

COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY (BOUNDARY LINE ADJUSTMENT) FOR 2812 AND 2814 WEST STREET.

BACKGROUND:

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

The proposed Plat of Survey is a boundary line adjustment for two parcels addressed as 2812 West Street (as Parcel 'G') and 2814 West Street (as Parcel 'F'). (See Attachment B – Proposed Plat of Survey.)

The parcel at 2814 West Street contains a commercial space planned for a restaurant on the main floor and residential units on the second floor. The lot at 2812 West Street contains a single level commercial building with general commercial space. The two lots are both nonconforming for minimum lot frontage of 60 feet.

The boundary line adjustment is proposed to accommodate an area on Parcel F to place mechanical equipment desired to serve the building located on at 2814 West Street. The Zoning Ordinance requires that mechanical equipment be located on the same property as the use that is being served by the equipment. The proposed Plat of Survey will alter the boundary lines between both properties along both buildings and within parking lot area located behind both properties. The existing boundary lines already extend through the parking lot and will continue to do so after the lines are adjusted.

Approval of a Plat of Survey requires conformance to all standards of the Zoning Ordinance and the Subdivision Code. Parcels 'F' and 'G' were reviewed to ensure that proposed new boundary line locations did not create new non-conformities or increase existing non-conformities. The change in boundary lines maintains the same lot frontage, building coverage, and net lot size for each property. Currently, the parcels are zoned Neighborhood Commercial (NC).

Approval of this Plat of Survey will allow the applicant to prepare the official plat of survey and 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 approve the proposed Plat of Survey consistent with the standards of Chapter 23 for approval of a boundary line adjustment.
2. The City Council can deny the proposed Plat of Survey if the City Council finds that the requirements for plats of survey for design and improvements 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.

CITY MANAGER'S RECOMMENDED ACTION:

Staff has determined that the proposed Plat of Survey satisfies all Zoning Ordinance standards for nonconforming lots and Subdivision Code requirements for a boundary line adjustment of existing parcels and has made a preliminary decision of approval. The resulting parcels are designed to be conforming to underlying design standards and building setbacks of Neighborhood Commercial (NC) zoning. No public improvements are required with the boundary line adjustment.

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 2812 WEST STREET & 2814 WEST STREET**

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: Mother Lode Enterprises, Inc.

Existing Street Address: Parcel G: 2812 West Street
Parcel F: 2814 West Street Street

Assessor's Parcel #: Parcel G: 0904352050 and Parcel F: 0904352040

Legal Description:

Survey Description-Parcel 'F':
Part of the East 32 feet of the West 50 feet and part of the North 93 feet of the East 50 feet of the West 100 feet, all in Lot 1 in Athletic Park Addition to the City of Ames, Story County, Iowa, being more particularly described as follows: Commencing at the Northwest Corner of Lot 3 in said Athletic Park Addition; thence N89°08'50"E, 122.92 feet along the north line of said Athletic Park Addition to the point of beginning; thence continuing N89°08'50"E, 32.00 feet; thence S00°49'51"E, 45.00 feet; thence N89°10'09"E, 15.00 feet; thence S00°49'51"E, 29.00 feet; thence S89°10'09"W, 30.00 feet; thence S00°49'51"E, 29.00 feet; thence N89°10'09"E, 15.00 feet; thence S00°49'51"E, 47.24 feet to the south line of said Lot 1; thence S89°12'06"W, 34.21 feet along said line; thence N00°00'43"E, 150.22 feet to the point of beginning, containing 0.11 acres.

Survey Description-Parcel 'G':
Part of the East 32 feet of the West 50 feet and part of the North 93 feet of the East 50 feet of the West 100 feet, all in Lot 1 in Athletic Park Addition to the City of Ames, Story County, Iowa, being more particularly described as follows: Commencing at the Northwest Corner of Lot 3 in said Athletic Park Addition; thence N89°08'50"E, 154.92 feet along the north line of said Athletic Park Addition to the point of beginning; thence continuing N89°08'50"E, 50.69 feet; thence S00°49'34"E, 93.00 feet; thence S89°08'50"W, 50.68 feet; thence S00°49'51"E, 10.00 feet; thence S89°10'09"W, 15.00 feet; thence N00°49'51"W, 29.00 feet; thence N89°10'09"E, 30.00 feet; thence N00°49'51"W, 29.00 feet; thence S89°10'09"W, 15.00 feet; thence N00°49'51"W, 45.00 feet to the point of beginning, containing 0.11 acres.

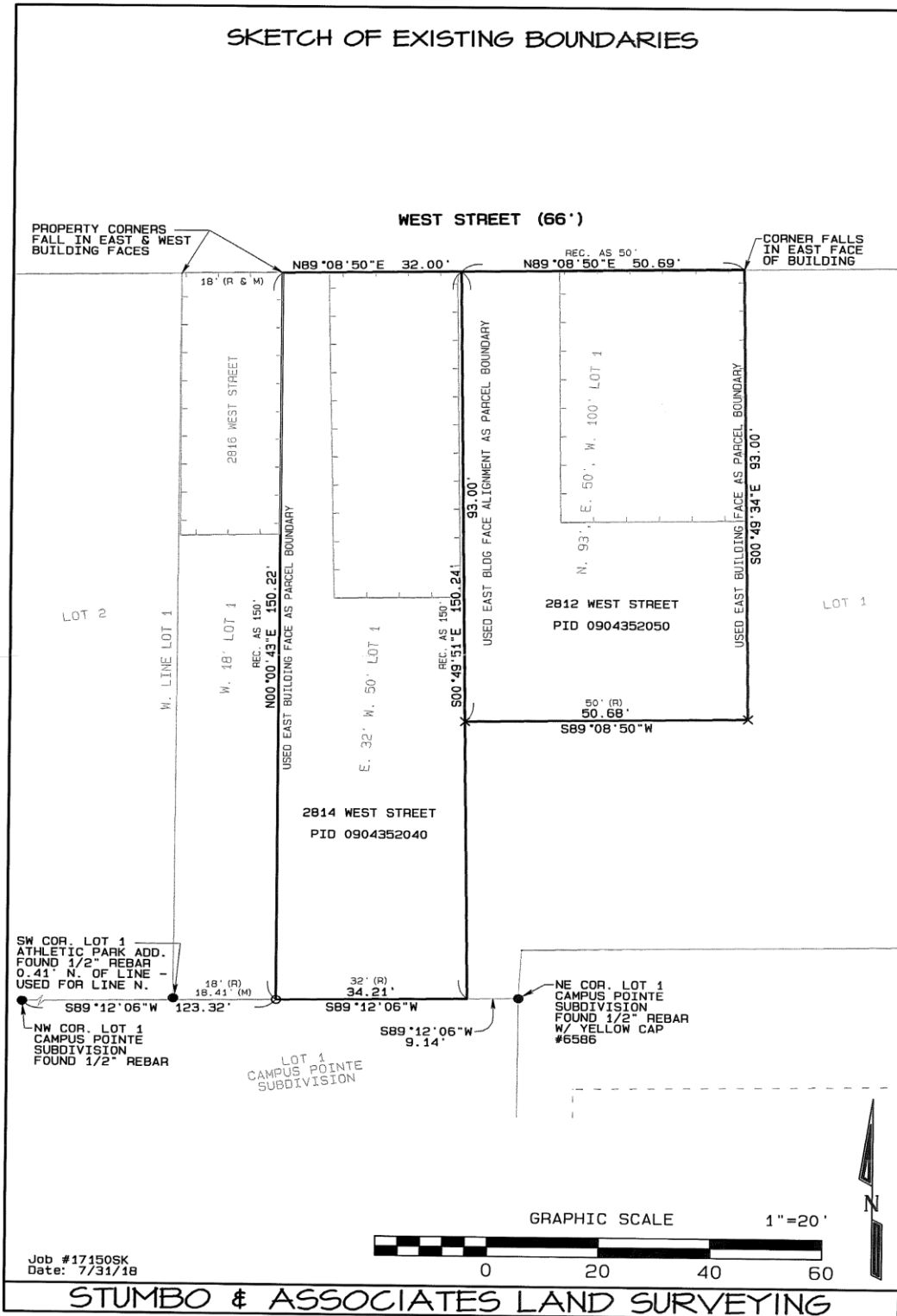
Public Improvements:

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

- Installed prior to creation and recordation of the official Plat of Survey and prior to issuance of zoning or building permits.
- Delayed, subject to an improvement guarantee as described in Section 23.409.
- Not Applicable. (no additional improvements required)

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- Existing Conditions



COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY FOR 1311 & 1405 BUCKEYE 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 adjusting the boundary lines of existing tracts. Section 23.308 allows the use of a plat of survey for a boundary line adjustment.

This plat of survey adjusts the boundary line between two existing lots addressed as 1311 1405 Buckeye Avenue. **Both lots are developed with commercial uses and one lot (Parcel C) is being enlarged to accommodate an expected redevelopment of the current former K-Mart site.** Both lots were originally platted as part of the Southwood Subdivision 3rd Addition, a 3-lot commercial subdivision (Attachment B). A location map is found in Attachment A. Lot 1 of said subdivision is the site of former Kmart store and Lot 2 contains the movie theater and other retail buildings. No improvements are needed as all infrastructure was installed at the time of the development.

The boundary line adjustment is intended to create a larger lot for a pending development on 1405 Buckeye Avenue. The applicant intends to acquire the additional land from Lot 1 to meet a minimum landscape percentage requirement upon redevelopment of Lot 2 (proposed Parcel C). The applicant has submitted an Integrated Site Development Plan for the redevelopment that corresponds to the area identified as Parcel C within the proposed Plat of Survey.

Approval of this plat of survey (Attachment C) will allow the applicant to prepare the official plat of survey and 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 approve the proposed plat of survey consistent with the standards of Chapter 23 for approval of a boundary line adjustment.
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.

CITY MANAGER'S RECOMMENDED ACTION:

Staff has determined that the proposed plat of survey satisfies all Code requirements for a boundary line adjustment between two platted parcels. Staff has also determined that the proposed plat of survey for a boundary line adjustment does not trigger City infrastructure requirements as defined within the Subdivision Code and has made a preliminary decision of approval. The boundary line adjustment will create two parcels, Parcel B (10.39 acres) and Parcel C (13.08 acres) in anticipation of future development.

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 A BOUNDARY LINE ADJUSTMENT OF
1311 AND 1405 BUCKEYE 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)

Owner: FHS Ames 1 LP and FHS Ames 2 LP
Parcel ID: 0911375150 and 0911375100

New Legal Descriptions: Parcel B: Part of Lot 2 in the Third Addition to Southwood Subdivision, City of Ames, Story County, Iowa, being more particularly described as follows: Beginning at the Southeast Corner of said Lot 2; thence following the southerly line thereof N89°48'46"W, 565.50 feet; thence S00°18'28"E, 28.27 feet; thence S89°41'32"W, 250.34 feet; thence N00°18'28"W, 169.81 feet; thence S89°41'32"W, 85.00 feet; thence departing said southerly line N00°18'42"W, 38.16 feet; thence N37°50'18"E, 210.34 feet, thence N25°09'09"E, 122.60 feet; thence S89°41'32"W, 212.64 feet to the west line of said Lot 2; thence N00°18'42"W, 271.24 feet to the Northwest Corner thereof; thence following the boundary of said Lot 2 S89°31'26"E, 433.80 feet; thence S29°42'45"E, 323.56 feet; thence N60°17'15"E, 16.47 feet; thence S29°42'45"E, 313.96 feet; thence N60°18'33"E, 194.55 feet; thence S00°21'15"E, 274.15 feet to the point of beginning, containing 10.39 acres.

Parcel C: Lot 1 and Part of Lot 2 in the Third Addition to Southwood Subdivision, City of Ames, Story County, Iowa, being more particularly described as follows: Beginning at the Southwest Corner of said Lot 1; thence N00°18'42"W, 1015.20 feet along the west line of said Lots 1 and 2; thence N89°41'32"E, 212.64 feet; thence S25°09'09"W, 122.60 feet; thence S37°50'18"W, 210.34 feet; thence S00°18'42"E, 38.16 feet to the north line of said Lot 1; thence following the boundary thereof N89°41'32"E, 85.00; thence S00°18'28"E, 169.81 feet; thence N89°41'32"E, 250.34 feet; thence N00°18'28"W, 28.27 feet; thence S89°48'46"E, 565.50 feet to the Northeast corner of said Lot 1; thence S00°21'15"E, 562.41 feet to the Southeast Corner thereof; thence N89°49'18"W, 931.26 feet to the point of beginning, containing 13.08 acres.

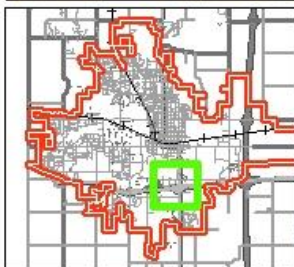
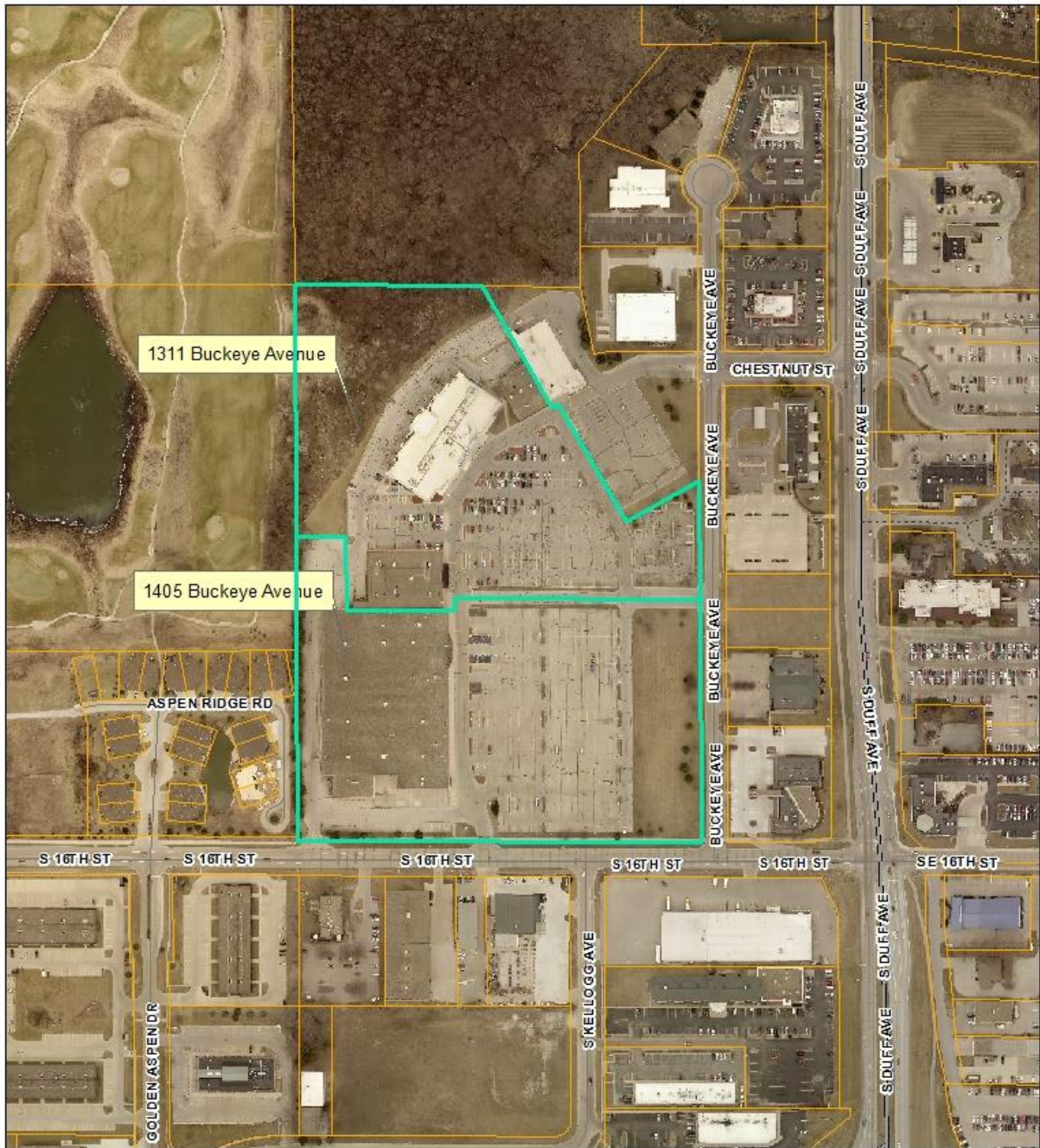
Public Improvements:

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

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

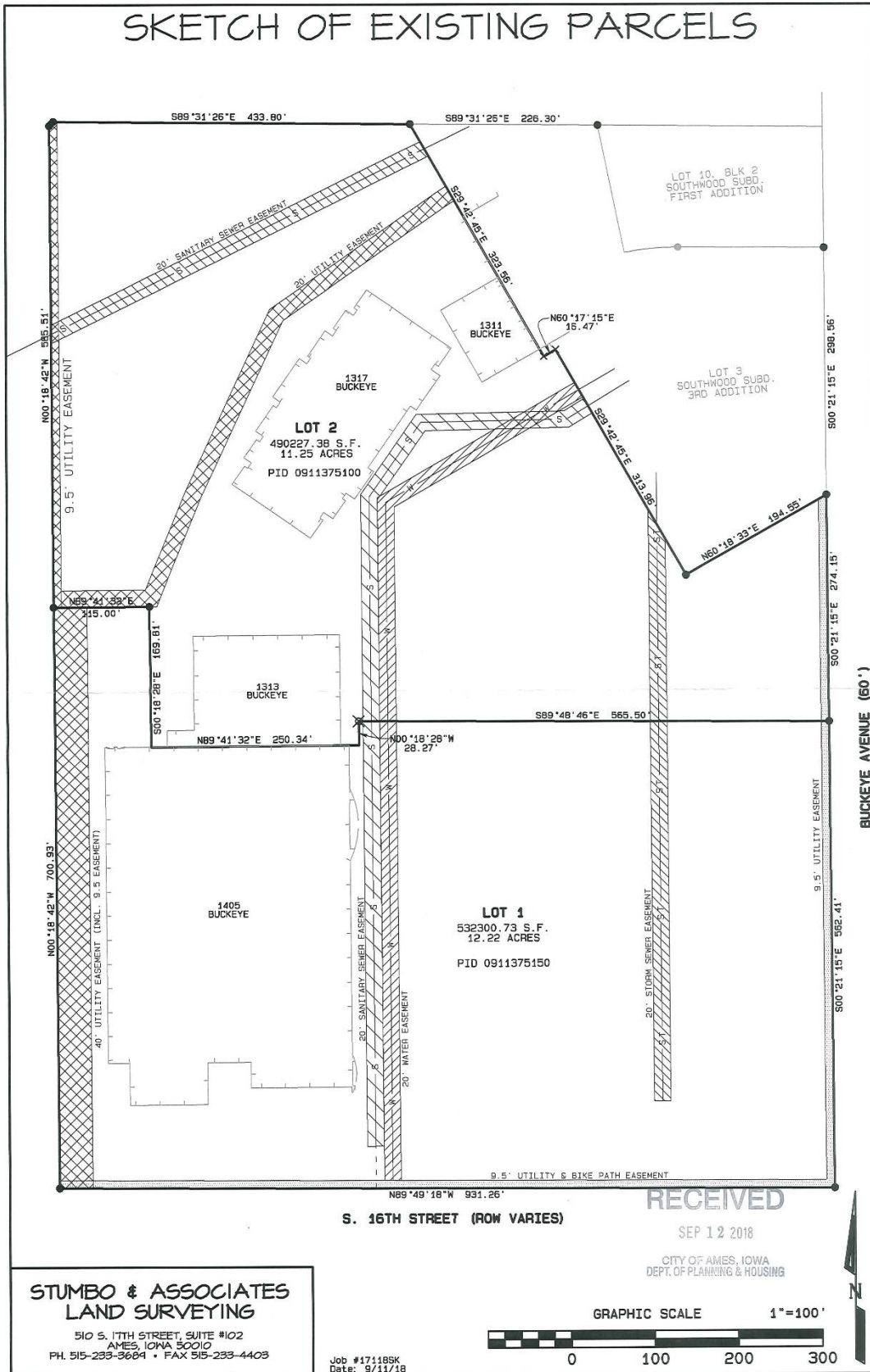
Note: The official plat of survey is not recognized as a binding plat of survey for permitting purposes until a copy of the signed and recorded plat of survey is filed with the Ames City Clerk's office and a digital image in Adobe PDF format has been submitted to the Planning & Housing Department.

ATTACHMENT A: LOCATION MAP



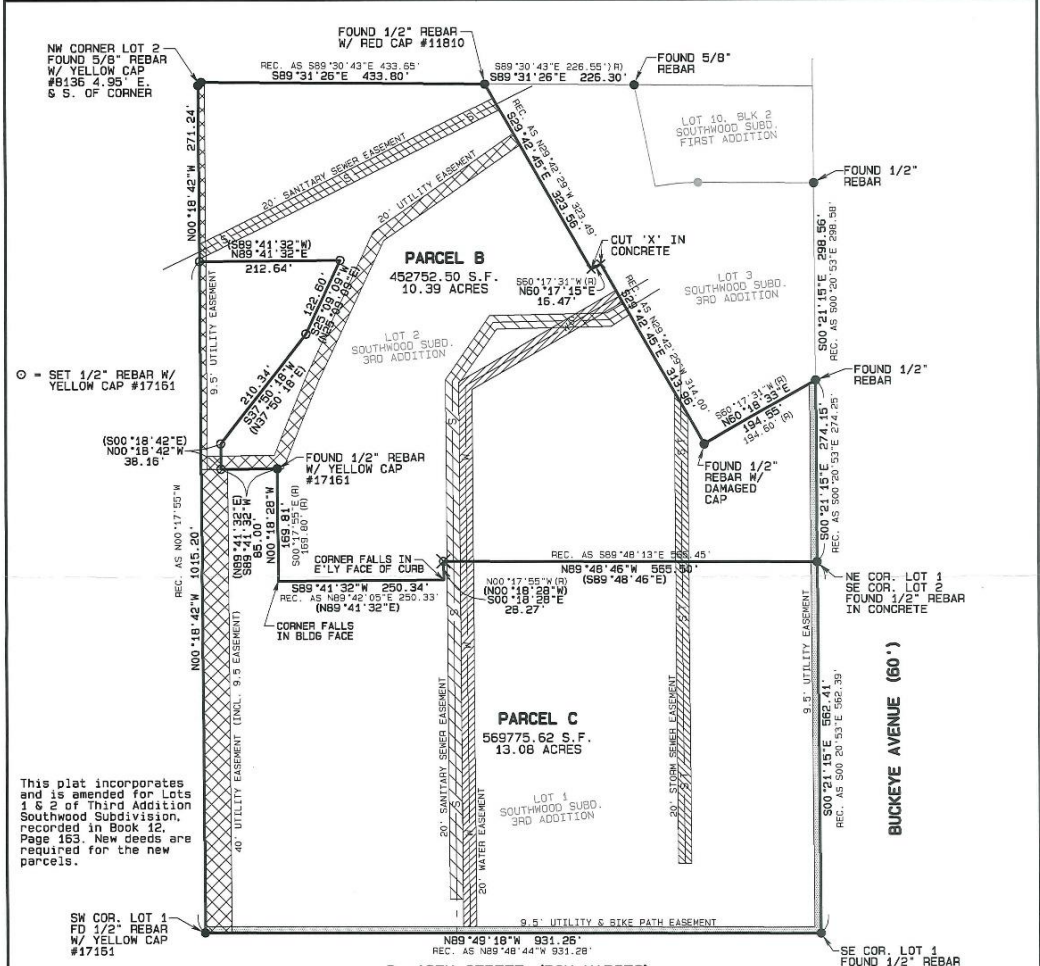
**Plat of Survey
1311 and 1405 Buckeye Avenue**

ATTACHMENT B: EXISTING CONDITIONS



ATTACHMENT C: PLAT OF SURVEY

<p style="text-align: center; font-weight: bold; font-size: 1.2em;">PLAT OF SURVEY</p> <p>LOCATION: IN LOTS 1 & 2, 3RD ADDITION TO SOUTHWOOD SUBD., CITY OF AMES, STORY COUNTY, IOWA</p> <p>PROPRIETORS: LOT 1: FHS AMES 1 LP LOT 2: FHS AMES 2 LP</p> <p>REQUESTED BY: TODD DWYER</p> <p>SURVEYOR: R. BRADLEY STUMBO, PLS #17161 STUMBO & ASSOCIATES LAND SURVEYING P.O. BOX 1654 AMES, IA 50010 515-233-3689</p>	<p style="font-size: 1.5em; font-weight: bold; color: blue;">RECEIVED</p> <p>SEP 12 2018</p> <p>CITY OF AMES, IOWA DEPT. OF PLANNING & HOUSING</p>
--	--



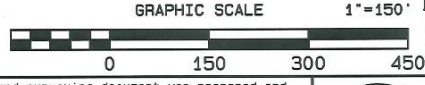
This plat incorporates and is amended for Lots 1 & 2 of Third Addition Southwood Subdivision, recorded in Book 12, Page 153. New deeds are required for the new parcels.

S. 16TH STREET (ROW VARIES)

Survey Description-Parcel 'B':
Part of Lot 2 in the Third Addition to Southwood Subdivision, City of Ames, Story County, Iowa, being more particularly described as follows: Beginning at the Southeast Corner of said Lot 2; thence following the southerly line thereof N89°48'46"W, 565.50 feet; thence S00°18'28"E, 28.27 feet; thence S89°41'32"W, 250.34 feet; thence N00°18'28"W, 169.81 feet; thence S89°41'32"W, 85.00 feet; thence departing said southerly line N00°18'42"W, 38.16 feet; thence N37°50'18"E, 210.34 feet; thence N25°09'08"E, 122.80 feet; thence S89°41'32"W, 212.64 feet to the west line of said Lot 2; thence N00°18'42"W, 271.24 feet to the Northwest Corner thereof; thence following the boundary of said Lot 2 S89°31'25"E, 433.80 feet; thence S29°42'45"E, 323.56 feet; thence N80°17'15"E, 15.47 feet; thence S29°42'45"E, 313.95 feet; thence N60°18'33"E, 194.55 feet; thence S00°21'15"E, 274.15 feet to the point of beginning, containing 10.39 acres.

Survey Description-Parcel 'C':
Lot 1 and part of Lot 2 in the Third Addition to Southwood Subdivision, City of Ames, Story County, Iowa, being more particularly described as follows: Beginning at the Southwest Corner of said Lot 1; thence N00°18'42"W, 1015.20 feet along the west line of said Lots 1 and 2; thence N89°41'32"E, 212.64 feet; thence S25°09'09"W, 122.80 feet; thence S37°50'18"W, 210.34 feet; thence S00°18'42"E, 38.16 feet to the north line of said Lot 1; thence following the boundary thereof N89°41'32"E, 85.00 feet; thence S00°18'28"E, 169.81 feet; thence N89°41'32"E, 250.34 feet; thence N00°18'28"W, 28.27 feet; thence S89°48'46"E, 565.50 feet to the Northeast Corner of said Lot 1; thence S00°21'15"E, 562.41 feet to the Southeast Corner thereof; thence N89°48'18"W, 931.26 feet to the point of beginning, containing 13.08 acres.

The Ames City Council approved this Plat of Survey on _____, 2018, with Resolution No. _____; I certify that it conforms to all conditions for approval.

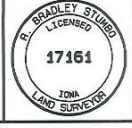


**STUMBO & ASSOCIATES
LAND SURVEYING**

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

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

R. Bradley Stumbo License #17161 Date: _____
My license renewal date is December 31, 2019
Job #17118PSS Date: 9/11/18 Fieldwork Completed: 9/10/18 Page 1 of 1



COUNCIL ACTION FORM

SUBJECT: PLAT OF SURVEY (BOUNDARY LINE ADJUSTMENT) FOR 2200, 2210, 2211-2438 HAMILTON DRIVE; 2351, 2355, 2361-2367 HAMILTON DR; 2340-2347 HILTON CT AND 2205 GREEN HILLS DRIVE.

BACKGROUND:

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

This Plat of Survey is a boundary line adjustment for taking five parcels addressed as 2200, 2210, 2211-2438 Hamilton Drive; 2351, 2355, 2361-2367 Hamilton CR; 2340-2347 Hilton CT and 2205 Green Hills Drive. (See Attachment B – Proposed Plat of Survey.)

The parcels are part of the Green Hills Community Subdivision and Gateway Green Hills Subdivision involving five existing parcels. **The boundary line adjustment is proposed to create one lot and two parcels from the existing five current parcels.** The consolidation of existing parcels includes designating Parcel B to Lot 1 and consolidating existing parcels A, C and E into parcel G. Existing Parcel D will change slightly in size and be designated as Parcel F.

The proposed boundary line adjustment is being done to accommodate the desire of the Green Hills Residents Association and Green Hills Health Care Center to reconfigure property ownership shares among member owners in conjunction with a planned wellness center addition to the complex. The addition will be an amendment to their approved site development plan.

Approval of a Plat of Survey requires conformance to all standards of the Zoning Ordinance and the Subdivision Code. Lot 1 as well as Parcels 'F' and 'G' were reviewed to ensure that proposed new boundary line locations did not create new non-conformities or increase existing non-conformities. Currently, the parcels are zoned Planned Residence District (F-PRD) as part of an approved master plan.

Approval of this Plat of Survey will allow the applicant to prepare the official plat of survey and 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 approve the proposed Plat of Survey consistent with the standards of Chapter 23 for approval of a boundary line adjustment.
2. The City Council can deny the proposed Plat of Survey if the City Council finds that the requirements for plats of survey for design and improvements 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.

CITY MANAGER'S RECOMMENDED ACTION:

Staff has determined that the proposed Plat of Survey satisfies all Subdivision Code requirements for a boundary line adjustment of existing parcels and has made a preliminary decision of approval. The resulting parcel is designed to be conforming to underlying design standards and building setbacks of Planned Residence District (F-PRD) zoning.

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 2200, 2210, 2211-2438 HAMILTON DRIVE; 2351, 2355, 2361 2367 HAMILTON CR; 2340-2347 HILTON CT AND 2205 GREEN HILLS DRIVE.

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: Green Hills Residents Association (GHRA) and Green Hills Health Care Center, Inc. (GHHCC)

Existing Street Address: 2200, 2210, 2211-2438 Hamilton Drive; 2351, 2355, 2361-2367 Hamilton CR; 2340-2347 Hilton CT and 2205 Green Hills Drive.

Assessor's Parcel #: Parcel A: 0916256010
Parcel B: 0916254015
Parcel C: 0916256290
Parcel D: 0916255200
Parcel E: 0916258001

Legal Description:

LOT 1 OF GREEN HILLS COMMUNITY SUBDIVISION FIRST ADDITION

PARCEL 'F'

County Auditor's Parcel 'F' located in Gateway-Green Hills Subdivision in the East One- half (E½) of Section Sixteen (16), Township Eighty-three (83) North, Range Twenty-four (24) West of the 5th P.M., City of Ames, Story County, Iowa, more particularly described as follows: Commencing at the Northeast Corner of Lot 1 of Green Hills Community Subdivision First Addition; thence South 17°53'52" West, 95.00 feet along an east line of said Lot 1 to a corner thereof; thence South 27°07'05" East, 110.00 feet along an east line of said Lot 1 to a corner thereof; thence South 62°52'27" West, 91.81 feet along an east line of said Lot 1 to a corner thereof; thence South 27°07'05" East, 28.77 feet along an east line of said Lot 1 to a corner thereof; thence South 17°51'07" West, 4.51 feet along an east line of said Lot 1 to a corner thereof; thence South 27°07'05" East, 27.53 feet along an east line of said Lot 1 to a Southeast Corner thereof (said point also being the point of beginning); thence South 26°23'38" East, 29.31 feet; thence North 61°44'25" East, 9.00 feet; thence South 27°13'27" East, 59.71 feet; thence South 62°13'08" West, 8.64 feet; thence South 27°07'26" East, 174.34 feet; thence South 62°53'12" West, 90.79 feet; thence South 89°58'09" West, 83.83 feet; thence North 00°03'21" West, 86.68 feet; thence North 27°04'56" West, 148.24 feet to a corner of said Lot 1; thence North 62°57'40" East, 92.22 feet along a south line of said Lot 1 to a corner thereof; thence North 62°47'11" East, 33.65 feet along a south line of said Lot 1 to the point of beginning, containing 0.81 acres (35,303 SF) total. Subject to easements.

Note: For the purposes of this survey, the northeast line of said Lot 1 was determined to bear North 54°00'54" West using GPS.

PARCEL 'G'

County Auditor's Parcel 'G' located in Gateway-Green Hills Subdivision in the East One-half (E½) of Section Sixteen (16), Township Eighty-three (83) North, Range Twenty-four

(24) West of the 5th P.M., City of Ames, Story County, Iowa, more particularly described as follows:

Beginning at the Northeast Corner of Lot 1 of Green Hills Community Subdivision First Addition; thence South 17°53'52" West, 95.00 feet along an east line of said Lot 1 to a corner thereof; thence South 27°07'05" East, 110.00 feet along an east line of said Lot 1 to a corner thereof; thence South 62°52'27" West, 91.81 feet along an east line of said Lot 1 to a corner thereof; thence South 27°07'05" East, 28.77 feet along an east line of said Lot 1 to a corner thereof; thence South 17°51'07" West, 4.51 feet along an east line of said Lot 1 to a corner thereof; thence South 27°07'05" East, 27.53 feet along an east line of said Lot 1 to a Southeast Corner thereof; thence South 26°23'38" East, 29.31 feet; thence North 61°44'25" East, 9.00 feet; thence South 27°13'27" East, 59.71 feet; thence South 62°13'08" West, 8.64 feet; thence South 27°07'26" East, 174.34 feet; thence South 62°53'12" West, 90.79 feet; thence South 89°58'09" West, 83.83 feet;

thence North 00°03'21" West, 86.68 feet; thence North 27°04'56" West, 148.24 feet to a corner of said Lot 1; thence South 62°55'04" West, 29.68 feet along a south line of said Lot 1 to a corner thereof; thence North 89°59'33" West, 39.16 feet along a south line of said Lot 1 to a corner thereof; thence North 27°09'47" West, 116.15 feet along a west line of said Lot 1 to a corner thereof; thence North 17°53'29" East, 45.00 feet along a west line of said Lot 1 to a corner thereof; thence North 04°05'55" West, 81.99 feet along a west line of said Lot 1 to a corner thereof; thence Northeasterly along a west line of said Lot 1, 94.94 feet along a 227.65 feet radius curve concave Northwesterly having a central angle of 23°53'41" to a corner of said Lot 1; thence North 44°09'49" East, 39.50 feet along a west line of said Lot 1 to a corner thereof; thence Northeasterly along a west line of said Lot 1, 52.31 feet along a 96.69 feet radius curve concave Southeasterly having a central angle of 30°59'47" to a corner of said Lot 1; thence North 17°54'33" East, 85.76 feet along a west line of said Lot 1 to the Northwest Corner thereof; thence North 54°00'54" West, 500.50 feet along a northeast line of Lot 1 of said Gateway-Green Hills Subdivision to a corner thereof; thence North 88°17'25" West, 488.37 feet along a north line of said Lot 1 to the Northwest Corner thereof; thence South 00°06'25" West, 712.81 feet along the west line of said Lot 1 to the Southwest Corner of Outlot F of said Gateway-Green Hills Subdivision; thence North 89°56'23" East, 60.00 feet along the south line of said Outlot F to the Southeast Corner thereof; thence South 00°03'36" West, 247.40 feet along the east lines of Outlots D and E of said Gateway-Green Hills Subdivision to the Northwest Corner of Outlot C of said Gateway-Green Hills Subdivision; thence South 89°24'40" East, 139.70 feet along the north line of said Outlot C to the Northeast Corner thereof; thence South 00°20'59" East,

59.82 feet along the east line of said Outlot C to the Southeast Corner thereof; thence South 89°33'54" East, 469.30 feet along the south lines of Outlots A and B of said Gateway-Green Hills Subdivision to the Southeast Corner of said Outlot A; thence South 00°01'18" West, 200.00 feet along a west line of said Lot 1 to a corner thereof; thence North 89°33'54" West, 92.00 feet along a north line of said Lot 1 to a corner thereof; thence South 00°01'34" West, 65.85 feet along a west line of said Lot 1 to a corner thereof; thence Southwesterly along a west line of said Lot 1, 138.60 feet along a

311.00 feet radius curve concave Northwesterly having a central angle of 25°32'04" to a Southwest Corner of said Lot 1; thence South 89°33'34" East, 640.86 feet along the south line of said Lot 1 to the Southeast Corner thereof; thence Northeasterly along an east line of said Lot 1, 126.75 feet along a 305.50 feet radius curve concave Southeasterly having a central angle of 23°46'15" to a corner of said Lot 1; thence North 18°31'34" East, 26.66 feet along an east line of said Lot 1 to a corner thereof; thence Northerly along an east line of said Lot 1, 99.40 feet along a 299.45 feet radius curve concave Northwesterly having a central angle of 19°01'06" to a corner of said Lot 1; thence North 00°04'34" West, 199.97 feet along an east line of said Lot 1 to a corner thereof; thence

Northeasterly along an east line of said Lot 1, 714.60 feet along a 404.35 feet radius curve concave Southeasterly having a central angle of 101°15'30" to the Northeast Corner of said Lot 1; thence North 78°49'55" West, 239.48 feet along a north line of said Lot 1 to a corner thereof; thence North 71°09'57" West, 526.70 feet along a north line of said Lot 1 to the point of beginning, containing 28.05 acres (1,222,076 SF) total. Subject to easements.

Note: For the purposes of this survey, the northeast line of said Lot 1 of Green Hills Community Subdivision First Addition was determined to bear North 54°00'54" West using GPS.

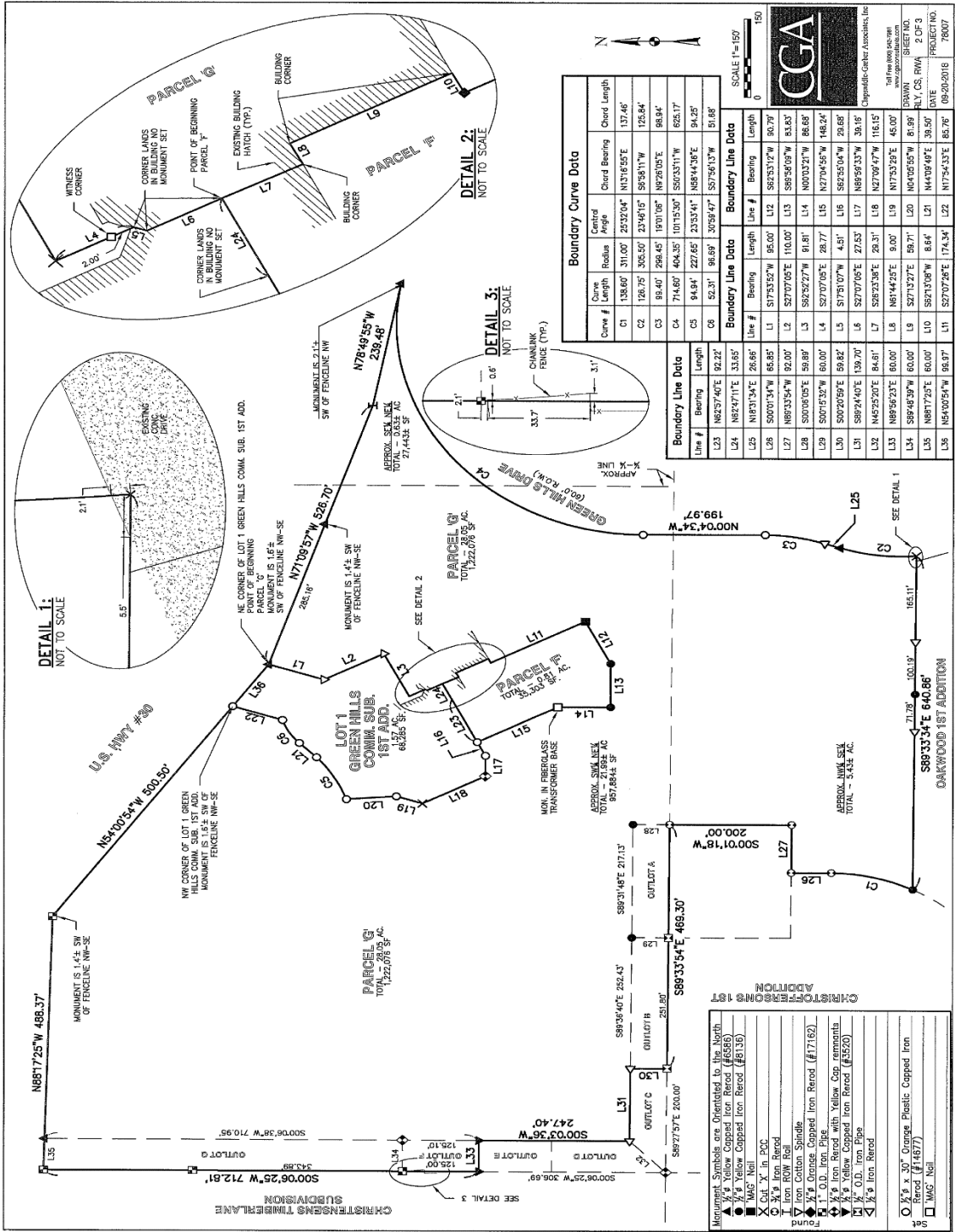
Public Improvements:

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. (no additional improvements required)

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 B- Proposed Plat of Survey



Scale 1"=150'

CGA

Chippendale-Garner Associates, Inc.

3415 First Street, Suite 100
 San Diego, CA 92108
 Phone: (619) 591-1111
 Fax: (619) 591-1112
 www.cga.com

Drawn: SHEPHERD
 Date: 11/11/11
 Project No.: 2 OF 3
 09/20/2016 78007



CITY OF
Ames™

Caring People ♦ Quality Programs ♦ Exceptional Service

MEMO

ITEM # 29

To: Mayor and Ames City Council

From: Steven L. Schainker, City Manager

Date: September 21, 2018

Subject: Staff Representation Regarding Safety In Our Parks, Natural Areas,
And Trails

In the aftermath of the tragic event that occurred this week, a number of questions have been raised about our current efforts to promote safety in our parks, natural areas, and trails. In addition, some have asked what changes are we prepared to make immediately to further promote safety in these areas as well as into the future.

While no written report is being provided at this time, City staff will be prepared to address these questions at the September 25, 2018 City Council meeting.

COUNCIL ACTION FORM

SUBJECT: **BROOKSIDE PARK RESTROOM RENOVATION**

BACKGROUND:

The Brookside Park restroom building (shown below) was constructed in the 1930s as a Civilian Conservation Corps (CCC) project. Over the years it has served as the Parks Maintenance Facility and, most recently, as the park restroom. The current configuration of the building is shown in Attachment A and consists of a men's restroom, women's restroom, and storage space. The restrooms have no doors and the walls have a stucco type surface. The original windows have been removed and the space filled with glass blocks and other material.



In 2016, the Parks and Recreation Department contracted with ISG, Des Moines, to develop plans and specifications for renovating the restroom facility. The proposed project was to upgrade light fixtures and controls, add doors to the restrooms, install a smooth wall material, upgrade plumbing fixtures, and address any ADA compliance issues. Adding a family restroom was also discussed as part of this project. Several alternatives were proposed and the project was put on hold as cost estimates exceeded the \$75,000 originally budgeted for the project.

On May 5, 2018, a fire started in a garbage can under the building's overhang and caused approximately \$50,000 in damage as shown below.



ISG was contracted to assess the building and give cost estimates for three options to return a functional restroom to the park. The report detailing the assessment is Attachment B. **In summary, ISG found the structure to be sound; however, the walls, inside and out, did receive some smoke damage. The roof needs to be replaced as well as some of the restroom partitions and lights. Most of the restroom fixtures could be reused.**

DESIGN ISSUES TO CONSIDER:

The first issue to consider is to rebuild using the current building structure or demolish the current structure and replace with a new building. The current building does have a long history, but is not a listed historical structure. Multiple changes have occurred to this building over the years; however, the building shell has been in the park for approximately 80 years. As stated in ISG's report, the structure is sound and could be reused if the City Council chooses to do so.

In addition, the restroom building is in the floodway and there are parameters as to what can be done in the floodway. If the structure stays, the building can be renovated and meet the floodway parameters. If the structure is demolished and a new building constructed, the new building footprint would need to be the same or smaller as the current structure and the orientation of the building would need to stay the same as well.

The second issue is whether to create gender neutral restrooms, continue with the traditional men's and women's configuration, or have a combination of both. The nationwide trend is moving towards having gender neutral restrooms which are also great options for families with small children. Staff met with the Ames Pride group this past summer and feedback included making all restrooms gender neutral.

DESIGN OPTIONS AND ASSOCIATED COST ESTIMATES:

Attachment B outlines the three original options evaluated by the design consultant. After completion of the original report, two additional options were evaluated. The table below describes all five design options.

Design Options	Description	Construction Estimate	Contingency (5%)	Design Fees (11.25%)	Total
A	Keep the current structure, replace the roof, keep the men’s and women’s restroom, and add an ADA compliant/gender neutral restroom as shown in Attachment C.	\$130,241	\$ 6,512	\$15,343	\$152,096
B	Keep the current structure, replace the roof, and renovate the interior to include four gender neutral restrooms. This configuration is shown at the end of Attachment B.	\$180,000	\$ 9,000	\$21,262	\$210,262
C	Demolish the current structure, build a new building using conventional construction which would include four gender neutral restrooms.	\$265,000	\$13,250	\$31,303	\$309,553
D	Demolish the current structure and replace with a prefab structure which would include four gender neutral restrooms.	\$227,000	\$11,350	\$26,814	\$265,164
E*	Demolish the current structure and contract with a vendor to provide portable restrooms in Brookside Park (four standard and two ADA compliant portables).	\$12,000			\$ 12,000

*There would be an annual expense of \$2,849 and most likely increase yearly.

POTENTIAL FUNDING SOURCES:

Available funding is shown below with the largest amount (\$69,080) remaining from the original renovation project. The insurance payment and savings from several completed projects is also included. The \$25,000 for Ames High Tennis Court repairs is available since this project will not take place due to the Ames Community School District building new courts on its 24th Street site and the current high school courts set to be demolished in 2019.

The intent of the North River Valley Park Restroom Renovation was to bring the building into compliance with ADA standards as well as repair some structural items. This project has been on hold as \$30,000 will not cover the cost of the work. Staff has also been working on a redesign of the park space which includes installing a new restroom and shelter adjacent the flat space used for soccer, ultimate Frisbee, lacrosse, and other activities. Rather than continuing to carry over this money, it could be used for the Brookside restroom project.

Beginning in FY 2016/17, \$25,000 has been allocated each year for projects to be identified in the ADA Transition Plan which will be completed this year. A total of \$50,000 has been carried over to FY 18/19 for ADA related projects. Since this project will bring the restrooms into compliance with ADA standards, using these funds for this project appears to be an appropriate use of these funds.

<u>Source</u>	<u>Amount</u>
Brookside Park Restroom Project (less 2016 design fees)	\$ 69,080
Insurance Payment	24,804
South River Valley Shelter Savings	1,242
Auditorium Sound Shell Savings	15,830
Furman Aquatic Center Painting Projects Savings	3,750
Ames High Tennis Court Repairs	25,000
North River Valley Park Restroom Renovation	30,000
ADA Transition Projects	50,000
Total	\$219,706

PARKS AND RECREATION COMMISSION COMMENTS:

At its September 20, 2018 meeting, the Commission discussed the following alternatives and favors the construction of four gender neutral restrooms. They also understand that Council may choose to not reallocate funding identified above to cover the cost of any of the alternatives which include four gender neutral restrooms. **Therefore, the Commission recommended City Council to direct staff to pursue Alternative 2 (renovating with four gender neutral restrooms). However, if the Council decides to not reallocate sufficient funds to finance this alternative, the Commission feels Alternative #1 is a good compromise.**

ALTERNATIVES:

1. Direct staff to:
 - a. Develop plans and specification to renovate the current Brookside restroom to include the current men's and women's restrooms and one ADA compliant gender neutral restroom;
 - b. Use savings from completed CIP projects as listed above for the Brookside Restroom Project; and
 - c. Use funds from the Ames High Tennis Court Repair Project and the North River Valley Park Restroom Renovation Project for the Brookside Restroom Project.

The engineer's total cost estimate for this alternative is \$152,096 and there appears to be enough funding identified to move forward.

2. Direct staff to:
 - a. Develop plans and specification to renovate the current Brookside restroom to include four gender neutral restrooms;
 - b. Use savings from completed CIP projects as listed above for the Brookside Restroom Project; and
 - c. Use funds from the Ames High Tennis Court Repair Project and the North River Valley Park Restroom Renovation Project for the Brookside Restroom Project.

The engineer's total cost estimate for this alternative is \$210,262 and there appears to be enough funding identified to move forward.

3. Direct staff to:
 - a. Move forward with plans to demolish the current Brookside restroom;
 - b. Develop plans and specifications using conventional construction to build a new restroom in Brookside Park to include four gender neutral restrooms;
 - c. Use savings from completed CIP projects as listed above for the Brookside Restroom Project; and
 - d. Use funds from the Ames High Tennis Court Repair Project and the North River Valley Park Restroom Renovation Project for the Brookside Restroom Project.

The engineer's total cost estimate for this alternative is \$309,553 and would require additional funding.

4. Direct staff to:
 - a. Move forward with plans to demolish the current Brookside Restroom;
 - b. Develop plans and specifications for a prefab concrete structure to be installed in Brookside Park to include four gender neutral restrooms;

- c. Use savings from completed CIP projects as listed above for the Brookside Restroom Project; and
- d. Use funds from the Ames High Tennis Court Repair Project and the North River Valley Park Restroom Renovation Project for the Brookside Restroom Project.

The engineer's total cost estimate for this alternative is \$265,164 and would require additional funding.

- 5. Demolish the current structure, do not rebuild the Brookside restroom, and contract with a vendor to provide portable restrooms in Brookside Park.

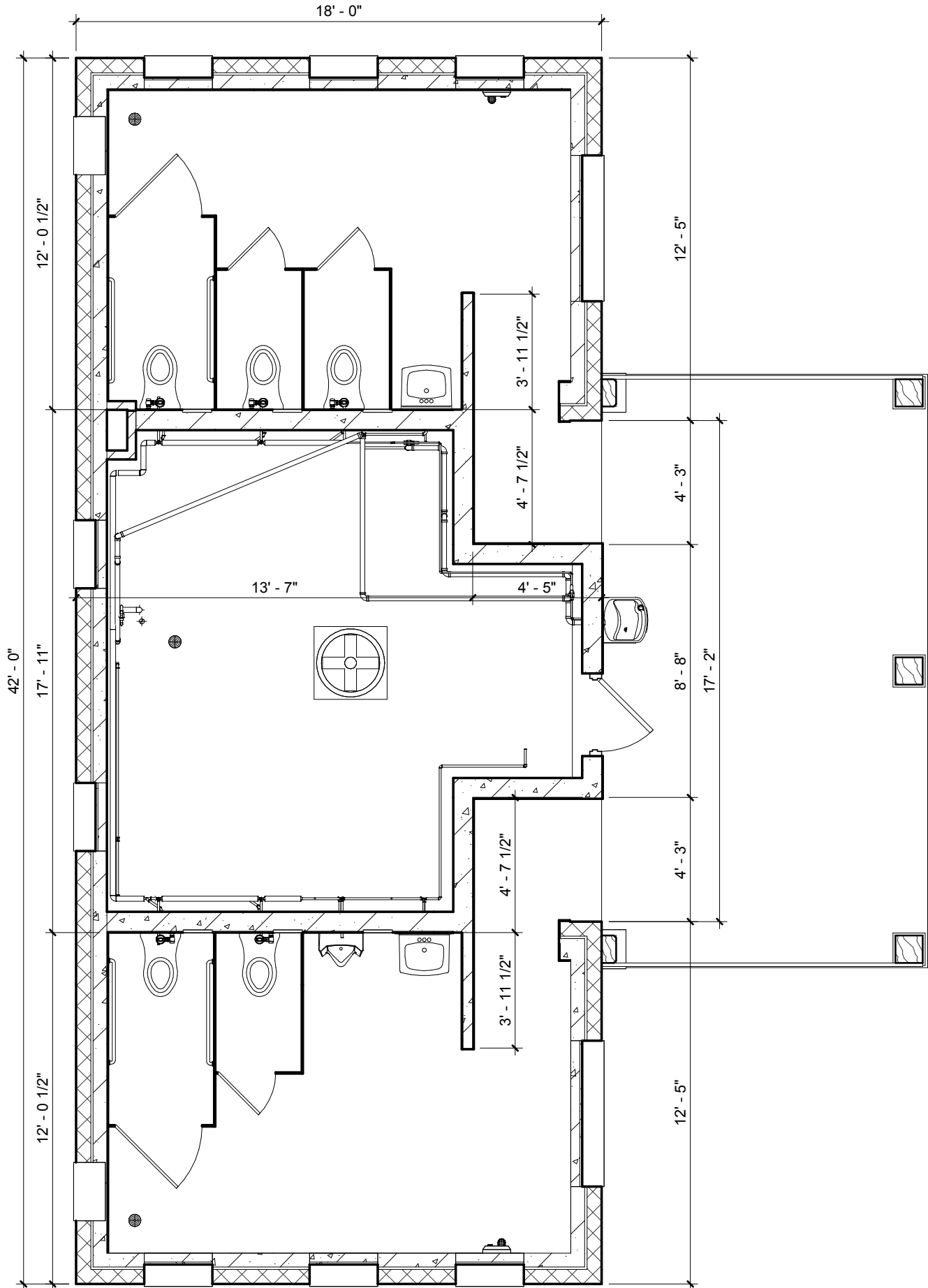
The engineer's total cost estimate for this alternative is \$12,000 with an annual rental cost for portable toilets of \$2,849 and there appears to be enough funding identified to move forward.

- 6. Refer back to staff.

CITY MANAGER'S RECOMMENDED ACTION:

The Parks Master Plan indicates permanent restrooms are an amenity to be located in community parks. Since Brookside Park is a community park, it is reasonable to renovate or replace the current restroom. **With the national trend moving to providing gender neutral restrooms, it is also advisable to rebuild the facility with gender neutral restrooms.**

Renovating the current restroom facility and adding four gender neutral restrooms that meet ADA requirements is a way to provide restrooms that can be used by the wide diversity of park users and complete the project with the available funding. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #2 as stated above.



August 15, 2018

ATTACHMENT B

Keith Abraham
Parks & Recreation Director
City of Ames
1500 Gateway Hills Park Drive
Ames, IA 50010
kabraham@city.ames.ia.us

RE: Brookside Park Restroom

Dear Keith,

Based on our meeting and site visit of July 23, 2018, ISG's assessment and recommendations for the fire-damaged Brookside Park Restrooms is presented for your consideration below.

Background

The restroom facility at Brookside Park was originally constructed as a Civilian Conservation Corps project in the 1930s. The structure consists of limestone and structural clay masonry walls with a stick-framed wood roof structure. Male and female restroom facilities are currently located on either side of a central shop/storage space. It is evident that the building has undergone some alterations over the years, including relocation of the doors to men's and women's rooms from the ends of the building to the east side. It appears the covered entrance gable was added at a later date, possibly when the doors were relocated.

Due to its immediate proximity to Squaw Creek and the larger watershed of the Skunk River, the building has been inundated numerous times, requiring a considerable cleanup and repair efforts by the City's maintenance staff after each flood to return the facility to normal operation.

During a previous ISG project to explore remodeling of the building, we observed prior fire damage in the attic with charring evident on some of the wood rafters, but was not a cause for concern as the previous repairs had stabilized the structure. The 2016 remodeling project was put on hold and the facility continued to serve the park until it was closed for the season in fall of 2017. Then, in the spring of 2018, a fire originated in a trash container below the covered entrance, engulfing much of the attic space and severely damaging the roof and ceiling structure.

Assessment of Existing Building

The fire destroyed the majority of the wood framed roof and canopy structure. At the time of our visit, the canopy had been completely removed and about half of the roof on the main bathroom building was missing. The remaining wood roof structure appears to be in poor condition and beyond repair, and our recommendation is to demolish and replace the wood roof structure entirely. Any of the remaining wood ceiling planks should be removed as well. The existing masonry walls, however, appear to be stable and suitable for reuse. The fire did cause some discoloration at some of the masonry surfaces but otherwise the masonry did not appear to sustain any significant damage. Any masonry surface that is to remain should be thoroughly cleaned of any soot or smoke discoloration. It is our opinion that reusing the existing foundation and masonry walls would be the most cost-effective way to return the bathroom structure back into working operation. In order to rebuild the roof, new metal-plate-connected wood roof trusses with the same profile of the old roof could be installed to bear on the existing masonry walls. With respect to the interior, the porcelain plumbing fixtures did not appear to suffer any damage in the fire, and could possibly be salvaged for future use. The solid plastic toilet partitions on the men's side appeared to be reasonably unaffected by the fire and may be salvageable, but partitions on the women's side appeared to have warped and deformed due to the intense heat.



Moving Forward

In our previous discussions about possible rebuilding or replacement scenarios, we identified the desire to create four new unisex restrooms, mindful of current trends which include provisions for accessibility, family restrooms, non-gender-specific facilities, and ease-of-use for those caring for older children and adults with special needs.

With that in mind, we discussed these possible options. In all cases we would aim to provide a facility that is flood- and fire-resistant, and serves the community's needs while minimizing operational and maintenance costs.

- 1. Rebuild in place Estimated construction cost: \$180,000
 - a. Demolish fire-damaged roof structure and remove interior walls
 - b. Remove interior fixtures and walls
 - c. Reuse existing masonry structure and foundations
 - d. New roof trusses
 - e. New roof deck and metal roofing
 - f. New cement board or hard-panel ceilings for fire and water resistance
 - g. Scrape interior face of walls and re-skim for smooth surface
 - h. New epoxy paint at walls, sealed concrete floors
 - i. New floor slab and underfloor plumbing
 - j. Drain each restroom to one side/corner for ease of cleaning
 - k. Provide sanitary shutoff valve to prevent flood water entering sanitary sewer, and cleanouts to ease cleanup of facility after flood
 - l. New electrical service and lighting
 - m. Replace windows and/or consider roof-mounted daylight options (sola-tube, clerestory, etc.)

- 2. Replace with conventional construction Estimated construction cost: \$265,000
 - a. Demolish existing structure
 - b. Use existing foundation if possible; otherwise new ftgs./fdtns.
 - c. Masonry wall construction
 - d. Roof trusses (metal or wood?)
 - e. Metal roofing
 - f. Slope concrete floors to drains
 - g. Epoxy paint interior; sealed concrete floors
 - h. Same MEP requirements as Option 1 above

- 3. Replace with prefab concrete structure Estimated construction cost: \$227,000
 - a. Demolish existing structure (walls and roof)
 - b. New footings/foundation and slab
 - c. Finishes per mfr. (most likely sealed/epoxied walls)
 - d. Sealed concrete slab
 - e. Similar MEP requirements as Option 1 above

Other Considerations

As we stated in the assessment above, it is our opinion that the most cost effective and sustainable option is to rebuild in place with the new restroom layout. A sketch of a possible layout is included for





reference. Part of the reasoning for keeping the existing masonry structure is that any deviation from the current footprint, both in size and orientation on site, will likely affect the facility's flood "profile" and may incur additional design time, fees, and regulatory reviews. Also, while not officially listed as a historic property, the style and circumstances of its construction have led some people in the community to view the structure as historically significant and worthy of preserving in some form. The desire to preserve the facility, of course, must be balanced with what is financially viable and sustainable from an operational standpoint. With that in mind, ISG is happy to explore any of the options above with additional detail and cost estimating to help the City of Ames come to a decision on the future of the Brookside restroom facility.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David P. Hofmann'.

David Hofmann, AIA
Architect

A handwritten signature in blue ink, appearing to read 'Bradley W. Penar'.

Bradley Penar, PE
Structural Engineer



Photo 1 – Front of bathroom structure with canopy and half of roof missing (IMG 6999)



Photo 2 - Front of bathroom structure with canopy and half of roof missing (IMG 6955)



Photo 3 – Exterior masonry in good condition with some smoke and soot discoloration (IMG 6954)



Photo 4 – Exterior masonry in good condition (IMG 6947)



Photo 5 - Exterior masonry in good condition with some smoke and soot discoloration (IMG 6941)



Photo 6 - Interior masonry with stucco surface in good condition with some smoke and soot discoloration (IMG 6935)



Photo 7 – Interior masonry with stucco surface in good condition with some smoke and soot discoloration (IMG 6931)



Photo 8 – Interior masonry in good condition (IMG 6958)



Photo 9 - Any remaining wood roof structure is in poor condition and should be demolished (IMG 6973)



Photo 10 - Any remaining wood roof structure is in poor condition and should be demolished (IMG 6968)

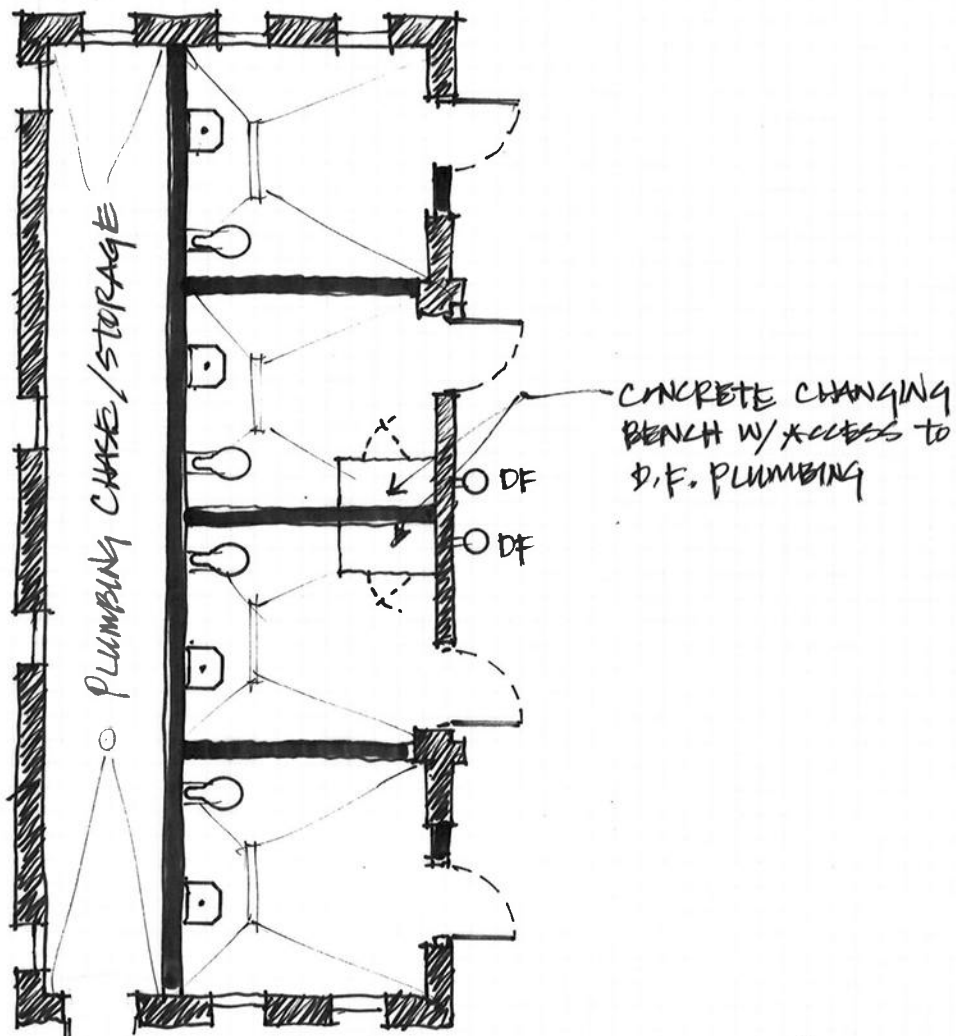


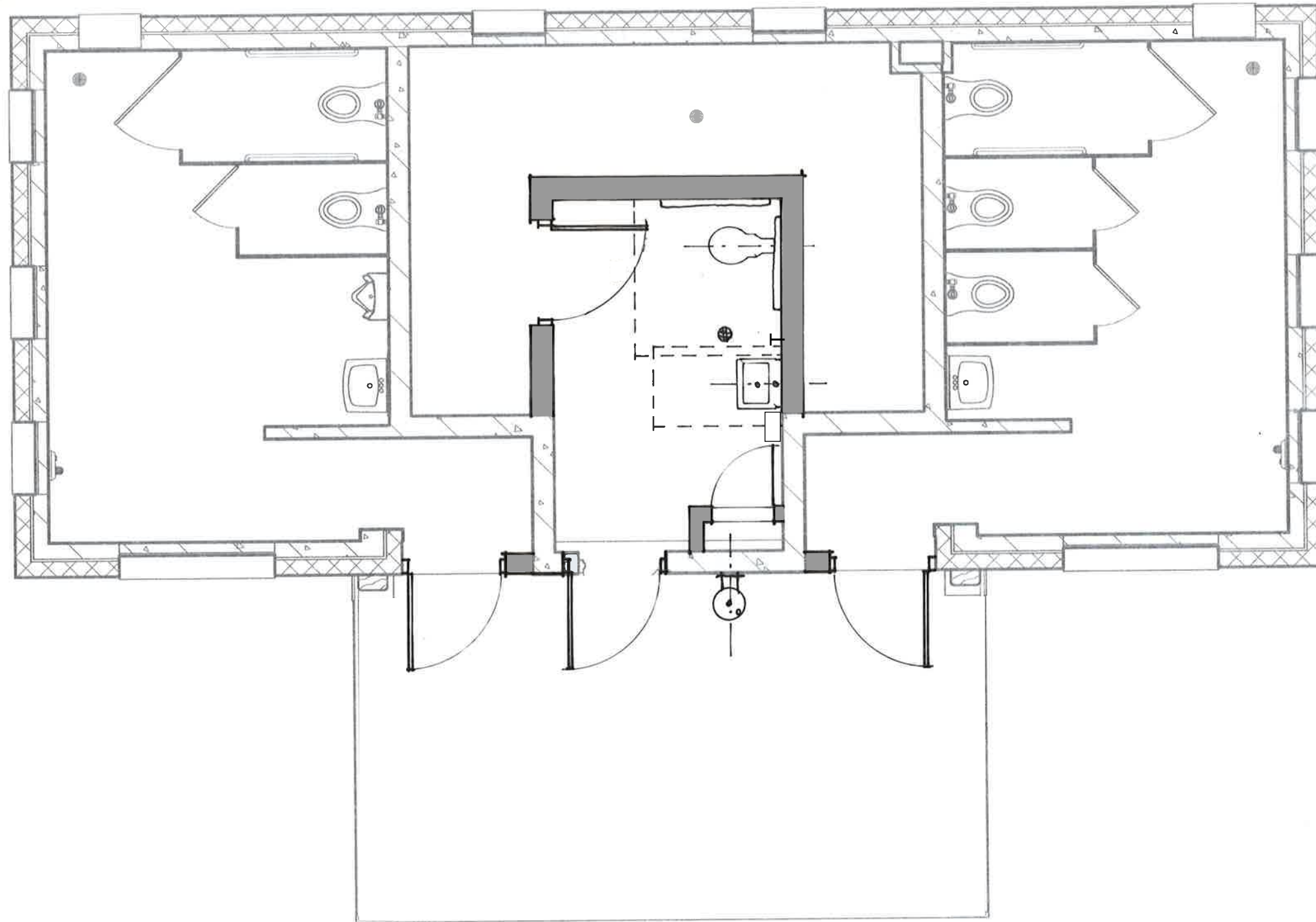
Photo 11 - Any remaining wood roof structure is in poor condition and should be demolished (IMG 6967)





Project: BROOKSIDE PARK RESTROOMS
Location: REBUILD LAYOUT
Sheet Number: _____ Of _____
Calculated By: _____ Date: 8-14-18
Checked By: _____ Date: _____





COUNCIL ACTION FORM

SUBJECT: DIRECT STAFF TO PUBLISH NOTICE FOR A TEXT AMENDMENT TO DOWNTOWN SERVICE CENTER (DSC) ZONING FOR EXCEPTION TO MINIMUM STORIES AND MINIMUM FLOOR AREA RATIO

BACKGROUND:

The City Council held a workshop on June 19th about Downtown related issues, including development standards. Mr. Friedrich spoke at the workshop and identified minimum development standards of a 1.0 floor area ratio (FAR) and two-stories as constraints on redevelopment. The City Council responded by asking for information about how areas other than Main Street, but within the DSC zoning, might have height and FAR standards that were different.

On July 31st, staff reported back offering alternatives: to amend the FAR standard, to modify the minimum two-story requirement, to modify the exception criteria, or to rezone south side of 6th Street to Neighborhood Commercial. The staff report described the pros and cons of different options and can be found [here](#). **After much discussion of goals for Downtown intensification and integrity of the desired design features for Downtown, City Council initiated a consideration of a change to modify the exception criteria for the perimeter of Downtown, specifically the 6th Street area.**

Per City Council's recent direction to have consideration of comprehensive or contentious changes reviewed prior to publishing notice for a public hearing, staff has returned to Council with draft ordinance language to make the requested changes. **City Council is asked to provide direction to staff on proceeding with completing a draft ordinance and publishing notice for a public hearing. Staff has prepared a draft ordinance for an exception process addressing the following issues:**

1. The proposed project must be an expansion or enlargement of an existing building and not for new construction,
2. The property must have frontage on 6th Street. For properties on a through lot, existing buildings on the south half of the lot shall have a second story along the entire 5th Street frontage,
3. The proposed project must retain or create an active pedestrian street entrance,
4. The proposed project must demonstrate a height and building placement that emphasizes an urban design of Main Street style development characterized by a height compatible with buildings in Downtown and maintaining or creating a street edge with buildings,
5. The proposed project must deemphasize the quantity and visibility of surface

parking spaces, and

6. The proposed project must have a minimum floor area ratio of 0.50

More information on the criteria are included in the addendum. Draft zoning text changes are included as Attachment 3.

The Planning and Zoning Commission reviewed the proposed text amendment at its September 5th meeting. After reviewing the applicability of the proposed exception and discussing how it would relate to properties with 5th street frontage, the Commission voted 6-0 to recommend adopting new exception criteria for building additions on sites with frontage along 6th street.

ALTERNATIVES:

1. The City Council can direct staff to finalize the attached zoning text amendment for minimum number of stories and floor area ratio exceptions for additions within the DSC zoning district and publish notice for a public hearing on adopting an ordinance.
2. The City Council can direct staff to revise the attached zoning text amendment for minimum height and floor area ratio exceptions by including additions and new construction and publish notice for a public hearing on adopting an ordinance.
3. The City Council can recommend alternative language for the proposed text amendment and direct staff to publish notice for a zoning text amendment.
4. The City Council can direct staff to not proceed with publishing notice for a public hearing on a zoning text amendment.

CITY MANAGER'S RECOMMENDED ACTION

The proposed amendment is narrowly scoped to properties with frontage along 6th Street and for additions to existing buildings. The proposed design criteria are meant to ensure a compatible design is part of the evaluation for the exception.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1 which is to direct staff to finalize the zoning text amendment for a DSC zoning exception to minimum stories and FAR for properties along 6th Street and publish a notice for a public hearing to adopt an ordinance.

Addendum

The current standards were adopted in 2000 to further the objectives of the Land Use Policy Plan (LUPP) for the DSC, intended to be the most intense area of development of the city and to ensure new development is of the same character as the current surroundings. Goal 8 of the LUPP addresses Downtown. The Urban Core Policies section of Chapter 2 describe the expected intensity as 1.0 FAR for the traditional Downtown Area. Additionally, the LUPP describes the intent to preserve older buildings and support their reuse versus their demolition and replacement.

The Downtown Service Center zoning district (DCS, shown in Attachment 1) is “intended to provide for high-density development within the City’s Urban Core.... Development is intended to be very dense with high building coverage, large buildings in scale with the predominant building pattern in the Downtown commercial area, and buildings placed close together. Development is intended to encourage pedestrian activity with a strong emphasis on safe, vital and attractive streets.” The Downtown Service Center requirements (Section 29.808) can be found in [Article 8](#) of the Ames Zoning Ordinance.

To that end, the Development Standards for DSC require a minimum Floor Area Ratio¹ (FAR) of 1.0 and a two-story minimum height² (with an exception for certain uses that require a Special Use Permit). The standards also allow for (but do not require) a zero setback on all sides of the building. There are no other specific design standards as part of the zoning, although Design Guidelines exists for projects eligible for Urban Revitalization property tax abatement.

These standards are typical of many cities’ downtown standards and certainly reflect the development patterns of much of the Main Street and 5th Street corridors in Ames. The perimeter of Downtown, including 6th Street, has a less cohesive development pattern than the core of Downtown and more closely resembles the development pattenr of the Neighborhood Commercial (NC) zoning district on the north side of 6th Street.

The current zoning allows for an exception from the zoning standards in two circumstances. The Zoning Board of Adjustment (ZBA) is able to review, on a case-by-case basis, a request for a reduction in the height based on site specific findings about the unique site and use. Uses requiring a Special Use Permit may also be approved for exceptions to height and FAR. Other permitted uses, such as retail, office, and mixed use are required to conform to both standards. **The proposed text amendment is to create an additional exception option subject to ZBA approval based upon specific criteria. Relevant criteria and options are described below.**

6th Street Only

The exception allowance in Section 29.808 is explicit in referring to only lots that have frontage on 6th Street. Currently, there are twelve lots with frontage on 6th Street between Duff Avenue and Grand Avenue. Of these, 5 are zoned S-GA. The seven

¹ The Floor Area Ratio is calculated by dividing the gross floor area of all buildings on a lot by the lot area.

² The two-story minimum height is intended to apply to the whole building, not just a portion if it does not meet FAR.

impacted parcels are identified in Attachment 2. Additionally, some of the lots have frontage along 5th Street. The intent of the exception process is to retain the requirement for two-story buildings along 5th Street frontage if it is a through lot situation.

New Construction vs. Existing Structures

The proposed exception would apply only to additions and expansions to existing buildings that may not meet current FAR and/or height standards. This substantially limits the use of the exception compared to allowing it to apply to all new construction.

The current general exception for the height requirement for new construction is retained and clarified to apply to height and FAR, but explicitly notes as applying only to new construction. The current exception applies to all of the DSC zoning. The threshold of approval of an exception for new construction is a higher threshold than the criteria proposed by staff.

Construction of a new building should meet the existing height and FAR standards as there would not be similar impediments to meeting those standards. The exception would not be allowed to apply to a surface parking lot only due to the recommendation of at least at 0.50 FAR even with approval of an exception. This standard means each property must be developed with building, not just a parking lot.

Design Criteria

An exception is granted by the Zoning Board of Adjustment per the authority granted in Section 29.1506 (4) in [Article 15](#). Subparagraph 29.1506 (4)(b) will need to be updated to include FAR in the DSC. The intent is to only grant the exception when the proposed design meets the overall objectives of the City and not have it based upon use.

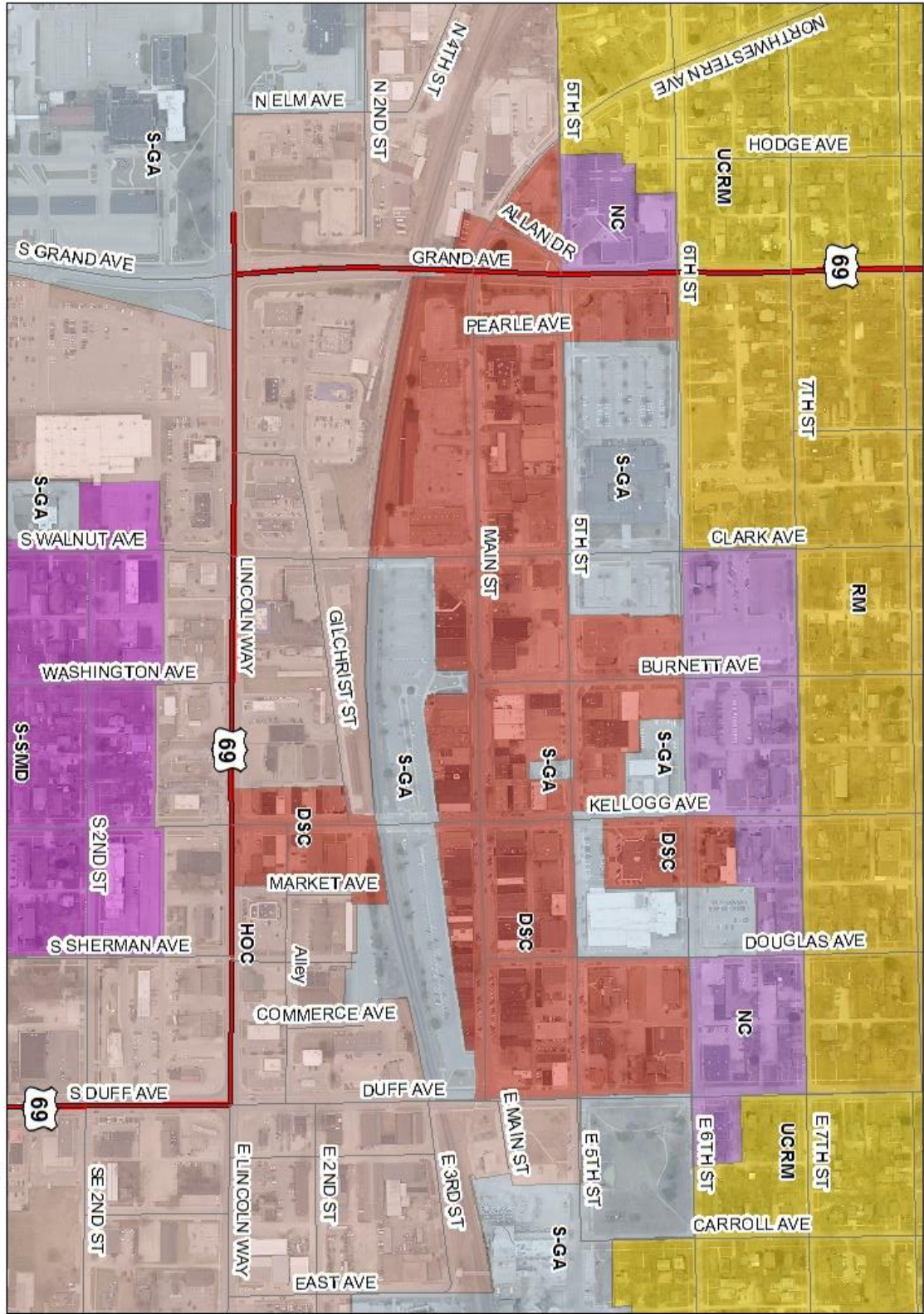
The proposed standards include a requirement that a façade shall support pedestrian orientation with front facade placed near the street and that there be a primary pedestrian entrance. Additional pedestrian entrances may face an adjacent parking lot but, to maintain the pedestrian orientation consistent with the existing built environment in the urban core, there must be a primary street entrance.

The proposed design would also need to be of a height that is compatible with buildings in downtown, meaning that the height of a one story building be extended with a parapet or including some element of two-stories even if there is not a whole second floor. The criteria also include a requirement to maintain or create a building edge along the sidewalk—a feature typical of the urban development patterns of Main Street.

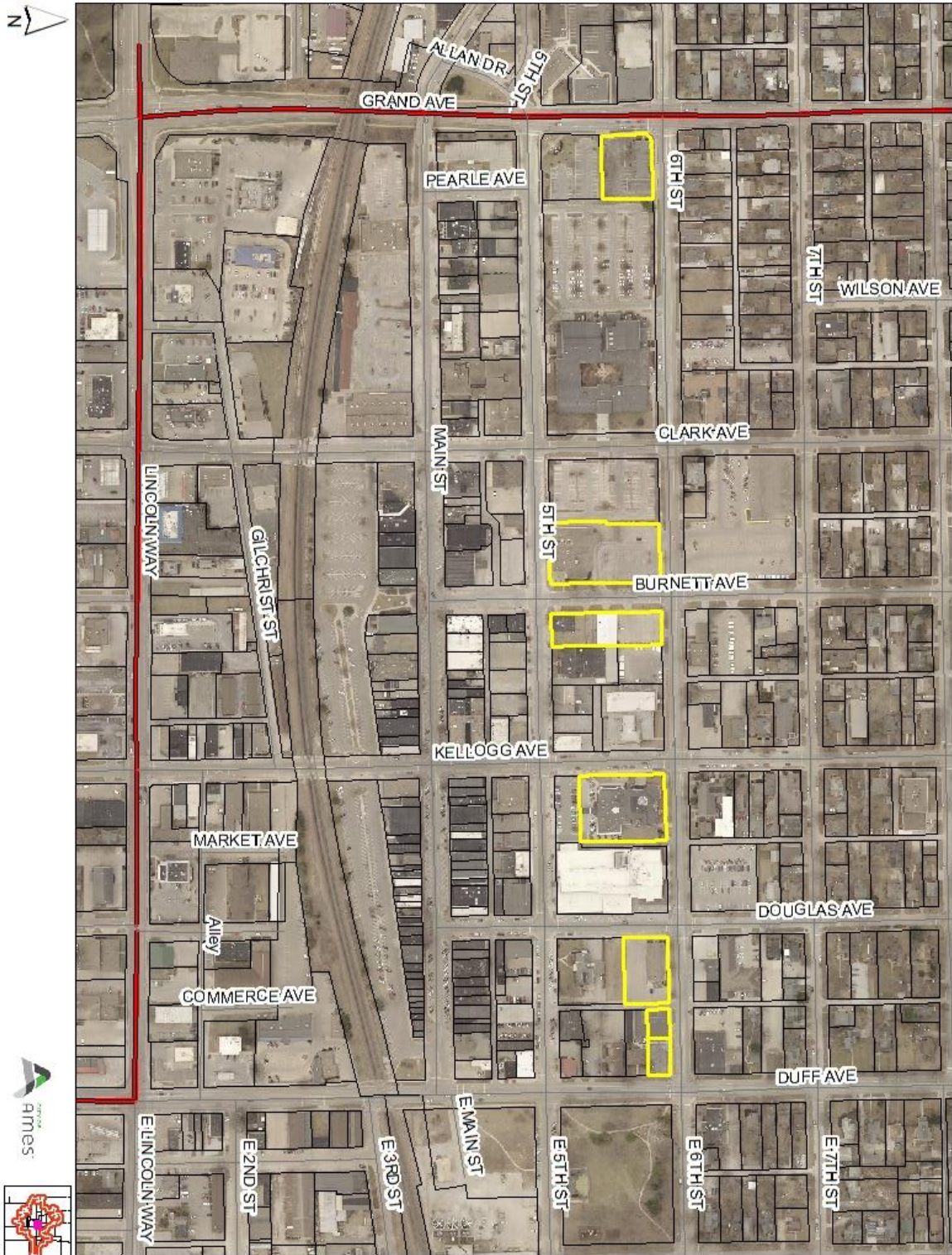
The exception also is written to allow for only a 50% reduction in the minimum required FAR. This assists in assuring the goal for intensity of use is still met and that projects do not focus solely on providing on-site parking with a small amount of building area.

The exception extends design authority to the Site Plan review to consider the whole of the site not just the building to address parking design. The likely replacement of building area with parking and the relationship of the parking to the street is an important consideration with the exception allowance.

Attachment 1: Downtown Service Center Zoning [North to Right]



Attachment 2: 6th Street Corridor [North to Right]



Attachment 3: Proposed Amendments for DSC FAR and Height Requirements

Section 29.808

...

(4) Standards for the Granting of Exceptions to the Minimum Requirement for Two Story Buildings and the Minimum 1.0 Floor Area Ratio in the DSC (Downtown Service Center) District. Before an exception to the requirement for two-story buildings or the minimum 1.0 floor area ratio in the DSC (Downtown Service Center) can be granted, the Zoning Board of Adjustment shall establish that the following standards have been, or shall be satisfied:

(a) Standards for New Construction. The Zoning Board of Adjustment shall review each application for the purpose of determining that each proposed one-story building, in the DSC zone, meets the following standards:

- (i) Physical circumstances exist for the property which result in a lot with a size and shape that is not conducive to a multi-story structure, and
- (ii) It can be demonstrated that there is a direct benefit to the community to have a one-story structure, at the proposed location, as opposed to a multi-story structure.

(b) Standards for Existing Structures. The Zoning Board of Adjustment shall review each application for the purpose of determining that each proposed expansion or enlargement of a building not meeting the minimum number of stories or floor area ratio, meets the following standards:

- (i) The proposed project is an expansion or enlargement of an existing building and not for new construction,
- (ii) The property has frontage on 6th Street. For properties on a through lot, existing buildings on the south half of the lot shall have a second story along the entire 5th Street frontage,
- (iii) The proposed project retains or creates an active pedestrian street entrance,
- (iv) The proposed project demonstrates a height and building placement that emphasizes an urban design of Main Street style development characterized by a height compatible with buildings in downtown and maintaining or creating a street edge with buildings,
- (v) The proposed project deemphasizes the quantity and visibility of surface parking spaces, and
- (vi) The proposed project has a minimum floor area ratio of 0.50

(bc) Procedure. The procedure to follow for an “exception” is described in Section 29.1506(3).

Section 29.1506 EXCEPTIONS

...

(4) When Authorized. The Zoning Board of Adjustment is authorized to grant the following exceptions:

(a) Parking stall exceptions pursuant to Sec. 29.406(9)(c).

(b) ~~DSC and CSC~~ minimum height exceptions pursuant to ~~Sec. 29.808(4) and 29.809(4)~~. (Ord. No. 3872, 03-07-06)

(c) DSC minimum height and floor area ratio exceptions pursuant to Sec. 29.808(4).

(ed) Exceptions for minor area modifications. The Board is authorized to grant exceptions from the requirements of the zoning ordinance to allow minor area modifications for single family attached and detached dwellings that are existing in developed areas, but not in cases of new construction. These are authorized for the following situations:

(i) reduction of required residential side yard setbacks for principal structures by no more than two feet

(ii) reduction of required residential front and rear yard setbacks for principal structures by no more than five feet;

(iii) reduction of minimum lot area requirements by no more than 10%;

(iv) reduction of required residential front, rear and side yard setbacks without limit as required to provide handicapped access ramps to a dwelling;

(v) reduction of front, rear, and side yard setbacks without limit to allow reconstruction of a historically accurate structure.

(de) Commercial Parking lot side and rear landscape setback requirement of 29.403.

(ef) Commercial Parking Lot area percentage requirement of 29.403.

(5) Review Criteria. Before an exception can be granted, the Board of Adjustment shall establish that the following standards have been or shall be satisfied:

(a) Parking Stall Dimension Exceptions. The Board may grant specific limited exceptions to the minimum parking space and drive aisle dimensions in accordance with the standards set forth at Sec. 29.406(9)(c).

(b) ~~DSC and CSC~~ Minimum Height Exceptions. The Board may grant exceptions to the minimum height requirements for buildings in the ~~DSC and CSC~~ districts in accordance with the standards set forth at ~~Sec. 29.808(4) and 29.809(4)~~.

(c) DSC Minimum Stories and FAR exceptions. The Board may grant exceptions to the minimum number of stories and floor area ratio requirements for buildings in the DSC district in accordance with the standards set forth at 29.808(4)

(ed)...

...

COUNCIL ACTION FORM

SUBJECT: DIRECT STAFF TO PUBLISH NOTICE FOR A TEXT AMENDMENT TO CORNER LOT TREE PLANTING STANDARDS FOR NONRESIDENTIAL SITES

BACKGROUND:

On August 14th staff presented an option for City Council to considered reducing tree planting requirements for corner lots. The City Council discussed the implications of the matter for site design and ultimately directed staff to proceed with drafting a zoning text amendment by a 3-3 vote of the Council with a tie breaking fourth vote by the Mayor. **While this issue was brought up during the discussion of the new Fareway store in Downtown, Council should remember that staff introduced this as a city-wide issue raised by some developers that could be addressed separate from the Fareway project.**

The City's new 2017 landscape standards created a higher expectation of aesthetics and sustainable site features than the previous standards. The goal of increasing parking sustainability was addressed with the requirements for larger overstory trees, increases in the total number of trees to increase the shading percentage, and an option to reduce the number of parking stalls for increased landscaping.

The parking lot tree planting requirements on corner lots are currently the same as an interior lot and require additional trees compared to interior lots. This situation was anticipated at the time of adoption of the new ordinance. **Through the review of projects over the last year, some developers have had to redesign sites to accommodate required trees with a reduction in parking spaces. This has become an issue particularly when a certain number of parking spaces are desired by the developer that may exceed the City's minimum standards. Although all the projects have been approved and there has been no direct reduction in the scope of a project, the issue of parking design flexibility could be addressed with a narrowly scoped amendment to reduce tree planting ratios.**

Staff prepared two options as possible changes to the tree planting standards for Planning & Zoning Commission review at the September 5th meeting. The options are described in greater detail in the addendum to the report. The Commission considered staff's recommendation to reduce front yard tree requirements by 50% and heard comments from Scott Renaud of Fox Engineering asking for more indepth review of standards of the landscape ordinance. **The Commission determined that after only one year of implementation of the landscape standards it was premature to**

reduce the planting standards and voted 6-0 to recommend the Council decline to approve a zoning text amendment. As a separate motion, the Commission voted to recommend the City Council initiate a review of the landscape ordinance in greater depth at an appropriate time in the future to determine what is working well and what is not.

With City Council's recent direction to consider contentious items prior to noticing public hearings, staff has brought this item forward for City Council direction. If the City Council is interested in amending the landscape ordinance standards two options are defined within this report. The first option is to reduce front yard landscaping for corner lots to align with the planting requirements by 50%. The second option is to consider reducing parking lot landscaping tree requirements by 25%.

ALTERNATIVES:

1. The City Council can direct staff to publish a public hearing notice for consideration of a zoning text amendment to reduce front yard tree planting requirements by 50%.
2. The City Council can direct staff to publish a public hearing notice for consideration of a zoning text amendment to reduce the parking lot tree planting requirements by 25%.
3. The City Council can recommend alternative language for the proposed text amendment and direct staff to publish notice for zoning text amendment.
4. The City Council can direct staff to not proceed with a zoning text amendment **(Commission Recommendation)**.

CITY MANAGER'S RECOMMENDED ACTION:

Based upon staff's analysis of site plan examples, the impact of a reduction would vary greatly for sites due to differences in the overall size of site and its parking area and the amount of street frontage. Staff is most supportive of reducing the front yard tree planting requirement compared to reducing parking lot tree planting ratios. This option maintains parking lot tree planting standards across all sites regardless of street frontage, which keeps the shading and overall landscaping design of parking lots the same. However, as noted by the Commission the ramifications of the new standards on meeting the City's goals to enhance aesthetics and site design sustainability are not well understood with the limited number of examples of sites that have been approved and completed construction in the past year.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #4, which is the recommendation of the Planning and Zoning Commission, to take no action on a landscaping zoning text amendment at this time. However, if the City Council should desire to proceed with a zoning text amendment for our current landscaping requirements, the recommendation would be for Alternative #1.

Addendum

The goal of the proposed text amendment is to balance the objectives of the landscape ordinance with some developer's preferences in site design. The following list of current standards are the primary influences on overall tree planting requirements beyond just the planting ratios.

1. Parking and maneuvering areas must have 10% of the gross area with landscaping in or around it.
2. Required landscaping must be within 10 feet of the parking and maneuvering area.
3. A parking lot over-story tree is required at a rate of 1 tree for every 200 square feet of required parking lot landscaping (i.e. the 10% requirement above, this equates to approximately 1 tree for every 5 parking stalls)
4. Front yards shall have 1 tree for every 50 linear feet of frontage, and no more than 50% of the front yard over-story trees can be substituted with other trees.
5. Over-story trees must be spaced a minimum of 20 feet on center.

Staff has proposed two options to reduce tree planting requirements. Staff believes changing the corner lot front yard planting standard is the most direct way to equitably address the concern of multiple street frontages. It also allows in some instances for required parking lot trees to be placed in front yard areas if there is available space.

Option A – Allow for a reduction of up to 50% of the required front yard overstory trees.

This approach reduces total trees required on the site for the front yard calculation and does not directly reduce the parking lot tree requirement. This option maintains a priority on parking lot sustainability features with the same number of required parking lot trees, but would allow more options to place some trees in the front yard due to availability of more space. This option most directly relates to the developer concern of tree planting requirements because of additional street frontages compared to an interior lot. The reduction would take into account any credit otherwise given, such as credit for existing trees. This option is the most advantageous for sites with more than two street frontages.

Option B - Reduce parking lot tree planting ratio by 25%

The second option proposes to change the current parking lot overstory tree planting ratio from 1 tree per 200 square feet of required area to 1 tree per 250 square feet of required area. This change of planting ratio would apply only to corner lots. Interior lots would maintain the original parking lot overstory tree planting ratio. The current planting ratio was developed with the goal of having approximately 25% of the parking lot shaded by tree canopy. Reducing the required overstory tree ratio could cause a small reduction in shading coverage within parking lots. This option maintains the front yard planting density but reduces trees within the parking lots. This option scales to the size of the parking lot versus the length of street frontage.

The table below contains compares the current standards with new standards allowing trees in the front yard to credit toward parking lot trees. Attachment B shows a hypothetical site with front yard parking as it would be required today under the current standards. Attachment C shows the same site with scenarios based on the two options presented above. One with the allowed front yard tree credit factored in as well as another with the lower tree planting ratio factored. These illustrate the differences in total trees both within the parking lot and on site with the options discussed in this report.

Comparison of Landscape Standard Small Site

Commercial Front Yard Prototype

Parking Summary

80 parking space lot (200x140)

28,000 sq. ft. parking lot,

site size 1 to 3 acres

(Assumes 235 ft. linear feet along street frontages per front)

Requirement	Current Interior Lot (235 feet of frontage)	Current Corner Lot (2-fronts)	Corner-Option 1 Reduce Front Yard Trees By 50%	Option 2 Reduce Parking Lot Trees by 25%
Landscape Area % of Parking Lot	10% of total, including loading areas	10% of total, including loading areas	10% of total, including loading areas	10% of total, including loading areas
Front Yard trees**	1 per 50 LF of site frontage.	1 per 50 LF of site frontage.	1 per 100 LF of site frontage.	1 per 50 LF of site frontage.
Parking Lot Trees	1/200 sq ft	1/200 sq ft	1/200 sq ft	1/250 sq ft
Est. Canopy Coverage for parking lot shading (mature avg. 30 ft diameter)	25%	25-30%	25%	20-25%
Est. Landscape Area (Req. Parking and Front)	15-17%	17-20%	17-20%	15%
Total Landscaping Front and Parking Area	<u>Total Trees: 19</u> Front 5, Parking 14	<u>Total Trees: 24</u> Front 10, Parking 14	<u>Total Trees: 19</u> Front 5, Parking 14	<u>Total Trees: 21</u> Front 10, Parking 11

Staff Report

**SOUTHWEST GROWTH AREA INFRASTRUCTURE
AND DEVELOPMENT AGREEMENT REQUEST**

September 25, 2018

On August 25th, the City Council referred a letter from Landmark Development that asked for the City Council to support infrastructure extensions for development of approximately 170 acres of land along 240th Street in the Southwest Growth Area. Landmark Development seeks to have the City design and construct an extension of the sanitary sewer from State Avenue to the site and review other needed infrastructure for water and street improvements. The developer intends to develop a mix of low and medium density housing types, including potentially a “village” development concept. Additionally, Council received an email from a representative of the Champlin family properties located along Dartmoor Road and Zumwalt Station Road and referred to staff the request to include their property in the discussion of the Southwest Growth Area. Attachment A identifies the boundaries of the area and location of the requests.

The City’s Land Use Policy Plan identifies the location of the proposed site as part of the Southwest Incentivized Growth Area. The City has studied development and infrastructure options for this area previously. Development of the Southwest Area has previously been divided into sub-areas to assess infrastructure needs. Major infrastructure for roadways, water mains, and sanitary sewer are needed to serve the developable areas both north and south of Worle Creek. Water can be extended from the existing water tower on the north side of Highway 30 and it can be extended from the existing water lines along State Avenue to the east. Additionally, existing gravel roads would need to be improved to paved city street standards at the time of development. Sanitary sewer improvements need to be extended from the east and are planned in relation to Worle Creek that divides the Southwest Area into north and south.

The City studied a number of sewer options as part of the Worle Creek Sanitary Sewer Extension Study in 2005 and later incorporated into a 2006 City report on the costs of Growth Priority Analysis. The 2006 report was later updated in 2008 along with Land Use Policy Plan amendments changing the description of growth areas terminology from Priority Growth Areas to Allowable Growth Areas and incentivized and non-incentivized. Excerpts of the 2008 study for the breakdown of sub-areas and infrastructure plans are included as Attachment B. [The complete Worle Creek Sewer Study is available on the Public Works website under Engineering.](#)

The planned extension of sanitary sewer to serve the Southwest is based upon concepts from the Worle Creek Study. The Study evaluated concepts that would connect to the existing 21-inch

trunk line at State Avenue and Worle Creek. The area that could be served by this facility is estimated at approximately 1,700 developable acres west of State Avenue or the equivalent of approximately 5,500 single-family homes. The Worle Creek study involved public outreach and a committee that analyzed options before making a final recommendation to the Council.

The difficulties of constructing a single sewer line within the boundaries of Worle Creek led to an evaluation of multiple options. The preferred solution includes a gravity fed line north of Worle Creek through Iowa State University affiliated lands and a separate facility located south of Worle Creek (Option 2C). A secondary option for south of Worle Creek considered a force main within Dartmoor identified as Option 6. **The north sewer extension would require the cooperation of Iowa State University to allow for an easement through their property from State Avenue to South Dakota Avenue (approximately 1 mile).** Although ISU staff has previously participated in the evaluation of options and is aware of the City's interest in supporting Southwest Growth, no formal agreement with ISU exists for a sewer extension.

The south sewer extension described in Option 2C and Option 6 are independent of the north sewer line. Option 2C is a traditional gravity fed system with the development of the Champlin site and Option 6 is the construction of a smaller pressurized force main. The force main design is not utilized in Ames and although it has a lower public improvement costs, it has higher individual home costs associated with individual pump connections to the force main compared to traditional gravity based systems. There is one additional option identified as 3B that could be phased to connect the Champlin site with the Landmark Development site and avoid an extension of sewer through ISU land. This modified option of 3B would include a lift station to cross Worle Creek from north to south.

The request by Landmark Development is for the City to commit to “closing the gap” in needed infrastructure extensions and to discuss sharing of oversizing costs within the development. The LUPP Implementation Chapter 6 supports supplementing development oversizing costs, but states the City may consider additional incentives for development of a Village. Additional incentives could include the “closing of a gap” for infrastructure.

Based upon the separated preferred gravity fed sewer line project of Option 2C and inflating 2008 cost estimates by 3% to the year 2019, the order of magnitude for extending approximately 1 mile of sanitary sewer from State Avenue to the South Dakota would be approximately \$1.5 million for design and construction costs. Landmark also asks the City to prioritize this project for design and construction next year to allow for them to proceed with development in 2019. If the City Council decides to proceed with negotiating a development agreement and committing to constructing infrastructure, the Council would subsequently need to adjust the Capital Improvement Plans to include the project as requested by Landmark Development.

Costs related to oversizing for water, roads, and sewer mains within the project boundaries would be negotiated as part of a development agreement as well. The timing of these improvements is not known at this time, but could become obligations for the City starting in the next fiscal year. Based upon a rough estimate of proportionate costs for oversizing, staff estimates 20%-25% of the cost of the specified improvements could be associated with oversizing. For example, the increased width and depth of paving for a collector street would be the difference between a standard 26-foot local street and a 31-foot collector street. Following the same methodology from above, **the oversizing cost attributable to the City for water lines and road improvements, and sanitary sewer would be approximately \$2.0 to \$2.4 million dollars for design and construction.** Other project specific issues related to traffic improvements and park land dedication needs would require further study.

STAFF COMMENTS:

This request coincides with the City's LUPP policy to support growth within the Southwest Area. Council is being asked at this time if it is interested in initiating a development agreement process and committing to infrastructure in support of the Southwest Growth Area.

Landmark Development Agreement Initiation

The first issue identified by the developer is the City's desire to consider additional incentives beyond oversizing to close infrastructure gap related to the sanitary sewer. Staff estimates a cost of approximately \$1.5 million for extending sewer to South Dakota Avenue and potentially \$2.0 to \$2.4 million for oversizing costs, for a total of \$3.5 million to \$3.9 million to support the development of Area B of the Southwest Growth Area.

Although there is no project defined by Landmark at this time, they are interested in pursuing a "Village" development concept in support of potential additional incentives as described in the LUPP. Based upon the context of the site located off of a main thoroughfare and its overall size, completing an acceptable village design concept may be challenging, but could be feasible for the area. It would likely be substantively different from the Somerset development that is focused upon a central commercial node along an arterial street.

The City would also need to consider the long term relationships of other developable land in this area as part of the work with Landmark Development. The outcome of these planning and design efforts is unknown at this time and would require City staff along with Landmark, and their planning and engineering consultants, working together to create an appropriate plan. **If the Council is interested in supporting the development of the Southwest, it would indicate to the developer that Council would prioritize the planning and development agreement process for this fall and winter and commit staff time to work with the developer to define the concept further.**

Landmark Development Infrastructure Timing

The second issue for Landmark is the timing of infrastructure improvements. The desire for starting construction in 2019 would require Council action to plan for and budget for capital improvements that are not part of the current adopted budget. If the City Council is interested in pursuing the request, it would need to determine the timeframe to evaluate details of the developer's plan, potential for public input, and then initiating construction. **If the Council does not believe that working within a timeframe of the next 6-9 months is appropriate, the developer would want to factor in the additional time to make decisions as part of their due diligence and whether to proceed with planning for the project.**

Champlin Property

The Champlin property is situated differently than the Landmark Development site in that water and sewer lines are adjacent to the site. **However, after looking at the infrastructure plans for Subarea C from 2008, more work would be appropriate to review the previous assumptions concerning service needs and required improvements in light of current land holdings in the area by Iowa State that may limit future expansion in the area.** Reconsideration of Subarea C would not need to be considered in relation to the Landmark Development request as development of the Champlin property is unrelated to their request, unless the City reconsidered sewer Option 3B to avoid constructing a sewer line through ISU property.

The most significant costs associated with the Champlin development will be consideration of road improvement projects. The 2008 study identified paving Dartmoor as a cost, but did not consider Zumwalt Station Road. Each of these roadways is over 1 mile in length. Depending on the design of these roads, the City may consider oversizing costs or completing off-site connections to South Dakota or State Avenue. The cost of paving Dartmoor is estimated at \$2.0 to \$2.5 million in 2019 costs based upon the 2008 Study. Paving of Zumwalt Station Road and a portion of State Avenue is a significant cost estimated at \$2.5 to \$3 million dollars, however there is no preliminary design for this improvement to verify costs at this time. Oversizing costs for water and sewer in the vicinity of the Champlin property could be \$700,000 based upon proportional improvements described in the 2008 study.

Next Steps

With Council's direction on the two issues above, staff would need to work with the developer to 1) define the scope of the project, 2) refine the infrastructure cost estimates, 3) complete a traffic study, and 4) prepare terms for a development agreement regarding assignment of costs, phasing, and development obligations. Staff would also need to work with ISU to determine the feasibility and timing of securing an easement for the north sewer line. Ultimately, Council would be presented with a draft development agreement concurrent with an application for annexation as a commitment to proceed with the project. Council would then take the steps of initiating an annexation and providing direction in regards to amending the CIP.

The two questions before the City Council tonight are:

- 1) Does the Council want to consider paying for the extension of the sanitary sewer line from State Ave. to the South Dakota?**

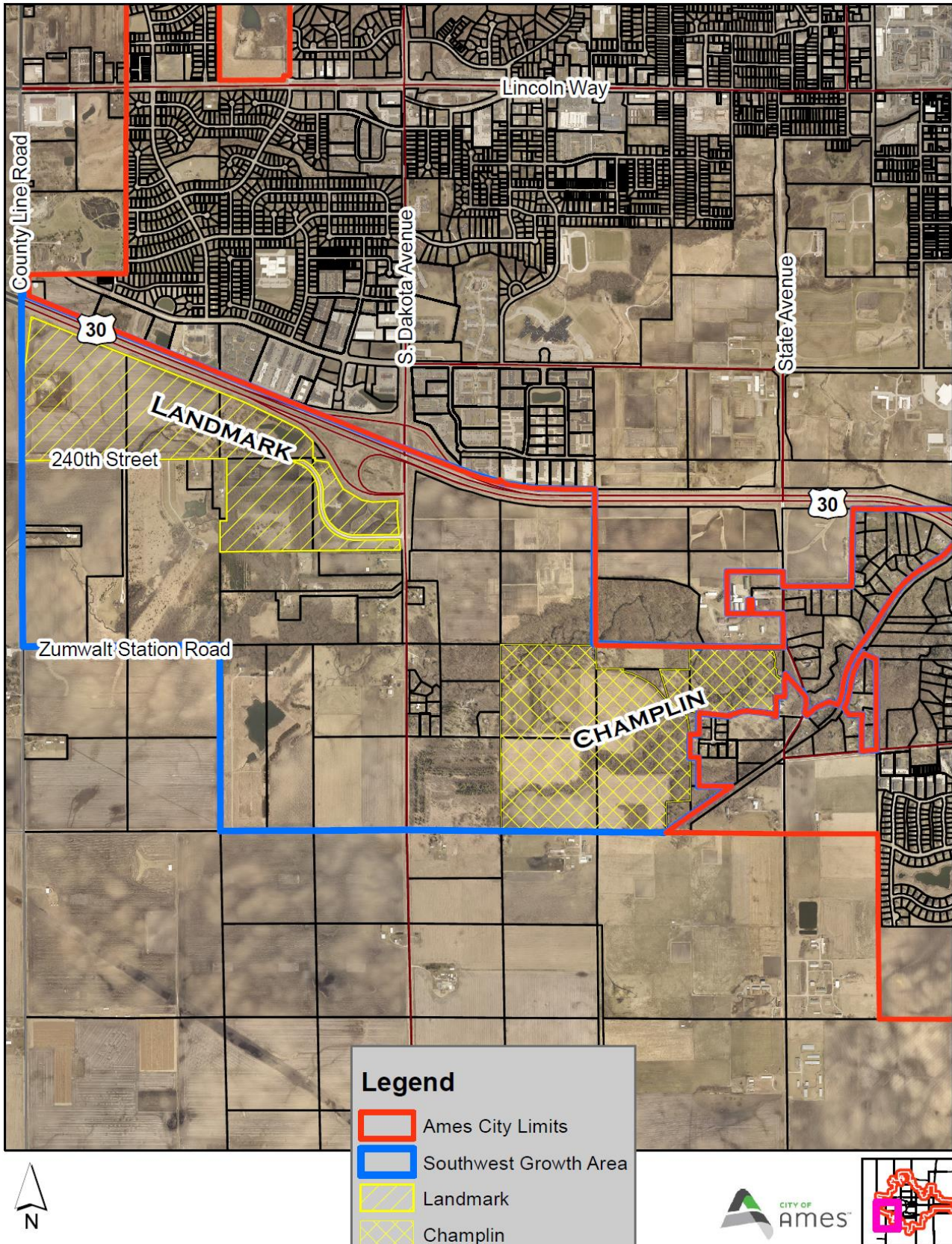
Based on conversations with developer, if the answer to this first question is no, the developer will discontinue their pursuit of this project.

- 2) Is the Council willing to consider amending the current budget and next year's CIP to finance the sewer extension and infrastructure oversizing.**

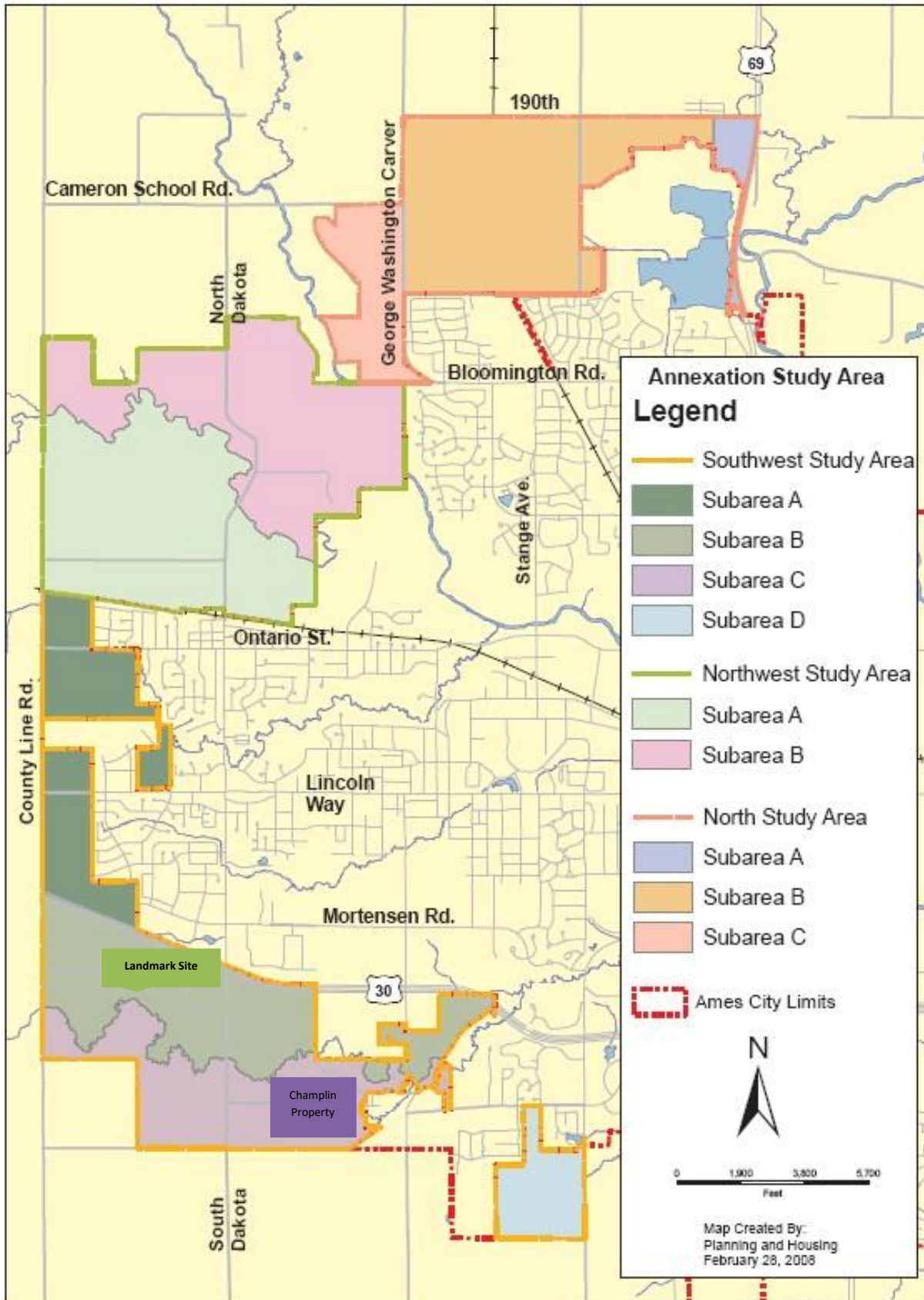
It is not clear whether the developers will proceed with the project, if the sewer extension is not in place by 2019.

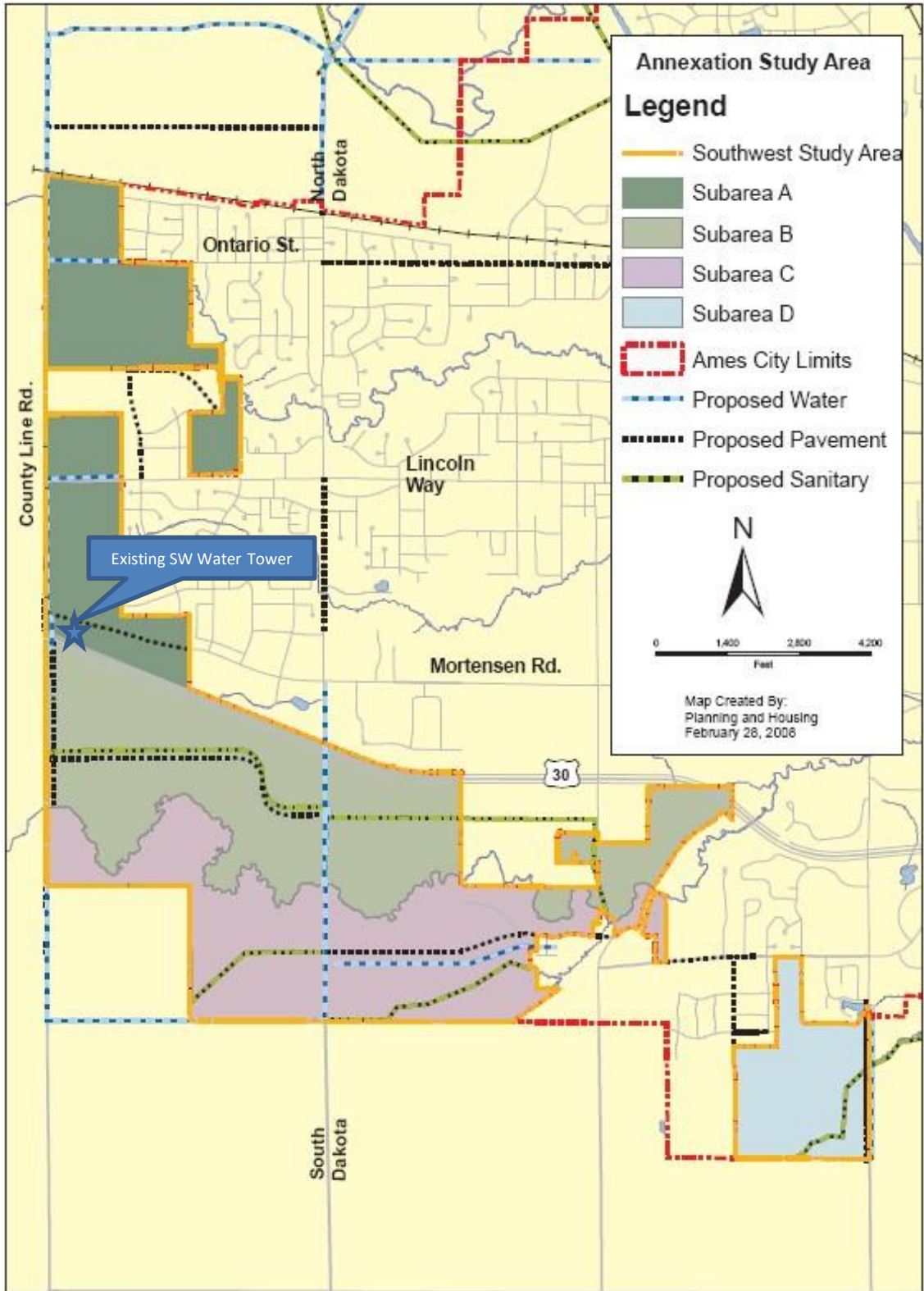
It should be emphasized no final decisions are being requested of the City Council at this point. Staff and the developer are attempting to determine if the Council is interested in further pursuing this development concept knowing the possible costs to the City.

Attachment A-Location Map



Attachment B-Excerpts of 2008 Targeted Growth Analysis Report





COUNCIL ACTION FORM

SUBJECT: AMENDMENT TO FISCAL YEAR 2018/19 ADOPTED BUDGET FOR CARRYOVERS FROM FISCAL YEAR 2017/18

BACKGROUND:

The Code of Iowa requires that city spending by program not exceed Council approved budget amounts at any time during the fiscal year. To maintain this level of compliance, the City's budget is typically amended three times during the fiscal year. The first amendment is submitted in the fall for carryovers of uncompleted projects from the prior fiscal year. A second amendment is approved with the new fiscal year budget in March, and a final amendment is prepared in May.

At this time, the fall amendment has been prepared for City Council approval. Each year the City has capital projects and specific operating projects that either span fiscal years or are delayed due to unforeseen circumstances. A summary is attached describing the carryovers, which total \$70,970,955.

Please note that all the projects and associated budgeted expenditures and funding sources were approved by City Council as part of the fiscal year 2017/18 budget, but were not completed during the year. This amendment provides formal Council authority to carry forward the appropriation for projects and other work that will not be spent until fiscal year 2018/19.

Amending the budget for carryover amounts at this time improves the ability of departments to monitor project spending and for Finance staff to track budget compliance.

ALTERNATIVES:

1. Adopt a resolution amending the fiscal year 2018/19 budget upwards by \$70,970,955 for carryover amounts from fiscal year 2017/18.
2. Refer this item back to staff for additional information or other adjustments to the amendments.

MANAGER'S RECOMMENDED ACTION:

Amending the FY 2018/19 budget for carryover amounts from the FY 2017/18 budget early in the fiscal year will provide for improved budget monitoring and

tracking. It will also provide assurance that Council-approved projects and work not completed in the prior year will not be delayed for spending authority.

Therefore it is recommended that City Council approve Alternative No. 1, thereby adopting a resolution amending the fiscal year 2018/19 budget upwards by \$70,970,955 for carryover amounts from fiscal year 2017/18.

CITY OF AMES, IOWA

2018/19

**FALL BUDGET AMENDMENT
SUMMARY**

TABLE OF CONTENTS

Expenditure Change Summaries.....	1
Explanation of Expenditure Changes.....	3
Fund Summary.....	6
Notice of Public Hearing Publication (Amendment of Current City Budget).....	8

EXPENDITURE CHANGES BY PROGRAM

Program:	2018/19 Adopted	2017/18 Carryover	2018/19 Adjusted	% Change From Adopted
Public Safety:				
Law Enforcement	9,838,885	261,543	10,100,428	2.7%
Fire Safety	7,283,577	32,700	7,316,277	0.5%
Building Safety	1,571,653	-	1,571,653	0.0%
Animal Control	463,524	81,603	545,127	17.6%
Other Public Safety	924,500	-	924,500	0.0%
Public Safety CIP	1,137,000	88,501	1,225,501	7.8%
Total Public Safety	21,219,139	464,347	21,683,486	2.2%
Utilities:				
Electric Services	54,928,678	910,242	55,838,920	1.7%
Water and Pollution Control	8,157,061	29,222	8,186,283	0.4%
Water Distribution System	1,431,302	-	1,431,302	0.0%
Sanitary Sewer System	868,390	-	868,390	0.0%
Storm Water Management	667,598	-	667,598	0.0%
Resource Recovery	4,263,588	8,284	4,271,872	0.2%
Utility Customer Service	1,647,962	-	1,647,962	0.0%
Utilities CIP	24,672,600	41,013,833	65,686,433	166.2%
Total Utilities	96,637,179	41,961,581	138,598,760	43.4%
Transportation:				
Streets/Traffic System	5,838,710	137,156	5,975,866	2.4%
Transit System	11,748,735	-	11,748,735	0.0%
Parking System	1,102,317	-	1,102,317	0.0%
Airport Operations	149,486	-	149,486	0.0%
Transportation CIP	16,814,400	23,028,360	39,842,760	137.0%
Total Transportation	35,653,648	23,165,516	58,819,164	65.0%
Community Enrichment:				
Parks and Recreation	4,573,922	80,431	4,654,353	1.8%
Library Services	4,701,039	37,510	4,738,549	0.8%
Human Services	1,444,724	20,998	1,465,722	1.5%
Art Services	209,979	37,243	247,222	17.7%
Cemetery	175,641	-	175,641	0.0%
City-Wide Housing Programs	54,147	-	54,147	0.0%
CDBG Program	510,515	-	510,515	0.0%
Economic Development	2,275,169	-	2,275,169	0.0%
Community Enrichment CIP	1,260,000	2,380,649	3,640,649	188.9%
Total Community Enrichment	15,205,136	2,556,831	17,761,967	16.8%

EXPENDITURE CHANGES BY PROGRAM, continued

	2018/19 Adopted	2017/18 Carryover	2018/19 Adjusted	% Change From Adopted
General Government:				
City Council	442,296	155,773	598,069	35.2%
City Clerk	371,003		371,003	0.0%
City Manager	765,962	-	765,962	0.0%
Public Relations	204,159	22,163	226,322	10.9%
Media Production Services	158,679	-	158,679	0.0%
Planning Services	865,415	301,278	1,166,693	34.8%
Financial Services	1,963,719	5,750	1,969,469	0.3%
Legal Services	787,852	21,810	809,662	2.8%
Human Resources	543,900	71,000	614,900	13.1%
Facilities	452,069	49,752	501,821	11.0%
General Government CIP	50,000	794,610	844,610	1589.2%
Total General Government	6,605,054	1,422,136	8,027,190	21.5%
Debt Service:				
General Obligation Bonds	11,974,832	-	11,974,832	0.0%
Electric Revenue Bonds	964,557	-	964,557	0.0%
SRF Loan Payments	4,680,645	-	4,680,645	0.0%
Total Debt Service	17,620,034	-	17,620,034	0.0%
Internal Services:				
Fleet Services	3,446,968	1,102,500	4,549,468	32.0%
Information Technology	2,586,906	256,085	2,842,991	9.9%
Risk Management	2,521,124	-	2,521,124	0.0%
Health Insurance	9,113,137	-	9,113,137	0.0%
Internal Services CIP	-	41,959	41,959	
Total Internal Services	17,668,135	1,400,544	19,068,679	7.9%
Total Expenditures Before Transfers	210,608,325	70,970,955	281,579,280	33.7%
Transfers	23,526,960	-	23,526,960	0.0%
Total Expenditures	234,135,285	70,970,955	305,106,240	30.3%

2018/19 AMENDMENTS BY PROGRAM

Public Safety Program \$464,347

Public Safety operating expenses are being increased by \$294,243 for delayed equipment and capital purchases for the Police and Fire Departments. Delayed improvements to the Animal Shelter totaling \$81,603 are also being carried forward to FY 2018/19.

A total of \$88,501 is being carried over in Public Safety CIP funds for the following projects:

- Fire station improvements \$65,970
- City-Wide Radio System Study 22,531

Utilities Program \$41,961,581

Operating expenses of \$947,748 are being carried over in the Utilities program. Of this amount, \$639,242 is for electric distribution system improvements and \$250,000 is for SCADA and CMMS upgrades at the Power Plant. The \$58,506 balance in Utility operating carryovers is for delayed equipment purchases and special projects in Electric Services, Water and Pollution Control, and Resource Recovery.

A total of \$41,013,833 of Utility CIP project funds are being carried over for the following projects:

- Electric Utility CIP projects (\$12,021,513):
 - *Top-O-Hollow Substation* \$3,504,195
 - *RDF Bin Renovations* 2,741,147
 - *Ash Pond Modifications* 931,402
 - *Power Plant Fire Protection* 732,262
 - *Unit 7 Turbine/Generator Overhaul* 704,991
 - *Other Electric CIP projects* 3,407,516
- Water Utility CIP projects (\$11,706,825):
 - *N River Valley Well Field* 5,157,104
 - *New Water Treatment Plant* 2,124,673
 - *Water distribution improvements* 1,925,466
 - *East Ames water line extension* 1,030,523
 - *Other Water Utility CIP projects* 1,469,059
- Sewer Utility CIP projects (\$10,229,170):
 - *East Ames sewer system extension* 3,988,295
 - *Sanitary sewer system improvements* 2,389,673
 - *WPC residuals handling system* 2,266,619
 - *WPC plant bar screen/grinder* 720,152
 - *WPC plant primary clarifier* 231,013
 - *WPC nutrient reduction* 206,744
 - *Other Sewer Utility CIP projects* 426,674
- Flood response/mitigation projects 3,495,162
- Teagarden area storm water improvements 1,260,755
- Other Storm Water Utility CIP projects 2,238,963
- Resource Recovery improvements 61,445

Transportation Program \$23,165,516

Public Works is carrying forward \$137,156 in operating funds for delayed equipment purchases.

Transportation CIP funding carryovers total \$23,028,360 and consist of the following programs and projects:

- Street construction projects (\$16,973,477):
 - *Grand Avenue extension* \$8,939,445
 - *South Duff Avenue improvements* 2,462,939
 - *Arterial street improvements* 1,874,419
 - *Concrete pavement improvements* 949,139
 - *Collector street improvements* 668,562
 - *Right-of-Way Restoration* 576,667
 - *Other street improvement projects* 1,502,306
- Shared use path projects 2,762,944
- Traffic engineering projects 1,442,533
- Street maintenance projects 1,530,906
- Airport improvements 318,500

Community Enrichment Program \$2,556,831

Community Enrichment operating expenses of \$176,182 are being carried forward. Of this amount, \$80,431 is for Parks and Recreation projects and equipment, primarily a study of the City's park system for ADA compliance (\$26,000). The Ames Public Library is carrying over \$37,510 in unspent grant and donation funds for library improvement projects. Funding of \$20,998 is also being carried forward in Human Service agency allocations, and \$37,243 for the Public Art program.

A total of \$2,380,649 in funding is being carried over for the following Community Enrichment CIP projects:

- Parks and Recreation CIP projects (\$1,700,629):
 - *Inis Grove Park improvements* 400,000
 - *River Valley Park improvements* 299,758
 - *Brookside Park improvements* 236,651
 - *Bandshell improvements* 196,538
 - *Municipal Pool improvements* 141,653
 - *Sunset Ridge Park development* 77,500
 - *Playground/park equipment* 31,772
 - *Ames/ISU Ice Arena* 20,446
 - *Other park and facility improvements* 296,311
- Cemetery improvements 60,000
- Downtown Façade program 116,000
- Campustown Façade program 104,020
- Downtown/Campustown plazas 400,000

General Government Program \$1,422,136

Operating expenses of \$627,526 are being carried forward in the General Government program. Of this amount, \$301,278 is funding to allow the Planning department to hire outside professional assistance for projects such as the Comprehensive Plan update. The Public Relations program is carrying forward \$22,163 in remaining funding for brand marketing, and, in City Council funding, \$97,706 of unspent contingency funds are being carried forward. Allocations are also being carried forward for Campustown Action Association (\$30,500) and funding granted to Ames Foundation (\$20,000) for an entryway sign along Interstate 35. The remaining balance of \$155,879 is for delayed equipment purchases and special projects for the Financial Services, Legal Services, Human Resources, and Facilities programs.

The General Government CIP carryover of \$794,610 is for the following projects:

- City Hall parking lot \$389,333
- City Hall Security 250,000
- City Hall improvements 155,277

Internal Services: \$1,400,544

Internal Services has \$1,358,585 in operating carryovers consisting of the following:

- Fleet equipment purchases \$1,102,500
- Information Technology equipment 256,085

There is also an Internal Services CIP carryover of \$41,959 for improvements at the Fleet Maintenance facility.

Total Carryovers \$70,970,955

2017/18 CARRYOVERS BY FUND

<i>Fund:</i>	2018/19 Adopted	2017/18 Carryover	2018/19 Adjusted	% Change From Adopted
General Fund	37,327,312	1,934,155	39,261,467	5.2%
Special Revenue Funds:				
Local Option Sales Tax	8,318,262	3,938,539	12,256,801	47.4%
Hotel/Motel Tax	2,267,800	-	2,267,800	0.0%
Road Use Tax	8,288,352	2,773,368	11,061,720	33.5%
Public Safety Special Revenues	71,850	32,600	104,450	45.4%
City-Wide Housing Programs	54,147	-	54,147	0.0%
CDBG Program	510,515	-	510,515	0.0%
Employee Benefit Property Tax	2,152,498	-	2,152,498	0.0%
Police/Fire Retirement	38,000	-	38,000	0.0%
Parks & Rec Grants/Donations	10,100	-	10,100	0.0%
Library Friends Foundation	237,200	27,510	264,710	11.6%
Library Grants/Donations	50,065	10,000	60,065	20.0%
Utility Assistance	15,000	-	15,000	0.0%
Miscellaneous Donations	-	8,450	8,450	
Developer Projects	-	-	-	
Tax Increment Financing (TIF)	721,759	-	721,759	0.0%
Total Special Revenue Funds	22,735,548	6,790,467	29,526,015	29.9%
Capital Project Funds:				
Special Assessments	490,869	-	490,869	0.0%
Street Construction	4,584,000	7,706,000	12,290,000	168.1%
Airport Construction	-	318,500	318,500	
Park Development	90,000	78,500	168,500	87.2%
General Obligation Bonds	7,993,866	12,775,582	20,769,448	159.8%
Total Capital Project Funds	13,158,735	20,878,582	34,037,317	158.7%
Enterprise Funds:				
Water Utility/Construction	18,996,826	11,796,778	30,793,604	62.1%
Sewer Utility/Construction	16,379,061	10,317,170	26,696,231	63.0%
Electric Utility/Sinking	70,596,191	12,963,142	83,559,333	18.4%
Parking	1,690,145	-	1,690,145	0.0%
Transit	14,954,135	-	14,954,135	0.0%
Storm Water Utility/Construction	2,610,644	4,785,942	7,396,586	183.3%
Ames/ISU Ice Arena	555,353	13,980	569,333	2.5%
Ice Arena Capital Reserve	120,000	20,466	140,466	
Homewood Golf Course	285,110	-	285,110	0.0%
Resource Recovery	5,083,258	69,729	5,152,987	1.4%
Total Enterprise Funds	131,270,723	39,967,207	171,237,930	30.5%

2017/18 CARRYOVERS BY FUND, continued

	2018/19 Adopted	2017/18 Carryover	2018/19 Adjusted	% Change From Adopted
<i>Debt Service</i>	11,974,832	-	11,974,832	0.0%
<i>Internal Service Funds:</i>				
Fleet Services	2,278,968	-	2,278,968	0.0%
Fleet Reserve	1,168,000	1,144,459	2,312,459	98.0%
Information Technology	1,855,385	-	1,855,385	0.0%
Technology Reserve	492,100	256,085	748,185	52.0%
Shared Communications	239,421	-	239,421	0.0%
Risk Insurance	2,521,124	-	2,521,124	0.0%
Health Insurance	9,113,137	-	9,113,137	0.0%
<i>Total Internal Service Funds</i>	17,668,135	1,400,544	19,068,679	7.9%
 <i>Total Expenditures</i>	 234,135,285	 70,970,955	 305,106,240	 30.3%

**NOTICE OF PUBLIC HEARING
AMENDMENT OF FY2018-2019 CITY BUDGET**

Form 653.C1

The City Council of Ames in STORY County, Iowa
will meet at City Hall, 515 Clark Avenue, Ames, IA
at 6:00 PM on 9/25/2018
(hour) *(Date)*

, for the purpose of amending the current budget of the city for the fiscal year ending June 30, 2019
(year)

by changing estimates of revenue and expenditure appropriations in the following programs for the reasons given. Additional detail is available at the city clerk's office showing revenues and expenditures by fund type and by activity.

		Total Budget as certified or last amended	Current Amendment	Total Budget after Current Amendment
Revenues & Other Financing Sources				
Taxes Levied on Property	1	29,395,044	0	29,395,044
Less: Uncollected Property Taxes-Levy Year	2	0	0	0
Net Current Property Taxes	3	29,395,044	0	29,395,044
Delinquent Property Taxes	4	0	0	0
TIF Revenues	5	773,287	0	773,287
Other City Taxes	6	10,473,149	0	10,473,149
Licenses & Permits	7	1,651,950	0	1,651,950
Use of Money and Property	8	12,025,803	0	12,025,803
Intergovernmental	9	24,804,351	0	24,804,351
Charges for Services	10	291,520,391	2,250,000	293,770,391
Special Assessments	11	490,869	0	490,869
Miscellaneous	12	3,976,376	-2,243,400	1,732,976
Other Financing Sources	13	11,761,750	0	11,761,750
Transfers In	14	16,566,683	0	16,566,683
Total Revenues and Other Sources	15	403,439,653	6,600	403,446,253
Expenditures & Other Financing Uses				
Public Safety	16	20,067,639	375,846	20,443,485
Public Works	17	6,017,696	167,682	6,185,378
Health and Social Services	18	1,444,724	20,998	1,465,722
Culture and Recreation	19	9,026,188	118,245	9,144,433
Community and Economic Development	20	3,863,925	301,278	4,165,203
General Government	21	2,786,478	318,681	3,105,159
Debt Service	22	11,974,832	0	11,974,832
Capital Projects	23	16,642,866	28,300,474	44,943,340
Total Government Activities Expenditures	24	71,824,348	29,603,204	101,427,552
Business Type / Enterprises	25	294,659,050	41,367,751	336,026,801
Total Gov Activities & Business Expenditures	26	366,483,398	70,970,955	437,454,353
Transfers Out	27	16,566,683	0	16,566,683
Total Expenditures/Transfers Out	28	383,050,081	70,970,955	454,021,036
Excess Revenues & Other Sources Over (Under) Expenditures/Transfers Out for Fiscal Year	29	20,389,572	-70,964,355	-50,574,783
Beginning Fund Balance July 1	30	654,733,355	0	654,733,355
Ending Fund Balance June 30	31	675,122,927	-70,964,355	604,158,572

Explanation of increases or decreases in revenue estimates, appropriations, or available cash:

This is the Council-approved amendment per the City Manager's recommendation.

There will be no increase in tax levies to be paid in the current fiscal year named above. Any increase in expenditures set out above will be met from the increased non-property tax revenues and cash balances not budgeted or considered in this current budget. This will provide for a balanced budget.

Diane R. Voss
City Clerk/Finance Officer

OLDCAF

ITEM # 10 35
DATE: 09-11-18

COUNCIL ACTION FORM

**SUBJECT: SETTING DATE OF PUBLIC HEARING FOR STATE REVOLVING FUND
CLEAN WATER LOAN IN AN AMOUNT NOT TO EXCEED \$5,700,000 FOR
SANITARY SEWER SYSTEM IMPROVEMENTS**

BACKGROUND:

This loan provides funding for the annual program for rehabilitation/reconstruction of deficient sanitary sewers and deteriorated manholes at various locations throughout the city. The City's Capital Improvement Plan includes State Revolving Fund (SRF) Clean Water Loan funding to make significant improvements to three projects, referred to as Sanitary Sewer Rehabilitation (Manhole Rehabilitation – Basins 1 & 5), Sanitary Sewer Rehabilitation (Flood Prone Manholes), and Sanitary Sewer Rehabilitation (pipe lining).

System improvement locations have been identified through field investigation completed over the last several years. Through manhole inspections, smoke testing, and televising, several structural defects (rating of 4 or 5) have been identified as priorities within this program.

An SRF Clean Water Loan in the amount of \$5,700,000 provides funding for this Sanitary Sewer System Improvements program. Repayment of the loan will be from the Sanitary Sewer Fund. **This action will set the public hearing, which is required to proceed with the SRF loan.**

ALTERNATIVES:

1. The City Council can set September 25, 2018 as the date of public hearing to enter into a State Revolving Fund Clean Water Loan agreement in an amount not to exceed \$5,700,000.
2. The City Council can delay the hearing on the loan agreement.
3. The City Council can decide to fund these improvements from other revenues sources.

MANAGER'S RECOMMENDED ACTION:

Setting the date of public hearing will ensure that City staff can proceed with the loan funding and sanitary sewer system improvements plan as previously approved by City Council.

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

COUNCIL ACTION FORM

**SUBJECT: TEXT AMENDMENT TO ALLOW REMOTE PARKING IN THE
NEIGHBORHOOD COMMERCIAL ZONING DISTRICT**

BACKGROUND:

At the August 8th City Council meeting the City Council initiated a text amendment to allow remote parking in Neighborhood Commercial (NC) zones. The text amendment was initiated at the request of Fareway Stores Inc. in response to their desire to accommodate required parking during the planned reconstruction of their downtown store. Fareway intends to keep their current store open while building a new store on the same site, but would not be able to provide all required employee and customer parking on site during the process.

Parking is a general development standard of Article IV of the Zoning Ordinance. Required parking is mandated to be on the same lot as the site it serves unless authorized as remote parking by the City Council. Remote parking is limited to certain commercial and mixed-use zones such as Highway-Oriented Commercial (HOC), Downtown Service Center (DSC), Campustown Service Center (CSC), Convenience Commercial Nodes (CCN), Community Commercial/Residential (CCR), Planned Regional Commercial (PRC), Hospital Medical(S-HM) and the South Lincoln Sub Area Mixed Use District (S-SMD). For remote parking to be approved it must be available exclusively for the assigned use and cannot displace other required parking. The remote parking location is limited to a distance of no more than 300 feet away from the lot where the use is located. Downtown Gateway zoning has its own unique remote parking options separate from Article IV.

The process of approving remote parking requires an agreement between property owners to be reviewed and approved by the City Council and recorded with the County Recorder.

One of the few commercial zones that does not permit remote parking is the Neighborhood Commercial (NC) zone. This is due to the intent of the district to accommodate small scale commercial uses near residential areas and the generally isolated nature of properties zoned NC from other commercial properties. The NC zone has traditionally been viewed as not needing remote parking due to the low intensity scale commercial uses permitted. In some areas medium or high intensity uses exist in Neighborhood Commercial zones as non-conformities or on larger lots previously zoned as such. Examples of locations of NC zoning include Reliable Street, 24th & Grand Avenue, Grand and 6th Street, Hazel & Lincoln Way, West Street & Campus Avenue, and the area between 6th and 7th Street adjacent to Downtown, the location of the downtown Fareway.

Based on the direction of the City Council staff has proposed an amendment to the remote parking standards found in Section 29.406(18) that would allow for uses within the Neighborhood Commercial zoning district to utilize remote parking to meet parking requirements either permanently or for temporary periods based on site constraints or needs. The Neighborhood Commercial zone would be added to the list of permitted zones in Section 29.406(18)(a). The Neighborhood Commercial development standards table in Section 29.801(2) will also be updated to reflect that commercial parking is allowed but only as an accessory use for remote parking. This maintains a prohibition on standalone commercial parking lots. The draft ordinance is attached.

PLANNING AND ZONING COMMISSION RECOMMENDATION:

The Planning and Zoning Commission reviewed the requested amendment at its September 5th, 2018 meeting. The Commission reviewed the need for the changes and consistency with the requirements of the zoning district. The Commission discussed the appropriateness of allowing the use near residential homes and to ensure that parking could not occur on residential properties. The Commission then voted 6-0 to recommend approval of the text amendment to allow remote parking in the Neighborhood Commercial zone as proposed by staff.

ALTERNATIVES:

1. The City Council can approve the first reading of the proposed ordinance related to allow remote parking as an accessory use in the Neighborhood Commercial (NC) Zone.
2. The City Council can recommend alternative language for the proposed text amendment.
3. The City Council can request additional information and defer taking action.

CITY MANAGER'S RECOMMENDED ACTION:

The proposed change would treat a Neighborhood Commercial zoned site the same as other commercial properties for considering remote parking. Although the impetus behind the request by Fareway will be for a temporary use, the change accommodates both permanent and temporary situations with City Council approval. The change would allow for remote parking for a use in the NC zoning district and for the location of the remote parking to be in another commercial zone, such as DSC. Remote parking for both permanent and temporary conditions will required City Council approval.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1 which is to adopt new language adding the Neighborhood Commercial (NC) zoning district to the permitted zones for remote parking in Section 29.406(18)(a) and 29.801(2).

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING CHAPTER 29, SECTION 29.406 (18)(a) AND CHAPTER 29, SECTION 29.801(2) TABLE, AND ENACTING A NEW CHAPTER 29, SECTION 29.406 (18)(a) AND NEW CHAPTER 29, SECTION 29.801(2) TABLE THEREOF, FOR THE PURPOSE OF ADDING NEIGHBORHOOD COMMERCIAL (NC) ZONING DISTRICT TO THE PERMITTED ZONES FOR REMOTE PARKING. 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 Chapter 29, Section 29.406(18)(a) and Chapter 29, Section 29.801(2) Table, and enacting a new Chapter 29, Section 29.406 (18)(a) and Chapter 29, Section 29.801(2) Table as follows:

“Sec. 29.406. OFF-STREET PARKING.

...

(18) **Remote Parking.** All parking spaces required by this ordinance shall be located on the same lot as the use served, except as noted below:

...

(a) Parking spaces required for principal uses permitted in the DSC, CSC, HOC, CCN, CCR, NC, S-HM and S-SMD zoning districts may be located on the same lot as the principal building or on a lot within 300 feet of the lot on which the principal building is located.”

...

Sec. 29.801. NEIGHBORHOOD COMMERCIAL ZONING STANDARDS.

(2) **Permitted Uses.** The uses permitted in the NC Zone are set forth in Table 29.801(2) below:

**Table 29.801(2)
Neighborhood Commercial (NC) Zone Uses**

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
RESIDENTIAL USES			
Group Living	N	--	--
Household Living	Y	SDP Minor	Staff
Short-term Lodgings	N	--	--
OFFICE USES	Y	SDP Minor	Staff
TRADE USES			
Retail Sales and Services - General	Y	SDP Minor	Staff

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
Retail Trade - Automotive, etc.	N	--	--
Entertainment, Restaurant and Recreation Trade	Y	SDP Minor	Staff
Wholesale Trade	N	--	--
INDUSTRIAL USES			
Industrial Service - Low Impact	N	--	--
INSTITUTIONAL USES			
Colleges and Universities	N	--	--
Community Facilities	Y	SDP Minor	Staff
Social Service Providers	Y	SDP Minor	Staff
Medical Centers	N	--	--
Parks and Open Areas	N	--	--
Religious Institutions	Y	SDP Minor	Staff
Schools	N	--	--
TRANSPORTATION, COMMUNICATIONS AND UTILITY USES			
Passenger Terminals	N	—	—
Basic Utilities	Y	SDP Minor	Staff
Commercial Parking	<u>Y, only as an accessory use for remote parking pursuant to Section 29.406(18)</u>	SDP Minor	Staff
Personal Wireless Communication Facilities	Y	SP	ZBA
Radio and TV Broadcast Facilities	N	--	--
Rail Line and Utility Corridors	N	--	--
Railroad Yards	N	--	--
MISCELLANEOUS USES			
Commercial Outdoor Recreation	N	--	--
Child Day Care Facilities	Y	SDP Minor	Staff
Detention Facilities	N	--	--
Major Event Entertainment	N	--	--

USE CATEGORY	STATUS	APPROVAL REQUIRED	APPROVAL AUTHORITY
Vehicle Service Facilities	N, except convenience stores in combination with gasoline service and car wash, by Special Use Permit.	SP	ZBA

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

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

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

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor

COUNCIL ACTION FORM

REQUEST: ZONING TEXT AMENDMENT TO AMEND THE BUILDING HEIGHT/SETBACK FOR INTERIOR CLIMATE CONTROLLED MINI-STORAGE FACILITIES ADJACENT TO RESIDENTIAL USES IN HOC ZONING

BACKGROUND:

The City has extensive requirements for mini-storage warehouse facilities when located in the Highway Oriented Commercial (HOC) zoning district. These standards include review by the Zoning Board of Adjustment for a Special Use Permit and design standards for building orientation, size, height, roof style, and site landscaping. The combined set of regulations are in place to ensure that commercial areas are used primarily for trade uses and that storage uses (classified as an industrial use) are designed and operated in a manner that is compatible with surrounding commercial uses and residential uses. **The proposed text amendment applies only to Interior Climate Controlled Mini-storage facilities and their allowed height in relation to residential sites.** (Attachment 1: Section 29.1308(8)).

At the request of OnPoint Development, City Council initiated a text amendment to consider revising the building height requirements to facilitate remodeling of an existing building into a two-story internally accessed mini-storage warehouse facility. The applicant seeks relief from the maximum one-story height requirement when adjacent to residentially zoned land. Specifically, there is a one-story height limit adjacent to residential sites and three stories for all other areas. **The proposed change would define adjacent as within 50 feet for residentially zoned property, thereby allowing structures greater than 50 feet from the property line to exceed one story. No part of a multi-story structure would be permitted within 50 feet of a residential property line.**

Changing the standard to create a defined setback requirement will provide a clear requirement and not leave the term “adjacent” open to interpretation. For reference purposes, the standard setbacks in HOC zoning districts is 20 feet when abutting residentially zoned properties. The minimum lot frontage width in HOC is 50 feet. A required distance of 50 feet for facilities with more than one-story meets the applicant’s interest to allow for consideration of a two-story facility within the current building and is reasonable if applied to other residentially adjacent HOC sites, of which there a few within in the City.

PLANNING AND ZONING COMMISSION:

At the September 5, 2018 meeting with a vote of 6-0, the Planning and Zoning Commission recommended that the City Council approve a text amendment

regarding a 50-foot setback for multi-story interior climate controlled mini-storage facilities adjacent to a residential site. No one from the public spoke on this item.

ALTERNATIVES:

1. The City Council can approve on first reading a text amendment to allow a 50-foot setback for multi-story interior climate controlled mini-storage facilities adjacent to a residentially zoned sites per the attached draft ordinance.
2. The City Council can deny the proposed text amendment.
4. The City Council can refer this issue back to staff for further information.

CITY MANAGER’S RECOMMENDED ACTION:

This amendment, although proposed in response to one particular property, would apply to any climate controlled mini-storage warehouse facility in an HOC zone throughout the City. Staff supports a revision to the text for interior climate controlled mini-storage facilities related to building height in the HOC zone to clarify the minimum setback expectation. Even with approval of the amendment, each individual project will be subject to Zoning Board of Adjustment review and approval of Special Use Permit.

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

Attachment 1: Existing Section 29.1308(8): Interior Climate Controlled Mini-Storage Warehouse Facilities

(8) **Interior Climate Controlled Mini-storage Facilities.** Interior climate controlled mini-storage facilities are mini-warehouse buildings where storage is primarily accessed from the interior of the building. Such facilities shall meet all regulations of this Section 29.1308 with the following exceptions:

(a) Interior climate controlled mini-storage facilities may exceed the sixty feet (60') maximum building length at the perimeter.

(b) Exterior garages and/or bays may be located on interior climate controlled mini-storage facilities, but shall not be located on a building that is adjacent to and facing the site perimeter.

(c) Interior climate controlled mini-storage facilities shall be exempt from roof design requirements. Flat roofs may be permitted. All sloped roofs shall incorporate a high quality surface such as architectural shingles, standing seam metal or tile.

(d) No building shall exceed three stories in height. Buildings adjacent to a residential zoned property shall not exceed one story.

(e) Facilities with no exterior accessed storage units shall be exempted from the specific requirements of Landscaping and Screening and Fencing requirements of this section 29.1308. Each project shall incorporate perimeter landscaping in addition to other landscape requirements to enhance visual interest and compatibility with surrounding land uses and development where a total visual screen may not be necessary. Landscaping and fencing needs shall be reviewed as part of the Special Use Permit review for each site.

Attachment 2: Proposed Section 29.1308(8): Interior Climate Controlled Mini-Storage Warehouse Facilities

(8) **Interior Climate Controlled Mini-storage Facilities.** Interior climate controlled mini-storage facilities are mini-warehouse buildings where storage is primarily accessed from the interior of the building. Such facilities shall meet all regulations of this Section 29.1308 with the following exceptions:

i. Interior climate controlled mini-storage facilities may exceed the sixty feet (60') maximum building length at the perimeter.

ii. Exterior garages and/or bays may be located on interior climate controlled mini-storage facilities, but shall not be located on a building that is adjacent to and facing the site perimeter.

iii. Interior climate controlled mini-storage facilities shall be exempt from roof design requirements. Flat roofs may be permitted. All sloped roofs shall incorporate a high quality surface such as architectural shingles, standing seam metal or tile.

iv. **No building shall exceed three stories in height.**

v. **Buildings taller than one-story must be setback 50 feet from residentially zoned property.**

vi. Facilities with no exterior accessed storage units shall be exempted from the specific requirements of Landscaping and Screening and Fencing requirements of this section 29.1308. Each project shall incorporate perimeter landscaping in addition to other landscape requirements to enhance visual interest and compatibility with surrounding land uses and development where a total visual screen may not be necessary. Landscaping and fencing needs shall be reviewed as part of the Special Use Permit review for each site.

ORDINANCE NO. ____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING SECTION 29.1308(8) AND ENACTING A NEW SECTION 29.1308(8) THEREOF, FOR THE PURPOSE OF AMENDING THE BUILDING HEIGHT SETBACK FOR INTERIOR CLIMATE CONTROLLED MINI-STORAGE FACILITIES 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(8) and enacting a new Section 29.1308(8) as follows:

“**Sec. 29.1308. MINI-STORAGE WAREHOUSE FACILITIES.**

...

(8) **Interior Climate Controlled Mini-storage Facilities.** Interior climate controlled mini-storage facilities are mini-warehouse buildings where storage is primarily accessed from the interior of the building. Such facilities shall meet all regulations of Section 29.1308 with the following exceptions:

(a) Interior climate controlled mini-storage facilities may exceed the sixty feet (60') maximum building length at the perimeter.

(b) Exterior garages and/or bays may be located on interior climate controlled mini-storage facilities, but shall not be located on a building that is adjacent to and facing the site perimeter.

(c) Interior climate controlled mini-storage facilities shall be exempt from roof design requirements. Flat roofs may be permitted. All sloped roofs shall incorporate a high quality surface such as architectural shingles, standing seam metal or tile.

(d) No building shall exceed three stories in height.

(e) Buildings taller than one story must be set back fifty feet (50') from residentially zoned property.

(f) Facilities with no exterior accessed storage units shall be exempted from the specific requirements of Landscaping and Screening and Fencing requirements of Section 29.1308. Each project shall incorporate perimeter landscaping in addition to other landscape requirements to enhance visual interest and compatibility with surrounding land uses and development where a total visual screen may not be necessary. Landscaping and fencing needs shall be reviewed as part of the Special Use Permit review for each site.”

...

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

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

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor

COUNCIL ACTION FORM

REQUEST: MAJOR SITE DEVELOPMENT PLAN AMENDMENT FOR 2151 COTTONWOOD ROAD

BACKGROUND:

On October 19, 2017, the City Council approved a Major Site Development Plan for 2151 Cottonwood Road (Lot 5 in the Village Park Subdivision). This development includes a 12-unit apartment building, and two 6-stall garages. The lot is zoned as FS-RM (Suburban Residential Medium Density). See *Attachment A: Location & Zoning Map*.

The property owner and developer, Hunziker Development Company LLC, is requesting approval of an amendment to the Major Site Development Plan for the following changes: 1) A change in the exterior siding material for both 6-stall garages from galvalume finish corrugated metal siding to vinyl siding with brick accents; and, 2) An increase in size of the east garage by five feet to accommodate a handicap-accessible parking stall increase, and the west garage by four feet to widen four stalls by one foot each (*See Attachment D: Proposed Garage Elevations & Floor Plan*). Attachments B through G are the pertinent approved plans and proposed changes. The garage is set to the rear of the site. To the north is Kristofferson Park and to the west is walkway connection to the park. No changes are proposed to the 12-unit apartment building, nor any parking areas, or storm water management features.

On May 8, 2018, the City Council approved similar changes to garage structures on the properties at 3305 and 3315 Aurora Avenue, located south of this property directly across the street.

Section 29.1502(6) of the *Municipal Code* allows for “minor changes” to the approved Major Site Development Plan 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:

- Do not constitute a change in the land use of the project; or the overall layout and design;
- Do not increase the density or intensity of use, and the number of buildings or change in dwelling unit types;
- 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.

It has been determined by staff that the proposed changes are not minor in nature due to the overall change in design of the garage with the change in exterior building materials. Therefore, an amendment approval by the City Council is required.

On September 5, 2018, the Planning and Zoning Commission reviewed the proposed amendments to the Major Site Development Plan. The discussion centered on whether the changes proposed for the two garage structures at 2151 Cottonwood Road are the same as the changes approved by City Council for the garage structures at 3305 and 3315 Aurora Avenue, located south of this property directly across the street, and their visibility from the park. Staff confirmed that the changes proposed are the same as those approved for the garages at 3305 and 3315 Aurora Avenue. **The Commission voted unanimously to approve the amendment.**

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.

ALTERNATIVES:

1. The City Council can approve the Major Site Development Plan Amendment for 2151 Cottonwood Road, as proposed, to allow for revisions to the garage siding material, and changes to the dimensions of each garage.
2. The City Council can approve the request with the changes proposed by the applicant for the Major Site Development Plan Amendment for 2151 Cottonwood Road with conditions.
3. The City Council can deny the proposed Major Site Development Plan Amendment, as proposed, for 2151 Cottonwood Road.

CITY MANAGER'S RECOMMENDED ACTION:

When City Council approved the Major Site Development Plan for development of the property 2151 Cottonwood Road, it was determined that the Plan meets the minimum criteria and standards for approval listed in Ames *Municipal Code* Section 29.1502(4)(d). Staff believes that the overall consistency with the Major Site Development Plan criteria is maintained for the project with the proposed changes.

Therefore, it is the City Manager's recommendation that the City Council act in accordance with Alternative #1, approving the request for the Major Site Development Plan Amendment for 2151 Cottonwood Road, as proposed.

ADDENDUM:

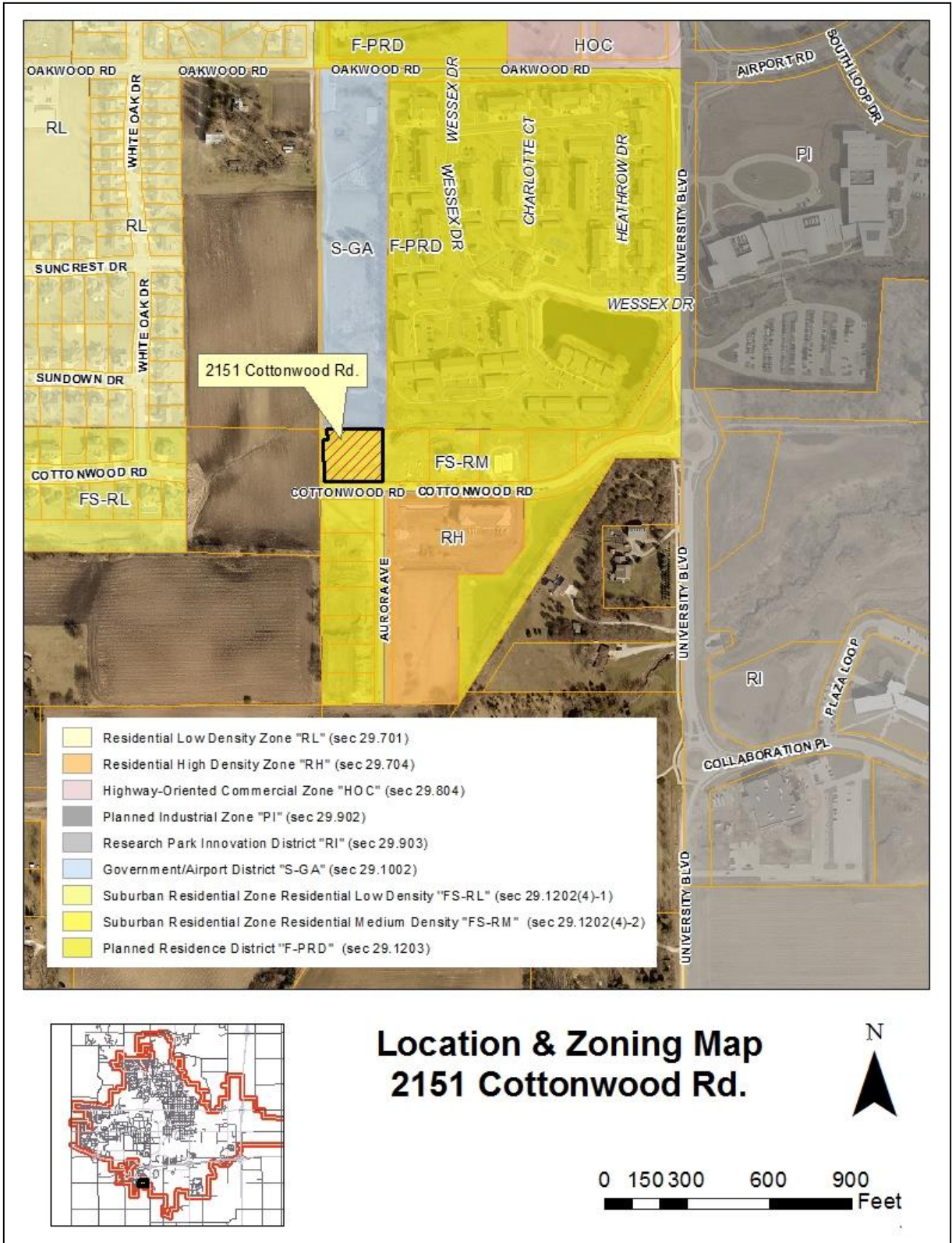
Approved Plan & Project Description. The two 6-stall garages, as previously approved, are designed with galvalume finish corrugated metal siding applied in a horizontal orientation, which is one of the materials used on the building elevations for the apartment building (*See Attachment D: Proposed Garage Elevations and Floor Plan*). The primary benefit to the project design originally was continuity of building materials between the apartment building and accessory structures.

Three primary exterior materials were approved for the apartment building, including vertical flush seam metal panel and galvalume finished corrugated siding in both a vertical and horizontal orientation. Each building façade includes brick accents as the third exterior building material (*See Attachment G, Front Elevation & Side Perspective of Approved 12-Plex*). No change to the apartment building materials is proposed.

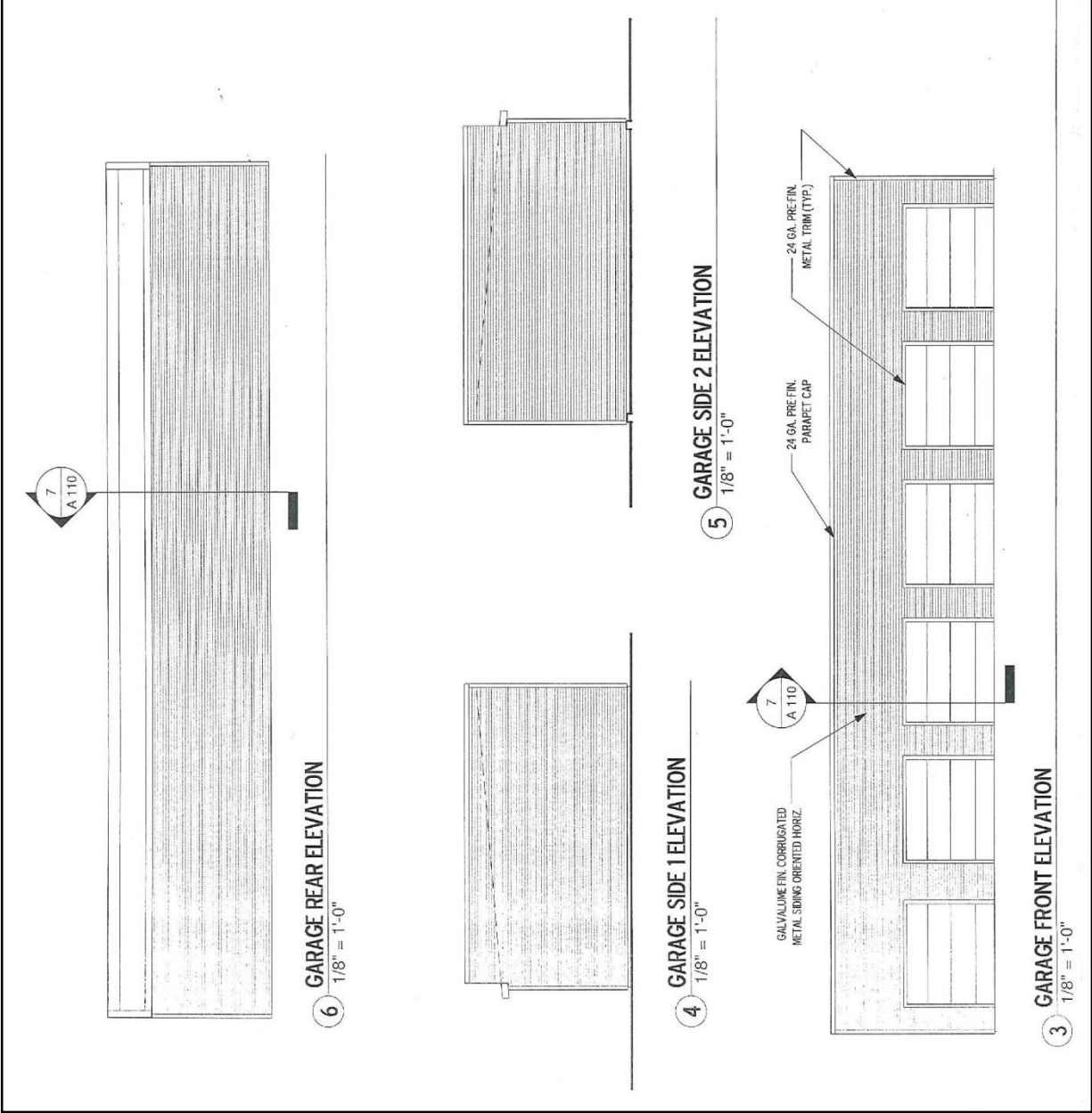
The applicant proposes to use vinyl siding as the exterior material on all sides of the garages, with a brick wainscot and trim on the garage walls adjacent to the east and west property boundaries, instead of the galvalume finish corrugated metal siding material (*See Attachment D: Proposed Garage Elevations and Floor Plan*). The increase in the width of the east garage by five feet is to accommodate a handicap-accessible parking stall. The increase in the width of the west garage by four feet is to widen four of the six stalls by one foot each. The changes in garage width are minor and have no substantial effect on the overall design of the project. The expanded garage structures will meet minimum required side yard building setbacks. **Staff believes the scope of review of the Commission is to determine whether the proposed vinyl siding for the garage structures is compatible with surrounding and planned development, as well as the exterior materials approved for the apartment buildings to be constructed on this property.**

Use of vinyl siding is common in the community for multi-family and single-family development. Vinyl is typically a compatible material with the surrounding area. In this case, the apartment building does not include vinyl siding and the design approach was a modern design featuring primarily non-traditional residential materials. The proposed brick accents on the end walls of the garages facing the east and west property boundaries are similar to what is used on the apartment building, and serve to enhance the aesthetic compatibility of the garages with the apartment building.

Attachment A Location and Existing Zoning Map

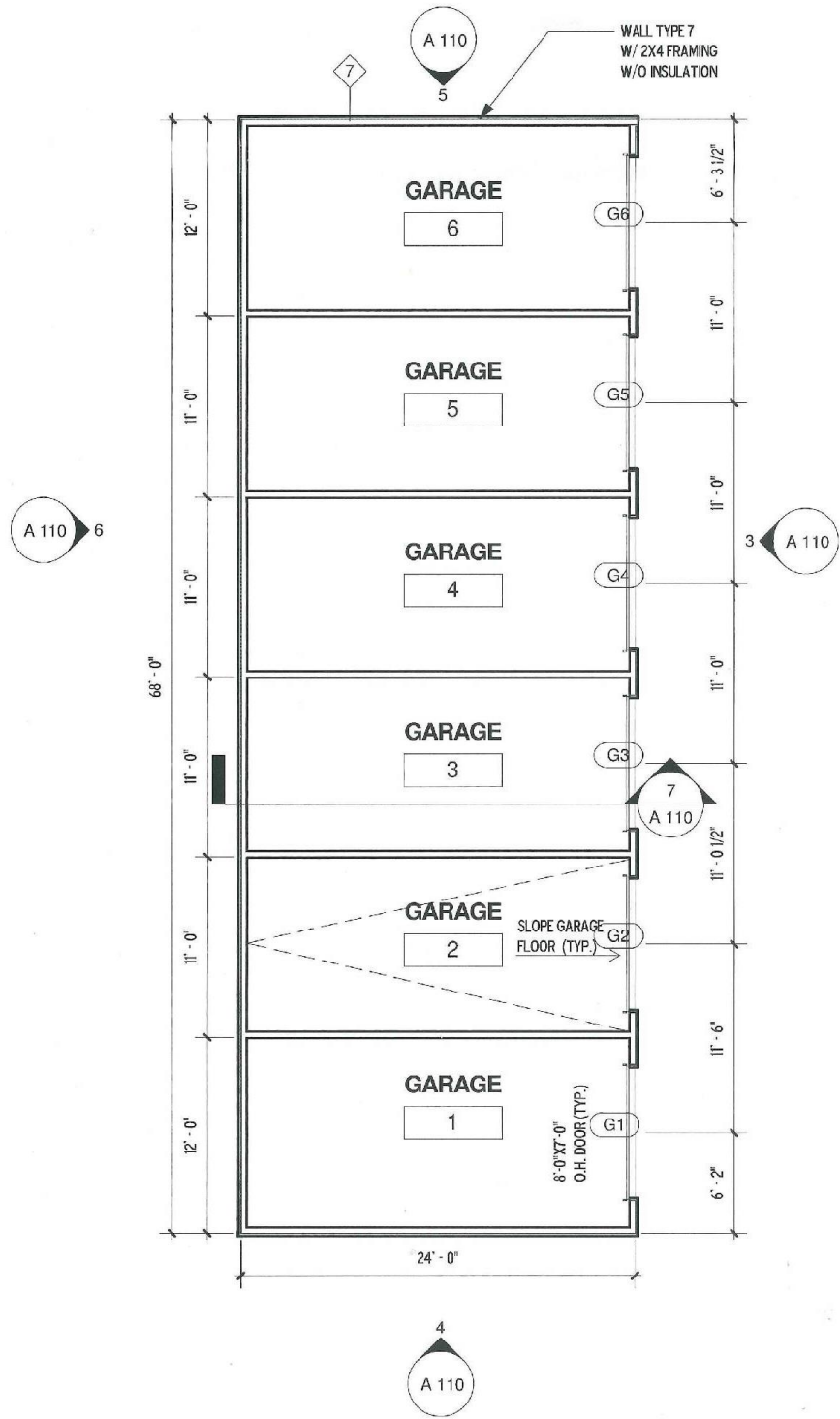


Attachment B
Approved Garage Elevations



Attachment C

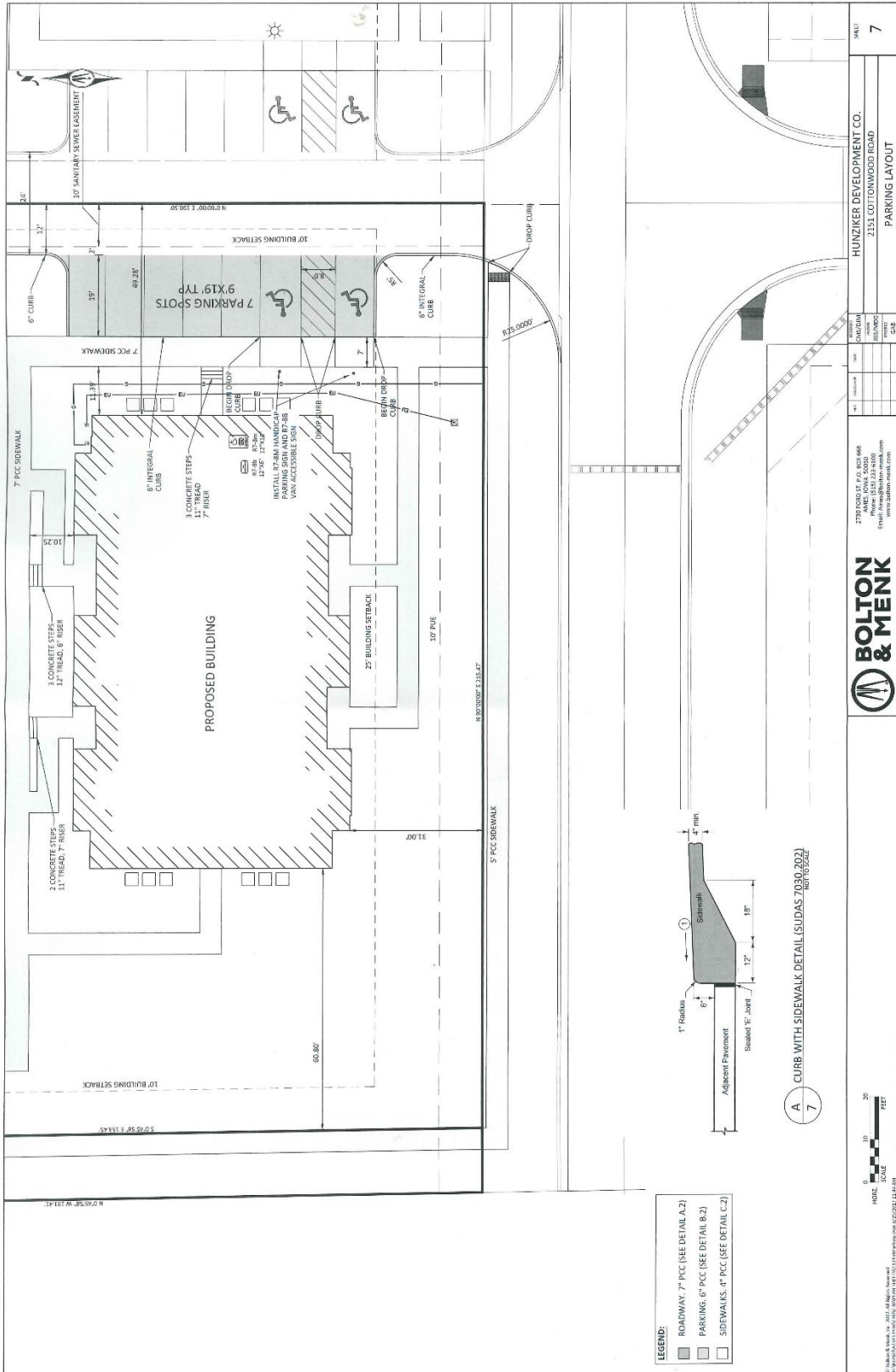
Approved Garage Floor Plan



1 GARAGE PLAN
 1/8" = 1'-0"

Attachment F

Approved Parking Layout (Sheet 7 – South Portion of Site)



Attachment G
Front Elevation & Side Perspective of Approved 12-Plex

