

COUNCIL ACTION FORM

SUBJECT: APPROVAL OF A RISE (REVITALIZE IOWA’S SOUND ECONOMY) GRANT APPLICATION FOR IOWA STATE UNIVERSITY RESEARCH PARK PHASE IV IMPROVEMENTS (COLLABORATION PLACE & SOUTH RIVERSIDE DRIVE).

BACKGROUND:

In the summer of 2018, work began on the development of an Iowa State University (ISU) Research Park lot located at 3525 South Riverside Drive for John Deere. The next phase of ISU Research Park (Phase IV) includes this lot and development of the surrounding area (Attachment A). These associated public improvements include the paving of approximately 1,570 feet of South Riverside Drive (with shared use path), 1,860 feet of Collaboration Place (with on-street bike lanes), the extension of sanitary sewer and water main, and the installation of electric service improvements street lighting. Please view Attachment A for a location map of the proposed public improvements. The total estimated cost for these improvements is \$3,487,116.

The funding for these improvements will be provided in part through an Economic Development Administration (EDA) grant that was awarded in September of 2018. This grant will reimburse 50% of the estimated project costs, or up to \$1,743,558.

In addition to the EDA grant funds, a RISE grant application (Attachment B) has also been prepared and is being submitted for City Council approval. This application is a request for 70% reimbursement of all street paving, associated storm sewer improvements, and shared use path (utility improvements are not eligible for RISE grant funds). The total estimated cost for the RISE grant eligible improvements is \$2,588,708. Therefore, the RISE grant application is requesting reimbursement of up to \$1,812,095 or 70% of those costs. Under this grant program no job creation is required.

As indicated in the application, the remaining local match of approximately \$314,204 is proposed from a tax increment financing (TIF) incentive from the City to pay for the remaining utility costs not covered by the EDA or RISE grants.

<u>Funding Source</u>	<u>Available Funding</u>	<u>Estimated Expense</u>
Iowa DOT (RISE)	\$1,812,905	
Department of Commerce (EDA)	\$1,743,558	
G.O. Bonds (TIF Abated)	\$ 314,204	
City of Ames Electric	\$ 135,000	
Engineering/Admin		\$ 494,000
Construction		\$2,993,116
TOTAL	\$4,005,667	\$3,487,116

ISU Research Park cannot apply directly for RISE funds; therefore, the City has been working with their staff to prepare and submit this grant application. As shown above, the award of this grant would provide significant funding for the cost of these development related improvements.

Currently, project design is scheduled to take place in the spring and summer of 2019 with construction anticipated to begin in the fall of 2019 and might continue into the summer of 2020.

ALTERNATIVES:

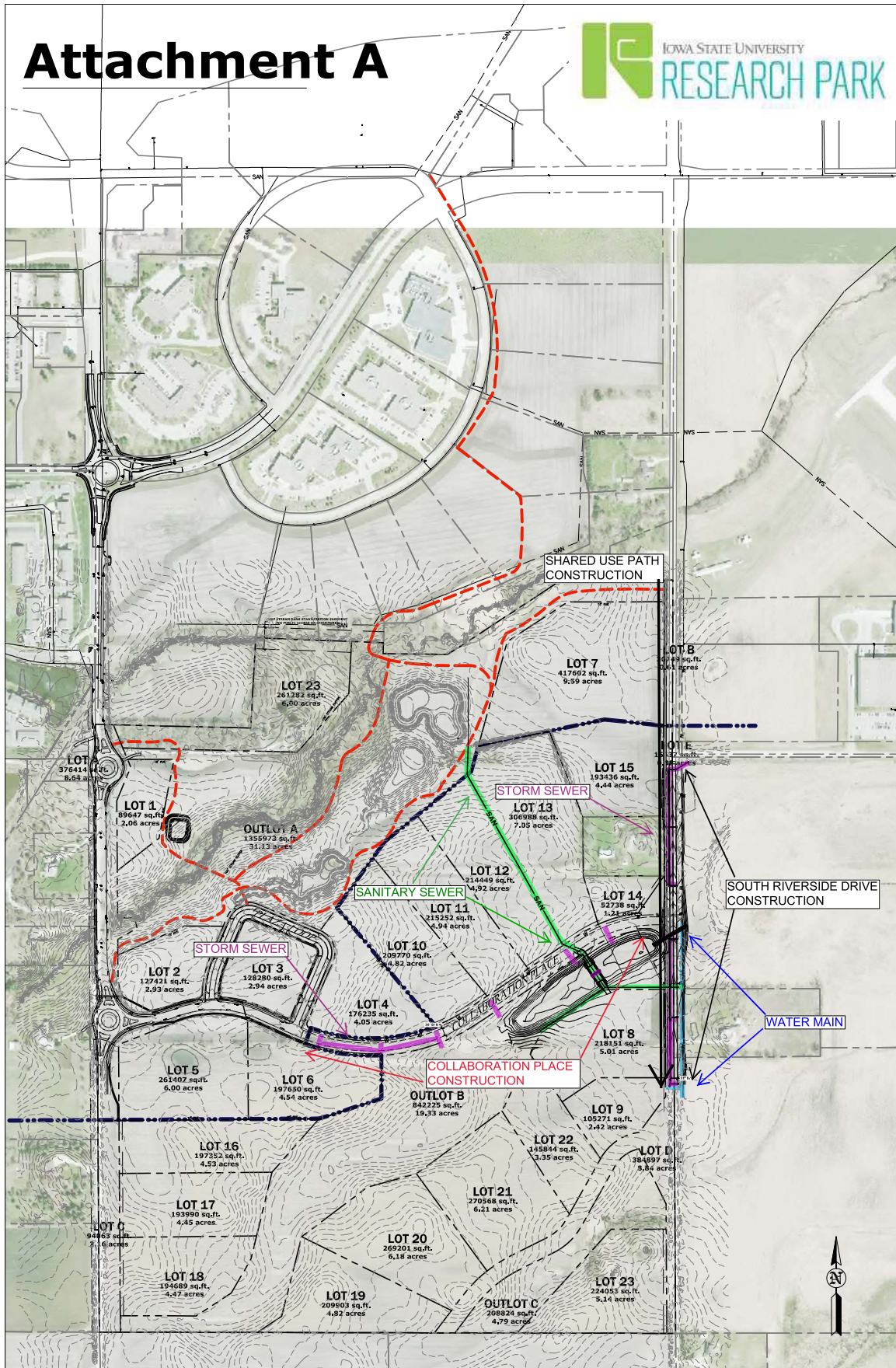
1. Approve the RISE grant application for ISU Research Park Phase IV improvements.
2. Approve the RISE grant application for ISU Research Park Phase IV improvements with revisions as directed by the City Council.
3. Do not approve the RISE grant application for ISU Research Park Phase IV improvements, thus requiring ISU Research Park to provide the additional funding.

MANAGER'S RECOMMENDED ACTION:

The ISU Research Park continues to be an important economic development area for the region. Combined with the previously awarded EDA grant, most of this project would be grant funded with the award of the RISE grant, significantly reducing ISU Research Park's costs.

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

Attachment A



PROPOSED IOWA STATE UNIVERSITY RESEARCH PARK IMPROVEMENTS



APPLICATION INSTRUCTIONS FOR RISE: COMPETITIVE RATING FUNDING for Local Development Projects

GENERAL INSTRUCTIONS

1. Before preparing this application, please read the RISE program **Administrative Rules**. The rules describe the types of funding available under the RISE program.
2. The RISE program shall be targeted toward value-adding activities to provide maximum economic impact to the state. Value-adding activities feed new dollars into the economy. As these dollars are circulated, the state experiences economic growth. Residential and retail development, local government facilities, local public schools, locally oriented business services, commercial and personal services are generally not value-adding activities and will rarely meet the intent of the program. However, value-adding activities could include industrial, manufacturing, warehousing, distribution, and profession office (non-personal service) developments.
3. This application form is for Competitive Rating Local Development projects. Competitive Rating funding is intended for those projects that do not require an immediate commitment of funds or cannot meet the criteria for Immediate Opportunity funding. Projects must compete against other Local Development projects in a process conducted semi-annually.
4. Only city and county governments may apply for Local Development funds. Cities and counties may apply for RISE funds for use on city street, secondary road, or primary road projects. Joint applications submitted by two or more local governments must specify a lead agency and list all participating jurisdictions. The application should be signed by the mayor or chairperson of the board of supervisors of the local government submitting the application.
5. If the proposed project will include improvements to a primary road (Iowa Department of Transportation jurisdiction) or if the proposed project will provide ingress/egress to/from a primary road, the applicant is required to contact the responsible Iowa DOT District Office and inquire about work in the right of way permit and access requirements. The district office will require a traffic impact study to determine appropriate improvements on the primary roadway required by the proposed project, this study must be completed and reviewed to the satisfaction of the district office before a RISE application will be considered by the Iowa Transportation Commission.
6. The completed application form must be typewritten, and information must be clear, concise, and accurate. Photocopies of this form may be used by applicants. If the space provided for an answer is inadequate, please attach additional pages.
7. Incomplete applications will not be considered by the Iowa Transportation Commission for funding, but may be completed and re-submitted. All information submitted as part of this application, as well as any additional information by the department, will be used to evaluate the application. The information will not be routinely supplied to persons outside the department.
8. Funds may be requested and committed as either a loan or grant, or a combination loan and grant.
9. Applications may be submitted at any time. Complete applications must be received by the department no later than Feb. 1 or Sept. 1 in order to be considered in the current round of applications. Applications received after a deadline will be held for consideration in the next programming cycle.

Note: Applications for Competitive Rating funding that are submitted at least two months in advance of the deadline will generally have an opportunity to be revised and resubmitted, if necessary, and be considered in the same funding cycle.
10. Complete applications will be reviewed and forwarded to the Iowa Transportation Commission for a funding commitment decision within a reasonable period of time after the application deadline. An application considered but not funded in one cycle must be updated and re-submitted by the applicant if it is to be considered in a subsequent cycle.
11. Applications for Competitive Rating funding will be evaluated on five factors. The following is a brief description of each of the factors.
 - A. **Development potential:** In assessing development potential, the Iowa DOT will consider the current status of, and potential for, the economic development associated with the RISE-funded roadway. Economic development includes business, industry, parks, and recreational or tourism activities.
 - B. **Economic impact:** In assessing economic impact, the Iowa DOT will consider the number of permanent direct and indirect "multiplier" jobs that will be created or retained, the number of visitors that will be attracted, the total capital investment, the amount of private participation in the roadway project, and the size of the development area served. Economic impact measures will be considered in proportion to the amount of RISE funds requested.

- C. **Local commitment and initiative:** In assessing local commitment and initiative, the Iowa DOT will consider what efforts have been made to plan for and attract economic development, whether or not arrangements have been made for non-roadway factors (such as zoning, utilities, and labor force training) critical to the success of the development, the amount of local participation in the roadway project, and whether the applicant has used available marketing services, such as the Iowa Department of Economic Development's Community Economic Preparedness Program and Community Quick Reference Guide.
- D. **Transportation need:** In assessing transportation need, the Iowa DOT will consider the information included in local plans or programs, and the distance of the city or county from the interstate system and other major highways.
- E. **Area economic need:** In assessing economic need, the Iowa DOT will consider recent changes in local population and employment, the level of unemployment, and the local tax effort compared with the local tax capacity. No information is required from the application concerning area economic need.

REQUIRED DOCUMENTATION

The following documents must be attached to the application form. In the upper right corner of each documentation, please write the letter (shown below) that the document supports.

- A. A **narrative** describing the proposed total economic development and stating how the RISE-funded roadway project will support the development.
- B. A **resolution** approved by the local government. The resolution must:
 - a. Endorse the project.
 - b. State the roadway involved in the project is currently or will be dedicated to public use.
 - c. State the proposed jurisdictional responsibility for the new or improved roadway, and state that the roadway will be adequately maintained.

Note: If a joint application is submitted, resolutions from all participating local governments shall be included in the application submitted by the lead agency. The additional resolutions must address items a, d, and e (stated above) as they pertain to the roadway project in their jurisdiction.

- C. A **narrative** assessing existing conditions, outlining the concept of the proposed roadway project, and providing adequate transportation justification. ("Transportation justification" is defined in the Administrative Rules.) The narrative must show that the concept is reasonable from a transportation engineering standpoint.
- D. An **area map** identifying the location of the roadway project, and showing the environs. The map should be approximately to scale and should show existing corporate limits, subdivision boundaries, zoning, land use, and utilities. If the subdivision has not yet been recorded, a preliminary plat will also need to be included to illustrate the proposed land development.
- E. A **sketch plan** of the roadway project with sufficient detail to allow preliminary cost estimates to be made.
- F. A **time schedule** for the roadway project, and other development as appropriate. It is up to the applicant to identify the time schedule and be able to maintain it.
- G. If applicable, a **letter of commitment** from the business or developer if the applicant has indicated that a firm commitment exists or negotiations are underway for a new economic development, or expansion or retention of an existing development. (The **resolution** from the local government may contain a statement certifying the existence of a commitment or negotiations if it is considered necessary to withhold the name of the business or developer.)
- H. An **itemized breakdown of total roadway project costs**; the attached form must be used. If more than one jurisdiction is involved, a separate breakdown must be included for costs incurred in each jurisdiction.
- I. If applicable, each business to be directly assisted by the economic development project must prepare a **narrative** discussing the associated economic development and jobs.
- J. **Documentation** that the proposed roadway project and economic development are consistent with any regional or metropolitan area long-range transportation plans in effect for the RISE project location. This can be fulfilled by a letter(s) from the regional or metropolitan planning organization(s).

- K. If applicable, a **narrative** should be included if the project involves the remediation or redevelopment of a brownfield site.
- L. If applicable, when applying for a certified site assistance, **certification** from the Iowa Economic Development Authority shall be included as verification that the site has been officially declared an Iowa Certified Site. If the applicant has applied to the IEDA and certification is pending, provide a **narrative** detailing 1) when the application was submitted to IEDA, 2) the status of the application (phase of certification process, information not yet provided to the IEDA, etc.), and 3) an estimated timeline for when certification by the IEDA is expected.
- M. **Minority Impact Statement** completed and signed.

The general instructions (above) are for your information only and do not need to be returned with your completed application.

Submit the application and all attachments in duplicate to:

**RISE Program: Competitive Rating
Office of Systems Planning
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010**

If you have any questions, please call 515-239-1664.



JANUARY 8, 2019
RISE APPLICATION

IOWADOT

APPLICATION INSTRUCTIONS FOR RISE: COMPETITIVE RATING FUNDING for Local Development Projects

GENERAL INFORMATION

Applicant Name (City or County of) City of Ames

Contact Person
(Name and Title) Steve Schainker, City Manager

Street Address and/or
Box Number 515 Clark Avenue

City Ames State IA ZIP Code 50010

Telephone Number 515-239-5101 E-mail SSchainker@city.ames.ia.us

If more than one agency or organization is involved in this project, please state the highway authority, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

City or County of _____

Contact Person
(Name and Title) _____

Street Address and/or
Box Number _____

City _____ State _____ ZIP Code _____

Telephone Number _____ E-mail _____

Project Title South Riverside Drive and Collaboration Place Extension

Please complete the following:

The proposed project is on a:

- City Street. Secondary Road. Primary Road.

(Length of Project in feet: 4,150)

If a Primary Road is involved, indicate the desired RISE funding source.

- City County State

The proposed project involves: Development of a new road.
 Improvement of an existing road.
 Both

Has any part of this Development or Roadway Project been started? If yes, please explain: Yes No

Is the development area an Iowa Certified Site? Yes No Date Certified: _____

Is the development area an Iowa Certified Site? Yes No

Has an application been submitted to the IEDA for the development area to be reviewed and certified as an Iowa Certified Site? Yes No Date Submitted: _____

This application is for RISE funding as a: Loan. Grant. Combination.

If this application is for a loan or combination loan and grant, please state the proposed terms of repayment (include the amount of principal to be repaid, proposed interest rate, length of repayment, etc.).

If this application is for funding for two or three program years, please specify the amount of funding requested for each year.

First Year \$304,432 Second Year \$ 1,507,663 Third Year \$ _____

PROJECT INVESTMENT INFORMATION

Estimated Total Capital Investment

("Total capital investment" is defined in the Administrative Rules. Please attach a breakdown by major item, such as land, improvements to land, buildings, equipment, and utilities. The cost of the roadway project, excluding RISE funds requested, should be included in these figures.)

Private Investment	\$	<u>10,000,000.00</u>
Public Investment	\$	<u>3,487,116.00</u>
Total Cost of Roadway Project	\$	<u>2,588,707.00</u>
RISE Funds requested for Roadway Project	\$	<u>1,812,095.00</u>

List below the source and amount of the matching funds available for the roadway project (assured or anticipated).

	Source	Amount	Assured?
1.	US Economic Development Administration Grant	\$1,743,558.00	Yes
2.	City of Ames	\$314,204.00	Yes
3.			
4.			

DEVELOPMENT POTENTIAL INFORMATION

This roadway project involves:

- Attracting a new development.
- Expanding an existing development.
- Retaining an existing development.
- Improving access to an existing development.
- Other (specify). _____

Please identify the type(s) of development to be supported with the RISE project. (Be as specific as possible. Development supported with this grant include the typical ISU Research Park businesses; and more specifically, a Deere & Company Sprayer Research Lab that will allow Deere to test/research sprayers throughout the entire year.

Does the roadway project involve relocation of economic activity from elsewhere in Iowa? Yes No

If yes, please explain.

What is the status of the economic development or activity to be supported by the RISE-funded roadway?
(Please check the appropriate answer(s).)

- Applicant has a firm commitment for a new economic development, or expansion or retention of an existing development. (See required documentation - Item G.)
- Applicant is negotiating with a specific firm(s) concerning a location, expansion, or retention decision. (See required documentation - Item G.)
- Development area is an Iowa Certified Site. (See required documentation - Item L.)
- Applicant has applied to IEDA for the development area to be reviewed and certified as an Iowa Certified Site and certification is pending. (See required documentation - Item L.)
- Negotiations are not underway, but applicant is seeking a specific type(s) of economic development for the site.
- Applicant is preparing or improving access to a site where future, unspecified development can occur.
- Applicant is improving access to an existing development that has no immediate plans for expansion.
- Other (please describe). _____

DEVELOPMENT POTENTIAL INFORMATION (continued)

Please estimate the number of permanent, direct jobs created and/or retained as a result of this project. (These numbers should **not** include construction or indirect "multiplier" jobs.)

Total Direct Jobs Created _____

Initial Jobs (*within the first three years*) _____

Other Future Jobs (*beyond first three years*) _____

Total Direct Jobs Retained _____

If this roadway project supports a tourism or recreational development, please estimate the amount of visitors.

	Current	Estimated Increase
Overnight Visitors		
Day Visitors from 100 or more miles away		
Day Visitors from less than 100 miles away		

Please estimate the number of acres (*by type of development*) that will be directly served by the RISE-funded roadway.

Type of Development Served	Acres Currently Developed	Total Usable Acres
Industrial/Manufacturing	75	60
Commercial/Office/Retail/Wholesale		
Park/Tourist/Recreational		
Other		
Unknown		

LOCAL COMMITMENT AND INITIATIVE INFORMATION

Please indicate whether the following non-roadway factors intrinsic to the success of the development are in place:

	Yes	No
Land Assembled and Available for Sale or Lease	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Zoning Suitable for Proposed Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sanitary Sewer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sewage Treatment Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Storm Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Electricity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gas	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Permits (<i>if applicable</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Labor Force Training (<i>if applicable</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Transit, Ride Share availability (<i>for projects expecting 50+ employees</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rail Service (<i>if applicable</i>)	<input type="checkbox"/>	<input type="checkbox"/>
Other (<i>Please describe.</i>) _____		

If "No" is checked for any of the above, please describe what arrangements are being made for providing land, utility or other necessary services.

Please describe what economic development/marketing activities the applicant has been involved in within the recent past. For example, state whether the applicant has a local economic development organization or belongs to an area economic development organization. If so, state the name, address and contact person for each group. Also, describe the activities and accomplishments of the organization(s) such as the number of firms contacted, the volume of promotional materials mailed, the number of jobs or visitors attracted, and the number of dollars invested.

See attached document for Economic Development information.

TRANSPORTATION NEED INFORMATION

Is the need for the roadway improvement identified by local plans, capital improvement programs, or other adopted local priorities? *(Please explain.)*

The roadway improvements and expansion area are identified in several documents, including the City of Ames Land Use Policy Plan, ISU Research Park Master Plan, and Ames Area MPO 2015-2040 Long Range Transportation Plan. The area is identified as a significant employment growth area in these plans.

DOCUMENT INFORMATION

The following documents must be attached to this application. In the upper right-hand corner of each document, write the letter (shown below) which the document supports. *(Please refer to the general instructions for an explanation of each item.)*

Please check that the following items are attached:

- A. A **NARRATIVE** describing the proposed total economic development and how the RISE project will support the development.
- B. A **RESOLUTION** or resolutions approved by the participating local governments.
- C. A **NARRATIVE** assessing existing conditions, outlining the proposed concept of the roadway project, and providing adequate transportation justification.
- D. A **MAP** identifying the location of the roadway project; a plat and zoning map of the proposed land development.
- E. A **SKETCH PLAN** of the project.
- F. A **TIME SCHEDULE** for the roadway project, and other development as appropriate.
- G. A **LETTER OF COMMITMENT** from the business or developer if the applicant indicates a firm commitment exists or negotiations are underway (if applicable).
- H. An **ITEMIZED BREAKDOWN** of total roadway project costs. The attached form must be used.
- I. A **NARRATIVE** describing the associated economic development and jobs (if applicable).
- J. **DOCUMENTATION** that the proposed road project and economic development are consistent with any regional or metropolitan area long-range transportation plans in effect for the RISE project location.
- K. A **NARRATIVE** if the project involves the remediation or redevelopment of a brownfield site (if applicable).
- L. A **LETTER OF CERTIFICATION** from the Iowa Economic Development Authority declaring the development area is an Iowa Certified Site or a **NARRATIVE** of certification status (if applicable).
- M. **MINORITY IMPACT STATEMENT** completed and signed.

DOCUMENT INFORMATION (Continued)

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached **resolution(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved city streets or secondary roads.

I hereby certify, under penalty of perjury, that any award of RISE funds; any subsequent letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials therefore; shall not involve direct or indirect interest, prohibited by Iowa Code 15A.2, 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of RISE funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of RISE funding and authorize a complete recovery of any funds previously disbursed.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the department is required prior to the authorization of funds.

Representing the City of Ames, Iowa

Name of Applicant's Governing Authority

Signed

Signature in ink

Date

John A. Haila, Mayor
Typed Name and Title

Sep 26, 2018
Date

Attested

Signature in ink

Date

Diane R. Voss, City Clerk
Typed Name and Title

Sep 26, 2018
Date

RISE IMMEDIATE OPPORTUNITY APPLICATION ROAD PROJECT-ELIGIBLE AND INELIGIBLE ITEMS

Examples of RISE-Eligible Items

Storm sewer (*RISE-eligible costs include the cost of construction of longitudinal and outlet storm sewers made necessary by highway construction, in the proportion that the right of way bears to the total drainage area to be served by the proposed sewers.*)

Right-of-Way and appraisal costs (*Based on current market value; a qualified appraisal acceptable to the Iowa DOT's Office of Right-of-Way will be requested for approved projects.*)

Apron	Hot-mix asphalt, intermediate course
Backfill	Hot-mix asphalt, surface course
Cleaning and preparation of base	Intake
Clearing and grubbing	Manhole
Concrete pipe culvert	Primer and tack coat bitumen
Contingency	Incidental Portland cement concrete
Corrugated metal pipe culvert	Removal of pavement
Earth shoulder finishing	Removal of existing structures
Engineering, legal, administration	Removal of drives
Excavation	Removal of sidewalk (if an integral part of the roadway)
Granular surfacing of road	Rolled stone base
Granular surfacing of shoulders	Seeding
Guardrail	Stabilized shoulder finishing
Hot-mix asphalt, base	Traffic control

Examples of Ineligible RISE Items

Storm sewer beyond the amount needed to drain the roadway.

Any preapplication costs (*except qualifying advance right of way costs to protect or preserve a project corridor. Written approval from the Iowa DOT must be obtained prior to advance right of way purchase.*)

Donated right of way
General government expenses and expenses associated with the provision of any public service
Lighting energy and maintenance costs
Lighting, except as an integral part of the roadway
Nonroadway transportation expenditures
Overhead and operating costs associated with eligible project activities
Parking expenditures
Pavement marking and traffic signs, except as an integral part of the roadway
Purchase of furnishings, construction equipment, and personal property
Routine roadway, bridge, and culvert maintenance
Sanitary sewers
Sidewalks, bicycle paths, and railroad-highway crossings, except when replacing or an integral part of the roadway
Traffic signalization, except as in integral part of a roadway project
Water mains
Winter roadway and bridge maintenance

DESCRIPTION OF ASSOCIATED ECONOMIC DEVELOPMENT AND JOBS - ITEM K

Iowa law requires a number of factors be considered in assessing applications for RISE funding. To comply with this requirement, it is necessary that applicants provide additional information about the businesses jobs that would be assisted by the requested RISE project funds. The following information **must** be provided for each business used to justify the project. Please note that all information supplied to the Iowa Department of Transportation is public information and cannot be held confidential.

1. Each business involved should prepare a narrative addressing the following points. The narrative should be attached to the application as "Item K."
 - A. A description and history of the business, including the location of company headquarters, all current plants (both in- and out-of-state), and the number of full- and part-time employees at each location.
 - B. Data supporting historical and projected growth potential.
 - C. The hourly wages and turnover rates for each current job classification.
 - D. The hour wages, whether full- or part-time, expected turnover rates for **each** future job created.
 - E. A description of employment conditions, including an itemized list and dollar value per employee of any job benefites, work environment, safety record, opportunity for advancement, etc.
 - F. A list of any civil or criminal violations of state or federal law that the compnay has been charged with or convicted of during the last five years. Please include the violation and date, the agency that charged the violation, the outcome or resolution, and any penalties or settlement terms.
 - G. Percentage of in-state suppliers.
 - H. Iowa companies you expect to sell to that currently buy from non-Iowa companies and the percentage of your sales that will fall into this category.
 - I. Expected impact on import substitution. (Import substitution means replacing inputs, products, or services previously provided by out-of-state locations with Iowa inputs, products, or services.)
 - J. Other Iowa companies that could be considered as your competitors.
 - K. Required environmental permits.
2. Briefly answer the following questions in the space provided.
 - A. Is the company willing to give hiring preference to Iowa residents, or residents within a 30-mile radius, for the jobs created as a result of this project? Please provide a written plan describing the company's hiring procedure and priorities.

 - B. If the company has, within three years of application for assistance, acquired or merged with an Iowa corporation or company, has it made and will it continue to make a good-faith effort to hire the workers of the merged or acquired company?

 - C. What percentage of the company's total operating expenditures (including wages and salaries) will be spent within the state of Iowa?

 - D. Of the total dollar amount of annual sales, what is the expected percentage of out-of-state sales?

 - E. Are any other state funds being requested for the road or economic development project? If so, please list the source, amount requested, and purpose of funding.

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians

Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

The workforce at the Iowa State University Research park is a highly skilled pool of labor, with an average salary of nearly \$60,000 annually based upon a survey completed by Dr. David Swenson. Based on interviews with several companies they focus on the recruitment of skills not demographic characteristics. The companies of the park do have a diverse workforce. Workiva, the Park's largest single employer at the park, employs a significant number of underrepresented population. Most companies at the Park are smaller and do not track the demographics of their employees.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name _____

Title Mayor, City of Ames

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

RISE COST ESTIMATE				
Item Description	Quantity	Units	Unit Cost	Total Cost
TOPSOIL, 8" DEPTH	4,300	CY	\$ 8.00	\$ 34,400.00
EXCAVATION, CLASS 10	12,000	CY	\$ 8.00	\$ 96,000.00
SUBGRADE PREPERATION, 12-INCH	14,433	SY	\$ 3.00	\$ 43,300.20
MODIFIED SUBBASE, 6-INCH	14,433	SY	\$ 8.00	\$ 115,467.20
COMPACTION TESTING	1	LS	\$ 10,000.00	\$ 10,000.00
EXPLORATORY DIGGING	1	LS	\$ 5,000.00	\$ 5,000.00
TRENCH FOUNDATION	200	TON	\$ 25.00	\$ 5,000.00
REPLACEMENT OF UNSUITABLE BACKFILL MATERIAL	200	CY	\$ 25.00	\$ 5,000.00
TRENCH COMPACATION TESTING	1	LS	\$ 7,368.42	\$ 7,368.42
STORM SEWER, TRENCHED, RCP, 48-INCH	354	LF	\$ 160.00	\$ 56,640.00
STORM SEWER, TRENCHED, RCP, 24-INCH	978	LF	\$ 90.00	\$ 88,020.00
STORM SEWER, TRENCHED, RCP, 18-INCH	675	LF	\$ 80.00	\$ 54,000.00
STORM SEWER, TRENCHED, RCP, 15-INCH	869	LF	\$ 75.00	\$ 65,175.00
SUBDRAIN, LONGITUDINAL, PVC, 6-INCH	4,570	LF	\$ 10.00	\$ 45,700.00
SUBDRAIN, CLEANOUT, 8-INCH	6	EA	\$ 250.00	\$ 1,500.00
PIPE APRON, RCP, 48-INCH DIAMETER	4	EA	\$ 3,500.00	\$ 14,000.00
PIPE APRON, RCP, 24-INCH DIAMETER	2	EA	\$ 1,500.00	\$ 3,000.00
PIPE APRON, RCP, 18-INCH DIAMETER	2	EA	\$ 1,300.00	\$ 2,600.00
PIPE APRON, RCP, 15-INCH DIAMETER	4	EA	\$ 1,100.00	\$ 4,400.00
FIELD TILE REPAIR, UNDER 12-INCH	200	LF	\$ 100.00	\$ 20,000.00
STORM INTAKE, SW-507	13	EA	\$ 5,000.00	\$ 65,000.00
STORM INTAKE, SW-509	13	EA	\$ 6,000.00	\$ 78,000.00
PAVING, MAINLINE, PCC, 9-INCH, WITH CURB AND GUTTER	12,343	SY	\$ 65.00	\$ 802,295.00
PCC SAMPLES AND TESTING	1	LS	\$ 5,000.00	\$ 5,000.00
PCC TRAIL, 5-INCH PCC	2,538	SY	\$ 50.00	\$ 126,900.00
DETECTABLE WARNING	40	SF	\$ 40.00	\$ 1,600.00
PAVEMENT MARKINGS AND SYMBOLS, TAPE	1	LS	\$ 10,000.00	\$ 10,000.00
TEMPORARY TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
STREET SIGNAGE	1	LS	\$ 5,000.00	\$ 5,000.00
LIGHT POLE	20	EA	\$ 4,500.00	\$ 90,000.00
HYDRAULIC SEEDING, TYPE 1 SEEDING	6	AC	\$ 5,000.00	\$ 30,000.00
FILTER SOCK	3,300	LF	\$ 3.00	\$ 9,900.00
INTAKE PROTECTION	30	LF	\$ 100.00	\$ 3,000.00
CONSTRUCTION SURVEY/STAKING	1	LS	\$ 5,000.00	\$ 5,000.00
PEDESTRIAN FACILITY CONSTRUCTION SURVEY/STAKING	1	LS	\$ 500.00	\$ 500.00
MOBILIZATION	1	LS	\$ 150,000.00	\$ 150,000.00
CONCRETE WASHOUT	1	LS	\$ 2,000.00	\$ 2,000.00
RELOCATION OF MAILBOX	2	EA	\$ 100.00	\$ 200.00
Subtotal				\$ 2,070,965.82
Engineering, legal, administration (20%)				\$ 414,193.16
Contingency (5%)				\$ 103,548.29
Grand Total				\$ 2,588,707.28

A NARRATIVE DESCRIBING THE PROPOSED TOTAL ECONOMIC DEVELOPMENT AND HOW THE RISE PROJECT WILL SUPPORT THE DEVELOPMENT

The Iowa State University Research Park (ISURP) was established in 1987 as a not-for-profit (501c3) real estate development community intended as a regional economic development effort closely affiliated with Iowa State University. From inception until today, Iowa State University, the **City of Ames**, Story County, the State of Iowa and ISURP have worked collaboratively to leverage the initial vision and investment to improve the state economy.

ISURP assists both established and start-up companies connect with Iowa State's vast infrastructure to grow their enterprises; whether through students, research entities, equipment, or a multitude of other resources. Due to its mostly rural location in Ames, Iowa, a community of 65,000, 35,000 of which are students, ISURP grew organically from startups; largely science and technology platforms created as part of university commercialization efforts.

ISURP has stayed true to its roots throughout its 30-year history, providing companies community, opportunities, and resources to ensure success. As ISURP's first start ups grew into established, profitable operations, several were eventually acquired and many of those companies chose to stay at ISURP for continued access to university talent, research and the infrastructure base. Several others located throughout the state and employ an upwards of 2,500 Iowans today.

ISURP applied for its first infrastructure funding in 1987 via a \$950,000 Iowa Department of Transportation RISE grant, which provided crucial infrastructure funds (roads, utilities and sewer) to support construction of *Phase I*.

The RISE investment was met with a 20% match from the **City of Ames**, which was paid back via tax increment financing. The *Phase I* RISE funds were tied to a job count requirement of 200 jobs within a two-year window. By 1996, ISURP delivered 750 jobs. This investment brought the overall ISURP valuation to approximately \$22 million.

Throughout each development phase, ISURP constructed, owned, maintained and operated the tenant buildings, while the City of Ames owned and maintained the roads, sewer, and water.

Those investments were used to scale the tenant base and in turn, more development occurred. In some cases, ISURP constructed, owned and operated the buildings, in others the company or a development group would own and operate. In all cases, ISURP tenants are subject to ISURP covenants that are developed in partnership with the City of Ames to help determine the building aesthetic and tenancy requirements.

In 2001, ISURP was awarded a second round of RISE funding (*Phase II*) of \$520,000, with the same match and infrastructure arrangement in place with the City of Ames. For this funding to occur, ISURP was required to commit to the creation of 150 additional jobs.

By 2010, ISURP had delivered, with a tenant roster of 50 companies, 752 employees and an overall valuation of \$42 million. By 2012, that number had jumped to \$54 million and ISURP had 52 companies, employing 1072 individuals calling it home.

Just two years later, in 2014, internal growth of existing companies and a handful of new, established businesses spurred *Phase III* RISE funding in the amount of \$4 million. *Phase III* required 365 jobs and would open up an additional 45 acres for development. By 2017, ISURP had jumped to a \$108 million valuation, 1702 employees and 70 companies.

Much of 2017's development focused on responding to the changing needs of tenants/workforce, largely aimed at enhancing the sense of place and the creation of additional points of collision for employees. Provisions Lot F opened in July, providing ISURP tenants access to three meals a day, catering, bakery, coffee shop and bar. Ownership reports being at or above projected financial milestones. Ames Fitness opened their flagship location in August, including the launch of partner businesses Studio7 Salon and Spa, NuCara Pharmacy, Lifestream Chiropractic Clinic. McFarland Clinic and LilyPad Learning Center continue construction, to be completed by fall. ISURP has approximately 12 acres for additional commercial development.

In addition to the highly visible commercial development, ISURP worked on multiple projects to enhance environmental appeal. These largely fall into two categories: capital improvements, and exterior environmental enhancements. ISURP completed a signage study, and a donor gift combined with support from the President's office funded the study and the first phase of signage installation. The Tedesco Environmental Learning Corridor, a 38-acre, interconnected by trail, live learning laboratory just north of the Core Facility, is being developed and operated with Story County funds. The first phase is complete, and the second phase, trail construction, is nearly complete..

The Iowa State Economic Development Core Facility added a key resource to serve as ISURP's epicenter in the effort to enhance and create a sense of community. In 2017, more than 4200 people attended ISURP or ISURP/partner events. Key highlights include a partnership with the Ames Chamber for the "See Yourself in Ames" summer intern retention program and the growth and popularity of HackISU, a bi-annual 36-hour hackathon hosted at the Vermeer Applied Technology hub that attracts an upward of 500 students each semester from Iowa State and surrounding universities. After a successful nine student pilot of the Ames High Business Engagement Collaborative during the 2016-17 school year, the 2017-18 program increased enrollment to 30 students. These Ames High School seniors work daily at ISURP; to date completing more than 70 projects for local nonprofits, startups and businesses. A new collaboration with DMACC's SCALE program will add high school students from adjacent communities. Collectively the programs, events and the Core facility have raised the visibility of Iowa State University economic development resources

Today, ISURP has 2049 employees, 89 companies, an overall valuation of \$108 million with 87% occupancy, predicted to be at 93% by fiscal year end (July19).

As in the past, the availability of build ready lots within ISURP will largely determine our ability to scale and grow the operation. The proposed infrastructure project is intended to be funded with \$1,812,095 RISE, \$1,225,816 EDA, and \$449,204 City of Ames. This infrastructure will open an additional 75 acres for development and create capacity for approximately 800,000 square feet of developable space. ISURP has identified John Deere as the inaugural tenant for the new development area. John Deere announced in April their intention to build a sprayer facility that will enhance the company's commitment to precision agriculture and environmental stewardship through agriculture, serve as a research and development hub for employees, and a training ground for interns and future employees. Iowa State University and John Deere have collaborated on numerous research projects, including several licensing agreements generating revenue in the marketplace. John Deere is already discussing the possibility of a campus concept to be developed in tandem with the sprayer facility.

Expansion into ISURP Phase III began in 2016. Infrastructure was funded with \$4,000,000 of Iowa Department of Transportation RISE funds and \$2,900,000 from the City of Ames (backed by tax increment financing). Story County also committed over \$3,000,000 to fund a county park located in the ISURP development area, which includes complete stream restoration and miles of interconnected trails. Since this infrastructure investment, ISURP has seen more than \$40,000,000 invested in new building projects and its tenant base increase to 2050 employees and 90 companies.

Current density models indicate that the developed land in Phase IV will represent 800,000 square feet of developed space and 1900 additional jobs. Historic records also indicate that when a major brand develops at ISURP, three to five directly related competitors or ancillary service providers/companies will co-locate.

As mentioned above, Iowa State University Research Park recently surpassed a 30-year milestone, easily making it one of the state's most successful and longest standing economic development success stories. ISURP's trajectory of steady growth puts it amongst the nation's top ten research parks in scale/size and easily among the largest in terms of geography/population base, given the largely rural location. In a political environment of constant change, ISURP has remained true to its roots, continued to adapt to market changes and demands, but has also notably stayed the course and continued to focus on what it does best; developing and growing startup companies, adding value for tenants by selling the value proposition of Iowa State University, removing or buffering obstacles on campus to entrepreneurial/corporate success, creating a sense of community, and long-term, responsible fiscal operational growth/management.

While ISURP sells its rural location as a strength, continued development, churn and support of startup activity is key to continuing operational success. The formalization, scale and early success of the Startup Factory and AgStartup Engine are key drivers to ISURP's growth. The StartUp Factory, AgStartup Engine, and Ames Seed Capital working with the growing on campus entrepreneurship academic programs establish integrated programming for area entrepreneurs. The expanded Iowa State system assures a growing, successful entrepreneurial community within ISURP. To date, the StartUp Factory has successfully launched 55 companies with 18 more in development, helped to secure more than \$20 million in external funding and these companies are already responsible for more than 60 jobs.

ISURP has also in recent years attracted a number of established Iowa companies including, Vermeer, Pella, Sukup and John Deere. These companies do not intend to move large portions of their operations to the Research Park; in fact, these companies are locating at the Research Park to research and recruit people to make their existing operations throughout Iowa stronger. In addition, multiple ISURP tenants are exploring options for growth.

ISURP is actively working a pipeline of projects that include a combination of established companies, some currently at ISURP, and some not, as well as cultivating relationships with startup companies with significant growth potential. To date, the physical expansion of ISURP is tied to available space. For the past five years we built buildings, relocated tenants, created vacancy, and extended infrastructure. We are now quickly reaching a point where we lack space and infrastructure.

While Iowa State represents perhaps the state's best workforce opportunity between the high volume of Iowa based graduates remaining in the workforce; record low unemployment rates, our unique rural location, and a challenging transportation network between Ames and Des Moines will continue to be a challenge, in particular, in the recruitment and retention of entry through mid to VP level employee hires. ISURP will continue to position itself regionally for this reason. This regional approach is a crucial piece of recruiting additional end to end companies with corporate headquarters that appeal to all types of employees like Workiva and NewLink Genetics.

The Research Park is in good financial shape with adequate cash reserves and revenues exceeding expenses. Rapid growth and an aging and growing inventory of buildings, land and infrastructure create demands on cash that far exceed our ability to fund in the near term. Creatively working with our partners; Iowa State, City of Ames, State of Iowa and our tenant companies is a necessity. In the near-term goals include finalizing the transfer of ownership of land, securing DOT support for modifications to the RISE program, and secure City funding of utility infrastructure. Continued growth will maintain the momentum ISURP has built over the past thirty years.

A NARRATIVE ASSESSING EXISTING CONDITIONS, OUTLINING THE PROPOSED CONCEPT OF THE ROADWAY PROJECT, AND PROVIDING ADQUATE TRANSPORATION JUSTIFICATION

The proposed 75 acre development is the first phase of non commercial development to occur in a 200 acre expansion area. The project will be tied to a highly recognizable international brand, in John Deere. ISURP Master Planning for the developable area calls for increased densities in the 200 acre expansion area, of which the 75 acres is proposed.

Current density models indicate this development area will add 800,000 square feet of developed tenant space and the capacity for 1900 additional jobs.

The presence of an anchor tenant and infrastructure funds are the two key drivers in leveraging ISURP growth. ISURP has never sought infrastructure funds tied to job creation and failed to produce the job creation metric required. *In fact, ISURP has exceeded RISE I-III job creation requirements by 187%, delivering 2049 jobs for the required 715.*

The proposed roadways will not only connect Phases I,II, and III to Phase IV development, it will also provide another route into the commercial area already constructed. In addition, it will provide paved streets on both the west and east boundaries of the research park, as the west boundary road is currently being paved by Story County.

The existing South Riverside Drive in the project footprint is a gravel road approximately 25' in width with a flat centerline profile ranging from 0.5% to 1%. The existing roadway will be widened to match the existing 31' pcc section at the north end of the project limits and will utilize the existing road centerline. Storm sewer will be installed in the location of the existing ditches to allow them to be filled in to create a standard urban section. The majority of the adjacent properties are owned by the applicant and co-applicant, making construction coordination relatively simple. Access to the two adjoining residential properties will require staged construction or temporary access drives along South Riverside Drive.

The alignment of the proposed Collaboration Place extension will be located in an existing agricultural field owned by the ISURP. Clearing and grubbing of grass and brush will be required within the proposed Right-of-Way. Soils in agricultural fields often contain 1-2 feet of expansive organic topsoil that must be removed within 2' of the 36' wide roadway in order to provide a stabilized uniform subgrade. The proposed profile will slope gently from west to east between a 1-2% and will provide ideal drainage of the pavement. The Right-of-Way may remained closed during construction as no access is needed in this area to adjacent properties.

The area is located outside of the 100-year flood plain and runoff from the area flows to two natural drainage swales. The drainage swales converge and enter an existing public storm sewer system that transports storm water easterly through the City of Ames Municipal Airport, under S. Duff Avenue/U.S. Highway 69, through the Country Gables/Teagarden/Southdale Subdivision, and then to the Skunk River. The construction of the SWM ponds per the City of Ames current code will ensure that storm water runoff will not increase with this project.

The existing public sanitary sewer main within the ISURP is located in a natural low area in the 30-acre county park. This location allows the sanitary sewer to be installed with minimal trench depths to reduce construction costs while maintaining appropriate depths for the lower eastern lots within the ISURP. Placing the proposed sanitary sewer main adjacent to the proposed SWM ponds allows the main to be easily accessible by the proposed lots south of Collaboration Place.

The water main in Collaboration Place Right-of-Way was installed during a previous stage to provide looping of the main for improved water quality. The extension of the water main along the east side of South Riverside Drive allows it to be easily extended for future development to the south.

In summary, the construction of S. Riverside Drive and Collaboration Place is in an area that currently has little to no traffic so it will have very little impact to surrounding properties and Right-of-Way users during construction. Existing public utilities are located on the applicant and co-applicant controlled properties making their proposed extensions easy to accommodate.

This following summarizes the preliminary design components associated with the public improvement of 1,570 linear feet of South Riverside Drive to the east of the proposed Deere & Company Lot and the creation of 1,860 linear feet of Collaboration Place on the north side of the Deere & Company Lot. The project also includes a trail extension on the west side of Riverside Drive and associated utilities in order to provide connectivity to the proposed Deere & Company Test Lab site and future development.

Currently, South Riverside Drive within the project limits is a gravel road with ditches on both sides within an 80' wide Right-of-Way. Riverside Drive will be utilized to provide vehicular access for the Deere site, as well as providing a corridor for public water, electricity and gas utilities. The proposed project includes improving 1,570 linear feet of roadway between the Sigler access road on the north and the proposed Deere & Company Test Lab Site on the south. The new roadway will consist of a 31' wide 9" pcc pavement section with curb and gutter over a 6" subbase. A new 10' wide 5" thick pcc trail and will be installed on the west side of S. Riverside Drive for a distance of 1,975 linear feet for a future connect to an existing trail located south of Airport Road. This trail will also connect to an extensive trail network currently under construction in a 30-acre Story County park located within the ISURP. Street lights will be installed per the City of Ames standards.

Two new storm sewer systems will be installed to collect surface drainage. The north system will collect 1.44 Acres of runoff into an 18" storm sewer that will outlet on the northeast end of the project into a natural drainage swale. The south system will collect 2.40 Acres of runoff into a 24" storm sewer that will outlet into a proposed pair of 48" culverts. The dual 48" RCP culverts will be placed under S. Riverside Drive to allow storm water collected in a proposed storm water management (SWM) pond between Collaboration Place and the proposed Deere & Company Test Lab site to drain to a natural drainage swale east of S. Riverside Drive. A 6" perforated subdrain will be installed to remove ground water and improve pavement longevity in areas where storm sewer is not proposed.

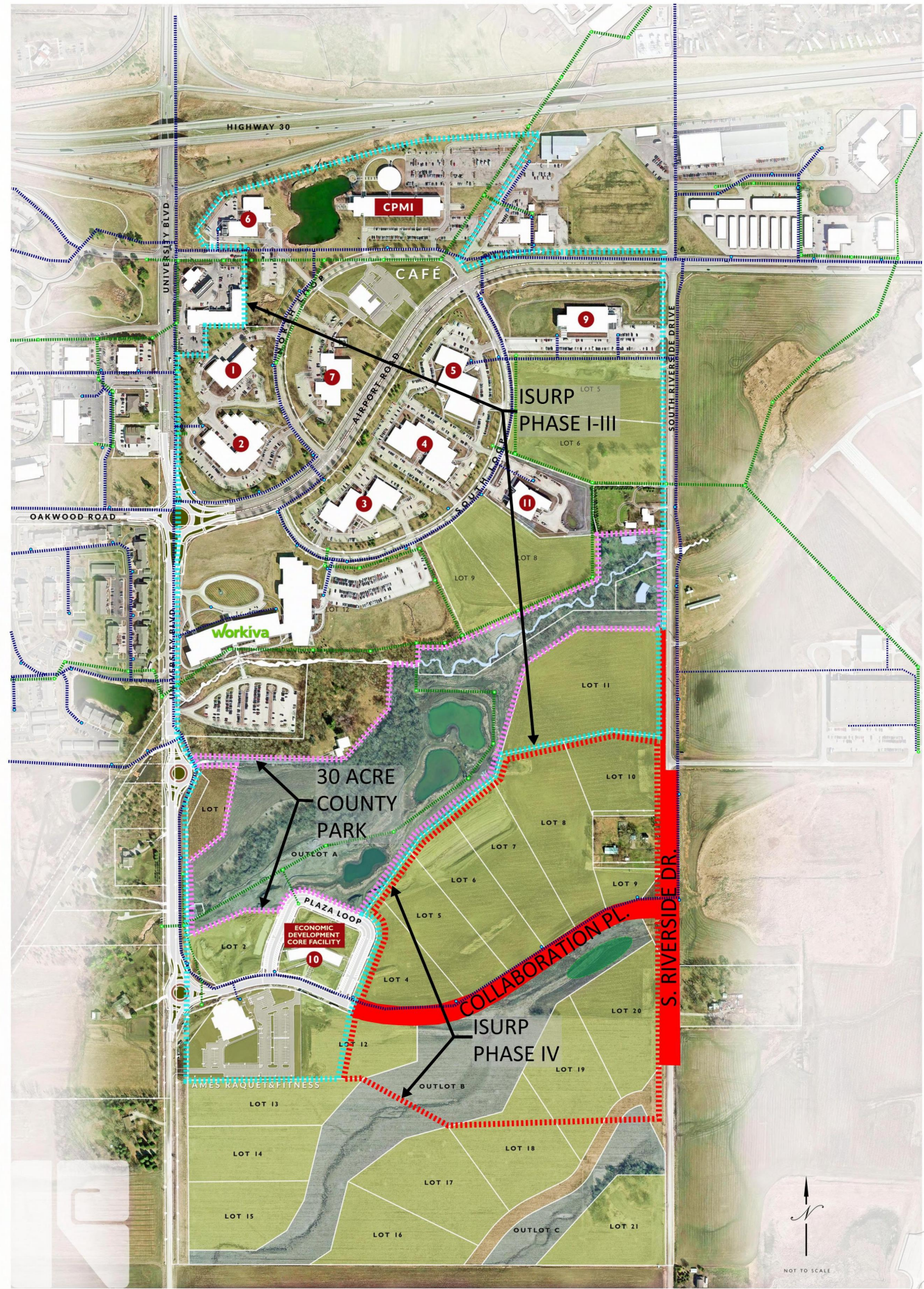
Collaboration Place will extend 1,860 linear feet of roadway to create a connection with the proposed S. Riverside Drive within an 80' wide Right-of-Way. An existing 12" public water main was installed during ISURP Phase III improvements and lies within the proposed Collaboration Place Right-of-Way. This existing water main will be tapped into for a new fire and domestic water line to serve the Deere site. The roadway will connect the Deere site to the ISURP core facility and other critical amenities. The SWM pond for Deere will lie along the south side of Collaboration Place, utilizing a natural low area. The new roadway will consist of a 36' wide 9" pcc pavement section with curb and gutter over a 6" subbase. The road Right-of-Way will be graded to accommodate a future 5' wide sidewalk on the north and south sides of the roadway. Street lights will be installed per the City of Ames standards.

A storm sewer system will be installed to collect surface drainage. The system will collect 3.42 acres of runoff into a proposed storm sewer system. The storm sewer will outlet on the south side of Collaboration Place into a series of detention basins sized to store storm water runoff from the ISURP and slowly release it per the current City of Ames Storm Water Ordinance. These detention basins will be located in Outlot B south of Collaboration Place and north of the proposed Deere & Company Test Lab site. The west basin will collect runoff from approximately 80 acres, has a capacity of 220,000 CF of storage, and will outlet through two 24" RCP culverts into the east basin. The east basin will collect runoff from approximately 25 additional acres, has a capacity of 60,000 CF of storage, and will outlet through two 48" RCP culverts as discussed in the "South Riverside Drive Components" section. A 6" subdrain will be installed to remove ground water and improve pavement longevity in areas where proposed storm sewer is not installed.

Additional roadway information is included in the attached Preliminary Engineering Report as prepared for the US Economic Development Administration.

D
MAPS

The following pages are detailed maps of the project and project area.



NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE

CGA Clapsaddle-Garber Associates, Inc.
 Tall Free (800) 542-7961
 www.cgaconsultants.com

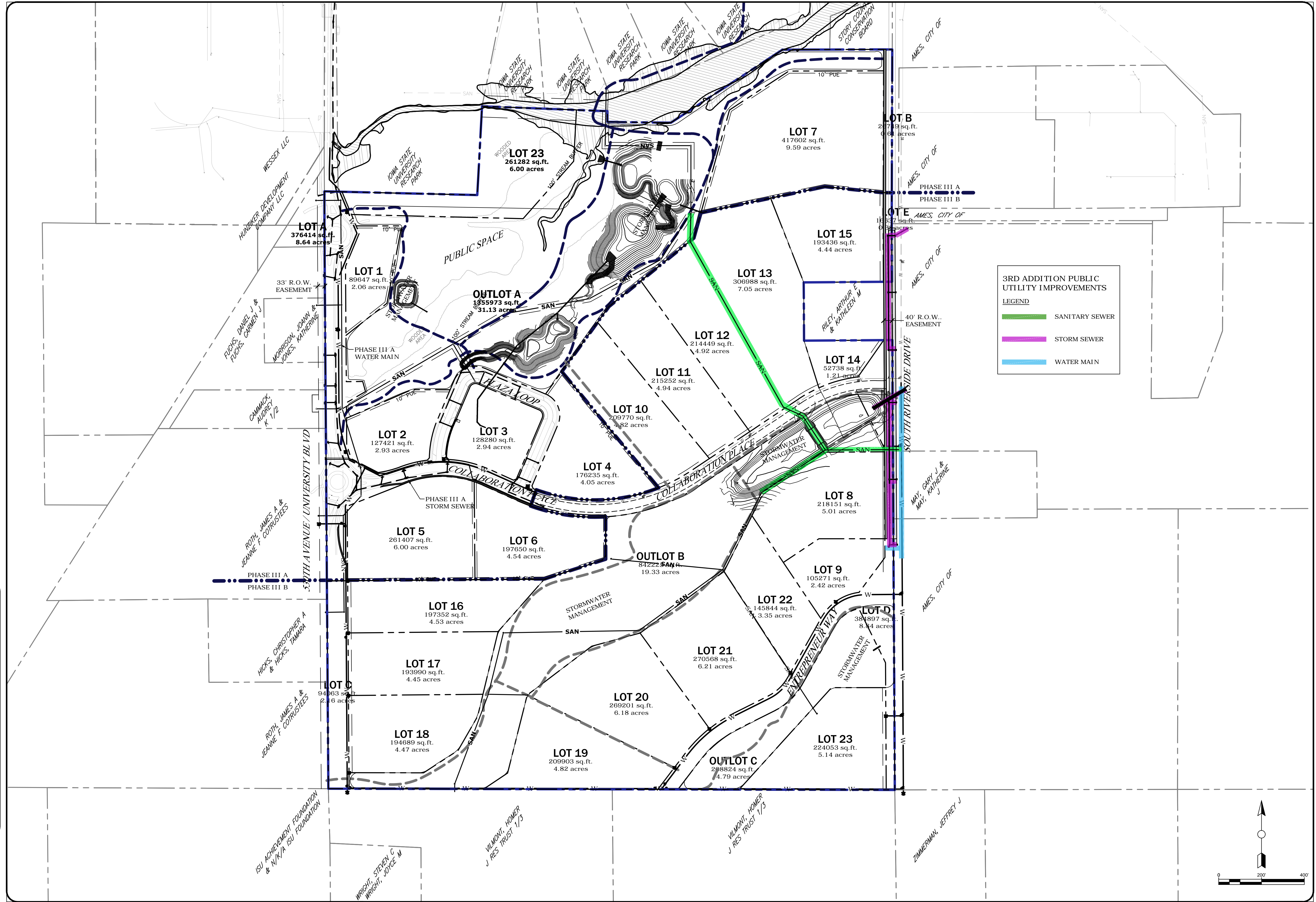
DESIGNED: MMM DATE: 06-12-18
 DRAWN: MMM DATE: 06-12-18
 CHECKED: MMB DATE: 06-12-18
 APPROVED: MMB DATE: 06-12-18

ISU RESEARCH PARK - RIVERSIDE DRIVE - COLLABORATION PLACE EXTENSION
 AMES, IOWA

ITEM D - MAP

PROJECT NO.
5709
 SHEET NO.

DRAWING FILENAME
K:\ipr\500005136-11C\Drawings\Civil\5136-11C-PRE PLAT.dwg
LAYOUT NAME
G2.1
PLOT STYLE TABLE
FoxGrayScale.ctb



REVISION	DATE	BY	DATE
		SJR	04/18
		SRS/EIT	04/18
		CHECKED	
		LAST UPDATE:	12/01/15

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

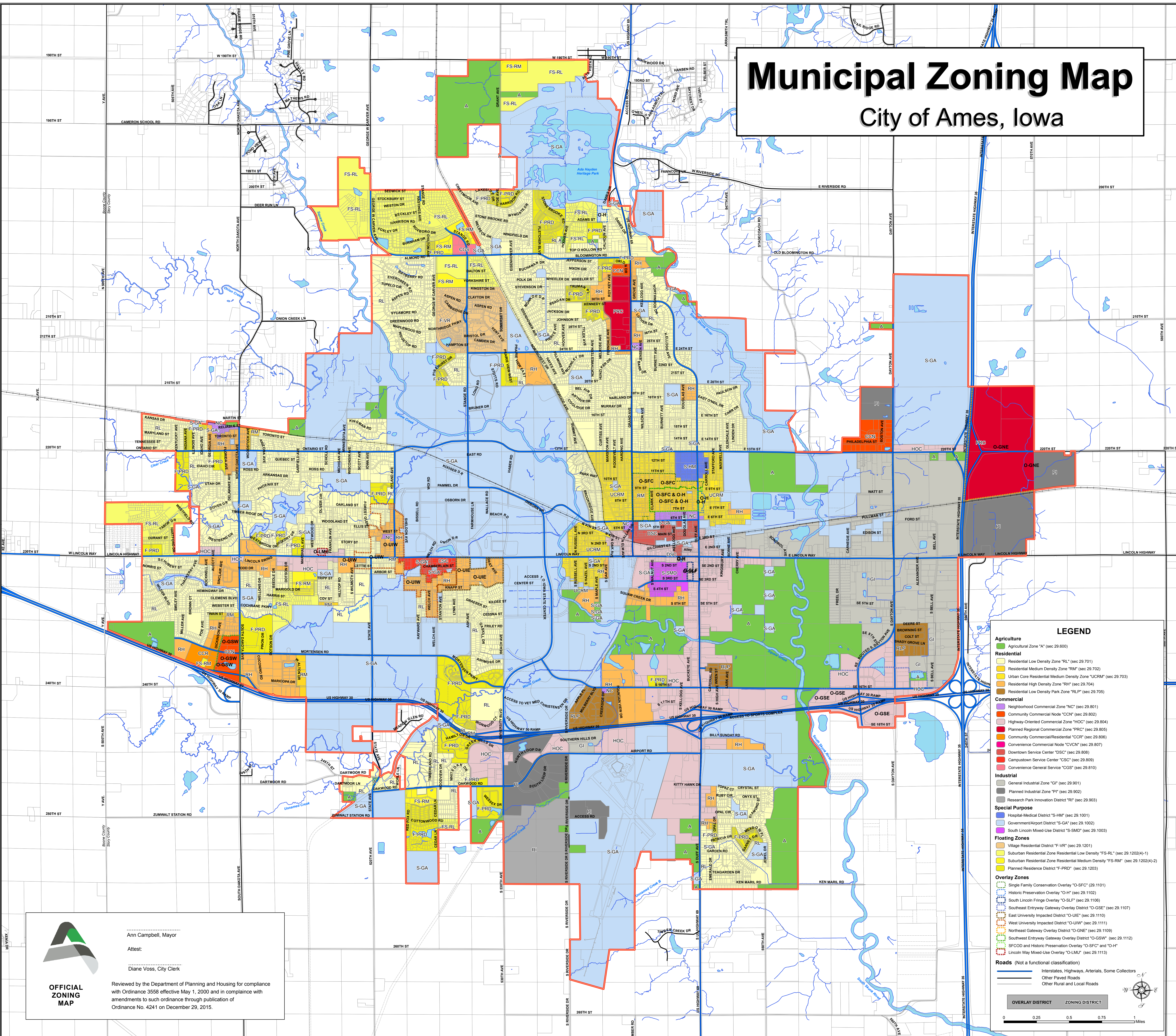
MASTER PLAN (REFERENCE ONLY)
 IOWA STATE UNIVERSITY RESEARCH PARK
 PHASE III PRELIMINARY PLAT
 IOWA STATE UNIVERSITY
 AMES, IA

PROJECT NO.
5136-11C

SHEET
G2.1


Municipal Zoning Map

City of Ames, Iowa



LEGEND

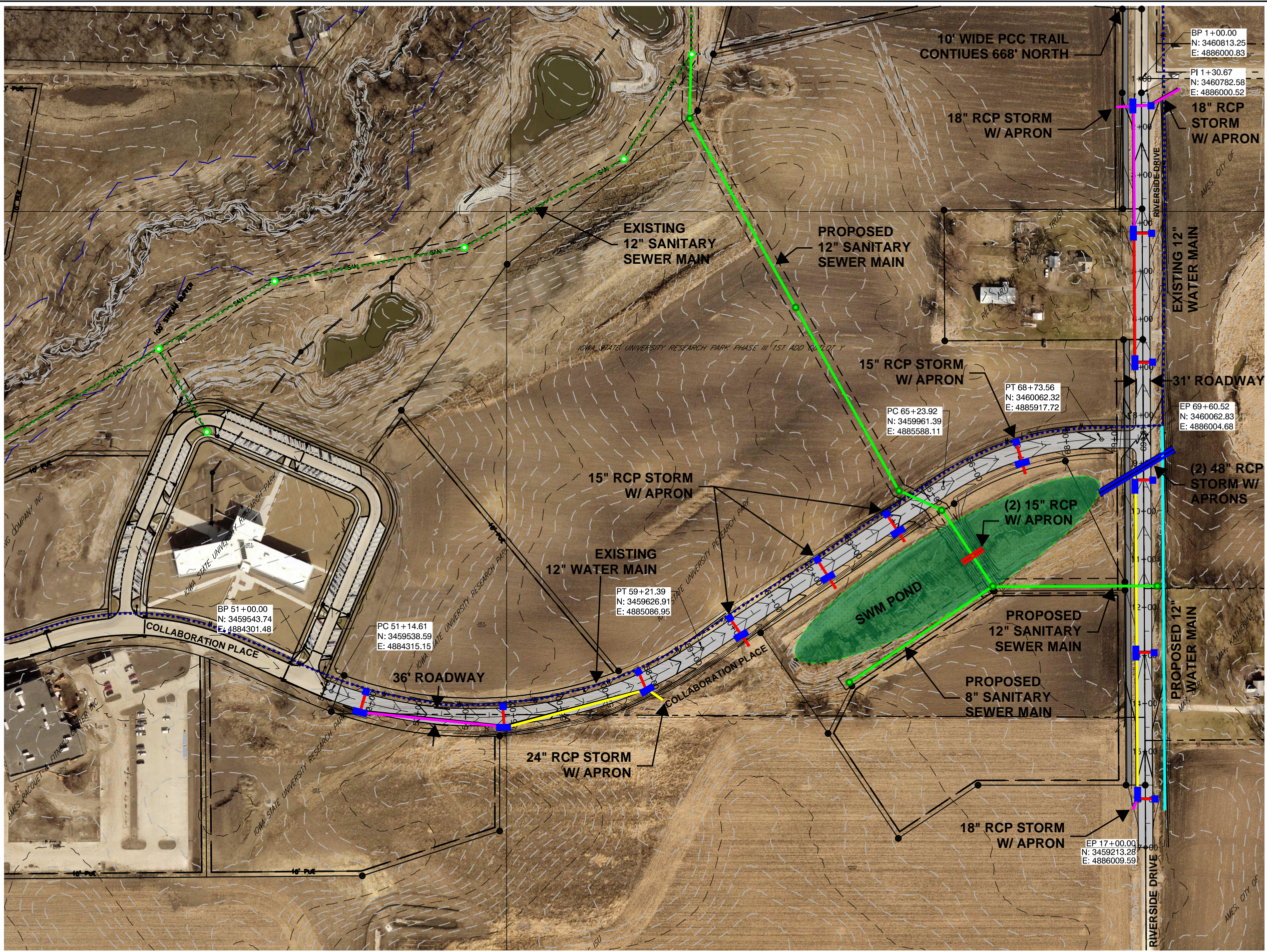
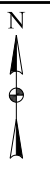
- Agriculture**
 - Agricultural Zone "A" (sec 29.600)
- Residential**
 - Residential Low Density Zone "RL" (sec 29.701)
 - Residential Medium Density Zone "RM" (sec 29.702)
 - Urban Core Residential Medium Density Zone "UCRM" (sec 29.805)
 - Residential High Density Zone "RH" (sec 29.704)
 - Residential Low Density Park Zone "RLP" (sec 29.705)
- Commercial**
 - Neighborhood Commercial Zone "NC" (sec 29.801)
 - Community Commercial Node "CCN" (sec 29.802)
 - Highway-Oriented Commercial Zone "HOC" (sec 29.804)
 - Planned Regional Commercial Zone "PRC" (sec 29.805)
 - Community Commercial/Residential "CCR" (sec 29.806)
 - Convenience Commercial Node "CCN" (sec 29.806)
 - Downtown Service Center "DSC" (sec 29.808)
 - Campus/Service Center "CSC" (sec 29.809)
 - Convenience General Service "CGS" (sec 29.810)
- Industrial**
 - General Industrial Zone "GI" (sec 29.901)
 - Planned Industrial Zone "PI" (sec 29.902)
 - Research Park Innovation District "RP" (sec 29.903)
- Special Purpose**
 - Hospital-Medical District "S-HM" (sec 29.1001)
 - Government/Airport District "S-GA" (sec 29.1002)
 - South Lincoln Mixed-Use District "S-LMU" (sec 29.1003)
- Floating Zones**
 - Village Residential District "F-VR" (sec 29.1201)
 - Suburban Residential Zone Residential Low Density "FS-RL" (sec 29.1202(4)-1)
 - Suburban Residential Zone Residential Medium Density "FS-RM" (sec 29.1202(4)-2)
 - Planned Residence District "F-PRD" (sec 29.1203)
- Overlay Zones**
 - Single Family Conservation Overlay "O-SFC" (29.1101)
 - Historic Preservation Overlay "O-H" (sec 29.1102)
 - South Lincoln Fringe Overlay "O-SLF" (sec 29.1106)
 - Southeast Entryway Gateway Overlay District "O-GSE" (sec 29.1107)
 - East University Impacted District "O-UIE" (sec 29.1110)
 - West University Impacted District "O-UW" (sec 29.1111)
 - Northeast Gateway Overlay District "O-GNE" (sec 29.1110)
 - Southwest Entryway Gateway Overlay District "O-GSW" (sec 29.1112)
 - SFCOD and Historic Preservation Overlay "O-SFC" and "O-H"
 - Lincoln Way Mixed-Use Overlay "O-LMU" (sec 29.1113)
- Roads (Not a functional classification)**
 - Interstates, Highways, Arterials, Some Collectors
 - Other Paved Roads
 - Other Rural and Local Roads



Ann Campbell, Mayor
 Attest:
 Diane Voss, City Clerk

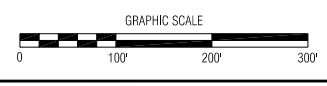
Reviewed by the Department of Planning and Housing for compliance with Ordinance 3558 effective May 1, 2000 and in compliance with amendments to such ordinance through publication of Ordinance No. 4241 on December 29, 2015.

OFFICIAL ZONING MAP



LEGEND

- EXISTING 12" WATER MAIN
- EXISTING 12" SANITARY SEWER
- EXISTING SANITARY SEWER MH
- PROPOSED STORM INTAKE SW-507
- PROPOSED STORM INTAKE SW-509
- PROPOSED STORM SEWER - 15" RCP
- PROPOSED STORM SEWER - 18" RCP
- PROPOSED STORM SEWER - 24" RCP
- PROPOSED STORM SEWER - 48" RCP
- PROPOSED SANITARY SEWER - PVC
- PROPOSED SANITARY SEWER MH
- PROPOSED WATER MAIN - PVC
- PROPOSED STORMWATER MANAGEMENT



NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE

CGA Clapsaddle-Garber Associates, Inc.
 Tall Free (800) 542-7961
 www.cgaconsultants.com

DESIGNED: MMM DATE: 06-12-18
 DRAWN: MMM DATE: 06-12-18
 CHECKED: MMB DATE: 06-12-18
 APPROVED: MMB DATE: 06-12-18

ISU RESEARCH PARK - RIVERSIDE DRIVE - COLLABROARTION PLACE EXTENSION
 AMES, IOWA

ITEM E - SKETCH PLAN

PROJECT NO. 5709
 SHEET NO. A-1

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F
TIME SCHEDULE

The following is a schedule for the project in question. The Deere site is currently under construction and construction throughout the other areas of the Research Park will be phased over time. The schedule shows all known planned items in Phase 4 expansion of the Research Park.

The following page is a letter of support from the Ames Area MPO.



515 Clark Avenue
P.O. Box 811
Ames, IA 50010
p: 515.239.5160
f: 515.239.5404

September 21, 2018

The Honorable John Haila
Mayor of the City of Ames, Iowa
515 Clark Avenue
Ames, Iowa 50010

Re: Letter of Support – Revitalize Iowa’s Sound Economy Grant Application – City of Ames

Dear Mayor Haila:

The City of Ames is in the process of applying for Revitalize Iowa’s Sound Economy (RISE) Grant for capital investments for surface transportation infrastructure projects that will have a significant impact on the economic development within the metropolitan area.

We understand the RISE application will be for the infrastructure improvements for the Iowa State University (ISU) Research Park Phase IV development plan. The project will include the paving of S. Riverside Dr. from Visionaire Dr. south to the end of the development area and the extension of Collaboration Place to the intersection with S. Riverside Drive. The Phase IV development plan will provide direct and continuous travel routes, extend bicycle and pedestrian facilities in the project area and be an asset for economic development in the ISU Research Park. These projects align with long range transportation plan goals of the AAMPO.

The Ames Area MPO understands that this is a highly competitive grant process and supports the City of Ames’ RISE Grant application for the ISU Research Park Phase IV development. The Ames Area MPO views this project as providing important transportation improvements in the region that will enhance economic development opportunities and aid in the creation of local jobs.

Respectfully yours,

A handwritten signature in blue ink, which appears to read "John C. Joiner".

John C. Joiner, Administrator
Ames Area MPO

JJ:tf

APPENDIX A
REGIONAL LETTERS OF SUPPORT



Alliant Energy
200 First Street SE
P.O. Box 351
Cedar Rapids, IA 52406-0351

1-800-ALLIANT (800-255-4268)
alliantenergy.com

Iowa Transportation Commission
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

I am writing in regards to the RISE Grant that the Iowa State University Research Park has applied for through the Iowa Department of Transportation. As Senior Economic Development Manager for Alliant Energy I can easily say we are in full support of the project.

The Research Park is one of the primary engines driving economic development throughout the State of Iowa. Over the years the Park has had more than 90 companies locate there which has brought in more than 2,000 employees. The collaboration that takes place between the academic world and businesses at the Park sets the standard for the rest of the country.

The Phase 3 expansion will integrate more resources into the Park that are a must in today's business environment. The Park will be developing more than 100 acres, adding mixed-use facilities, community areas, green spaces, trails and much more. These amenities will make the Park the top choice for businesses, entrepreneurs, researchers and employees across the United States.

Having the Research Park in Iowa has been and will continue to be a force supporting economic development. The economic impact extends much farther than just the Research Park. Companies that have relocated from ISU Research Park still employ nearly 2,500 Iowans which support many communities across the State.

Thank you very much for considering the ISU Research Park for your RISE Grant program. By supporting this request you are supporting economic development across the State.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Shupp", written in a cursive style.

Steve Shupp
Senior Economic Development Manager
Alliant Energy

May 31, 2018

Iowa Transportation Commission
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: Iowa State University Research Park – RISE Application

To Members of the Commission:

The Ames Chamber of Commerce and the Ames Economic Development Commission are in support of the application for RISE funding for the expansion of the Iowa State University Research Park (Park). The Park continues to be a vibrant economic engine here in Ames, Story County, and Central Iowa thus we are seeking your support for the application that will soon be reviewed by the Iowa Transportation Commission.

The Park is a tremendous asset to our community and the State of Iowa. Numerous companies start there and grow to a point where they need their own building in the Park or elsewhere in Iowa, which is why the Park has been so successful. Expanding its infrastructure is essential to making Ames a viable location for hosting companies of all sizes and the RISE funding is imperative to assembling the complex nature of this development.

We appreciate your consideration of our request.

Sincerely,



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

BOONE COUNTY
ECONOMIC GROWTH CORPORATION



Subject: IDOT funding for ISU Research Park expansion

To whom it may concern:

I am writing to you on behalf of one of the state of Iowa's greatest success stories - the Iowa State University Research Park in Ames, Iowa. The ISU Research Park has proven to be an incredible return on investment with the infrastructure dollars that assisted in the park's initial construction supporting the growth and development of dozens of new businesses, generating millions of dollars in new investment, and creating more than 1,000 jobs.

As the park moves toward further expansion, the Boone County Economic Growth Corporation wholeheartedly encourages your consideration of additional infrastructure funding to continue this upward trajectory in Iowa.

Sincerely,

Kurt R. Phillips
Executive Director

May 30, 2018

Iowa Transportation Commission
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: Iowa State University Research Park – RISE Application

To the Members of the Commission:

On behalf of the Greater Des Moines Partnership, I would like to offer our support for the application for RISE funding for additional street improvements essential to the further growth of the Iowa State University Research Park. The Park continues to be a strong and unique asset for the Iowa economy.

The Park's success speaks for itself. Expanding its infrastructure is essential to maximizing that success to further develop Iowa's Cultivation Corridor as a great place to start and build a business and a future. The Greater Des Moines Partnership strongly encourages the Commission to support this application.

We appreciate your consideration of our request.

Sincerely,



Jay Byers,
CEO



June 11, 2018

Iowa Transportation Commission
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Commission Members,

Workiva is one of Iowa's most exciting, high-growth companies, and it is the only publicly traded software company in the state. From our beginning in 2008, we committed to creating jobs in the Ames community. We built our 120,000 square-foot headquarters in the ISU Research Park, which houses more than 610 employees. In addition, through our partnership with Iowa State University, DMACC and other private Iowa colleges, we employ more than 50 interns each year in Ames.

Along with hiring Iowa's best and brightest, we recruit former Iowa graduates and other professionals from Silicon Valley as well as from cities all over the country. To maintain our competitive advantage in the software industry, we must provide the same type of top-quality amenities that high-tech employees are routinely offered elsewhere. Therefore, our headquarters in Ames includes a workout facility, gourmet cafeteria, and indoor and outdoor spaces that encourage open collaboration that parallels environments found in companies such as Google and Facebook.

To attract and retain this high caliber of talent, we also need to provide a surrounding community that is conducive to their lifestyle.

Our employees are generally between the ages of 25 and 40 years old, and our employee surveys tell us that they need the facilities that the ISU Research Park is building: walking and biking paths, daycare, banking, restaurants, coffee shops, meeting spaces, and other places where they can seamlessly blend their lives with their work. While we have gone to extraordinary lengths to provide for our employees within our space, we know that we must do more. These lifestyle amenities are critical to our workforce as we grow our business in Iowa.

We encourage any support from the Iowa DOT that helps continue to create a world-class work life for all employees in the ISU Research Park.

Sincerely,

A handwritten signature in black ink that reads "Marty Vanderploeg". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Marty Vanderploeg
President and CEO
Workiva Inc.



**Iowa Transportation Commission
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010**

May 31, 2018

To Whom It May Concern:

On behalf of the Nevada Economic Development Council, I wish to convey our support of the RISE application regarding the continued expansion of the Iowa State University Research Park.

The expansion of the ISU Research Park is an asset to all of Central Iowa. It provides opportunities for new and innovative companies that in turn provide quality jobs that enhance the economics of the entire state.

We encourage you to look favorably upon this request.

Sincerely,

A handwritten signature in blue ink that reads "John Hall".

John Hall
Executive Director
Nevada Economic Development Council
516 K Ave
Nevada, IA 50201



**STORY COUNTY
BOARD OF SUPERVISORS
RICK G. SANDERS
MARTY CHITTY
LAURIS OLSON**

Story County Administration
900 Sixth Street
Nevada Iowa 50201
515-382-7200
515-382-7206 (fax)

May 25, 2018

Mayor Haila
City Council Members
City Hall
515 Clark Avenue
Ames, Iowa 50010

Iowa Transportation Commission
Iowa DOT
800 Lincoln Way
Ames, Iowa 50010

RE: RISE Application for ISU Research Park

Mayor, Council and Commission,

Please accept this letter in support of the application for RISE funding for the Iowa State University Research Park (Park). The Story County Board of Supervisors has a long history of supporting the expansion of the Park, which continues to be a vibrant economic engine in Ames, Story County and Central Iowa and is a necessary component for the continued economic health of the region and all of Iowa.

The Park provides opportunities for new and innovative compromise to collaborate and grow, which in-turn creates new high quality jobs that enhance the economics and quality of life for the entire state.

Please look favorably upon this request.

As always, please call on me anytime I can be of assistance.

Sincerely,

A handwritten signature in blue ink, appearing to be "Rick Sanders".

Rick Sanders
Chair, Story County Board of Supervisors