snow and ice from, including but not limited to, the airside paved surfaces, drive aisles, sidewalks, and parking areas on the City-owned property at the Airport. In return, the Owner will provide for the Operator one (1) Single-Axle

Truck with Standard Snow Plow, one (1) Heavy Equipment Loader, one (1) Heavy Equipment Operated Snowblower, and one (1) Snow Pusher/Box Plow, along with all fueling and maintenance of the equipment. Fueling of the snow removal equipment, in gallons, shall not exceed the fuel sufficient to completely clear the Airport property once per snow event of ½" of accumulation or higher, unless mutually agreed to by the Parties of this Agreement. Use of City owned equipment hereto can only be used to perform the requirements of this agreement for the safe and efficient operation of the airport. Also, the Operator must get written approval from the Owner before the application of de-icing chemicals, sand, or other material-based snow or ice control methods on the airside surfaces of the Airport.

SECTION 2: TERM OF AGREEMENT

The term of this contract shall commence on April 1, 2017, and end on June 30, 2022. Upon successful completion of the Agreement term, the City may choose to renegotiate another contract with the Operator or solicit competitive proposals. This Agreement shall extend to and be binding upon the parties, their, successors, and assigns

SECTION 3: PAYMENT TO THE CITY FOR OPERATIONAL PRIVILEGE

The following airport facilities are made available to the Operator:

- A. New approximately 7,000 sq ft Executive Terminal Building (Construction planned for 2016-2017) (Exhibit A – Building A)
- B. New (2016) Itinerant Hangar – 120 x 95 ft (11,400 sq ft) (Exhibit A – Building B)
- C. 4 T-Hangar Buildings – 52 Bays (Exhibit A – Buildings F, G, H, I)
- D. 5,100 sq ft Maintenance Shop (Exhibit A – Building E)
- E. 4,500 sq ft Ramp Service Building (Exhibit A – Building D)
- F. 2,500 sq ft of ISU Hangar for Aircraft Maintenance (Exhibit A – Building K)
- G. 4,600 sq ft Office/Misc Space (Exhibit A – Building C)
- H. Fuel Farm – 10,000 gal 100LL, 10,000 gal Jet A

The Operator shall provide and pay for all utilities used for the premises described above, including, but not limited to gas, water, electricity, sanitary sewer, stormwater, telephone, and solid waste disposal. It is clearly understood between the parties that the Owner shall provide, at the Owner's expense, all electrical energy necessary for runway lighting and navigational aids now and in the future.

It is also understood and agreed to by the parties that Operator shall be responsible for paying any property taxes pertaining to the premises described above. Spaces within the New Terminal Building designated for exclusive use by the FBO has been shown in Exhibit B.

The Operator shall pay an annual fee as noted below, paid one-fourth quarterly in advance to the Owner, for the operational privilege and use of the facilities noted above:

July 1, 2017 – June 30, 2018:	\$50,000
July 1, 2018 – June 30, 2019:	\$60,000
July 1, 2019 – June 30, 2020:	\$61,800
July 1, 2020 – June 30, 2021:	\$63,600
July 1, 2021 – June 30, 2022:	\$65,600

Additionally, the fee for April 1, 2017, to June 30, 2017, will be \$12,500.

SECTION 4: PAYMENTS TO THE CITY FOR FUEL SALES

The City owns two 10,000-gallon underground fuel storage tanks. One holds 100LL and one holds Jet A. Fuel must be dispensed to aircraft via fuel truck(s) provided by the Operator. Fuel flowage rates will be paid by the Operator to the Owner on the 15th day of each month based on the volume dispensed the previous month at the following rates:

- A. Fuel flowage rate for Jet A: \$0.08 per gallon
- B. Fuel flowage rate for 100LL: \$0.08 per gallon

SECTION 5: FAILURE TO MAKE PAYMENTS TO THE CITY

In the event the Operator fails to make payments to the Owner in accordance with Sections 3 and 4 above within ten (10) days after the same shall become due, or in the event the Operator shall violate any of the terms or conditions of this agreement, and shall fail after a thirty (30) day notice in writing from the Owner to rectify such violation, Owner may, at its option, declare this agreement canceled and terminated and shall be entitled to immediate possession of the facilities reflected in Section 3.

SECTION 6: INSURANCE

The Operator shall procure and maintain for the entire duration of the agreement at its sole cost and expense all insurance policies described below, notwithstanding the ISU requirement in Section 7. All such insurance policies shall show on their face that the Operator is a named insured and that the City is named as an additional insured. Such insurance shall include coverage against liability for death, bodily injury, or property damage arising out of the acts or omissions of or on behalf of the Operator or involving any owned,

non-owned, leased or hired vehicle in connection with any of the obligations or activities of the Operator of the equipment, and shall be in the following categories and amounts:

- A. Comprehensive General Liability; \$3,000,000 each occurrence
- B. Completed Operations/Products Liability; \$1,000,000 each occurrence
- C. Hangarkeeper's Liability;
 - 1. \$100,000 each aircraft
 - 2. \$300,000 each loss
- D. Premises Medical Payments;
 - 1. \$1,000 each person
 - 2. \$5,000 each accident

All policies must include the City, its officers, agents, employees and volunteers as "Additional Insured" under its policies and must be endorsed to the applicable policy. The insurance coverage and limits are set at the sole discretion of the City and are subject to change or revision as the need arises. Policies shall not have an annual aggregate maximum or limit to the coverage, other than the limit of liability as shown on the face of the policy.

The Operator shall furnish the Owner with certificates of insurance effecting coverage required by this section. The certification shall provide for 30 days notice of any material change or cancellation of the policies.

When the Owner is added an additional insured, the Operator and the Insurers will include a provision that the additional insured status does not waive any of the defenses of governmental immunity available to the Owner under Iowa Code § 670.4 as it exists and as it may be amended.

To the extent permitted by law, Operator releases and waives the Owner, its employees, officials, and agents from any liability or responsibility to Operator or anyone claiming through the Operator by way of subrogation or otherwise for any loss or damage to property or injury to person.

SECTION 7: IOWA STATE UNIVERSITY HANGAR

Iowa State University ("ISU") owns the existing hangar reflected as Building K on Exhibit A and approximately 2,500 square feet in this building shall be available to the Operator to provide aircraft mechanical and maintenance services during the term of this agreement.

The designated portion of this hangar building shall be used solely as an aircraft maintenance facility.

The Operator shall obtain and maintain liability and property insurance while utilizing the designated portion of this hangar building in accordance with terms and limits prescribed by ISU before the Operator utilizing this facility.

SECTION 8: SERVICE LEVELS

A. Minimum Hours of Operation.

The required services shown in Section 1 shall be provided during the minimum hours of operation shown below, seven days per week, except for the approved holidays of Thanksgiving Day, Christmas Day, and New Year's Day:

Monday-Friday	6:00 – 19:00
Saturday, Sunday	7:00 – 19:00

B. Minimum staffing. The Operator shall have at a minimum one-line person during the minimum hours of operation, and one manager on duty during the hours of 8:00 to 17:00, Monday through Friday. The manager will be available on-call all other hours of the week. The manager shall be able to, and be responsible for all employees, to represent the Operator and have the authority to provide the highest level of customer service. The manager shall be responsible for providing service answering phones and UNICOM radio, greet visitors, and conduct business activities as outlined in the contract. The Operator shall have qualified maintenance personnel on the airport premises to provide services listed above a minimum of eight hours per day on all days except approved holidays and weekends. Service for flight training and charters shall be available by appointment with 24-hour prior notice to the Operator.

C. Non-discriminatory Service. The Operator agrees to furnish service on a fair, equal, and not unjustly discriminatory basis to all users of the Ames Municipal Airport, and to charge fair, reasonable, and not unjustly discriminatory prices for each unit of service; provided, that Operator may make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers or multiple service users.

D. Standards. The Operator understands that Owner considers the Airport and its facilities to be a main gateway into the City of Ames. Therefore, the Operator is expected to maintain all areas in a clean, safe, and professional manner. Also, the Operator is to train employees in a manner to enhance the image of the Owner and to routinely monitor their compliance in the areas of customer service and public relations. The Operator shall follow all provisions of the Minimum Operation Standards of the Airport. Failure of the Operator to maintain a professional and customer service driven environment will be grounds for termination of this Agreement.

E. Airport Promotions. The Operator shall provide a list of events to the Owner, annually on or before July 1 for approval by the Owner, which the Operator plans to undertake in the ensuing year to provide a positive aviation environment at the Ames Municipal

Airport. The Operator shall be an active member of the Airport Advisory Board and will give reports on the activity of the company's operations and the status of their promotional activities at each meeting.

- F. Customer Service. In keeping with the City's values, the Operator agrees to provide a positive customer service atmosphere to the users of the Airport.

SECTION 9: FEDERAL AVIATION ACT OF 1958- SECTION 308

It is hereby agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right prohibited by Section 308 of the Federal Aviation Act of 1958 (49 USC § 40103)) as amended, and the Owner reserves the right to grant to others the privilege and right of conducting any one or all of the aeronautical activities listed herein, or any other activity of an aeronautical nature.

SECTION 10: RULES AND REGULATIONS

The Operator agrees that the Owner has the right to adopt and enforce reasonable rules and regulations and that the Operator and all its employees, agents, and servants will faithfully observe and comply with all rules and regulations as may be adopted by the City of Ames, the United States of America, or the State of Iowa.

SECTION 11: ASSIGNMENT OR TRANSFER

The Operator may not assign or transfer this Agreement, or any interest herein, or sublet the premises or any part thereof without the prior written consent of the Owner. Any attempt at assignment, transfer, or subletting without such consent shall be void, and at the option of the Owner, deemed sufficient grounds for the cancellation and termination of this Agreement.

SECTION 12: OWNER CONTROL

The Owner reserves the right, (but shall not be obligated to the Operator), to maintain and keep in repair the landing area of the airport and publicly owned facilities of the airport, together with the right to direct and control all activities of the Operator in this regard.

The Owner reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent the Operator from erecting, or permitting to be erected, any building or other structure on the Airport,

which in the opinion of the Owner, would limit the usefulness of the Airport or constitute a hazard to aircraft.

The Operator shall not act as an agent or represent itself as an agent for the City of Ames in matters between the FAA and the City of Ames except those regulations that apply to the Operator's flight operations activities. The Owner does not have authority to direct the work of Operator's employees. The Operator is an independent contractor.

SECTION 13: OWNER IMPROVEMENTS

The Owner reserves the right to develop further or improve the landing area and all publicly owned aviation facilities of the Airport as it sees fit, regardless of the desires or views of the Operator and without interference or hindrance. However, if the Ames Airport in its entirety is closed, or all runways at the Airport are closed, for thirty days or more, there shall be no payments due from the Operator, for a period beginning on the said thirtieth day until runways are open again.

SECTION 14: NATIONAL EMERGENCY

During the time of war or national emergency, the Owner shall have the right to enter into an agreement with the United States government for military use of part or all of the landing area, the publicly owned air navigation facilities and other areas or facilities of the airport. If any such agreement is executed, the provisions of this instrument insofar as they are inconsistent with the provisions of the agreement with the government shall be suspended. Any fees associated with such suspension shall also be suspended during the period of the above-described inconsistency.

SECTION 15: RELATIONSHIP TO UNITED STATES GOVERNMENT

This Agreement shall be subordinate to the provisions of any outstanding agreement between the Owner and the United States relative to the maintenance, operation, or development of the Airport.

SECTION 16 - NON-DISCRIMINATION

The Operator will not, on the grounds of race, color, national origin, or any category or classification protected by State or federal law discriminate or permit discrimination against any person or group of persons in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. The Owner reserves the right to take such action as the United States government may direct to enforce this covenant.

SECTION 17: ADVERTISING

The Operator agrees that no signs or advertising material shall be placed or erected upon the premises made available to the Operator in Section 3 without the prior consent of the Owner. All signs and advertising material shall be well maintained and in a readable condition. Any such sign or advertising material that is determined by the Owner not to be in conformance with the City of Ames advertising sign requirements shall be removed upon receipt of written notice.

SECTION 18: FACILITY CONDITION AND MAINTENANCE

The Operator accepts the premises and the buildings thereon in their present condition and will maintain the standards of a professional aviation facilities. The Operator shall be required to ensure that all areas are maintained to those highest standards daily. The Operator agrees to perform minor daily maintenance and repair at its own expense. Minor daily maintenance and repair shall be defined as any activity necessary to continue the day to day operation such as normal cleaning and sanitizing, trash removal, minor repairs of light and electrical fixtures, plumbing fixtures, replacement of broken or defective parts, and general building cleanliness. The Operator shall furnish and direct all labor necessary to perform the required minor daily maintenance and repair. The Operator shall maintain supplies and cleaning of public restrooms and areas. The Operator shall inspect the Airport property daily, including property not made available under Section 3 of this Agreement, for any safety problems and report such problems to the Owner for repairs. The Operator shall provide temporary help to service any unusual Airport problem or Airport use or user when necessary. The Operator at all times shall take such action, as may be reasonably necessary and proper to safeguard persons and property at the Airport.

The Owner may perform all major maintenance on Owner owned facilities and equipment. Major maintenance shall be defined, as any repair or maintenance required correcting a catastrophic failure or preventing a catastrophic failure from occurring.

The Operator shall keep the premises and buildings in the same condition and repair as at the commencement of this agreement or better, excepting only normal wear and tear. Painting and carpet repair in all the premises will be the responsibility of the Operator. The Operator shall furnish and maintain appropriate fire extinguishers in all buildings, including tee hangars. The Operator shall keep the premises and buildings free of trash and debris, in and around all buildings, and meet all ordinances of the City of Ames, which in any way may affect the premises and keep the sidewalks adjacent to the property free and clear of ice and snow.

Upon termination of this Agreement, the Operator shall yield up the premises and buildings to the Owner in the same condition as at the commencement of this Agreement, except only normal wear and tear and injury due to loss or fire not caused by negligence on the part of the Operator and except as specifically provided herein. The Operator will aid in the

coordination of contracted maintenance activities to ensure the safety of air traffic activities and issue appropriate NOTAMS as necessary.

SECTION 19: USE OF ITINERANT HANGAR

The primary purpose of the Itinerant Hangar reflected on Exhibit A is to house non-based aircraft at the Ames Municipal Airport on a temporary basis. In return for the annual fee to the Owner specified in Section 3, the Operator is allowed to establish and retain fees for the use of this facility. Four companies; Workiva, REG, Todd & Sargent and Kingland Systems; each contributed \$50,000 or more towards the construction of the new itinerant hangar. In return for their contribution, the Operator shall notify these four companies of its intent to rent available space within this hangar for short periods of time. It is understood and agreed by the parties that the Operator is under no obligation to rent space to these companies, but only to make them aware of this rental opportunity.

SECTION 20: INSPECTIONS

The Owner reserves the right to enter upon all the premises granted to the Operator under Section 3 at any reasonable time for the purpose of making any inspection it may deem expedient.

SECTION 21: EXPIRATION OR TERMINATION

If the Owner believes that the Operator fails to provide adequate staffing as per this contract, fails to provide and implement an acceptable promotional plan, or fails to develop a fair and positive customer service atmosphere for the Airport users and the community, the Owner agrees to give written notice of such to the Operator. The Operator will then have 30 days to rectify the problem. If after 30 days, the problem has not been rectified to the satisfaction of the Owner, the Owner may terminate this Agreement upon giving the Operator 30 days written notice. At the expiration or termination of this Agreement, the Operator agrees to give peaceful possession of the premises in as good a condition as exists at the commencement of this Agreement, ordinary wear and tear excepted.

SECTION 22: DEFAULT

If there be any default in the payment in accordance with Sections 3 or 4 at the time as above stated, or if Operator shall break any of the covenants and agreements herein contained, or shall willfully or maliciously do injury to the premises or shall file a petition in bankruptcy or have an involuntary petition in bankruptcy filed against it or seek any other relief from creditors through a court of bankruptcy or make an assignment for the benefit of creditors, the Owner or its legal representatives shall have the right at any time thereafter, without notice, to declare this Agreement terminated and may then re-enter the premises

and expel the Operator using such force as may be necessary, without prejudice to any remedies which the Owner may have to arrears for payment; and, it is agreed that upon the occurrence of any default by the Operator under this Agreement, the Owner shall have the right to distrain for fees due under Sections 3 and 4 and shall have a valid and first lien upon all shop equipment located upon the premises as security for the payment of such fees and other obligations herein provided for. The Operator agrees that after any default, it will not remove from the premises any of its equipment, books of account, or fixtures until the accounts of the Owner and the Operator under this agreement have been finally and completely settled, and agrees not to remove any stock after any default by it herein until such accounts have been settled. In addition, the Owner agrees to buy any fuel remaining in the Owner's fuel depot at the actual cost from the Operator; minus any pre-paid hangar rents.

SECTION 23: OPERATOR'S PROPERTY

The Operator shall have the right to remove from the premises all machinery, apparatus, and equipment installed therein whether or not such machinery, apparatus, and equipment be attached to the real estate, excepting that such right of removal shall not apply to any machinery, apparatus, or equipment paid for in whole or in part by the Owner and provided that all such machinery, apparatus, and equipment shall be removed at the date of the termination of this Agreement and provided further that the Operator shall restore and repair any damage to the Premises caused by the removal of such machinery, apparatus, and equipment.

SECTION 24: CASUALTY LOSS

In the event any or all the premises are totally destroyed by fire or other casualty, the Owner may at its option terminate this agreement or it may rebuild the building situated on the premises and in such case the payment from the Operator shall be abated proportionately between the time of destruction and the repair or rebuilding thereof; provided, that in the events aforesaid, the options allowed to the Owner shall be exercised within thirty (30) days after the event giving rise thereto.

SECTION 25: OFFICIAL NOTICES

Notice to the Owner as herein provided shall be sufficient if sent by certified mail, postage prepaid, to the City Manager of the City of Ames, Iowa, and notice to the Operator, in the same manner, shall likewise be sufficient if addressed to the Operator at Ames, Iowa, or such other address as may be designated by the Operator from time to time. Operator shall give Owner notice when:

- A. There is any abandonment or expected abandonment on any of the buildings or premises granted in Section 3.

- B. When there is or is expected any breakdown in services or reduction or increase of services.
- C. When there is a change in the use of the premises or a planned or anticipated change in the use of premises.
- D. When any condition exists that may lead to major maintenance and repair of Owner owned facilities and equipment.
- E. Any event in which the Airport may be subjected to a major loss, accident, investigation, or need of representation by an Owner official.

SECTION 26: AFFIRMATIVE ACTION PROGRAM

The Operator assures that it will undertake an affirmative action program as required by 14 CFR§ 152.407 et seq. , to ensure that no persons shall on the grounds of race, creed, color, national origin, sex, or other category protected by State or federal law be excluded from participating in any employment activities covered in the applicable regulations . The Operator assures that no person shall be excluded on these grounds from participating in or receiving the services or benefits of any program or activity covered by this subpart. The Operator assures that it will require that its covered sub-organizations provide assurances to the Operator that they similarly will under affirmative action programs and that they will require assurances from their sub-organizations as required by the applicable regulations, to the same effect.

SECTION 27: EQUIPMENT AND APPURTENANCES

The Owner shall own, maintain, and operate certain items of equipment necessary for the economic pursuit of maintenance programs and as needed to provide basic aeronautical services to the traveling public. These items of equipment and appurtenances include but are not limited to the automatic weather observation station, the unicorn radio, non-directional beacon, pumps for dispensing aeronautical fuel and associated underground fuel storage tanks, and motorized equipment necessary to implement the maintenance programs at the Owner's discretion. Vehicles or equipment shall not be parked on aircraft apron areas without permission of the Owner.

SECTION 28: EMPLOYEE USES

The Operator shall establish whatever employee lounge or lunchroom it deems necessary at its own expense in a space that is separate and distinct from the public spaces of the Airport terminal building.

SECTION 29: CITY REPRESENTATIVE

Administration of the Ames Municipal Airport, and enforcement of the rules and policies of the City of Ames with respect to the Ames Municipal Airport, shall be the task of a designee of the Ames City Manager, and not the function of the Operator, except as specified by contract or the Council adopted Airport Operation Standards. The Operator hereby acknowledges and agrees to accept the authority of the City Manager and the City Manager's designees on any and all matters at the Airport.

SECTION 30: INDEMNITY

To the fullest extent permitted by law, Operator shall indemnify and hold harmless the Owner, its elected and appointed officials, employees, and agents from and against all claims, damages, losses, and expenses, including but not limited to, attorney fees whether incurred prior to or during litigation, administrative hearings, arbitration, or bankruptcy, including trial and appellate levels, arising out or resulting from the performance of the services, responsibilities, or duties required by this Agreement, provided that any such claim, damage, loss, or expenses is caused in whole or in part by a negligent act or omission of the Operator, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by an Owner.

SECTION 31: FAA GRANT REQUIRED PROVISIONS

Operator agrees as follows:

- A. Furnish services under this Agreement on a reasonable, and not unjustly discriminatory, basis to all users
- B. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the Operator may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
 1. Each fixed-based operator at the Airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of the Airport and utilizing the same or similar facilities.
 2. Each air carrier using the Airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the Airport to serve any air carrier at the Airport.

3. Each air carrier using the Airport (whether as a tenant, non-tenant, or subtenant or another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of the Airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by the Operator provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
4. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the Airport from performing any services on its own aircraft with its own employees including, but not limited to maintenance, repair, and fueling, that it may choose to perform.
5. In the event, the Owner itself exercises any of the rights and privileges referred to in this Section, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the Owner or Operator under these provisions.
6. The Owner may establish such reasonable and not unjustly discriminatory conditions to be met by all users of the Airport as may be necessary for the safe and efficient operation of the Airport.
7. The Owner may prohibit or limit any given type, kind or class of aeronautical use of the Airport if such action is necessary for the safe operation of the Airport or necessary to serve the civil aviation needs of the public.

SECTION 32: ENVIRONMENTAL MATTERS

The Operator is responsible for not only its activities on Airport property, but also activities of its employees, contractors, and agents for any activities conducted at the Airport. The Operator will comply with all applicable federal, state or local environmental laws and regulations as regards the Airport. The Operator will hold the Owner harmless and indemnify Owner for any violations of environmental rules and regulations by Operator, its contractors, agents, or employees.

SECTION 33: WAIVER OF VISUAL ARTISTS RIGHTS

The Operator shall not install any object in or on the Airport or commence construction of any improvement that constitutes a work of visual art under the Visual Artists Rights Act of

1990 and any corresponding provisions of State or local law now in effect or hereafter enacted ("VARA"), unless a written waiver is provided from the author of a work of visual art, in form and substance reasonably satisfactory to the Owner that identifies specifically the work of visual art and the uses of that work to which the waiver applies in accordance with 17 U.S.C. § 106A(e)(1) and any similarly applicable provision of state and local law.

SECTION 34: CONTRACT INTERPRETATION

- A. This Agreement and all claims or disputes arising out of or relating to it are governed by the laws of the State of Iowa, and any action, claim or proceeding arising out of or relating to this Agreement must be brought only in Story County, Iowa. Each party hereby waives any objection, including any objection based upon improper venue or forum non conveniens, that it may have, now or in the future, to the bringing of any action, claim or proceeding in Story County, Iowa.
- B. Owner and Operator hereby irrevocably and unconditionally waive all right to trial by jury in any action, proceeding or counterclaim arising out of or relating to this Agreement.
- C. No failure by either party to insist upon the strict performance of any provision of this Agreement or to exercise any right or remedy consequent upon a breach, and no acceptance of full or partial compensation or other performance by either party during the continuance of any breach, will constitute a waiver of a breach of any provision.
- D. If any provision of this Agreement or its application, is held to be unenforceable, the remainder of this Agreement and the application of its remaining provisions will not be affected, unless this Agreement without the enforceable provisions fails in its essential purpose.
- E. This Agreement, together with all exhibits and attachments, constitutes the entire agreement between the parties, and all prior representations, promises or statements, verbal or written, are merged into this Agreement. This Agreement supersedes and cancels any and all previous agreements and understandings on its subject matter between Operator and Owner.
- F. Nothing in this Agreement is intended to create or establish the relationship of copartners between the Parties or to constitute Operator is an agent or representative of the Owner for any purpose or in any manner whatsoever, other than as provided in Section 12. The Operator is an independent contractor to the Owner.
- G. If any provision of this Agreement conflicts with any grant, bond resolution, or security documents executed in connection with such bond resolution, then the terms of the grant, bond resolution, or security documents govern.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on this _____ day of _____, 2016.

CITY OF AMES, IOWA

**CHARLES CITY AERONAUTICS, INC.
d/b/a Central Iowa Air Service**

By _____
Ann H. Campbell, Mayor

By _____

Attest _____
Diane R. Voss, City Clerk

STATE OF IOWA, STORY COUNTY, ss:

STATE OF IOWA, STORY COUNTY, ss:

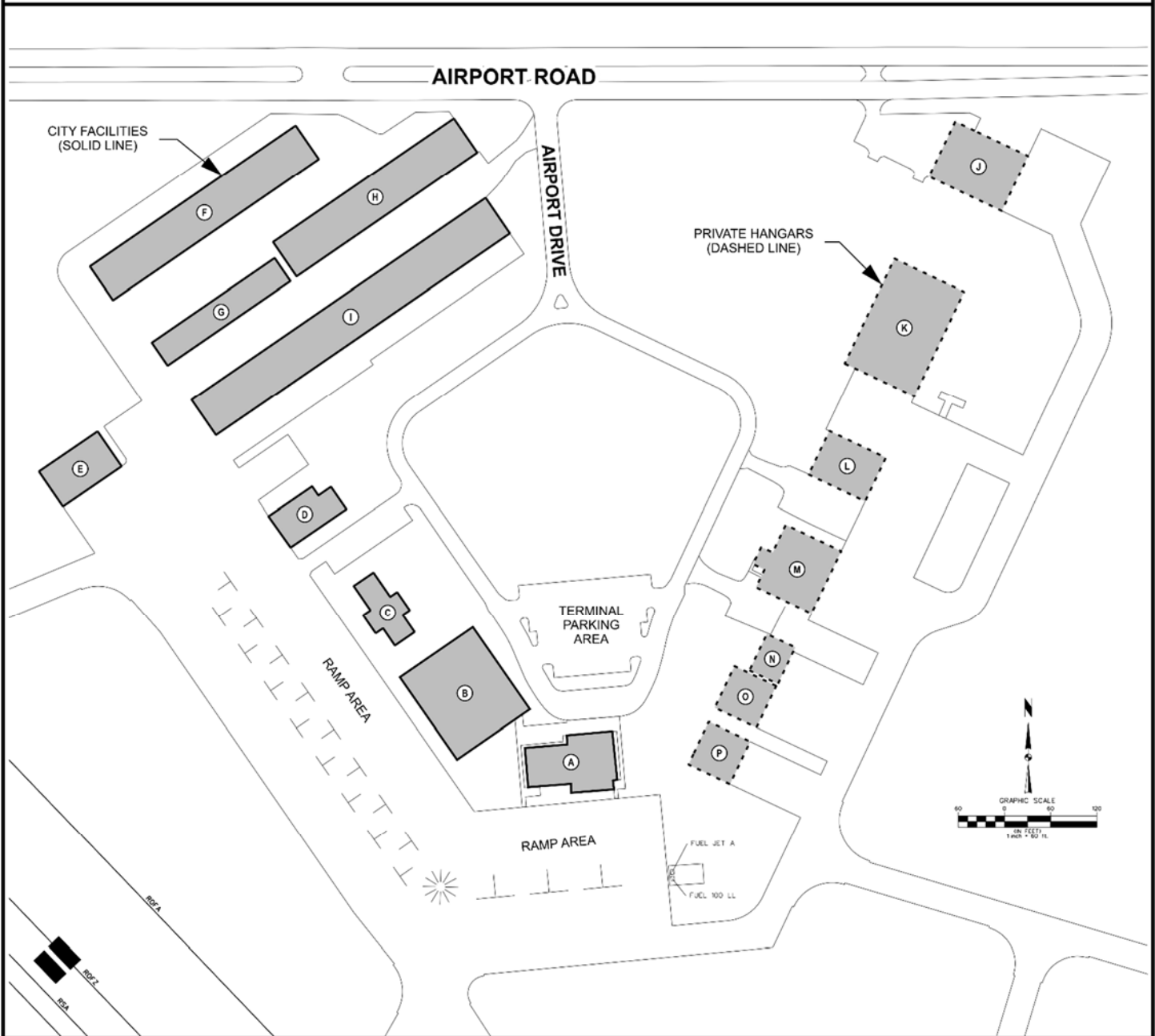
On this _____ day of _____, 2016, before me, a Notary Public in and for the State of Iowa, personally appeared Ann H. Campbell and Diane R. Voss, to me personally known, and who, by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Ames, Iowa; that the seal affixed to the foregoing instrument is the corporate seal of the corporation; and that the instrument was signed and sealed on behalf of the corporation, by authority of its City Council, as contained in Resolution No. _____ adopted by the City Council on the _____ day of _____, 20____, and that Ann H. Campbell and Diane R. Voss acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it voluntarily executed.

On this _____ day of _____, 2016, before me, a Notary Public in and for the State of Iowa, personally appeared _____ to me personally known, who being by me duly sworn, did say that he is the _____, of the corporation, that the seal affixed to the instrument is the seal of the corporation, or no seal has been procured by the corporation, and that the instrument was signed and sealed on behalf of the corporation by authority of the Board of Directors, and he acknowledged the execution of this instrument to be the voluntary act and deed of the corporation _____ by _____ it voluntarily executed.

Notary Public in and for the state of Iowa

Notary Public in and for the State of Iowa

EXHIBIT A: AMES TERMINAL AREA BUILDING LAYOUT



BUILDING IDENTIFICATION

ID	DESCRIPTION	ID	DESCRIPTION
A	TERMINAL BUILDING	J	PRIVATE LAND LEASE HANGAR
B	ITINERANT HANGAR	K	ISU HANGAR #1
C	OFFICE/MISC SPACE (OLD TERMINAL)	L	ISU HANGAR #2
D	RAMP SERVICE BUILDING	M	PRIVATE LAND LEASE HANGAR
E	MAINTENANCE BUILDING	N	PRIVATE LAND LEASE HANGAR
F	14 BAY TEE HANGAR	O	PRIVATE LAND LEASE HANGAR
G	6 BAY TEE HANGAR	P	PRIVATE LAND LEASE HANGAR
H	12 BAY TEE HANGAR		
I	20 BAY TEE HANGAR		

EXHIBIT B: FBO ADMINISTRATION SPACES (EXCLUSIVE USE)

Terminal Building - Plan
 0' 4' 8' 16'
 N



FBO Administration

- 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

Square Footages

Passenger Lobby / Lounge	2,224 sf
FBO Offices	555 sf
Training / Multi-Purpose	580 sf
Reception / Copy-File / Kitchenette / Line Crew	445 sf
Restrooms / Janitor	423 sf
Storage	63 sf
Vending	18 sf
Cafe	23 sf
Pilot Area	1,034 sf
Conference	517 sf
Business Center	17 sf
Mechanical / Electrical / Communications	315 sf
Circulation / Vestibules	423 sf
Total Building SF	6,601 sf

Design Development
 Ames Municipal Airport New Executive Terminal

Comm. No. 2015090 20 November 2015

BOLTON & MENK, INC. ALLIANCE

COUNCIL ACTION FORM

SUBJECT: AMENDMENT TO AGREEMENT WITH ISU FOR PUBLIC IMPROVEMENTS AT AMES MUNICIPAL AIRPORT

BACKGROUND:

On February 10, 2015, the City entered into an airport improvements funding contract with ISU whereby the University agreed to pay to the City any shortfall as required under Section VII of the agreement as shown below:

A. The City shall provide funding in the amount of \$867,000 to help finance construction of the terminal building and associated site improvements noted in Section VI.

B. In order to fund the remainder of the anticipated terminal building costs, the City shall take action to issue additional general obligation bonds beyond the amount specified in Paragraph A up to an estimated principal amount of \$943,000 with a twenty (20) year final maturity. It is the parties' expectation that these bonds will be retired with the revenues derived from the FBO agreement in combination with other revenue from airport operations (exclusive of the airport farm).

C. For any fiscal year during which debt payments are made pursuant to Section VII(B), in the event that the combined revenues generated by the FBO agreement and by all other airport operating revenues (excluding airport farm revenue) are not adequate to cover the sum of (1) all airport operating expenses (excluding airport farm expenses) and (2) the City's annual debt service obligation for the debt specified in Section VII(B), ISU agrees that it shall guarantee and pay to the City any shortfall.

D. For any fiscal year during which ISU must make payment under Section VII(C), the parties further agree that ISU's maximum financial obligation shall be no greater than that same year's annual debt service payment for the bonds specified under Section VII(B).

Because of a premium payment made to the City by the purchaser of the bonds, the City was required to issue only \$915,000 in order to facilitate the site work for the itinerant hanger and new terminal and the construction of the new terminal building over a twenty year term. It was expected that the contract with the new FBO would be completed shortly thereafter. Unfortunately, it has taken significantly longer than expected to complete the FBO selection process, and the effective date for the new FBO to assume responsibilities at the Airport will not begin until April 2017. Because of this delay, the additional revenue expected from a new FBO agreement will not be generated until FY 17/18.

ALTERNATIVES:

1. Direct staff to prepare an addendum to the existing agreement between the City and ISU so that the new debt service schedule reflected on Attachment I, Column D will be used for calculating the University's financial obligation under Section VII.

This schedule will reflect the original principal amount of \$915,000, but with the starting of repayment delayed two years to reflect an 18 year debt service schedule to match the timing of the new FBO contract. The schedule also will reflect an increase in the total payment amount as the result of the City up-fronting payments for the first two years that debt is outstanding.

2. Retain the existing language of the existing agreement between the City and ISU so that the current debt service schedule reflected on Attachment I, Column C will be used for calculating the University's financial obligation under Section VII.

Based on the analysis of the operating expenditures and revenues for FY 2015/16, excluding the farm operation, the University would owe the City \$42,250.05 immediately and perhaps an additional \$66,168.76 at the close of FY 16/17, since the additional revenue from the new FBO contract will not have kicked in yet.

MANAGER'S RECOMMENDED ACTION:

When the agreement was negotiated with the University to pay the difference between the net revenues and debt service on the \$943,000, it was anticipated that the new FBO contract would be in place by the time the bonds were issued and, therefore, more revenue would be available to the City to cover the operating and debt service costs.

Unfortunately, in order to prepare the site for the construction of the itinerant hangar and new terminal, and to be able to move ahead expeditiously with the building construction, the City issued bonds for the total project before the FBO start date was finalized. Because this date is later than anticipated, it seems appropriate to recalculate the debt service for purposes of determining the possible financial obligation of the University under Section VII of the agreement. **What is being recommended, therefore, is a new schedule inserted into an amendment to the contract that would calculate the City retiring the \$915,000 debt, along with interest charged for the City advancing two years of payments, that will result in the City retiring the debt over 18 years with the same final maturity of the original debt service schedule, June 1, 2035. In this way, the City will be assured of being made whole over the same time period as the original agreement.**

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

ATTACHMENT I

Fiscal Year (A)	ISU Payment Date If Required (B)	Actual City Debt Service Schedule (C)	Adjusted Payment Schedule (D)
FY 15/16	9/30/16	\$42,250.05	0
FY 16/17	9/30/17	\$66,168.76	0
FY 17/18	9/30/18	\$64,418.76	\$73,142.44
FY 18/19	9/30/19	\$62,668.76	\$71,182.80
FY 19/20	9/30/20	\$65,918.76	\$74,874.04
FY 20/21	9/30/21	\$63,918.76	\$72,602.34
FY 21/22	9/30/22	\$63,118.76	\$71,693.66
FY 22/23	9/30/23	\$61,118.76	\$69,421.96
FY 23/24	9/30/24	\$64,118.76	\$72,830.26
FY 24/25	9/30/25	\$62,993.76	\$71,552.42
FY 25/26	9/30/26	\$61,643.76	\$70,019.00
FY 26/27	9/30/27	\$65,293.76	\$74,164.58
FY 27/28	9/30/28	\$63,793.76	\$72,460.78
FY 28/29	9/30/29	\$62,293.76	\$70,757.00
FY 29/30	9/30/30	\$65,793.76	\$74,732.20
FY 30/31	9/30/31	\$64,143.76	\$72,858.04
FY 31/32	9/30/32	\$62,493.76	\$70,983.88
FY 32/33	9/30/33	\$65,775.00	\$74,711.64
FY 33/34	9/30/34	\$63,900.00	\$72,581.88
FY 34/35	9/30/35	\$61,950.00	\$70,366.94
		\$1,253,775.21	\$1,300,935.86