

AGENDA
MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE
AND REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
SEPTEMBER 24, 2019

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

CALL TO ORDER: 5:00 PM

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

1. Motion approving appointment of Public Works Director John Joiner to Statewide Urban Design Specifications (SUDAS) Board of Directors
2. Resolutions certifying projects in Iowa Clean Air Attainment Program grant application conform to AAMPO's regional transportation planning process
3. Motion approving FY 2016-2020 Safety Performance Targets

POLICY COMMITTEE COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING**

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

PRESENTATION:

1. Presentation by Story County Attorney

PROCLAMATION:

2. Proclamation for "Fire Prevention Week," October 6-12, 2019
3. Proclamation for "Manufacturing Day," October 4, 2019

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

4. Motion approving payment of claims
5. Motion approving Minutes of Regular Meeting held September 10, 2019, and Special Meeting held September 17, 2019
6. Motion approving Report of Contract Change Orders for September 1 - 15, 2019
7. Motion approving new 5-day (October 10 - 14) Special Class C Liquor License with Outdoor Service - Ames Main Street, 500 Main Street
8. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class C Beer Permit with Class B Wine, Sunday Sales - Hy-Vee Gas #5018, 636 Lincoln Way
 - b. Class C Beer Permit with Sunday Sales - Docs Stop 5, 2720 E 13th St
 - c. Class C Liquor License with Class B Native Wine, Outdoor Service and Sunday Sales - AJ's Ultra Lounge, 2401 Chamberlain Street - PENDING DRAM SHOP
 - d. Class E Liquor License with Class B Wine, Class C Beer and Sunday Sales - Hy-Vee Food & Drugstore #2, 640 Lincoln Way
 - e. Class E Liquor License with Class B Wine, Class C Beer and Sunday Sales - Hy-Vee Food Store #1, 3800 W Lincoln Way
 - f. Class C Liquor License with Sunday Sales - Bullseye Restaurant Group LLC, 114 South Duff Ave
9. Ames High School Homecoming Requests:
 - a. Parade on Monday, September 30:
 - i. Motion approving blanket Temporary Obstruction Permit
 - ii. Resolution approving closure of City Parking Lot MM, southern portion of City Parking Lot M, and a portion of CBD Lot Z from 5:30 p.m. to 7:30 p.m. for parade staging
 - iii. Resolution approving closure of 5th Street, from Grand Avenue to Pearle Avenue; Pearl Avenue; Main Street, from Pearle Avenue to Duff Avenue; Clark Avenue, from north of the CBD Lot exit to Fifth Street; Burnett Avenue, from Main Street to 5th Street; and Kellogg Avenue, from north of the CBD Lot exit to Main Street, from 6:00 p.m. to approximately 7:30 p.m.
 - iv. Resolution approving waiver of parking meter fees and enforcement from 4:00 pm. to 6:00 p.m. for 55 metered parking spaces in Lot N
 - b. Fireworks at Ames High Stadium on Friday, October 4:
 - i. Motion approving fireworks permit for display after football game (approximately 8:15 p.m.)
 - ii. Resolution approving waiver of fee for Fireworks Permit
10. Requests from ISU Homecoming Central Committee for ISU Homecoming Events on Friday, October 25, 2019:
 - a. ExCYtement in the Streets
 - i. Motion approving blanket Temporary Obstruction Permit
 - ii. Resolution approving closure of portions of Sunset Drive, Ash Avenue, Gray Avenue, and Pearson Avenue from 5:00 p.m. to 11:00 p.m.
 - iii. Resolution approving suspension of parking regulations for closed areas from 5:00 p.m. Thursday, October 24, until 11:00 p.m. Friday, October 25

- b. Central Campus Events
 - i. Motion approving request for Fireworks Permit for display from ISU Central Campus at midnight on Friday, October 25, for Mass Campaniling
 - ii. Motion approving a blanket Vending License
 - iii. Resolution approving waiver of the Vending License fee
- 11. Requests from The Mucky Duck for Anniversary Beer & Sausage Festival on September 27, 2019
 - a. Resolution approving the suspension of parking regulations along the south side of the 100 and 200 blocks of Crystal Street from 7:00 a.m. on September 27 through 10:00 a.m. on September 28
 - b. Motion approving temporary extension of Outdoor Service area for The Mucky Duck, 3100 S. Duff Avenue - PENDING DRAM SHOP
- 12. Resolution approving and adopting Supplement No. 2019-4 to the *Ames Municipal Code*
- 13. Resolution approving Annual Street Financial Report
- 14. Resolution setting date of public hearing for October 8, 2019, for authorization to issue Hospital Revenue Bonds, Mary Greeley Medical Center Series 2019, in an amount not to exceed \$35,000,000
- 15. Resolution setting date of public hearing regarding vacation of a Public Utility Easement at 2812 Hyatt Circle
- 16. Resolution approving Professional Services Agreement for 2020/2021 U. S. Highway 69 Improvements (Intersection improvements and traffic signal at South Duff Avenue and U. S. Highway 30 Eastbound Off-Ramp) in an amount not to exceed \$68,600
- 17. Resolution approving renewal of Story County 28E Mutual Aid Agreement for Fire and Emergency Medical Service
- 18. Resolution approving purchase of C-5 Conveyor Replacement for Resource Recovery Plant from Carrier Vibrating Equipment, Inc., of Louisville, Kentucky in the amount of \$59,987
- 19. Resolution approving contract and bond for 2018/19 Traffic Signal Program (U.S. Hwy. 30 Westbound Off-Ramp and South Dakota Avenue)
- 20. Resolution approving Change Order No. 1 to contract with General Electric Steam Services, Inc., of Midlothian, Virginia, for additional field engineering services for Unit 7 Turbine Generator Overhaul in the amount of \$49,986.22
- 21. Resolution awarding Contract for Asset Data Collection and Hierarchy Development to Emerson of St. Louis, Missouri, in the amount of \$99,532
- 22. Resolution approving Final Plat for Sunset Ridge Subdivision, 9th Addition and the phasing of the private improvements
- 23. Resolution accepting partial completion of public improvements required for Birch Meadows Subdivision, 1st Addition and reducing security being held therefor
- 24. Resolution accepting partial completion of public improvements required for South Fork Wrap-Up (various additions of South Fork Subdivision) and reducing security being held therefor
- 25. Resolution accepting completion of public improvements required for South Fork Subdivision, 3rd Addition, and releasing security being held therefor
- 26. Resolution accepting completion of public improvements required for South Fork Subdivision, 6th Addition, and releasing security being held therefor
- 27. Resolution accepting completion of public improvements required for South Fork Subdivision, 7th Addition, and releasing security being held therefor

28. Resolution accepting completion of 2016/17 Concrete Pavement Improvement (Dawes Drive)

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

PLANNING & HOUSING:

29. Resolution approving/motion denying Campustown Facade Grants

ADMINISTRATION:

30. Report regarding Internet Service Feasibility Study

31. Response to letter from Federal Highway Administration regarding non-compliant crosswalk at the intersection of 5th Street and Douglas Avenue

ELECTRIC SERVICES:

32. Motion directing staff to plan a reserve shutdown of Unit 8 effective the week of October 15, 2019

HEARINGS:

33. Hearing on Amendments to Fiscal Year 2019/20 Budget regarding carry-overs:

a. Resolution approving amendments

34. Hearing on Amendment to Adaptive Reuse Plan/Major Site Development Plan for 2501 Grand Avenue to allow for changes to the building, construction of new buildings (including a fast-food restaurant), parking, and landscaping improvements:

a. Resolution approving Amendment to Plan

35. Hearing on 2018/19 Sanitary Sewer Rehabilitation (Siphon):

a. Motion accepting report of bids

36. 2019/20 Sanitary Sewer Rehabilitation (Munn Woods):

a. Motion accepting report of bids

37. Hearing on conveyance of vacated 180' x 16' of alley right-of-way north of Lincoln Way and east of Elm Avenue:

a. Third passage and adoption of ORDINANCE NO. 4391 vacating 180' x 16' of alley right-of-way north of Lincoln Way and east of Elm Avenue

b. Resolution approving Quit Claim Deed conveying said property to Forest Park Properties, LLC

38. Hearing on rezoning with Master Plan of 507 Lincoln Way from Downtown Gateway Commercial (DGC) to Highway-Oriented Commercial (HOC)

a. First passage of ordinance

39. Hearing on 415 Stanton Avenue Contract Rezoning Agreement: (Continued from August 27, 2019 and September 10, 2019):

a. First passage of ordinance revising the age-limit restriction for the RH rezoning

b. Resolution approving Amended Contract Rezoning Agreement contingent upon Agreement

containing signatures of all property owners

ORDINANCES:

40. Second passage of ordinance amending Chapter 13 (Rental Code) to add rent abatement as an enforcement tool, to add one year Letter of Compliance prohibition as an enforcement tool, and to freeze the bedroom counts for all properties in the Near Campus Neighborhoods to what would have been allowed on January 1, 2018
41. Second passage of ordinance on proposed amendment to Zoning Code related to bicycle parking incentives in commercial and industrial areas
42. Third passage and adoption of ORDINANCE NO. 4392 establishing parking regulations for Scenic Valley Subdivision, Fourth Addition

PLANNING & HOUSING:

43. Ames Plan 2040:
 - a. Discussion of Plan format and priorities

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

COUNCIL COMMENTS:

CLOSED SESSION:

44. Motion to hold Closed Session as provided by Section 20.17(3), *Code of Iowa*, to discuss collective bargaining strategy:
 - a. Resolution approving Memorandum of Agreement with IUOE Local 234 to modify the skill-based pay plan for Blue Collar

ADJOURNMENT:

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

ITEM # AAMPO 1

DATE: 09-24-19

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

SUBJECT: SUDAS BOARD OF DIRECTORS REPRESENTATIVE APPOINTMENT

BACKGROUND:

The Ames Area Metropolitan Planning Organization is allocated one member on the Statewide Urban Design and Specifications (SUDAS) Board of Directors, as is each metropolitan planning organization (MPO) in the state. A total of 37 members make up the Board of Directors. It is required that the individual serving on the board must be a registered professional engineer in Iowa. The City of Ames Public Works Director has served as the AAMPO representative on the Board of Directors since the inception of SUDAS in June of 2004.

ALTERNATIVES:

1. Approve the appointment of the City of Ames Public Works Director, John Joiner, as the AAMPO representative to the SUDAS Board of Directors.
2. Appoint another staff representative to the SUDAS Board of Directors.

ADMINISTRATOR'S RECOMMENDED ACTION:

The City of Ames Public Works Director has served ably as the Ames Area MPO appointed representative to the SUDAS Boards of Directors since SUDAS was established and incorporated in 2004.

It is recommended by the Administrator that the Ames Area MPO Transportation Policy Committee adopt Alternative No. 1, as noted above.

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

SUBJECT: FY 2021 IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

BACKGROUND:

The Iowa's Clean Air Attainment Program (ICAAP) helps to fund transportation projects and programs that result in attaining or maintaining the national ambient air quality standards (NAAQS). The AAMPO is in attainment of the NAAQS, however, ICAAP funds are available for projects in the area which result in reductions in vehicle emissions and traffic congestion.

The AAMPO must review all potential ICAAP applications within the area for the following three items: 1) completeness; 2) financial feasibility; 3) conformity with AAMPO transportation planning processes and plans. If these three criteria are met, the AAMPO is to adopt formal resolutions stating that the proposed projects conform to the regional transportation plan. These resolutions are needed to submit the applications to the Iowa Department of Transportation (IDOT) by the State deadline of October 1, 2019.

The following projects have been submitted for a resolution to the Ames Area MPO for the 2019 ICAAP grant cycle:

Project Sponsor	Sponsor Priority	Project Name	ICAAP Request	Total Cost Project
City of Ames	1	Ames Traffic Network – Phase 1 (Fiber Network & Adaptive Control) *	\$1,176,518	\$1,470,648
CyRide	1	West Ames Changes (New Route: #12 Lilac; Added Frequency of Service: #1 Red, #7 Purple & #11 Cherry)	\$339,965	\$424,957
CyRide	2	Cherry (Night Service)	\$32,562	\$40,703
CyRide	3	Lilac (Midday Service)	\$30,728	\$38,411
CyRide	4	Brown (Night Service)	\$29,108	\$36,385

*see attached map of phase 1 of the traffic network implementation.

Awards are made by the Iowa Transportation Commission in early 2020. Funds will become available in FY 2021, which begins on October 1, 2020.

ALTERNATIVES:

1. Certify that the projects shown in the Iowa Clean Air Attainment Program grant application conform to the MPO's regional transportation planning process.
2. Do not move forward with approving either of both grant applications.

ADMINISTRATOR'S RECOMMENDED ACTION:

The Ames Area MPO Transportation Technical Committee has reviewed the proposed grant applications and unanimously recommended approval. The work accomplished under this grant could lead to future ICAAP funding that will free up local funds to be reprioritized for other local regional projects.

Therefore, it is the recommendation of the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as described above.



CITY OF
Ames™

City of Ames

First Phase Deployment– September 2019

IOWA CLEAN AIR ATTAINMENT PROGRAM



PROJECT APPLICATION IOWA CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

General Information:

Applicant Agency: City of Ames Public Agency (required) E-mail: dpregitzer@city.ames.ia.us

Contact Person (Name and Title): Damion Pregitzer, Traffic Engineer

Complete Mailing Address: City Hall, 515 Clark Avenue

<u>Ames</u>	<u>IA</u>	<u>50010</u>	<u>515-239-5160</u>
<small>City</small>	<small>State</small>	<small>ZIP Code</small>	<small>Daytime Phone</small>

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

Co-Applicant Agency: _____ E-mail: _____
Public Agency, Non-Profit Organization¹, For-Profit Organization¹, or Individual¹

Contact Person (Name and Title): _____

Complete Mailing Address: _____

_____	_____	_____	_____
<small>City</small>	<small>State</small>	<small>ZIP Code</small>	<small>Daytime Phone</small>

Project Information:

Project Title²: First Phase Deployment Ames Traffic Signal Master Plan

Project Description (including length, if applicable):
Install fiber optic cable and network switching equipment, traffic signal cabinets, Advanced Traffic Controllers, Advanced Traffic Management System, and software to provide communication and traffic management capabilities for the Duff Avenue Corridor. This will include fiber optic cable from the Public Works Building on Edison Street to Dayton. Up Dayton to 13th Street. Across 13th Street to Duff Avenue. Out Duff Avenue to Crystal. This fiber will be terminated to allow access to each traffic signal cabinet along that Duff Avenue Corridor. Advanced Traffic Controllers, network switches, and Traffic Adaptive programming will be installed at 14 intersections along the corridor and connected back to the Public Works Building.

*Project priority (1 = highest priority): 1 (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.)³

*Assign the proposed project to one or more of the following categories (check one or more):

- | | |
|---|--|
| <input type="checkbox"/> Transportation-Related Project in the State Implementation Plan (SIP) | <input type="checkbox"/> Shared-Ride |
| <input type="checkbox"/> Transportation Control Measure (TCM) | <input type="checkbox"/> Bicycle or <input type="checkbox"/> Pedestrian Facility or Program (select one) |
| <input checked="" type="checkbox"/> Traffic Flow Improvement (Intersection, Signalization, Other) | <input type="checkbox"/> Intermodal Freight |
| <input checked="" type="checkbox"/> Planning and Project Development | <input type="checkbox"/> Passenger |
| <input type="checkbox"/> Travel Demand Management (TDM) | <input type="checkbox"/> Alternative Fuels |
| <input checked="" type="checkbox"/> Transit-Related Improvement | <input type="checkbox"/> Vehicle Inspection and Maintenance Program |
| | <input type="checkbox"/> Outreach Activity (Education, Advertising, or Technical Assistance) |

*Is the project consistent with the State Implementation Plan for air quality for non-attainment areas? Yes No Not Applicable

*Is the project consistent with the MPO's local congestion management plan? Yes No Not Applicable

*Is the project consistent with the MPO RPA Statewide Long-Range Transportation Plan? Yes No Not Applicable

Notes: ¹Requires public agency as co-sponsor of application.
²The term "project" means any ICAAP infrastructure or program proposal.
³The Iowa Department of Transportation will use the priority ratings to reflect the sponsor.

Project Costs (an itemized breakdown must be included on an attached sheet):

Total Cost: \$ 1,470,648.00
 Iowa Clean Air Attainment Program Fund Request: \$ 1,176,518.00
 Applicant Match \$ 294,130.00

Projects with a private for-profit co-applicant require a minimum 50 percent applicant match; all other projects require a minimum 20 percent applicant match.

	List All Applicant Match Sources	Amount	Assured or Anticipated (Date Anticipated)
1.	City of Ames	\$294,130.00	July 2020
2.			
3.			

Are any state funds involved in this project? Yes No

If Yes, please explain the source and conditions:

Are any other federal funds involved in this project? Yes No

If Yes, please explain the source and conditions:

Estimated Project Development Schedule:

Design: Start Date: _____ Completion Date: _____
 Land Acquisition: Start Date: _____ Completion Date: _____
 Construction: Start Date: July 2020 Completion Date: July 2021

Has any part of this project been started? Yes No

If Yes, please explain:

Ames Traffic Signal Master Plan

How do you plan to measure the success of this project?

The completion of the construction of the fiber optic connection from the Public Works Building connected to the Duff Avenue Corridor and the implementation of an Advanced Traffic Management System along the Duff Avenue Corridor.

Required Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing congestions/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion, reduce travel or single occupant vehicle usage, and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or particulate matter (PM)?
- B. A DETAILED MAP identifying the location of the project and clearly differentiating the subject project from any past or future project phases.
- C. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: First, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- D. A TIME SCHEDULE for the total project development.
- E. An OFFICIAL CERTIFICATION from the applicant's governing body (authority) that it shall:
 - (1) commit the necessary local matching funding for project implementation and
 - (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.
- F. An ADOPTED FORMAL RESOLUTION from the appropriate MPO or RPA declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process. (For MPOs, the project or program must be identified in the fiscally constrained transportation plan and, if applicable, the congestion management plan in TMAs.)
- G. CALCULATIONS for vehicle emission reductions and total project cost-effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (CO, VOC, NOx, and, if applicable, PM). Project sponsor must calculate the cost-effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and source of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa DNR and consistent with the U.S. EPA's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the Iowa DOT's ICAAP website at: https://www.iowadot.gov/systems_planning/icaap.htm.
- H. Completed MINORITY IMPACT STATEMENT attached to application.

The award of ICAAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of ICAAP funding and authorize a complete recovery of any funds previously disbursed.

Certification

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 authority. I understand the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa DOT is required before such funding assistance can be authorized for use in implementing the project.

Representing the City of Ames

(Name of Applicant's Governing Authority)



Signature

9-19-19

Date

John C. Joiner, Public Works Director

9-19-2019

Typed Name and Title
(Governing Authority Official)

Date

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 area of travel encompassed by this project is used by the general public and does not contain any areas where minorities would be a prevalent population.

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

Name



Title

John C. Joiner, Public Works Director

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.

REQUEST FOR IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction costs

These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (e.g., \$200,000 per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of fiber optic traffic signal interconnect cable (i.e., \$178,000 per mile).
- Typical cost per traffic signal upgrade (i.e., \$163,000 per lump sum signal bid item).

Design/Inspection costs

These may be estimated based on the following typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

Right of way acquisition costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

Utility and railroad costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (i.e., track, pipe, electrical lines).
- Typical cost per installation (i.e., railroad switches, utility poles, transformers, control boxes).

Indirect costs

If indirect costs are involved (e.g., wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

Ames Traffic Signal System Upgrade

Budget Level Project Estimate

Total for Project - \$1,470,648 +/-

Item 1: Fiber Cost: \$625,000

144 strand Single Mode Fiber Optic Cable

Hand Holes and Conduit

Installation

\$25 @ foot at approximately 25,000 ft. (Edison Street Public Works Building to Dayton up Dayton to 13th Street across 13th Street to Duff out Duff to past Highway 30)

Item 2: Fiber Terminations Cost at Cabinets: \$46,900

30 terminations per cabinet at 14 cabinets at \$45 @ termination - \$18,900

Miscellaneous patch cords and splice panels - \$28,000

Item 3: Traffic Cabinet and Controller Cost: \$443,198

Traffic Signal Cabinet with Controller at 14 cabinets at \$29,657 @ cabinet - \$415,198

Installation cost at 14 cabinets at \$2000 @ cabinet - \$28,000

Item 4: Network Switches Cost: \$87,000

2 Layer 3 Network Switches @ \$12,500 - \$25,000

31 Layer 2 Network Switches @ \$2000 - \$62,000

Item 5: Traffic Operations Center Costs: \$143,550

Central Office Software (ATMS)/ and Server for 14 intersections - \$32,500

Traffic Adaptive Modules and Intersection Implementation at \$4418 @ - \$61,850

Public Works Building Implementation – (2 laptops and Adaptive Configuration) – \$21,000

Training 2 trips 2 days each trip - \$13,800

One Year Maintenance and Support - \$14,400

Item 6: Consultant Costs: \$125,000

Infrastructure Design - \$50,000

Network Design and Programming - \$75,000

A – INTRODUCTION

This grant application is for the deployment of the First Phase of the Traffic Network Master Plan for the City of Ames, utilizing the ITS Systems Engineering Process and the Ames Area Metropolitan Planning Organization (AAMPO) Regional Intelligent Transportation Systems (ITS) Architecture, to provide communication, coordination, and management of the traffic signals systems along the Duff Avenue Corridor. This project will initiate the program for the City of Ames to improve their ability to monitor, manage, and change traffic signal timings along major arterials in real time to provide optimum traffic signal operations and promote efficient traffic flows. Detailed literature reviews and engineering evaluations have been completed by gbaSI for the City to provide technical information for this grant application.

The majority of transportation related air pollution and emissions occur when traffic is stopped, during initial acceleration after stopping, and during stop and go traffic operations. The First Phase Deployment will offer opportunities to improve air quality by providing monitoring and management capabilities to City staff for the implementation of optimized signal coordination, reducing congestion, eliminating unnecessary vehicle stops, encouraging uniform traffic flows, and reducing the amount of time traffic waits at signals. This First Phase Deployment will provide the fiber optic communication backbone that will facilitate the expansion of the Advanced Traffic Management System (ATMS) to other corridors with future projects.

These improvements will also fall directly in line with the City's existing EcoSmart strategy, which strives to reduce energy consumption and decrease the City's carbon footprint. This strategy involves several programs including, Smart Ride, which focuses on efforts to reduce carbon emissions through increasing efficiency in transportation services both in city operations and in public services. The City of Ames has already moved to purchasing fuel-efficient vehicles including sub-compacts, hybrids, and an all-electric Zenn vehicle for fuel-efficient driving and carbon footprint reduction.

Another benefit of improving the City's overall Traffic Network and allowing them to remotely manage and monitor their network systems is providing more consistent, reliable, shorter travel times along a corridor for their existing and already thriving city-wide bus transit system (CyRide).

B – BACKGROUND

The City of Ames has an on-going initiative to create a city-wide high-speed fiber optic (FO) communication network that will link existing city traffic signals, school crossing signals and flashers, pedestrian crossings, and traffic data collection devices to allow remote monitoring,

communication, and control. Additionally, this fiber network could provide communication to other public facilities, such as Police, Fire and Maintenance buildings, other city government building, schools, and libraries.

Planning, design, and implementation of a city-wide high speed fiber optic network would enable City to more efficiently and responsively manage the City's traffic network and to implement optimized signal coordination, reduce congestion, eliminate unnecessary vehicle stops, encourage uniform traffic flows, and reduce the amount of time traffic waits at signals.

The First Phase of the Ames Traffic upgrade project will provide the backbone of the communication network needed to enhance and improve the Traffic Department's ability to manage traffic flow and respond to events. This phase also affords upgrades to the traffic management devices and software that will provide the ability institute the latest in traffic management protocols and practices. This will result in improved traffic flow on a regular basis and the capacity to adjust traffic plans to match increased demands created by special events, incidents, or construction. Real time monitoring of traffic flow and improved management practices, such as traffic adaptive programs, will combine to ease congestion and provide management capabilities that will boost the capacity of the current roadways, ease congestion and the resulting air pollution, and reduce fuel consumption. The most noticeable improvement, to the general public, will be the reduction in time spent driving to their destination or sitting in traffic. 28% of the intersections included in the First Phase Deployment were found to be below grade on their utilization scores in the Ames Mobility 2040 Final Report (Table 19 - Existing Conditions Intersection Capacity Utilization Analysis Results).

PROJECT DETAILS

This First Phase will provide a fiber optic connection from Highway 30 down Duff Avenue to 13th Street, then across 13th Street to Dayton Avenue, down Dayton Avenue to Edison Street, and finally over to the Public Works Building. This basic fiber network will provide the backbone for the communication network necessary to expand the traffic network in future phases to improve the entire traffic operations for the city of Ames. The connection from the Public Works Building to Duff Avenue and 13th Street provides the initial route for communication and management protocol but also offers a junction (Lincoln Way and Duff) to connect to the next phase of the upgrade of the entire traffic network. This first phase will provide the communication bridge to further expansion projects along Lincoln Way out to the University and Grand corridors. These four corridors (Duff, Lincoln Way, University, and Grand) will be the majority of the traffic management system and will be linked together and managed by a central office traffic management system. This will allow for the advanced Traffic Adaptive traffic management program to interoperate the corridors and coordinate the traffic operations along the corridors

to maximize traffic flow and reduce congestion. By coordinating the flow along the individual corridors with the adjoining corridors the Traffic Department will have the ability to further reduce congestion and pollution.

As these projects expand and encompass the four corridors previously noted, there will be ancillary benefits to the city besides the improved traffic management ability. Here are a few examples of possible uses:

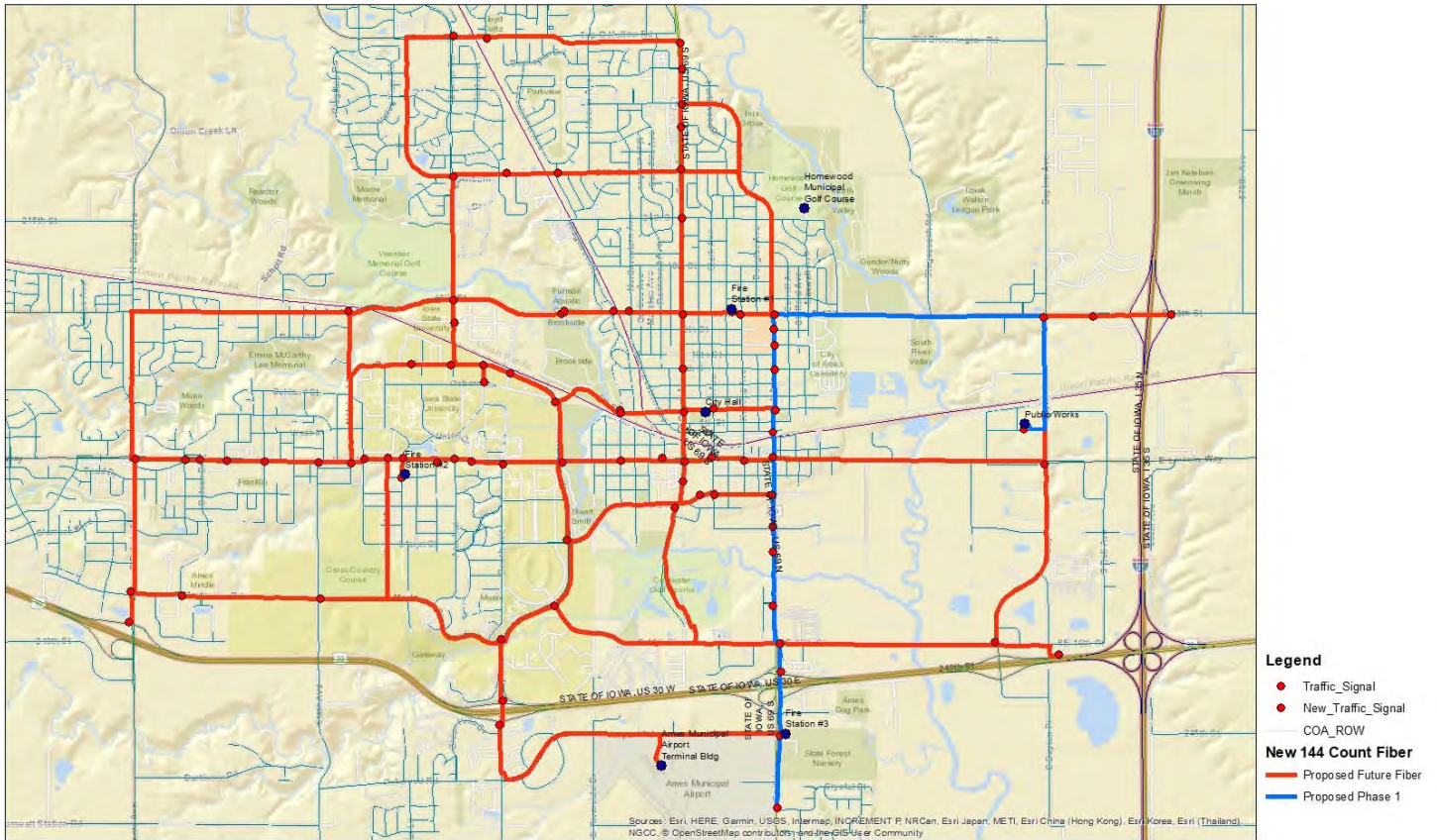
- The CCTV capacity can be shared with Police, Fire, Dispatch, and Emergency Services to allow for monitoring of the corridors.
- The dark fiber that is not used by the Traffic Department could be allocated for use by other city departments or governmental agencies. This could eliminate the need to use commercially available fiber and be subjected to future increased cost and limited availability as the demand for fiber increases.
- With the onset of “Smart City” and “Connected Vehicle” technology the dark fiber from this project could be valuable to both governmental entities (City, IDOT, ISU, County, USDA, as examples) and commercial interests.
- The ability to test “Connected Car” technology with a modern traffic system that includes Advanced Traffic Controller capacity could be of great value to Iowa State University in attracting research grants for their Engineering Department.
- The ability to monitor the areas around events (football and basketball games, concerts, and special events) would allow the timely implementation of traffic management measures to expedite the exit of the vehicles associated with these events.

In reality, with the availability of technology today and the explosion of technology that will soon be coming, one of the constant requirements will be a robust fiber optic network. In the vast majority of cases, regardless of the technology, it requires a high capacity communication medium. The fiber optic backbone that will begin with this project will be a big step in providing that solution for the City of Ames.



**Figure 1 - First Phase Fiber Routing
(shown in Yellow)**

This First Phase also encompasses the necessary traffic control devices on the Duff Corridor and software to establish a Traffic Operations Center at the Public Works Building. The TOC at the Public Works Building will provide the basic foundation of the advanced traffic management system proposed for the Traffic Network Master Plan for the City of Ames. This will give the City of Ames the capability of managing traffic flow on a “real time” basis through Traffic Adaptive Programs or by using the VPN function and communication capacities to monitor and adjust timing plans at the individual intersections to meet the traffic demands. The First Phase will provide the “Proof of Concept” information necessary to develop the remaining corridors and intersections, throughout the City of Ames, in future projects.



**Figure 2 - Future Fiber Buildout
(Phase 1 denoted in Blue)**

FIRST PHASE DEPLOYMENT

The First Phase Deployment of the Traffic Network Master Plan will create a management corridor along one of the busiest and most congested traffic corridors in the City of Ames while also providing the core fiber optic communication and traffic management components and software that will be the basis for future expansion of the traffic management system. This phase affords the ability to connect to the Lincoln Way Corridor which will provide a communication pathway to the Grand Avenue Corridor, and the University Boulevard Corridor. When completed, the First Phase will allow for communication all the way back to the Public Works Building on Edison Street and through already established communication routes, back to City Hall and the Traffic Engineering Department.

This communication system will permit the Traffic Department to connect to individual intersections on a “real time” basis which will permit traffic monitoring and changes to the timing of the intersection, if necessary, from the central office location without traveling to the actual intersection. This will provide a much more efficient and accurate method of traffic management

and will reduce stops and delays along the corridor. By being able to remotely monitor and adjust the traffic timing plans the personnel from the Traffic Department will reduce the need to travel to the individual intersections which will save the City time and fuel.

The First Phase Deployment communication network will allow the Traffic Department to install Advanced Traffic Controllers (ATC), along the Duff Avenue Corridor, and have access to the latest traffic management programs and systems. Advanced traffic management programs such as Traffic Adaptive Systems require fast robust communication abilities to function effectively as an exchange of detection information and platoon numbers are passed up and down the corridor. This exchange of detection information and platoon numbers provides the basis for the amount of time allotted to a direction of travel within the intersection and allows the Traffic Adaptive System to adjust traffic plans according to the demands of the traffic flow. Traffic Adaptive Systems operate on a “real time” basis and can provide an efficient and effective traffic management protocol that reduces delays and stops along the traffic corridor. The deployment of ATCs and a fiber optic communications network with connections to the Public Works Building and City Hall will facilitate the collection of data from the corridor on a live basis, video feed to Police and Fire Departments, and monitoring of traffic flow from areas where congestion or accidents could occur.

The First Phase Deployment will create the backbone of the full city-wide traffic management system.

C - IMPLEMENTATION PLAN

The Ames Traffic Network Master Plan project is made up of several separate components and items that together create an integrated signal communication and coordinated traffic operations system. The key components of the system are:

- Fiber optic cable and conduit system along arterials
- Communication hardware and switches located within new signal cabinets
- Evaluation and procurement of ATMS management hardware and software for arterial traffic signal control and CCTV system control

AMES FIRST PHASE DEPLOYMENT

Estimate of Project Implementation Costs – Total for Project - \$1,470,648 +/-

Item 1: Fiber Cost: \$625,000

144 strand Single Mode Fiber Optic Cable
 Hand Holes and Conduit
 Installation
 \$25 @ foot at approximately 25,000 ft. (Edison Street Public Works Building to Dayton up Dayton to 13th Street across 13th Street to Duff out Duff to past Highway 30)

Item 2: Fiber Terminations Cost at Cabinets: \$46,900

30 terminations per cabinet at 14 cabinets at \$45 @ termination - \$18,900
 Miscellaneous patch cords and splice panels - \$28,000

Item 3: Traffic Cabinet and Controller Cost: \$443,198

Traffic Signal Cabinet with Controller at 14 cabinets at \$29,657 @ cabinet - \$415,198
 Installation cost at 14 cabinets at \$2000 @ cabinet - \$28,000

Item 4: Network Switches Cost: \$87,000

2 Layer 3 Network Switches @ \$12,500 - \$25,000
 31 Layer 2 Network Switches @ \$2000 - \$62,000

Item 5: Traffic Operations Center Costs: \$143,550

Central Office Software (ATMS)/ and Server for 14 intersections - \$32,500
 Traffic Adaptive Modules and Intersection Implementation at \$4418 @ - \$61,850
 Public Works Building Implementation –
 (2 laptops and Adaptive Configuration) – \$21,000
 Training 2 trips 2 days each trip - \$13,800
 One Year Maintenance and Support - \$14,400

Item 6: Consultant Costs: \$125,000

Infrastructure Design - \$50,000
 Network Design and Programming - \$75,000

First Phase Deployment Cost Estimate

Items	Description	Quantity	Items	Cost	ICAAP Grant (80%)	City Contribution (20%)	Total Cost
1-6	First Phase Deployment	1	6	\$1,470,648	\$1,176,518	\$294,130	\$1,470,648

D – PROJECT TIMELINE

The Ames First Phase Deployment will commence in the summer of 2020 upon award of a grant from the ICAAP program. It is anticipated that the First Phase Deployment will be finalized in the Fall of 2021. Future ICAAP grant applications for fiber optic infrastructure, traffic signal upgrades, ATMS software, and TOC improvements are expected to be requested based upon the completion of the First Phase Deployment.

PROJECT SUMMARY

The First Phase Deployment of the Traffic Network Master Plan will create a management corridor along one of the busiest and most congested traffic corridors in the City of Ames while also providing the core fiber optic communication and traffic management components and software that will be the basis for future expansion of the traffic management system. This communication system will permit the Traffic Department to connect to individual intersections on a “real time” basis which will permit traffic monitoring and changes to the timing of the intersection, if necessary, from the central office location without traveling to the actual intersection. This will provide a much more efficient and accurate method of traffic management and will reduce stops and delays along the corridor.

E – TRAFFIC SYSTEM OPERATION AND MANAGEMENT

The Traffic Network Master Plan outlines and defines the communication network that would become a critical component of a responsive and efficient traffic management system. The First Phase Deployment will be the beginning of the process to create a city-wide traffic network and provides value as a stand-alone project because of the reduction in congestion and the accompanying fuel consumption and air pollution. This system would be supervised, maintained, and controlled by the Traffic Operations Department for the City of Ames. The additional capabilities provided by the network will allow the city personnel to upgrade their traffic management practices to include central office abilities. This will allow them to more effectively implement management practices in each of the corridors that will reduce congestion and delays. By allowing communication and control capacities to each intersection the efficiency of both the personnel and the intersection will be vastly improved. The ability of city personnel to monitor intersections from a central office location will save time and money and will more than offset the expenditure of funds from the Traffic Department Budget to match the ICAAP funding.

F - INTEGRATION WITH AMES MOBILITY 2040

The concept of an efficient traffic control system that is connected to a communication network that allows for a more flexible and adaptive approach is a concept that is consistent with the goals put forth by the Ames Area Metropolitan Planning Organization in their Ames Mobility 2040 Long Range Transportation Plan. As noted in the minutes for the September 22, 2015 meeting of the AAMPO Transportation Policy Committee:

Traffic Adaptive Signal Systems are included in the Ames Mobility 2040 Long Range Transportation Plan as a short term, high priority under the Roadway portion of the plan.

This statement recognizes the importance of the need for a Traffic Adaptive System to help manage the traffic flow within the City of Ames. This First Phase Deployment is the initial step in reaching that goal by including the 14 intersections in the Duff Avenue Corridor in a signal system with Traffic Adaptive capabilities and the necessary fiber optic communications infrastructure.

Of the 14 intersections included in the First Phase Deployment 3 were graded at a D/E level and 1 at an F level in the Ames Mobility 2040 Final Report (Table 19 Existing Conditions Intersection Capacity Utilization Analysis Results). The Duff Avenue intersections with Lincoln Way, 3rd Street, and South 16th Street received the D/E level and Duff Avenue and 5th Street got the F level. In essence, 28% of the intersections included in the First Phase Deployment were found to be below grade on their utilization scores.

In that report 8 intersections that are part of the Traffic Network Master Plan had a “D” rating or lower and two had “F” ratings (5). The ability to monitor, adjust, and improve the capabilities of the traffic control system provides a key component towards attaining a more efficient and responsive transportation system. That, in essence, is the overall objective of the Ames Mobility 2040 Plan. This can be accomplished by reducing the congestion along the Lincoln Way, Grand Avenue, Duff Avenue, and University Boulevard through coordination based on communication. The capacity to communicate between the traffic control mechanisms at the intersections in those corridors and a central traffic management system will provide the city with control and management abilities that will optimize the intersections’ capabilities to handle traffic demands more effectively. As a result, Ames will be able to mitigate some of the corresponding pollutants associated with vehicles dealing with congestion and delays.

The Duff Avenue Corridor has 8 intersections that rank in the top 25 intersections for crash frequency according to the Ames Mobility 2040 Long Range Transportation Plan (Table 11 Intersection Crash Frequency 2009-2013). The First Phase Deployment will include 14 intersections and 57% of those intersections will be ranked in the top 25 intersections for crash frequency in the City of Ames. With an improved traffic flow and better usage of the existing

roadway infrastructure provided by a Traffic Adaptive Traffic Management System the frequency of crashes would be expected to be reduced.

Location	City Ranking	Number of Crashes 2009-2013
2	68	S 16 th / Duff
5	49	Airport Road/ Duff
6	44	Lincoln Way/ Duff
7	41	SE 3 rd / Duff
13	37	Chestnut/Duff
17	33	SE 5 th /Duff
20	33	HW30 Ramp Terminal/Duff
25	26	HW30 Off Ramp/Duff

G - AIR QUALITY IMPROVEMENT

The Ames Traffic Network Master Plan defines the requirements and steps necessary to create an integrated traffic control system made up of traffic signals, ITS devices and systems, and other traffic management assets. This central control system will greatly enhance and expand the abilities of the City to quickly understand and respond to traffic operational and safety concerns. The Traffic Network Master Plan will improve the ability of the City of Ames to monitor, manage, and change traffic signal timings along in real time to provide optimum traffic signal operations and promote efficient traffic flows. As the first step in fulfilling the Ames Traffic Network Master Plan, this First Phase Deployment project will begin the necessary improvements in the traffic and communications systems to facilitate the technology and innovations that will allow for the mitigation of air quality issues as they relate to traffic congestion.

Numerous studies and reports have been completed in the recent past which documents the benefits and effectiveness of advanced signal control systems and TOC management centers. Some studies have shown that delays can be reduced by up to 42% (1). Others noted reduced stops by between 18 – 29% (2). In Tysons Corner, Virginia, system enhancements and management activities decreased total annual emissions VO, CO, VOC, and NOx by 134,600 kilograms (3). A study using ITS Deployment Analysis Software (IDAS) was conducted by Eugene, Oregon to evaluate the potential benefits of a hypothetical adaptive signal control system along one corridor with 8 signalized intersections resulted in a 5:1 benefit-to-cost ratio (4).

In general, most studies have shown an 8-13% decrease in fuel consumption, a 7-14% decrease in emissions, 20-40% reduction in vehicle stops, 10-20% reduction in travel times, 10-15% increases in average speed, and a 20-40% decrease in average delay. While no detailed calculations for potential air quality improvement have been completed for the addition of a TOC and ATMS in Ames, it is inarguable that the implementation of traffic management technologies and procedures will significantly improve traffic operations and decrease vehicle emissions.

Below are the results of emissions calculations and summaries completed for Duff Ave in Ames. This shows the emission reductions that the Duff Avenue corridor could be expected to experience with the implementation of coordinated signal control of intersections on this route. With the addition of overall signal system management and control practices through the implantation of a citywide ATMS, additional savings will be recognized.

The analysis of the traffic signal operations along this corridor used SYNCHRO models that were developed using historic (2006) peak hour traffic volumes and signal timings provided by the City of Ames, along with the existing lane configurations at each intersection. To determine the impacts of the traffic signal interconnection and coordination projects the following assumptions were used:

- Peak hour traffic volumes, plus or minus 2% exist for six hours per weekday and for two hours on Saturdays and Sundays, for a total of 34 hours per week.
- The traffic volumes warrant coordination during 14 hours on weekdays and 10 hours on weekend days. During the other hours of the days, signals would operate more efficiently as free, non-coordinated intersections and no benefits would be expected from signal interconnection.

Analysis of the Duff Avenue corridor determined that the implementation of the managed and coordinated traffic signal system would immediately create a nearly 9% estimated decrease in VOC, CO, and NOx.

Table 2 – Duff Avenue Corridor summarizes the total kilogram amounts and percent improvements expected per peak hour, per off-peak hour, per day, and per year.

Table 2 – Duff Avenue Corridor

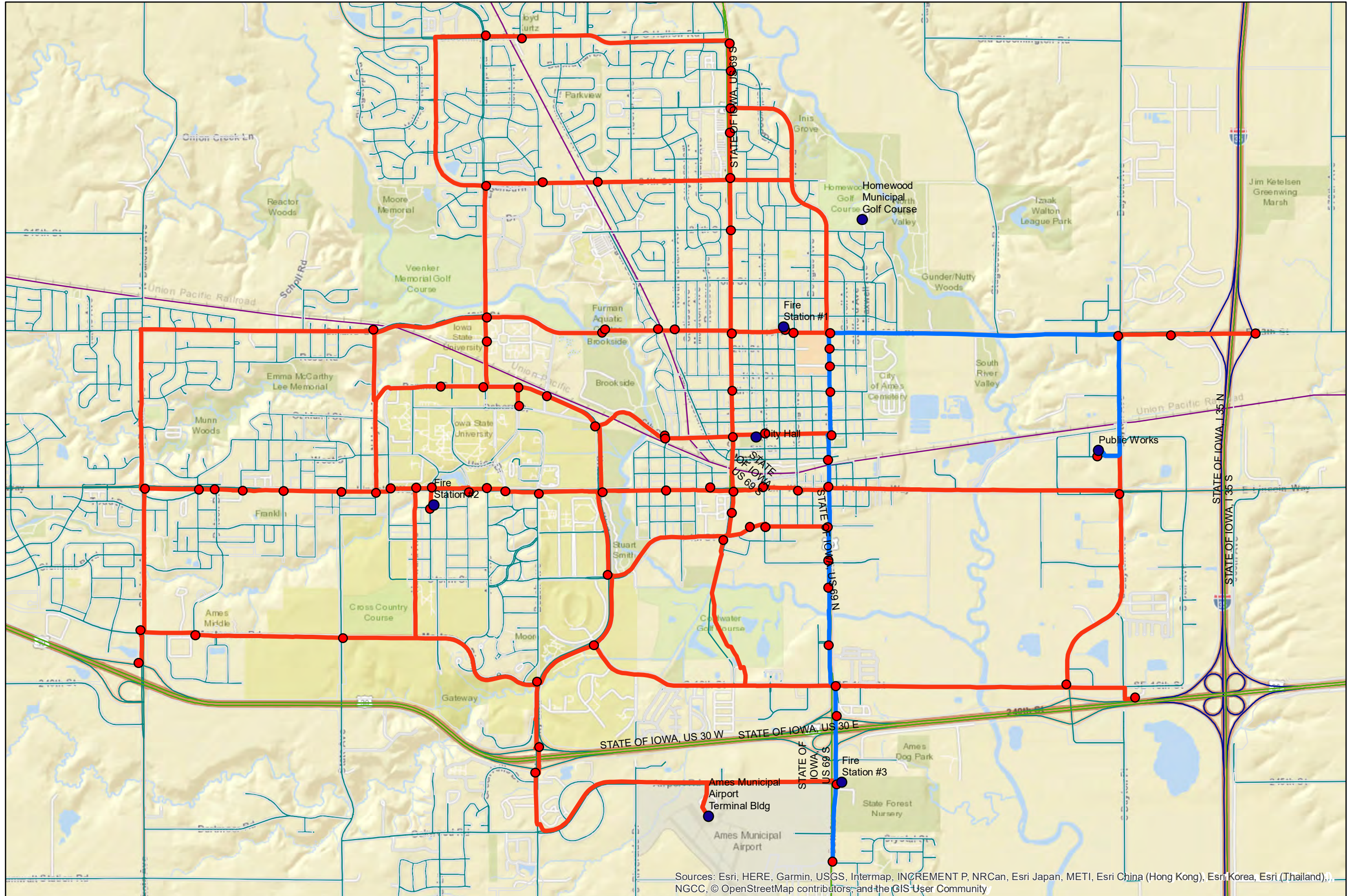
<i>Peak Hour Emissions</i>				
	No Build	Build	Difference	% Improvement
VOC (kg)	4.74	4.32	0.42	8.86%
CO (kg)	20.45	18.64	1.81	8.85%
NOx (kg)	3.98	3.63	0.35	8.79%
<i>Off-peak Hour Emissions</i>				
	No Build	Build	Difference	% Improvement
VOC (kg)	3.65	3.33	0.32	8.86%
CO (kg)	15.75	14.35	1.39	8.85%
NOx (kg)	3.06	2.80	0.27	8.79%
<i>Daily Emissions</i>				
	No Build	Build	Difference	% Improvement
VOC (kg)	46.40	42.28	4.11	8.86%
CO (kg)	20.16	182.45	17.72	8.85%
NOx (kg)	38.96	35.53	3.43	8.79%
<i>Yearly Emissions</i>				
	No Build	Build	Difference	% Improvement
VOC (kg)	16,934	15,434	1,500	8.86%
CO (kg)	73,060	66,594	6,466	8.85%
NOx (kg)	14,219	12,969	1,250	8.79%

REFERENCES

1. *Gresham/Multnomah County Phase 3: Traffic Signal System Optimization*. November 2004, DKS Associate Transportation Solutions, and Siemens Intelligent Transportation Systems.
2. Greenough and Kelman, *ITS Technology Meeting Municipal Need – the Toronto Experience*, in 6th World Congress Conference on ITS, 1999, Toronto, Canada
3. White, J., *Traffic Signal Optimization for Tyson’s Corner Network Volume I: Evaluation and Summary*, March 2000, Virginia, DOT
4. *Regional ITS Operation & Implementation Plan for the Eugene-Springfield Metropolitan Area*, November 2002, Oregon Department of Transportation, Prepared by DKS Associates.
5. *Ames Area MPO 2015-2040 Long Range Transportation Plan* September 2015, HDR, page 102,table 19

City of Ames - Phase 1 Fiber Interconnect

Date: 9/13/2019



Legend

- Traffic_Signal
- New_Traffic_Signal
- COA_ROW
- New 144 Count Fiber**
- Proposed Future Fiber
- Proposed Phase 1

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Iowa Department of Transportation Clean Air Attainment Funds Application

West Ames Changes

**New Route Expansion (#12 Lilac - Peak Only)
Added Frequency (#1 Red, #11 Cherry, #7 Purple)**

Submitted to:

IOWA DOT

By:

**AMES TRANSIT AGENCY (CYRIDE)
601 N. University Blvd.
Ames, Iowa 50010**

October 1, 2019



Form 230017 (2-18)

PROJECT APPLICATION IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

General information

Applicant agency Ames Transit Agency

Contact person
(name and title) Barb Neal, Interim Transit Director

Street address and/or
box number 601 N. University Blvd.

City Ames State IA ZIP code 50010

Telephone number 515-239-5563 Email bneal@cyride.com

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

Applicant agency _____

Contact person
(name and title) _____

Street address and/or
box number _____

City _____ State _____ ZIP code _____

Telephone number _____ Email _____

Project information

Project title West Ames Changes: (New Expansion Route #12 Lilac; Added Frequency (#1 Red, #11 Cherry, #7 Purple)

Project description (including length, if applicable).

In August 2018, CyRide redesigned and implemented new bus services traveling in west Ames area including a new #12 Lilac route and added frequency of service and changed route alignments to three existing routes (#1 Red, #11 Cherry & #7 Purple). West Ames residents demanded this higher frequency of service between west Ames and campus during the system redesign study completed in May 2017. This ICAAP request is for services on the four routes (one new route & 3 routes with additional frequency/days of service). This is the second year for an ICAAP request for these four services.

*Project priority (1 = highest priority; 1 _____ (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.)

*Assign the proposed project to one or more of the following categories (check one or more).

- | | |
|--|--|
| <input type="checkbox"/> Transportation-related project in the State Implementation Plan (SIP) | <input type="checkbox"/> Shared-ride |
| <input type="checkbox"/> Transportation control measure (TCM) | <input type="checkbox"/> Bicycle pedestrian facility or program |
| <input type="checkbox"/> Traffic flow improvement (intersection, signalization, other) | <input type="checkbox"/> Pedestrian facility or program |
| <input type="checkbox"/> Planning and project development | <input type="checkbox"/> Intermodal freight |
| <input type="checkbox"/> Travel demand management (TDM) | <input type="checkbox"/> Passenger |
| <input checked="" type="checkbox"/> Transit-related improvement | <input type="checkbox"/> Alternative fuels |
| | <input type="checkbox"/> Vehicle inspection and maintenance program |
| | <input type="checkbox"/> Outreach activity (education, advertising, or technical assistance) |

*Is the project consistent with the State Implementation Plan for air quality and nonattainment areas? Yes No Not applicable

Is the project consistent with the metropolitan planning organization's (MPO) local congestion management plan? Yes No Not applicable

*Is the project consistent with the MPO regional planning affiliation (RPA) statewide long-range transportation plan? Yes No Not applicable

Notes: ¹Requires public agency as co-sponsor of application.

²The term "project" means any ICAAP infrastructure or program proposal.

³The Iowa Department of Transportation will use the priority ratings to reflect the sponsor.

Project cost (an itemized breakdown must be included on an attached sheet)

Total cost \$424,957.00
 ICAAP Fund request \$339,965.00
 Applicant match (25 percent minimum) \$84,992.00

	List of all applicant match sources	Amount	Assured or anticipated (date anticipated)
1.	CyRide Operating Budget	\$84,992.00	Assured - Beginning 7/1/2020
2.	Passenger Fares	\$1,717.00	Anticipated - Beginning 10/2020
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions.

Estimated project development schedule

Design Start date _____ Completion date _____
 Land acquisition Start date _____ Completion date _____
 Construction Start date _____ Completion date _____

Has any part of this project been started? Yes No

If yes, please explain.

CyRide began the first year of service in August 2018 with 100% local funding from CyRide. ICAAP funded the second year of service that began in August 2019. If funded, this ICAAP expansion would fund the third year of services from October 2020 through September 2021.

How do you plan to measure the success of this project?

Four evaluation methods will be used: 1) Passenger Ridership 2) Customer Comments 3) Passengers per hour and 4) Total Emissions saved

Required documentation and narrative information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A **narrative** assessing existing congestions/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion, reduce travel or single occupant vehicle usage, and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or particulate matter?
- B. A **detailed map** identifying the location of the project and clearly differentiating the subject project from any past or future project phases.
- C. An **itemized breakdown** of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: First, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- D. A **time schedule** for the total project development.
- E. An **official endorsement** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the required matching funds. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- F. An **adopted formal resolution** from the appropriate metropolitan planning organization (MPO) or regional planning affiliation declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process. (For MPOs, the project or program must be identified in the fiscally constrained transportation plan and, if applicable, the congestion management plan in transportation management areas.)
- G. **Calculations** for vehicle emission reductions and total project cost-effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (carbon monoxide, volatile organic compounds, oxides of nitrogen as nitrogen dioxide, and, if applicable, particulate matter). Project sponsor must calculate the cost-effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and source of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa Department of Natural Resources and consistent with the U.S. Environmental Protection Agency's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the Iowa DOT's ICAAP website at: https://www.iowadot.gov/systems_planning/icaap.htm.
- H. Completed **Minority Impact Statement** attached to application.

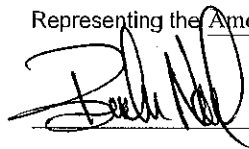
The award of ICAAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of ICAAP funding and authorize a complete recovery of any funds previously disbursed.

Certification

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 authority. I understand the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa DOT is required before such funding assistance can be authorized for use in implementing the project.

Representing the Ames Transit Agency



Name of applicant's governing authority

Aug 30, 2019

Signature

Date

Barb Neal, Interim Transit Director

Aug 30, 2019

Typed name and title
Governing authority official

Date

CyRide West Ames Routes Modifications New Route Expansion (#12 Lilac) Added Frequency (#1 Red, #11 Cherry, #7 Purple) Narrative

Background

Ames Transit Agency (d.b.a CyRide) directly operates fixed route services that are open to the general public within the Ames community including Iowa State University (ISU). The amount of transit service in this small community, of approximately 65,000 is unusually high as a result of the intensive use by university students. To accommodate this high transit demand, CyRide operates 18 hours a day with service frequencies between 2 – 60 minutes. **However in the last six years, ISU enrollment has grown by 22% from 28,682 students to approximately 35,000! During this same timeframe, CyRide’s ridership has grown by over 1.6 million passengers.**

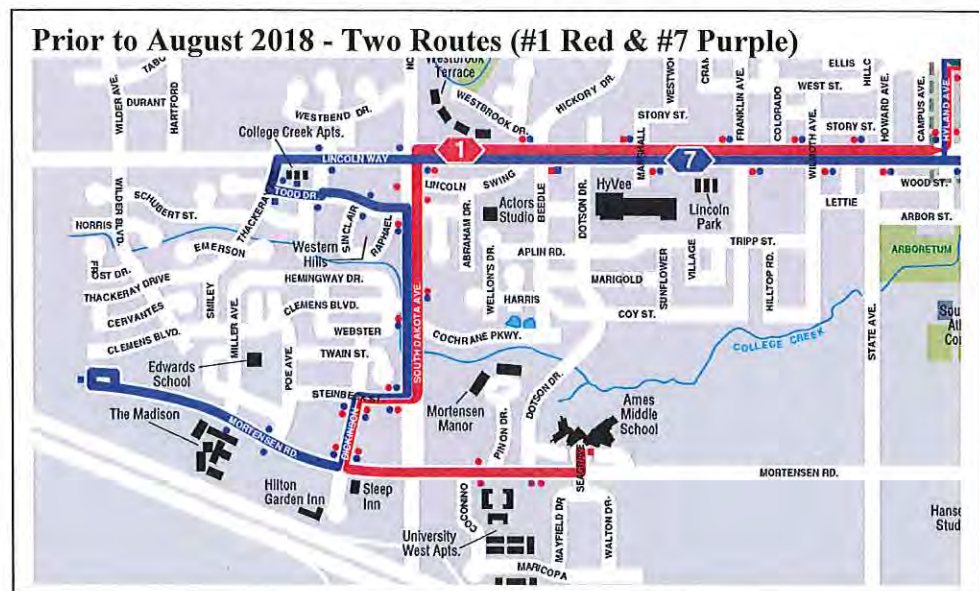
High density apartment complexes are rapidly being built on-campus and off-campus, wherever there is ample room to build, but where CyRide’s routes may provide limited or virtually no transit service. **The result of this growth has been an overwhelming demand for student housing followed by an immediate reactionary demand for additional transit service wherever these apartment complexes are established.** In a community where riding transit is now part of the city’s culture, the residents living in these high-density apartment complexes expect frequent and quality transit services to an even greater degree than they did six years ago.

Prior to August 2018, the #1 Red and #7 Purple routes, shown connecting with other routes traveling throughout the community accommodated all transit rides between west Ames and Iowa State University (ISU) campus with over 1.5 million riders annually on just these two routes.

The #1 Red could be best described as the “workhorse of west Ames” providing transit service from

6:30am until 12:30am the following day and accommodated the majority of the west Ames residents.

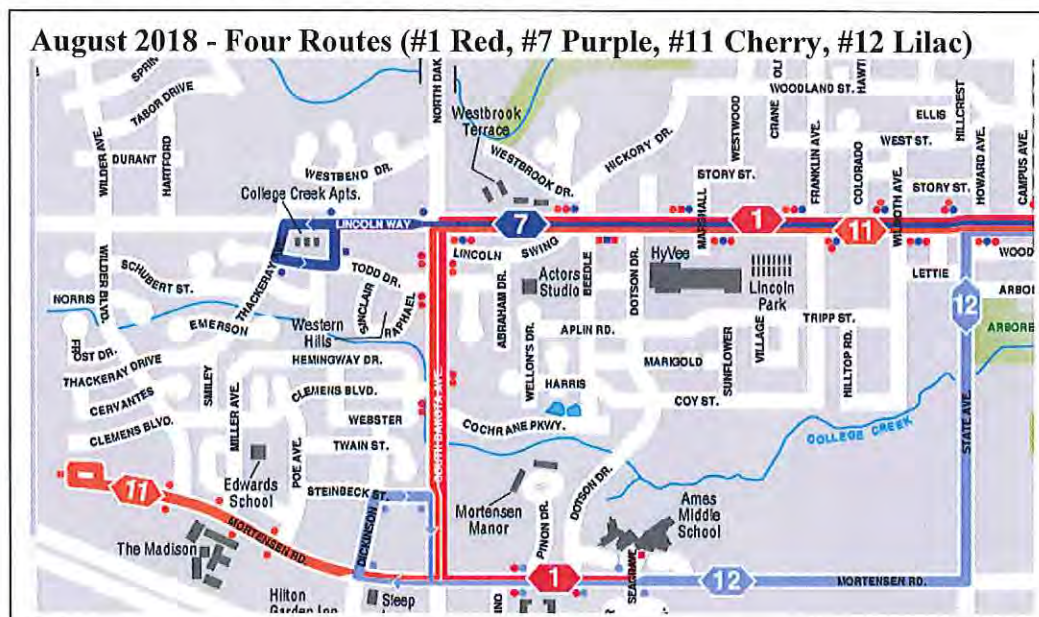
The #7 Purple Route provided “minimal service with only six published trips” (3 morning/3 afternoon) during the peak hours and



was utilized mainly to provide additional capacity for Red route riders between west Ames and university campus during the peak hours.

There were often capacity issues along the corridors for #1 Red and #7 Purple and CyRide deployed “extra” buses to the #1 Red Route to ensure every person desiring a ride along Mortensen, Dickenson, Steinbeck, South Dakota, and Lincoln Way received a ride to and from campus. The end result was a platoon of buses from west Ames into campus for the start of ISU classes and then back again as classes dispersed throughout the day, with rushes for buses typically just before and after class. For highly desired class times, trips could operate with as many as 8 extra buses trailing a scheduled bus into campus to accommodate the demand for transit service along the corridors. The #1 Red route had grown to the point that passengers weren’t being accommodated along Lincoln Way due to being full by the time the bus reached Steinbeck. Lincoln Way passengers would watch as bus after bus went by with no capacity for any passengers. Additionally, new high-density apartment developments were being built along the west end of Mortensen and along Maricopa which compounded the reality of providing high level transit with virtually only one frequent bus route. A complete system redesign of transit routes in west Ames was needed to accommodate the demand and growth not only in far west Ames, but also along the west Lincoln Way corridor.

In May 2017, CyRide completed its first ever transit [system redesign study](https://www.cyride.com/system-redesign) (<https://www.cyride.com/system-redesign>) for their entire transit service and residents located in west Ames demanded additional transit service operating along Mortensen, Steinbeck, Dickenson, S. Dakota and Lincoln Way into campus. CyRide hired an outside consultant to provide expertise in how to operate a transit system originally developed for 4 million riders and adapt it for a system currently carrying over 6.5 million passengers. **CyRide essentially approved the redesign completed in the study in west Ames by offering 4 different bus routes along these modified corridors thereby breaking up the #1 Red’s “workhorse duties” into four different high-frequency service routes (#1 Red, #7 Purple, #11 Cherry & #12 Lilac), which began in August 2018. (see routes below)**



Project Description/Justification

Grant Request
New Route - #12 Lilac
Added Frequency #1 Red, #7 Purple & #11 Cherry (Rebranded 1A)

The second year of ICAAP operational funding request below is for a new transit route for the **#12 Lilac** route implemented in west Ames during Iowa State University class days and for added frequency of service for the **#1 Red, #11 Cherry** and **#7 Purple** routes.

These services were initially implemented in August 2018 with ICAAP funding the second year of service in 2019-2020. ICAAP guidelines allow transit agencies to fund three years of services within the first five years of service. The Board’s initial approval for this additional service was in January 2018 for the FY2018 budget after the ICAAP’s October 2017 grant application deadline. Therefore, CyRide’s first year ICAAP request was requested and funded for the W. Ames routes for its second year of operation (2019-2020). This ICAAP request is for these services’ third year of operation (2nd Year ICAAP) is for a new route for the #12 Lilac and additional frequency for the #1 Red, #7 Purple and #11 Cherry routes for service beginning October 2020 through September 2021.

The information below describes CyRide’s full request for the new #12 Lilac route and added frequency for #1 Red, #11 Cherry and #7 Purple.

Operating (#12 Lilac, #11 Cherry, #1 Red and #7 Purple)

New Route - #12 Lilac (ISU School Weekdays) – Year 1

CyRide proposes to provide a new #12 Lilac route, by operating a bus every 20 minutes during peak hours from 7:00-10:13 a.m. and 2:35–5:43 p.m. between Steinbeck-Dickenson-Mortensen into Iowa State University (ISU) campus. This route will operate only when Iowa State University holds school-year classes or approximately 160 weekdays out of the year.

CyRide anticipates that this route will generate **900** daily riders on this new service given that it serves apartments in high-density areas along Mortensen, Steinbeck and Dickenson.

CyRide anticipates a healthy ridership over

#12 Lilac (Weekday Service)		
ISU Class Days and Finals Days Only		
Mortensen / Dickinson	Student Services	Mortensen / Dickinson
7:05	7:18	7:33
7:25	7:38	7:53
7:45	7:58	8:13
8:05	8:18	8:33
8:25	8:38	8:53
8:45	8:58	9:13
9:05	9:18	9:33
9:25	9:38	9:53
9:45	9:58	10:13
2:35	2:48	3:03
2:55	3:08	3:23
3:15	3:28	3:43
3:35	3:48	4:03
3:55	4:08	4:23
4:15	4:28	4:43
4:35	4:48	5:03
4:55	5:08	5:23
5:15	5:28	5:43

ISU class days as residents become more and more aware of the new route and how it serves them. (See Exhibit B – Lilac Route for route alignment details.)

The following information provides operation-specific data for this new route:

#12 Lilac Weekday (Peak Only)

Hours of Service: 11.4

Number of New Trips: 18

Avg. Passengers/Trip (Year 1): 50

Miles/Trip: 5.9

Miles: 106.2

Days of Operation/Year: 160 (ISU Class & Finals days only)

Ridership: 900 daily rides (50 pass/trip* 18 trips)

This route will serve the following commercial, residential and University destinations as illustrated within Exhibit B:

- **#12 Lilac (New Route):** West Towne Pub, All Iowa Attack Basketball Fieldhouse, Ames-Fitness Center-West, Hilton Garden Inn Ames, Kum & Go, Sleep Inn & Suites, Hilton Garden Inn Ames, The Rose of Ames, The Waterford at Ames, West Village Apartments, Perfect Games, Westown Courts, Sukup Basketball Complex, University West Apartments, Ames Middle School, Southwest Athletic Complex, Dunkin Donuts, US Bank ATM, Ames Intermodal Facility, Collegiate United Methodist Church, ISU Campustown Businesses (86 total); <http://www.amescampustown.com/>, Student Services, Iowa State University west campus.

Added Frequency - #11 Cherry (Rebranded 1A Red – Weekday Service During ISU Class Days Only) – Year 1

CyRide proposes to provide additional frequency of service to the #11 Cherry route beyond the service previously provided by the #1A Red. The #11 Cherry now provides 7-minute service between west Ames and campus. The #11 Cherry serves west Mortensen area that the #7 Purple previously operated to (only 6 trips) but at a much higher frequency level and more total trips (52 total) throughout the morning, mid-day and afternoon. This request is only asking for the additional service added beyond previous trips provided by the #1A Red or 9 trips. (See Exhibit B – Cherry Route for route alignment details.)

The following information provides operation-specific data for this additional frequency ICAAP request:

#11 Cherry Weekday (Improved Service Frequency over 1A Red)

Hours of Service: 4.5

Number of Trips: 9

Avg. Passengers/Trip (Year 1): 50

Miles/Trip: 6.6

Miles: 59.4

Days of Operation/Year: 160 (ISU Class & Finals days only)

Ridership: 450 daily rides (50 pass/trip* 9 trips)

This route will serve the following commercial, residential and university destinations as illustrated within Exhibit B:

- **#11 Cherry(Added Frequency):** Mortensen Heights, The Madison, Creative Spirits Ames, Café Milo, Haverkamp Properties Apartments, West Towne Pub, All Iowa Attack Basketball Fieldhouse, Ames-Fitness Center-West, Hilton Garden Inn Ames, Kum & Go, Sleep Inn & Suites, Hilton Garden Inn Ames, West Village Apartments, Perfect Games, Westown Courts, Sukup Basketball Complex, , Israel Family Hospice House, Christopher Gartner Park, Formative Years Growing and Learning, Kum & Go, Ames Woman’s Club, Hickory Ridge Apartments, Hy-Vee Gas, Kwik Connection, Wells Fargo Bank, Hy-Vee West, Ames Driver’s License Station, McFarland Express Care, McDonalds, Alpha Copies and Print Center, Szechuan House, Central Iowa Vapors, Erbert and Gerberts, Family Video, Uni-Mart, Papa John’s, Pammell Grocery & Grill, First National Bank, Apen Ames, Community of Christ, Dunkin Donuts, US Bank ATM, Ames Intermodal Facility, Collegiate United Methodist Church, ISU Campustown Businesses (86 total); <http://www.amescampustown.com/>, Student Services, Iowa State University west campus.

Added Frequency - #1 Red (Weekdays) – Year 1

CyRide proposes to provide additional frequency of service to the #1 Red route along its full alignment from Ames Middle school to North Grand Mall. This route will provide these added trips during the weekdays only or 255 weekdays out of the year. (See Red Route in Exhibit B.) The #1 Red now consistently operates a bus every 15 minutes from 6am – 9pm. Prior to CyRide 2.0, the Red Route only provided 30 minute service before noon. CyRide anticipates that this route will generate 600 daily riders on this new service given that it serves apartments in high-density areas along Mortensen, Steinbeck and Dickenson. (See Exhibit B – Red Route for route alignment details.)

The following information provides operation-specific data for this additional frequency ICAAP request:

#1 Red (Improved Frequency)

Hours of Service: 15.5

Number of Trips: 12

Avg. Passengers/Trip (Year 1): 50

Miles/Trip: 14.625

Miles: 175.5

Days of Operation/Year: 255 (All weekdays)

Ridership: 600 daily rides (50 pass/trip* 12 trips)

This route will serve the following commercial, residential and University destinations as illustrated within Exhibit B:

- **#1 Red (Added Frequency):** West Towne Pub, All Iowa Attack Basketball Fieldhouse, Ames-Fitness Center-West, Hilton Garden Inn Ames, Kum & Go, The Rose of Ames, The Waterford at Ames, West Village Apartments, Perfect Games, Westtown Courts, Sukup Basketball Complex, University West Apartments, Ames Middle School, Israel Family Hospice House, Christopher Gartner Park, Formative Years Growing and Learning, Kum & Go, Ames Woman’s Club, Hickory Ridge Apartments, Hy-Vee Gas, Kwik Connection, Wells Fargo Bank, Hy-Vee West, Ames Driver’s License Station, McFarland Express Care, McDonalds, Alpha Copies and Print Center, Szechuan House, Central Iowa Vapors, Erbert and Gerberts, Family Video, Uni-Mart, Papa John’s, Pammell Grocery & Grill, First National Bank, Apen Ames, Community of Christ, Dunkin Donuts, US Bank ATM, Ames Intermodal Facility, Collegiate United Methodist Church, ISU Campustown Businesses (86 total); <http://www.amescampustown.com/>, Student Services, Iowa State University west campus.

Added Frequency - #7 Purple (Weekdays) – Year 1

CyRide proposes to provide additional frequency of service to the #7 Purple route. The #7 Purple now consistently operates a bus every 15 minutes from 7-10 AM (on ISU class days; 30 minutes on non-ISU class days) and every 30 minutes from 2:30-5:20pm. Prior to CyRide 2.0, the Purple route only operated 6 trips (3am/3pm). **For this ICAAP request, I prorated the average number of “additional” trips (9.7647 trips) throughout the year based on the days operated to provide an average daily trip.** CyRide anticipates that this route will generate 342 daily riders on these additional trips given that it serves apartments in high-density areas along Todd, Alcott and Lincoln Way. (See Exhibit B – Red Route for route alignment details.)

The following information provides operation-specific data for this additional frequency ICAAP request:

#7 Purple (Improved Frequency)

Hours of Service: 2.8

Number of Trips: 9.7647 (Avg. daily trips over 255 weekdays: 6 trips operate 95 days/year on non-ISU class days; 12 trips operate 160 days/year on ISU class days)

Avg. Passengers/Trip (Year 1): 35

Miles/Trip: 4.1

Miles: 40

Days of Operation/Year: 255

Ridership: 342 daily rides (35 pass/trip* 9.7647 trips)

This route will serve the following commercial, residential and University destinations as illustrated within Exhibit B:

- **#7 Purple (Added Frequency):** College Creek Apartments, Kum & Go, Ames Woman’s Club, Hickory Ridge Apartments, Hy-Vee Gas, Kwik Connection, Wells Fargo Bank, Hy-Vee West, Ames Driver’s License Station, McFarland Express Care,

McDonalds, Alpha Copies and Print Center, Szechuan House, Central Iowa Vapors, Erbert and Gerberts, Family Video, Uni-Mart, Papa John's, Pammell Grocery & Grill, First National Bank, Apen Ames, Community of Christ, Dunkin Donuts, US Bank ATM, Ames Intermodal Facility, Collegiate United Methodist Church, ISU Campustown Businesses (86 total - <http://www.amescampustown.com/>), Student Services, Iowa State University west campus.

Added Emissions Factors

The project emissions in Exhibit G are calculated based on the required Iowa DNR's current vehicle emission factors data posted on the Iowa DOT's ICAAP website

Conclusion

The advantages of supporting this grant application can provide numerous benefits to the City of Ames/Iowa State University/Story County through:

- Increased transit service coverage
- Improved transit frequency of service
- Improved air quality with fewer single-occupant cars and technologically-improved bus engines

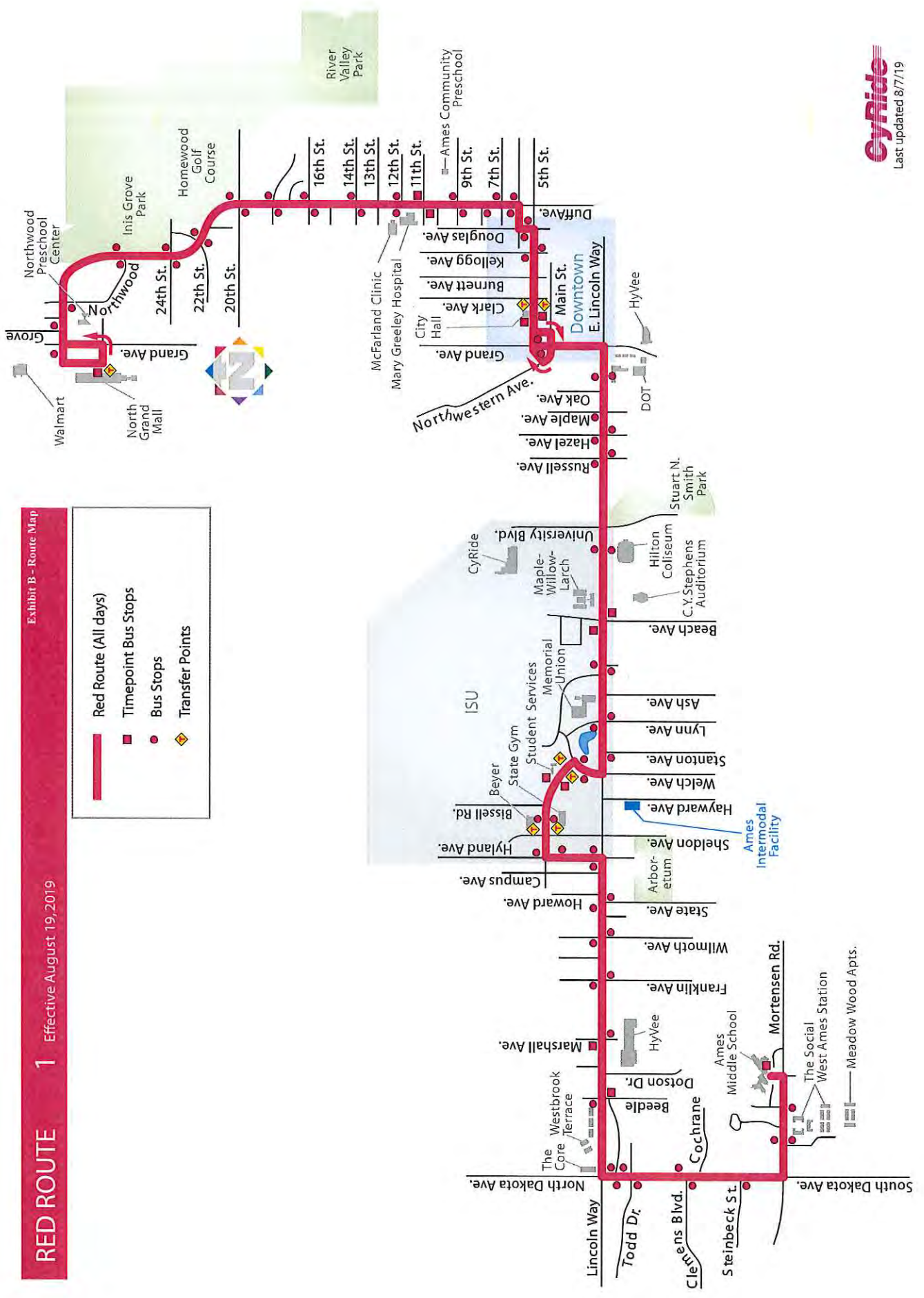
While students are committed to paying for the improved services required to meet their higher transit demands, unanticipated financial increases in the double-digits would be needed to support this new frequency of service. Unanticipated ridership and financial increases occur when reliable enrollment numbers are not available until only a few weeks after the fall semester begins. ICAAP funding will allow student fees to increase more gradually, so that at the end of the three year allowance, funding will be sufficient to continue these services into the future. For example, instead of a 12% immediate impact, an increase of 3-5% per year for three years will generate the funds to successfully continue these improvements long into the future.

Without funding for this service enhancement, CyRide may need to leave passengers at the bus stops as capacity on the buses is already at its maximum along these corridors. Additional frequency is needed on all four routes – the #1 Red, #7 Purple #11 Cherry and #12 Lilac to provide the service that is demanded to not leave residents at the bus stops. This demand cannot be accommodated with only one service and collectively, the four services are needed in tandem to handle demand in west Ames. CyRide estimates that approximately 450,000 new rides would be generated from these extra trips provided between west Ames and campus throughout a single year.

CyRide encourages the Iowa DOT to provide support for these routes for expanded days of service (second year request for ICAAP funding) along these high-density corridors.

RED ROUTE 1 Effective August 19, 2019 Exhibit B - Route Map

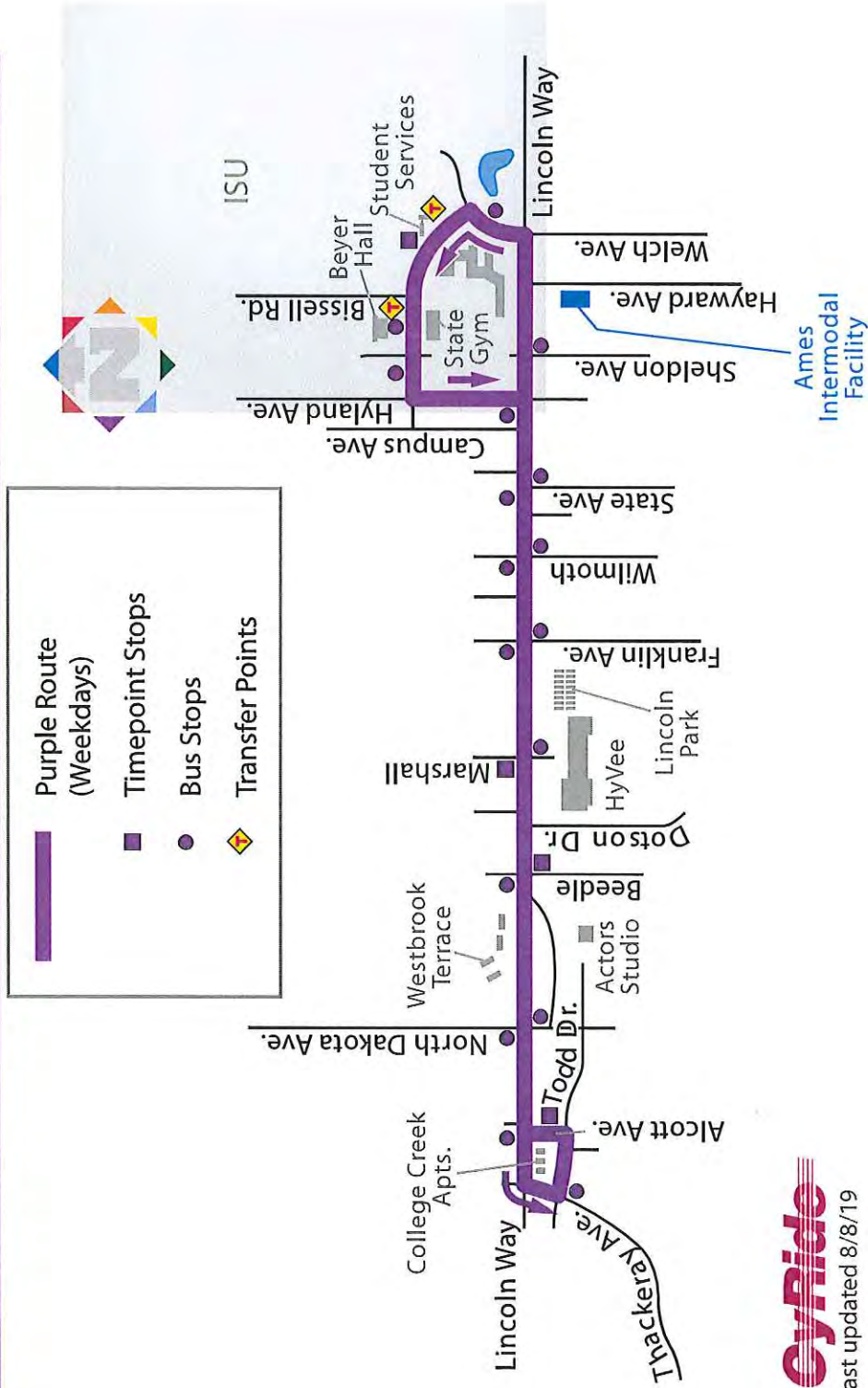
█ Red Route (All days)
■ Timepoint Bus Stops
● Bus Stops
◆ Transfer Points



PURPLE ROUTE

7 Effective August 19, 2019

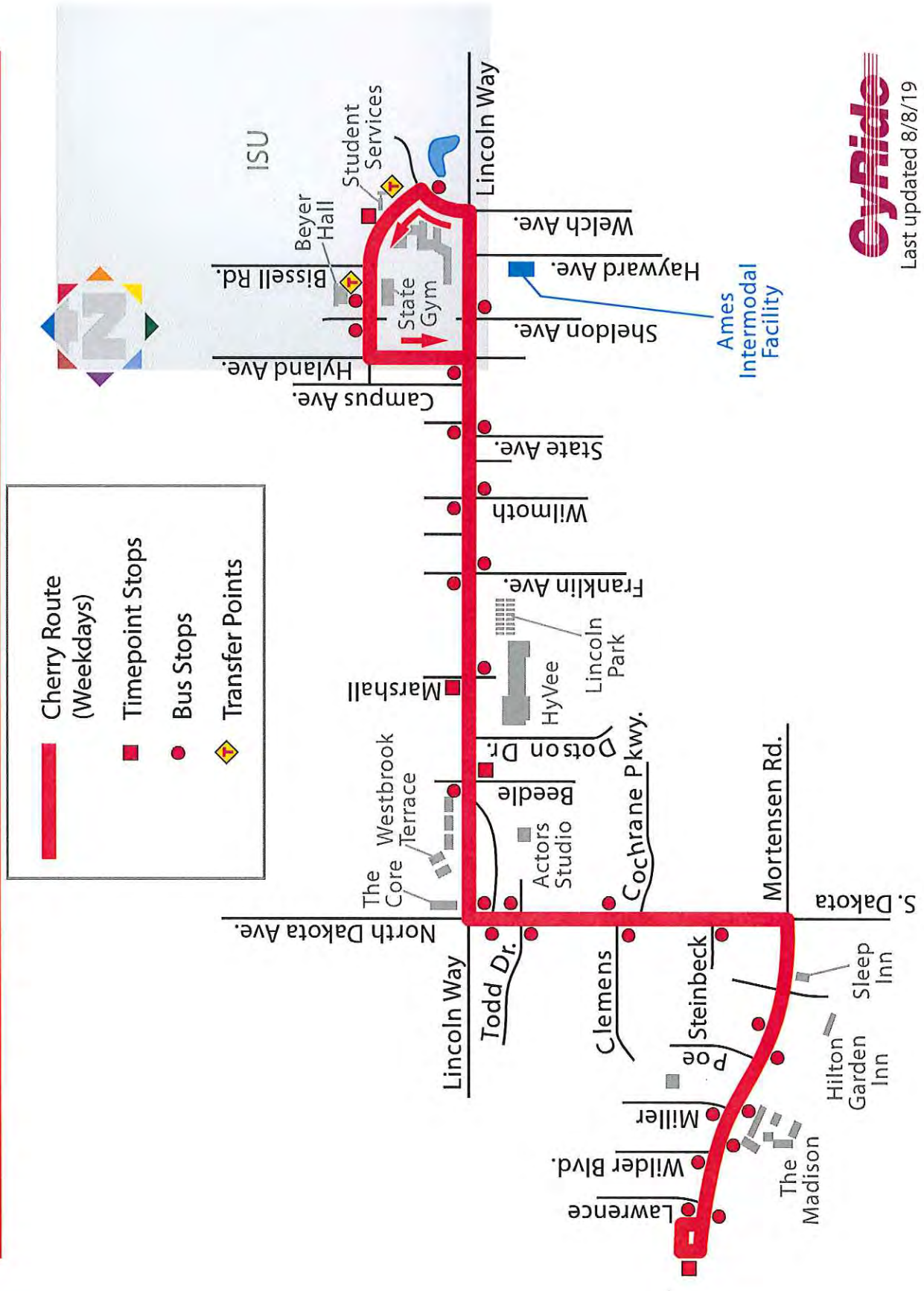
Exhibit B - Route Map



CHERRY ROUTE





11 Effective August 19, 2019

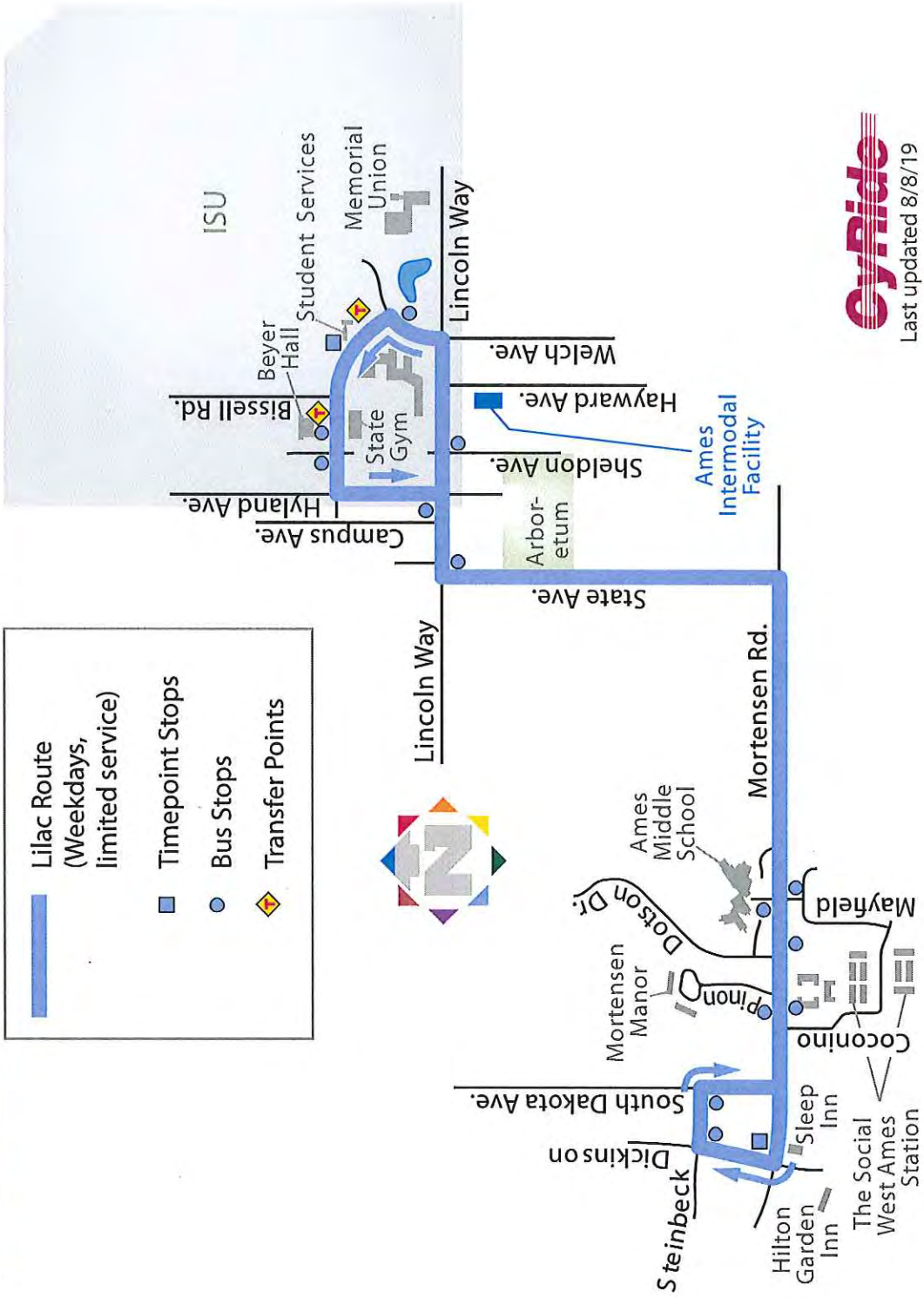
Exhibit B - Route Map



LILAC ROUTE 12

Effective August 26, 2019

	Lilac Route (Weekdays, limited service)
	Timepoint Stops
	Bus Stops
	Transfer Points



CyRide
New Route Expansion (#12 Lilac)
Added Frequency (#1 Red, #11 Cherry, #7 Purple)
Budget

Activity Cost

OPERATING:

#12 Lilac Weekday Route (PEAK HOUR – ISU School Days Only)

YEAR 2 – (Request for service beginning October 2020); Service Began 10/1/2018-9/30/2019 (100% funded by CyRide); 1st year ICAAP funded 10/1/2019-9/30/2020)

Costs calculated below by inflating first year costs by 3% for 2019 and 3% again for 2020 request.

Driver Wages – \$69,786 (Yr. 1*) x 1.03 x 1.03 (Yr. 3) =	\$74,036
Consumables – \$24,808 (Yr. 1*) x 1.03 x 1.03 (Yr. 3) =	<u>\$26,318</u>
SUBTOTAL	\$100,354

Less Fares

0.2 riders/trip x 18 trips x 160 days x *\$0.87 average resident fare =	(\$501)
49.8 riders/trip x 18 trips x 160 days x \$0.00 fare (Free ISU ID card) =	<u>(\$0)</u>

YEAR 1 SUBTOTAL LILAC- Weekday Peak (less fares) = \$99,853

#1 Red Weekday Route (Added Frequency - All Days)

YEAR 2 – (Request for service beginning October 2020); Service Began 10/1/2018-9/30/2019 (100% funded by CyRide); 1st year ICAAP funded 10/1/2019-9/30/2020)

Costs calculated below by inflating first year costs by 3% for 2019 and 3% again for 2020 request.

Driver Wages – \$151,222 (Yr. 1*) x 1.03 x 1.03 (Yr. 2) =	\$160,431
Consumables – \$65,338 (Yr. 1*) x 1.03 x 1.03 (Yr. 2) =	<u>\$69,317</u>
SUBTOTAL	\$229,748

Less Fares

0.2 riders/trip x 12 trips x 255 days x *\$0.87 average resident fare =	(\$532)
49.8 riders/trip x 12 trips x 160 days x \$0.00 fare (Free ISU ID card) =	<u>(\$0)</u>

YEAR 1 SUBTOTAL RED (less fares) = \$229,216

#11 Cherry Weekday Route (Added Frequency- ISU School Days Only)

YEAR 2 – (Request for service beginning October 2020); Service Began 10/1/2018-9/30/2019 (100% funded by CyRide); 1st year ICAAP funded 10/1/2019-9/30/2020)

Costs calculated below by inflating first year costs by 3% for 2019 and 3% again for 2020 request.

Driver Wages – \$27,547 (Yr. 1*) x 1.03 x 1.03 (Yr. 2) =	\$29,225
Consumables – \$13,875 (Yr. 1*) x 1.03 x 1.03 (Yr. 2) =	<u>\$14,720</u>
SUBTOTAL	\$43,945

Less Fares

0.2 riders/trip x 9 trips x 160 days x *\$0.87 average resident fare =	(\$251)
49.8 riders/trip x 9 trips x 160 days x \$0.00 fare (Free ISU ID card) =	<u>(\$0)</u>

YEAR 1 SUBTOTAL CHERRY (less fares) = \$43,694

Exhibit C – ITEMIZED BREAKDOWN

#7 Purple Weekday Route (Added Frequency)

YEAR 2 – (Request for service beginning October 2020); Service Began 10/1/2018-9/30/2019 (100% funded by CyRide); 1st year ICAAP funded 10/1/2019-9/30/2020)

Costs calculated below by inflating first year costs by 3% for 2019 and 3% again for 2020 request.

Driver Wages – \$34,701 (Yr. 1*) x 1.03 x 1.03 (Yr. 2) =	\$36,814
Consumables – \$14,906 (Yr. 1*) x 1.03 x 1.03 (Yr. 2) =	<u>\$15,813</u>
SUBTOTAL	\$52,627

Less Fares

0.2 riders/trip x 9.7647 trips x 255 days x *\$0.87 average resident fare = (\$433)

34.8 riders/trip x 9.7647 trips x 255 days x \$0.00 fare (Free ISU ID card) = (\$0)

YEAR 1 SUBTOTAL PURPLE (less fares) = \$52,194

SUBTOTAL OPERATING 424,957

TOTAL COST	\$424,957
ICAAP Share	<u>\$339,965</u>
CyRide Share (assured)	\$84,992

NOTES:

* **Year 1 LILAC Costs: #12 LilacWeekday-NEW Route (Began in 8/2018 via 100% local funding)**

Driver Wages – 11.4 hrs./day x 160 days x \$38.26/hr = \$69,786

Consumables – 5.9 miles/trip x 18 trips/day x 160 days x \$1.46/mile = \$24,808

* **Year 1 RED Costs: #1 RED Weekday Added Frequency Costs (Began in 8/2018 via 100% local funding)**

Driver Wages – 15.5 hrs./day x 255 days x \$38.26/hr = \$151,222

Consumables – 14.625 miles/trip x 12 trips/day x 255 days x \$1.46/mile = \$65,338

* **Year 1 CHERRY Costs: #1 CHERRY Added Frequency Costs (Began in 8/2018 via 100% local funding)**

Driver Wages – 4.5 hrs./day x 160 days x \$38.26/hr = \$27,547

Consumables – 6.6 miles/trip x 9 trips/day x 160 days x \$1.46/mile = \$13,875

* **Year 1 PURPLE Costs: #7 PURPLE: Added Frequency ISU DAYS (Began in 8/2018 via 100% local funding)**

Driver Wages – 2.8 hrs./day x 160 days x \$38.26/hr = \$17,140

Consumables – 4.1 miles/trip x 6 trips/day x 160 days x \$1.46/mile = \$5,747

* **Year 1 PURPLE Costs: #7 PURPLE Added Frequency ALL DAYS (Began in 8/2018 via 100% local funding)**

Driver Wages – 1.8 hrs./day x 255 days x \$38.26/hr = \$17,561

Consumables – 4.1 miles/trip x 6 trips/day x 255 days x \$1.46/mile = \$9,159

** **Average Resident Fare = Average Cash Deposits/Average Residents Boarding Paying Cash = \$4,040/4,738 = \$0.87**

(See “Comparison of Cash/Deposits and Use of Tickets FY2019 Avg.” with calculations highlighted in yellow)

CyRide decreased its fares in May 2018 from \$1.25 to \$1.00 and its half fares from \$.60 to \$.50. Therefore, the

FY2019 average fares are more representative for upcoming services in FY2020. CyRide’s full fare was increased to \$1.25 between January 2012 and May 2018.

Please note: CyRide does not bill for indirect costs.

**New Route Expansion (#12 Lilac)
Added Frequency (#1 Red, #11 Cherry, #7 Purple)
Schedule**

<u>Activity</u>	<u>Completion Date</u>
Service Begins (2nd year ICAAP*)	October 1, 2020
Service Ends (2nd year ICAAP*)	September 30, 2021

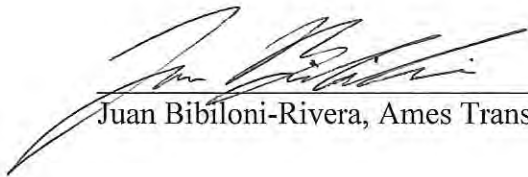
* This is Year 2 request for ICAAP funding for new Lilac weekday peak hour service and added frequency for Red, Cherry, and Purple routes. The Iowa DOT previous funded Year-1 for the operation of W. Ames transit routes.

* If approved for Year 2 ICAAP funding, CyRide anticipates requesting one more additional year of ICAAP funding for these services for FFY2021 through FFY2022.

CyRide
New Route Expansion (#12 Lilac)
Added Frequency (#1 Red, #11 Cherry, #7 Purple)
Official Certification

The Ames Transit Agency (CyRide) Board of Trustees certifies that it shall:

- (1) commit the necessary local matching funding for project implementation and
- (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.



Juan Bibiloni-Rivera, Ames Transit Agency President

8/8/2019
Date

CyRide
New Route Expansion (#12 Lilac)
Added Frequency (#1 Red, #11 Cherry, #7 Purple)
MPO Resolution DRAFT

The Ames Area Metropolitan Planning Organization (AAMPO) approved and endorsed this project on **September 24, 2019** with a resolution approving this grant. The resolution is attached.

The ICAAP application form (Form 230017; page 3 or 6) requires that the project or program be identified in the fiscally constrained transportation plan (TIP) and requires the document to be submitted with the application. However, the ICAAP handbook has been revised to state that “Awarded projects” must be added to approved MPO TIP’s and STIP’s (See below).

*https://iowadot.gov/systems_planning/pdf/ICAAP_Application_Handbook.pdf (page 5):
Awarded projects must be added to approved MPO or RPA transportation improvement programs (TIPs) and Iowa’s Statewide Transportation Improvement Program (STIP).*

Therefore, once this ICAAP project has been formally approved by the Iowa DOT Commission (early January 2020), the funding will be amended and approved by the MPO in the AAMPO’s FY2020 Transportation Improvement Program in order to begin transferring the federal funding from FHWA to FTA and gain formal grant approval from the Federal Transit Administration.

New Route Expansion (#12 Lilac) Added Frequency (#1 Red, #11 Cherry, #7 Purple) Emissions Calculation

Calculation/Assumption	Factors	CO	VOC (HC)	NO _x
Net Project Cost (ALL FOUR ROUTES BELOW)	\$424,957			
Lilac Net Operating Cost	\$99,853			
Red Net Operating Cost	\$229,216			
Cherry Net Operating Cost	\$43,694			
Purple Net Operating Cost	\$52,194			
Operating for One Year - \$424,957				
Number of Years In Project - Operating	1			
#12 Lilac Route Service Assumptions				
Number of days/Yr. in Project (ISU Classdays & Finals Days)	160			
Avg. Rd-Trip Commute (Miles*)	5.9			
# Daily Trips	18			
# Riders/Trip	50			
Number of Daily Miles for Lilac	106.2			
Total Estimated Avg. Daily Ridership (Lilac)	900			
Total Cars Taken From Roadway Weekdays (1.2/car)	750			
#1 Red Route Service Assumptions				
Number of days/Yr. in Project (ISU Classdays & Finals Days)	255			
Avg. Commute (Miles*)	7			
Daily Round Trip Bus Miles	14.625			
# Daily Trips	12			
# Riders/Trip	50			
Number of Daily Miles for Red Bus	175.5			
Total Estimated Avg. Daily Ridership (Red)	600			
Total Cars Taken From Roadway Weekdays (1.2/car)	500			
#11 Cherry Route Service Assumptions				
Number of days/Yr. in Project (ISU Classdays & Finals Days)	160			
Avg. Rd-Trip Commute (Miles*)	6.6			
# Daily Trips	9			
# Riders/Trip	50			
Number of Daily Miles for Cherry	59.4			
Total Estimated Avg. Daily Ridership (Cherry)	450			
Total Cars Taken From Roadway Weekdays (1.2/car)	375			
#7 Purple Route Service Assumptions				
Number of days/Yr. in Project	255			
Avg. Rd-Trip Commute (Miles*)	4.1			
# Daily Trips (6 trips operate 95 days/year on non ISU class days; 12 trips 160 days/yr on ISU class days)	9.7647			
# Riders/Trip	35			
Number of Daily Miles for Purple	40.0			
Total Estimated Avg. Daily Ridership (Purple)	342			
Total Cars Taken From Roadway Weekdays (1.2/car)	285			

New Route Expansion (#12 Lilac) Added Frequency (#1 Red, #11 Cherry, #7 Purple) Emissions Calculation

Calculation/Assumption	Factors	CO	VOC (HC)	NOx
Emission Reduction By Riders Taking LILAC				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length*		81.66	12.1717	6.0888
#12 Lilac: Gross Red. x 160 days x Cars From Roadway x 1 year		9,798,720	1,460,604	730,656
Total LDGV Emissions Reduced (#12 Lilac Route)		9,798,720	1,460,604	730,656
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV #12 Lilac Emissions x 106.2 miles/day x 160 days x 1 year		94,204	15,548	172,911
TOTAL (40' Bus) HDDV Emissions		94,204	15,548	172,911
Net Reduction for LILAC ROUTE :		9,704,516	1,445,056	557,745
Cost Effectiveness for LILAC		\$ 10.29	\$ 69.10	\$ 179.03
Emission Reduction By Riders Taking RED				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length (7 miles/trip)		96.88	14.441	7.224
#1 Red: Gross Red. x 255 days x Cars From Roadway x 1 year		12,352,200	1,841,228	921,060
Total LDGV Emissions Reduced (#1 Red Route)		12,352,200	1,841,228	921,060
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV #1 Red Emissions x 14.625 miles/day x 255 days x 1 year		20,676	3,412	37,950
TOTAL (40' Bus) HDDV Emissions		20,676	3,412	37,950
Net Reduction for RED ROUTE :		12,331,524	1,837,815	883,110
Cost Effectiveness for RED		\$ 18.59	\$ 124.72	\$ 259.56
Emission Reduction By Riders Taking LILAC				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length*		91.34	13.62	6.81
#11 Cherry: Gross Red. x 160 days x Cars From Roadway x 1 year		5,480,640	816,948	408,672
Total LDGV Emissions Reduced (#11 Cherry Route)		5,480,640	816,948	408,672
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV #11 Cherry Emissions x 59.4 miles/day x 160 days x 1 year		52,690	8,696	96,713
TOTAL (40' Bus) HDDV Emissions		52,690	8,696	96,713
Net Reduction for CHERRY ROUTE :		5,427,950	808,252	311,959
Cost Effectiveness for CHERRY		\$ 8.05	\$ 54.06	\$ 140.06
Emission Reduction By Riders Taking PURPLE				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length*		56.74	8.4583	4.2312
#7 Purple Gross Red. x 255 days x Cars From Roadway x 1 year		4,121,031	614,284	307,291
Total LDGV Emissions Reduced (#7 Purple Route)		4,121,031	614,284	307,291
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV #7 Purple Emissions x 40 miles/day x 255 days x 1 year		56,599	9,341	103,887
TOTAL (40' Bus) HDDV Emissions		56,599	9,341	103,887
Net Reduction for PURPLE ROUTE :		4,064,432	604,942	203,404
Cost Effectiveness for PURPLE		\$ 12.84	\$ 86.28	\$ 256.60

**New Route Expansion (#12 Lilac)
 Added Frequency (#1 Red, #11 Cherry, #7 Purple)
 Emissions Calculation**

Calculation/Assumption	Factors	CO	VOC (HC)	NOx
Net Reduction for Project :		31,528,422	4,696,066	1,956,219
Total Reduction for Project - kg/project		31,528.4	4,696.1	1,956.2
Net Reduction Per Year:		31,528,422	4,696,066	1,956,219
Total Reduction Per Year - kg/year		31,528.4	4,696.1	1,956.2
Cost Effectiveness:				
Total Project Cost		\$424,957		
One Yr. Project Total Cost= (\$412517/1)		\$424,957		
CO		\$13.48		
VOC		\$90.49		
NOx		\$217.23		

* Based on statistics, riders are riding the entire Lilac, Cherry and Purple routes to reach their destination

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.

The City of Ames has an 10.24% Asian population and any new route expansion on high capacity corridors will certainly have a positive impact on this minority and LEP group living within the Ames community. Specifically, the routes in west Ames travels along the Mortensen, Steinbeck, Dickensen, South Dakota and Lincoln Way corridors in west Ames which have developed into a high capacity corridors where a majority of university students reside in high residential apartment complexes. The residents living in these apartments along these corridors will be provided transportation directly to central ISU campus. While this service is designed to serve the general public, Ames residents of all races and genders living within the community will benefit from this grant application and service.

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.

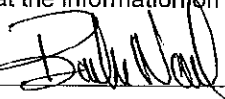
- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

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.

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

Name Barb Neal



Title Interim Transit Director

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.

Iowa Department of Transportation Clean Air Attainment Funds Application

**Added Night Trips
(#11 Cherry - Night)**

Submitted to:

IOWA DOT

By:

**AMES TRANSIT AGENCY (CYRIDE)
601 N. University Blvd.
Ames, Iowa 50010**

October 1, 2019



**PROJECT APPLICATION
IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)**

General information

Applicant agency Ames Transit Agency

Contact person
(name and title) Barb Neal, Interim Transit Director

Street address and/or
box number 601 N. University Blvd.

City Ames State IA ZIP code 50010

Telephone number 515-239-5563 Email bneal@cyride.com

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

Applicant agency _____

Contact person
(name and title) _____

Street address and/or
box number _____

City _____ State _____ ZIP code _____

Telephone number _____ Email _____

Project information

Project title #11 Cherry - Night

Project description (including length, if applicable).
In August 2018, CyRide redesigned and implemented new bus services traveling in west Ames area including added frequency of trips on the #11 Cherry route that operated day service only. In August 2019, CyRide added night service trips to the #11 Cherry route due to additional demand from residents and to improve safety. Therefore, this ICAAP request is for this night service trips for service beginning in August 2020.

*Project priority (1 = highest priority: 2 (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.))

*Assign the proposed project to one or more of the following categories (check one or more).

- | | |
|--|--|
| <input type="checkbox"/> Transportation-related project in the State Implementation Plan (SIP) | <input type="checkbox"/> Shared-ride |
| <input type="checkbox"/> Transportation control measure (TCM) | <input type="checkbox"/> Bicycle pedestrian facility or program |
| <input type="checkbox"/> Traffic flow improvement (intersection, signalization, other) | <input type="checkbox"/> Pedestrian facility or program |
| <input type="checkbox"/> Planning and project development | <input type="checkbox"/> Intermodal freight |
| <input type="checkbox"/> Travel demand management (TDM) | <input type="checkbox"/> Passenger |
| <input checked="" type="checkbox"/> Transit-related improvement | <input type="checkbox"/> Alternative fuels |
| | <input type="checkbox"/> Vehicle inspection and maintenance program |
| | <input type="checkbox"/> Outreach activity (education, advertising, or technical assistance) |

*Is the project consistent with the State Implementation Plan for air quality and nonattainment areas? Yes No Not applicable

*Is the project consistent with the metropolitan planning organization's (MPO) local congestion management plan? Yes No Not applicable

*Is the project consistent with the MPO regional planning affiliation (RPA) statewide long-range transportation plan? Yes No Not applicable

Notes: ¹Requires public agency as co-sponsor of application.

²The term "project" means any ICAAP infrastructure or program proposal.

³The Iowa Department of Transportation will use the priority ratings to reflect the sponsor.

Project cost (an itemized breakdown must be included on an attached sheet)

Total cost \$40,703.00
ICAAP Fund request \$32,562.00
Applicant match (25 percent minimum) \$8,141.00

	List of all applicant match sources	Amount	Assured or anticipated (date anticipated)
1.	CyRide Operating Budget	\$8,141.00	Assured - Beginning 7/1/2020
2.	Passenger Fares	\$194.00	Anticipated - Beginning 10/2020
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions.

Estimated project development schedule

Design Start date _____ Completion date _____
Land acquisition Start date _____ Completion date _____
Construction Start date _____ Completion date _____

Has any part of this project been started? Yes No

If yes, please explain.

CyRide began the first year of service in August 2019 with 100% local funding from CyRide. If funded, this ICAAP expansion would fund the second year of services from October 2020 through September 2021.

How do you plan to measure the success of this project?

Four evaluation methods will be used: 1) Passenger Ridership 2) Customer Comments 3) Passengers per hour and 4) Total Emissions saved

Required documentation and narrative information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A **narrative** assessing existing congestions/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion, reduce travel or single occupant vehicle usage, and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or particulate matter?
- B. A **detailed map** identifying the location of the project and clearly differentiating the subject project from any past or future project phases.
- C. An **itemized breakdown** of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: First, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- D. A **time schedule** for the total project development.
- E. An **official endorsement** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the required matching funds. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- F. An **adopted formal resolution** from the appropriate metropolitan planning organization (MPO) or regional planning affiliation declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process. (For MPOs, the project or program must be identified in the fiscally constrained transportation plan and, if applicable, the congestion management plan in transportation management areas.)
- G. **Calculations** for vehicle emission reductions and total project cost-effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (carbon monoxide, volatile organic compounds, oxides of nitrogen as nitrogen dioxide, and, if applicable, particulate matter). Project sponsor must calculate the cost-effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and source of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa Department of Natural Resources and consistent with the U.S. Environmental Protection Agency's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the Iowa DOT's ICAAP website at: https://www.iowadot.gov/systems_planning/icaap.htm.
- H. Completed **Minority Impact Statement** attached to application.

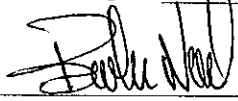
The award of ICAAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of ICAAP funding and authorize a complete recovery of any funds previously disbursed.

Certification

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 authority. I understand the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa DOT is required before such funding assistance can be authorized for use in implementing the project.

Representing the Ames Transit Agency

	Name of applicant's governing authority
Signature	Date

Barb Neal, Interim Transit Director	Aug 30, 2019
Typed name and title Governing authority official	Date

CyRide (#11 Cherry - Night) Added Trips

Narrative

Background

Ames Transit Agency (d.b.a CyRide) directly operates fixed route services that are open to the general public within the Ames community including Iowa State University (ISU). The amount of transit service in this small community, of approximately 65,000 is unusually high as a result of the intensive use by university students. To accommodate this high transit demand, CyRide operates 18 hours a day with service frequencies between 4 – 40 minutes. **However in the last six years, ISU enrollment has grown by 22% from 28,682 students to approximately 35,000! During this same timeframe, CyRide’s ridership has grown by over 1.6 million passengers.**

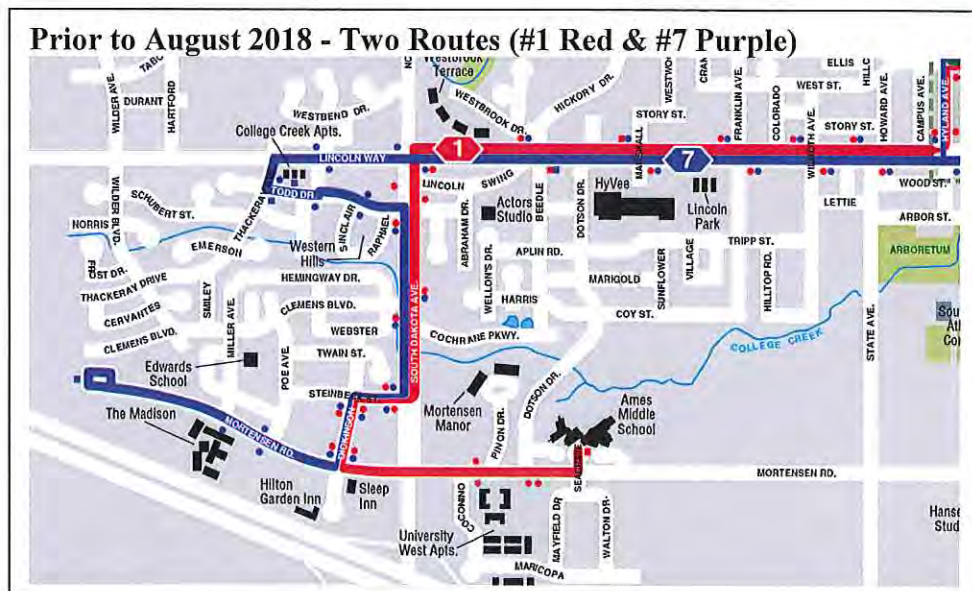
High density apartment complexes are rapidly being built off-campus, but where CyRide’s routes may provide limited or virtually no transit service. **The result of this growth has been an overwhelming demand for student housing followed by an immediate reactionary demand for additional transit service wherever these apartment complexes are established.** In a community where riding transit is now part of the city’s culture, the residents living in these high-density apartment complexes expect frequent and quality transit services to an even greater degree than they did in past years.

Prior to August 2018, the #1 Red and #7 Purple routes, shown connecting with other routes traveling throughout the community accommodated all transit rides between west Ames and Iowa State University (ISU) campus with over 1.5 million riders annually on just these two routes.

The #1 Red could be best described as the “workhorse of west Ames” providing transit service from

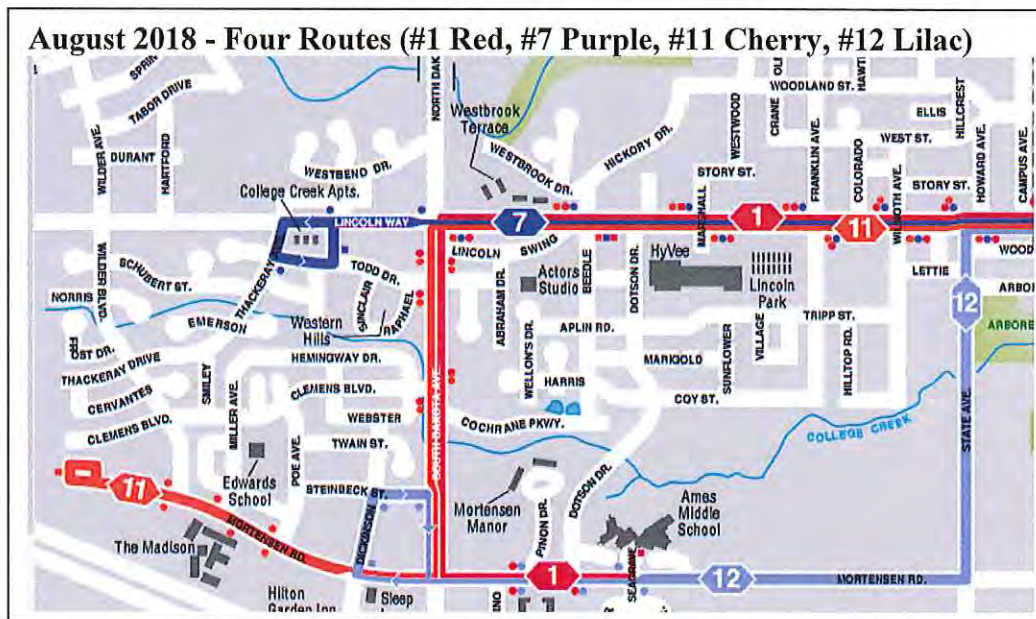
6:30am until 12:30am the following day and accommodated the majority of the west Ames residents.

The #7 Purple Route provided “minimal service with only six published trips” (3 morning/3 afternoon) during the peak hours and



was utilized mainly to provide additional capacity for Red route riders between west Ames and university campus during the peak hours.

In May 2017, CyRide completed its first ever transit [system redesign study](https://www.cyride.com/system-redesign) (<https://www.cyride.com/system-redesign>) for their entire transit service and residents located in west Ames demanded additional transit service operating along Mortensen, Steinbeck, Dickenson, S. Dakota and Lincoln Way into campus. CyRide hired an outside consultant to provide expertise in how to operate a transit system originally developed for 4 million riders and adapt it for a system currently carrying over 6 million passengers. **CyRide essentially approved the redesign completed in the study in west Ames by offering 4 different bus routes along these modified corridors thereby breaking up the #1 Red's "workhorse duties" into four different high-frequency service routes (#1 Red, #7 Purple, #11 Cherry & #12 Lilac), which began in August 2018. (see routes below)**



Under the CyRide 2.0 service changes implemented in August 2018, the **#11 Cherry** route initially only offered service from 7:00am through 6:30pm. CyRide subsequently requested and received ICAAP funding to receive funding for the reimbursement for Cherry service for its second year of this routes operation that just began in August 2019. However due to overwhelming requests by the public, CyRide added night trips to this route that began in August 2019 funded at 100% with CyRide’s local budget due to demand for these evening trips. Safety was also a factor in walking along Mortensen Rd. late at night in approving this service..

Therefore, this ICAAP application request is for new **#11 Cherry night trips** only for service beginning in August 2020.

Project Description/Justification

Grant Request
Added Trips - #11 Cherry - Night

The funding request below is for additional evening trips for the **#11 Cherry** route implemented in west Ames during Iowa State University class days. These services were initially implemented in August 2019 with 100% CyRide local funds. ICAAP guidelines allow transit agencies to fund three years of services within the first five years of service. The Board’s initial approval for this additional service was in January 2019 for the FY2019 budget after the ICAAP’s October 2018 grant application deadline.

This ICAAP request is for evening #11 Cherry’s second year of operation (1st Year ICAAP) for service beginning October 2020 through September 2021.

The information below describes CyRide’s full request for the operating of the **#11 Cherry – Night** service.

#11 Cherry - Night
(ISU School Weekdays) – Year 1

CyRide proposes to provide new evening trips, **as highlighted in yellow**, to the #11 Cherry route, by operating a bus every 40 minutes during the weekday evenings between 6:20 pm – 10:06 pm from Mortensen Turnaround into Iowa State University (ISU) campus. This route will operate only when Iowa State University holds school-year classes or approximately 160 weekdays out of the year.

CyRide anticipates that this route will generate 350 daily riders on this new evening service given that it serves apartments in high-density areas along Mortensen, Steinbeck and Dickenson.

CyRide anticipates a healthy ridership over ISU class days during the evenings as residents become more and more aware of the new trips and how they serves them. (See Exhibit B – Cherry Route for route alignment details.)

#11 Cherry (Night Service)				
ISU Class Days and Finals Days Only				
Added Night trips shown below				
Mortensen Turnaround	Lincoln Way & Beedle	Union Drive	Lincoln Way & Marshall	Mortensen Turnaround
6:20	6:27	6:33	6:38	6:46
7:00	7:07	7:13	7:18	7:26
7:40	7:47	7:53	7:58	8:06
8:20	8:27	8:33	8:38	8:46
9:00	9:07	9:13	9:18	9:26
9:40	9:47	9:53	9:58	10:06
10:20	10:27	10:33	10:38	10:46

The following information provides operation-specific data for these additional trips:

#11 Cherry Weekday (Night Trips)

Hours of Service: 4.5

Number of Trips: 7

Avg. Passengers/Trip (Year 1): 50

Miles/Trip: 6.6

Miles: 46.2

Days of Operation/Year: 160 (ISU Class & Finals days only)

Ridership: 350 daily rides (50 pass/trip * 7 trips)

This route will serve the following commercial, residential and university destinations as illustrated within Exhibit B:

- **#11 Cherry(Added Frequency):** Mortensen Heights, The Madison, Creative Spirits Ames, Café Milo, Haverkamp Properties Apartments, West Towne Pub, All Iowa Attack Basketball Fieldhouse, Ames-Fitness Center-West, Hilton Garden Inn Ames, Kum & Go, Sleep Inn & Suites, Hilton Garden Inn Ames, West Village Apartments, Perfect Games, Westown Courts, Sukup Basketball Complex, , Israel Family Hospice House, Christopher Gartner Park, Formative Years Growing and Learning, Kum & Go, Ames Woman’s Club, Hickory Ridge Apartments, Hy-Vee Gas, Kwik Connection, Wells Fargo Bank, Hy-Vee West, Ames Driver’s License Station, McFarland Express Care, McDonalds, Alpha Copies and Print Center, Szechuan House, Central Iowa Vapors, Erbert and Gerberts, Family Video, Uni-Mart, Papa John’s, Pammell Grocery & Grill, First National Bank, Apen Ames, Community of Christ, Dunkin Donuts, US Bank ATM, Ames Intermodal Facility, Collegiate United Methodist Church, ISU Campustown Businesses (86 total); <http://www.amescampustown.com/>, Student Services, Iowa State University west campus.

Added Emissions Factors

The project emissions in Exhibit G are calculated based on the required Iowa DNR's current vehicle emission factors data posted on the Iowa DOT's ICAAP website

Conclusion

The advantages of supporting this grant application can provide numerous benefits to the City of Ames/Iowa State University/Story County through:

- Increased transit service coverage
- Improved transit trips during the evening
- Improved air quality with fewer single-occupant cars and technologically-improved bus engines

While students are committed to paying for the improved services required to meet their higher transit demands, unanticipated financial increases in the double-digits would be needed to support these new evening trips. Unanticipated ridership and financial increases occur when

reliable enrollment numbers are not available until only a few weeks after the fall semester begins. ICAAP funding will allow student fees to increase more gradually, so that at the end of the three year allowance, funding will be sufficient to continue these services into the future.

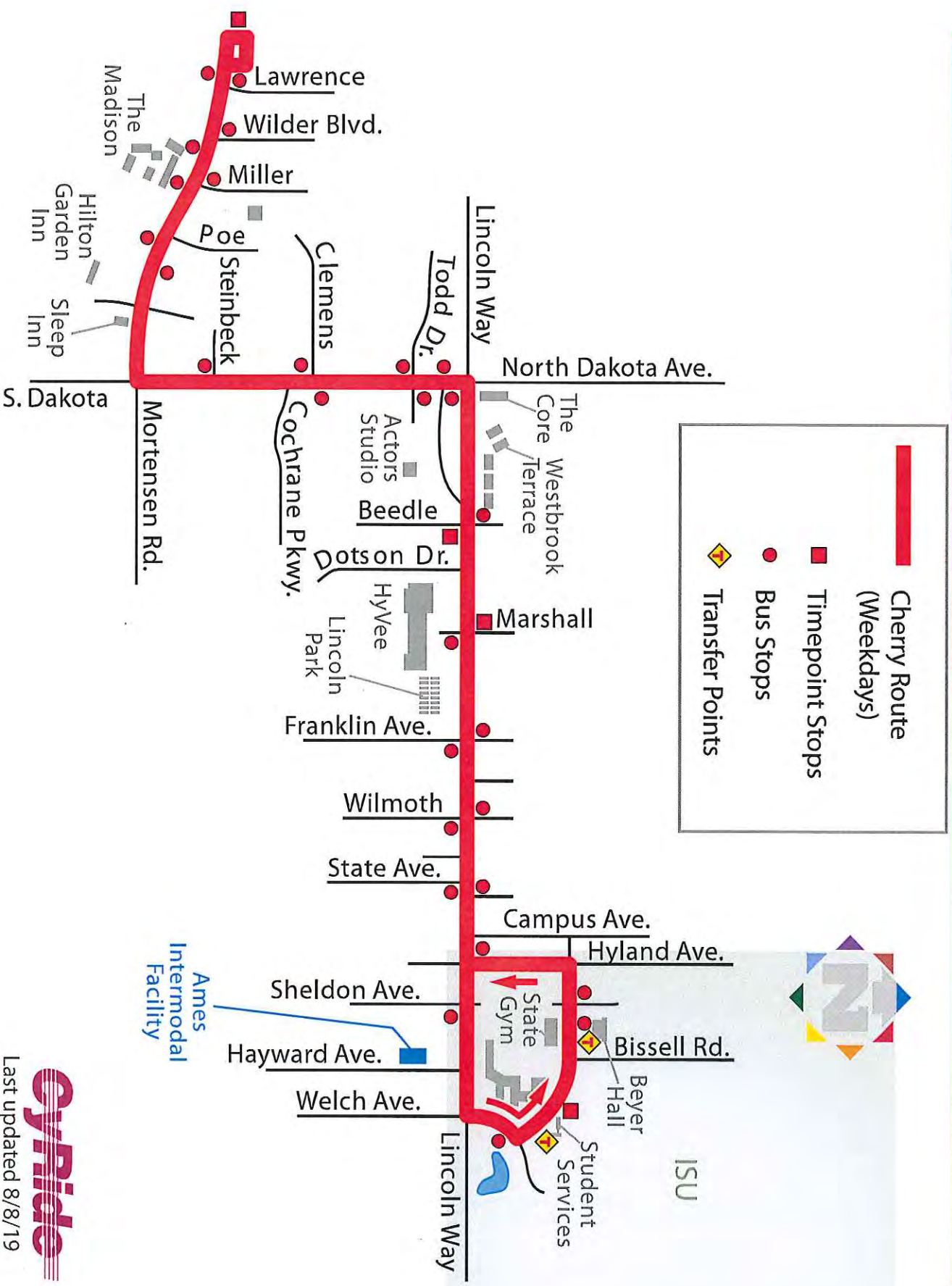
Without funding for this service enhancement, CyRide would drop passengers along S. Dakota leaving residents with a long walk back to their homes. Additional evening trips were one of the most requested improvements during the initial implementation of service in 2018-2019. The evening service on Cherry should be added to work in tandem with #1 Red night service route to handle evening demand in this west Ames area. CyRide estimates that approximately 56,000 new rides would be generated from these extra trips provided between west Ames and campus throughout a single year.

CyRide encourages the Iowa DOT to provide support for this night route expansion (first year request for ICAAP funding) along these high-density corridors.

CHERRY ROUTE

11 Effective August 19, 2019

Exhibit B - Route Map



CyRide
Added Trips (#11 Cherry - Night)
Budget

Activity Cost

OPERATING:

#11 Cherry Weekday Route (NIGHT – ISU School Days Only)

YEAR 1 – (Request for service beginning October 2020); Service Began 8/2019 (100% funded by CyRide)

Costs calculated below by inflating first year costs by 3% for 2020.

Driver Wages – \$28,411 (Yr. 1*) x 1.03 (Yr. 2) =	\$29,263
Consumables – \$11,295 (Yr. 1*) x 1.03 (Yr. 2) =	\$11,634
SUBTOTAL	\$40,897
Less Fares	
0.2 riders/trip x 7 trips x 160 days x *\$0.87 average resident fare =	(\$194)
49.8 riders/trip x 7 trips x 160 days x \$0.00 fare (Free ISU ID card) =	(\$0)
YEAR 1 SUBTOTAL Cherry- Night (less fares) =	\$40,703

SUBTOTAL OPERATING	40,703
TOTAL COST	\$40,703
ICAAP Share	<u>\$32,562</u>
CyRide Share (assured)	\$8,141

NOTES:

* **Year 1 Cherry Night Costs: #11 Cherry Night – Added Trips (Began in 8/2019 via 100% local funding)**
 Driver Wages – 4.5 hrs./day x 160 days x \$39.46/hr = \$28,411
 Consumables – 6.6 miles/trip x 7 trips/day x 160 days x \$1.528/mile = \$11,295

** **Average Resident Fare** = Average Cash Deposits/Average Residents Boarding Paying Cash = \$4,040/4,738 = \$0.87
 (See “Comparison of Cash/Deposits and Use of Tickets FY2019 Avg.” with calculations highlighted in yellow)
 CyRide decreased its fares in May 2018 from \$1.25 to \$1.00 and its half fares from \$.60 to \$.50. Therefore, the FY2019 average fares are more representative for upcoming services in FY2020. CyRide’s full fare was increased to \$1.25 between January 2012 and May 2018.

Please note: CyRide does not bill for indirect costs.

Comparison of Cash/Deposits and Use of Tickets
FY2019

Account # 550-1100-345.42-00
Fixed Route Fares

From:	To:	Deposit	Cash Fares	Rides/Day	Avg. Fare	Cash/Day	RF Ticket	FF Ticket	RF Percent	FF Percent	RF/Day	FF/Day
7/6/18	7/24/2018	\$ 3,607.78	5,261	277	\$ 0.69	\$ 189.88	1801	441	80.3%	19.7%	94.8	23.2
7/25/18	8/7/18	\$ 3,029.41	3,956	283	\$ 0.77	\$ 216.39	1208	328	78.6%	21.4%	86.3	23.4
8/8/18	8/21/18	\$ 5,525.75	4,605	329	\$ 1.20	\$ 394.70	801	367	68.6%	31.4%	57.2	26.2
8/22/18	9/5/18	\$ 4,836.26	5,055	337	\$ 0.96	\$ 322.42	716	391	64.7%	35.3%	47.7	26.1
9/6/18	9/18/18	\$ 4,119.32	4,770	367	\$ 0.86	\$ 316.87	915	322	74.0%	26.0%	70.4	24.8
9/19/18	10/2/18	\$ 4,039.31	4,719	337	\$ 0.86	\$ 288.52	962	310	75.6%	24.4%	68.7	22.1
10/3/18	10/16/18	\$ 4,863.76	4,976	355	\$ 0.98	\$ 347.41	924	288	76.2%	23.8%	66.0	20.6
10/17/18	10/30/18	\$ 4,411.83	4,949	354	\$ 0.89	\$ 315.13	893	256	77.7%	22.3%	63.8	18.3
10/31/18	11/14/18	\$ 3,411.21	5,170	345	\$ 0.66	\$ 227.41	822	284	74.3%	25.7%	54.8	18.9
11/15/18	11/27/18	\$ 3,396.23	3,318	255	\$ 1.02	\$ 261.25	478	162	74.7%	25.3%	36.8	12.5
11/28/18	12/11/18	\$ 4,196.11	4,531	324	\$ 0.93	\$ 299.72	852	287	74.8%	25.2%	60.9	20.5
12/12/18	1/8/19	\$ 5,168.96	7,008	250	\$ 0.74	\$ 184.61	1054	336	75.8%	24.2%	37.6	12.0
1/9/19	1/22/19	\$ 4,119.89	4,218	301	\$ 0.98	\$ 294.28	590	284	67.5%	32.5%	42.1	20.3
1/23/19	2/5/19	\$ 3,898.84	3,925	280	\$ 0.99	\$ 278.49	509	314	61.8%	38.2%	36.4	22.4
2/6/19	2/19/19	\$ 4,240.94	4,737	338	\$ 0.90	\$ 302.92	687	371	64.9%	35.1%	49.1	26.5
2/20/19	3/5/19	\$ 4,382.58	4,793	342	\$ 0.91	\$ 313.04	624	376	62.4%	37.6%	44.6	26.9
3/6/19	3/19/19	\$ 4,211.23	4,579	327	\$ 0.92	\$ 300.80	647	203	76.1%	23.9%	46.2	14.5
3/20/19	4/2/19	\$ 3,438.35	4,948	353	\$ 0.69	\$ 245.60	1010	272	78.8%	21.2%	72.1	19.4
4/3/19	4/16/19	\$ 4,332.65	5,103	365	\$ 0.85	\$ 309.48	767	228	77.1%	22.9%	54.8	16.3
4/17/19	4/30/19	\$ 3,771.30	4,379	313	\$ 0.86	\$ 269.38	779	241	76.4%	23.6%	55.6	17.2
5/1/19	5/14/19	\$ 3,583.64	4,941	353	\$ 0.73	\$ 255.97	766	239	76.2%	23.8%	54.7	17.1
5/15/19	6/4/19	\$ 3,867.25	6,354	303	\$ 0.61	\$ 184.15	949	328	74.3%	25.7%	45.2	15.6
6/5/19	6/20/19	\$ 3,119.40	5,404	338	\$ 0.58	\$ 194.96	1134	279	80.3%	19.7%	70.9	17.4
6/21/19	7/2/19	\$ 5,110.24	3,496	291	\$ 1.46	\$ 425.85	992	249	79.9%	20.1%	82.7	20.8
7/3/19	7/17/19	\$ 3,576.47	4,090	273	\$ 0.87	\$ 238.43	872	244	78.1%	21.9%	58.1	16.3
7/18/19	7/30/19	\$ 2,791.00	3,894	300	\$ 0.72	\$ 214.69	1125	188	85.7%	14.3%	86.5	14.5
7/31/19	8/13/19	\$ 2,040.47	4,163	297	\$ 0.49	\$ 145.75	870	257	77.2%	22.8%	62.1	18.4
8/14/19												
1/1/00												
Avg. before 1/2012		\$ 3,763	4,398	486	\$ 0.86	\$ 399.60	508	245	67.5%	32.5%	54	27
Avg. after 1/2012		\$ 4,626	4,569	318	\$ 1.01	\$ 324.64	944	489	65.9%	34.1%	65	34
Average FY2014		\$ 5,176	4857	343	\$ 1.06	\$ 365.50	825	557	59.5%	40.5%	59	39
Average FY2015		\$ 4,501	4402	305	\$ 1.03	\$ 315.22	973	541	63.5%	36.5%	68	38
Average FY2016		\$ 4,089	3877	282	\$ 1.06	\$ 300.73	931	501	64.8%	35.2%	67	36
Average FY2017		\$ 4,464	4317	283	\$ 1.05	\$ 296.32	1085	564	63.6%	36.4%	70	37
Average FY2018		\$ 3,914	3796	270	\$ 1.04	\$ 283.48	997	454	67.8%	32.2%	68	32
Average FY2019		\$ 4,040	4738	319	\$ 0.87	\$ 276.63	880	292	74.4%	25.6%	59	20

Added Trips
(#11 Cherry - Night)
Schedule

Activity

Completion Date

Service Begins (1st year ICAAP*)

October 1, 2020

Service Ends (1st year ICAAP*)

September 30, 2021


* This is Year 1 request for ICAAP funding for Cherry weekday night service.

* If approved for Year 1 ICAAP funding, CyRide anticipates requesting two more additional years of ICAAP funding for this service.

CyRide
Added Trips (#11 Cherry - Night)
Official Certification

The Ames Transit Agency (CyRide) Board of Trustees certifies that it shall:

- (1) commit the necessary local matching funding for project implementation and
- (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.



Juan Bibiloni-Rivera, Ames Transit Agency President

8/8/2019

Date

CyRide
Added Trips (#11 Cherry - Night)
MPO Resolution DRAFT

The Ames Area Metropolitan Planning Organization (AAMPO) approved and endorsed this project on September 24, 2019 with a resolution approving this grant. The resolution is attached.

The ICAAP application form (Form 230017; page 3 or 6) requires that the project or program be identified in the fiscally constrained transportation plan (TIP) and requires the document to be submitted with the application. However, the ICAAP handbook has been revised to state that “Awarded projects” must be added to approved MPO TIP’s and STIP’s (See below).

*https://iowadot.gov/systems_planning/pdf/ICAAP_Application_Handbook.pdf (page 5):
Awarded projects must be added to approved MPO or RPA transportation improvement programs (TIPs) and Iowa’s Statewide Transportation Improvement Program (STIP).*

Therefore, once this ICAAP project has been formally approved by the Iowa DOT Commission (early January 2020), the funding will be amended and approved by the MPO in the AAMPO’s FY2020 Transportation Improvement Program in order to begin transferring the federal funding from FHWA to FTA and gain formal grant approval from the Federal Transit Administration.

Added Trips (#11 Cherry - Night) Emissions Calculation

Calculation/Assumption	Factors	CO	VOC (HC)	NOx
Net Project Cost	\$40,703			
Cherry Night Net Operating Cost	\$40,703			
Operating for One Year - \$40,703				
Number of Years In Project - Operating	1			
#11 Cherry Route Service Assumptions				
Number of days/Yr. in Project (ISU Classdays & Finals Days)	160			
Avg. Rd-Trip Commute (Miles*)	6.6			
# Daily Trips	7			
# Riders/Trip	50			
Number of Daily Miles	46.2			
Total Estimated Avg. Daily Ridership	350			
Total Cars Taken From Roadway Weekdays (1.2/car)	292			
Emission Reduction By Riders Taking LILAC				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length*		91.34	13.6158	6.8112
#11 Cherry: Gross Red. x 160 days x Cars From Roadway x 1 year		4,262,720	635,404	317,856
Total LDGV Emissions Reduced		4,262,720	635,404	317,856
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV Emissions x 46.2 miles/day x 160 days x 1 year		40,981	6,764	75,221
TOTAL (40' Bus) HDDV Emissions		40,981	6,764	75,221
Net Reduction for Cherry Night:		4,221,739	628,640	242,635
Cost Effectiveness for Cherry Night		\$ 9.64	\$ 64.75	\$ 167.75
Net Reduction for Project :				
		4,221,739	628,640	242,635
Total Reduction for Project - kg/project		4,221.7	628.6	242.6
Net Reduction Per Year:		4,221,739	628,640	242,635
Total Reduction Per Year - kg/year		4,221.7	628.6	242.6
Cost Effectiveness:				
Total Project Cost		\$40,703		
One Yr. Project Total Cost= (\$40,703/1)		\$40,703		
CO		\$9.64		
VOC		\$64.75		
NOx		\$167.75		

* Based on statistics, riders are riding the entire Cherry routes to reach their destination

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.

The City of Ames has an 10.24% Asian population and any new route expansion on high capacity corridors will certainly have a positive impact on this minority and LEP group living within the Ames community. Specifically, the routes in west Ames travels along the Mortensen, Steinbeck and Dickensen corridors in west Ames which have developed into a high capacity corridors where a majority of university students reside in high residential apartment complexes. The residents living in these apartments along these corridors will be provided transportation directly to central ISU campus. While this service is designed to serve the general public, Ames residents of all races and genders living within the community will benefit from this grant application and service.

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.

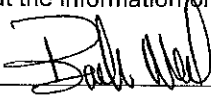
- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

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.

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

Name Barb Neal



Title Interim Transit Director

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.

Iowa Department of Transportation Clean Air Attainment Funds Application

Added Midday Trips #12 Lilac - Midday

Submitted to:

IOWA DOT

By:

**AMES TRANSIT AGENCY (CYRIDE)
601 N. University Blvd.
Ames, Iowa 50010**

October 1, 2019



Form 230017 (2-18)

PROJECT APPLICATION IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

General information

Applicant agency Ames Transit Agency

Contact person
(name and title) Barb Neal, Interim Transit Director

Street address and/or
box number 601 N. University Blvd.

City Ames State IA ZIP code 50010

Telephone number 515-239-5563 Email bneal@cyride.com

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

Applicant agency _____

Contact person
(name and title) _____

Street address and/or
box number _____

City _____ State _____ ZIP code _____

Telephone number _____ Email _____

Project information

Project title #12 Lilac - Midday

Project description (including length, if applicable).

In August 2018, CyRide redesigned and implemented new bus services traveling in west Ames area including a new #12 Lilac route that operated peak hour service only. In August 2019, CyRide added midday trips to the #12 Lilac route due to additional demand from residents. Therefore, this ICAAP request is for this mid-day service only for service beginning in August 2020.

*Project priority (1 = highest priority: 3 (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.))

*Assign the proposed project to one or more of the following categories (check one or more).

- | | |
|--|--|
| <input type="checkbox"/> Transportation-related project in the State Implementation Plan (SIP) | <input type="checkbox"/> Shared-ride |
| <input type="checkbox"/> Transportation control measure (TCM) | <input type="checkbox"/> Bicycle pedestrian facility or program |
| <input type="checkbox"/> Traffic flow improvement (intersection, signalization, other) | <input type="checkbox"/> Pedestrian facility or program |
| <input type="checkbox"/> Planning and project development | <input type="checkbox"/> Intermodal freight |
| <input type="checkbox"/> Travel demand management (TDM) | <input type="checkbox"/> Passenger |
| <input checked="" type="checkbox"/> Transit-related improvement | <input type="checkbox"/> Alternative fuels |
| | <input type="checkbox"/> Vehicle inspection and maintenance program |
| | <input type="checkbox"/> Outreach activity (education, advertising, or technical assistance) |

*Is the project consistent with the State Implementation Plan for air quality and nonattainment areas? Yes No Not applicable

*Is the project consistent with the metropolitan planning organization's (MPO) local congestion management plan? Yes No Not applicable

*Is the project consistent with the MPO regional planning affiliation (RPA) statewide long-range transportation plan? Yes No Not applicable

Notes: ¹Requires public agency as co-sponsor of application.

²The term "project" means any ICAAP infrastructure or program proposal.

³The Iowa Department of Transportation will use the priority ratings to reflect the sponsor.

Project cost (an itemized breakdown must be included on an attached sheet)

Total cost \$38,411.00

ICAAP Fund request \$30,728.00

Applicant match (25 percent minimum) \$7,683.00

	List of all applicant match sources	Amount	Assured or anticipated (date anticipated)
1.	CyRide Operating Budget	\$7,683.00	Assured - Beginning 7/1/2020
2.	Passenger Fares	\$194.00	Anticipated - Beginning 10/2020
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions.

Estimated project development schedule

Design Start date _____ Completion date _____

Land acquisition Start date _____ Completion date _____

Construction Start date _____ Completion date _____

Has any part of this project been started? Yes No

If yes, please explain.

CyRide began the first year of service in August 2019 with 100% local funding from CyRide. If funded, this ICAAP expansion would fund the second year of services from October 2020 through September 2021.

How do you plan to measure the success of this project?

Four evaluation methods will be used: 1) Passenger Ridership 2) Customer Comments 3) Passengers per hour and 4) Total Emissions saved

Required documentation and narrative information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A **narrative** assessing existing congestions/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion, reduce travel or single occupant vehicle usage, and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or particulate matter?
- B. A **detailed map** identifying the location of the project and clearly differentiating the subject project from any past or future project phases.
- C. An **itemized breakdown** of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: First, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- D. A **time schedule** for the total project development.
- E. An **official endorsement** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the required matching funds. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- F. An **adopted formal resolution** from the appropriate metropolitan planning organization (MPO) or regional planning affiliation declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process. (For MPOs, the project or program must be identified in the fiscally constrained transportation plan and, if applicable, the congestion management plan in transportation management areas.)
- G. **Calculations** for vehicle emission reductions and total project cost-effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (carbon monoxide, volatile organic compounds, oxides of nitrogen as nitrogen dioxide, and, if applicable, particulate matter). Project sponsor must calculate the cost-effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and source of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa Department of Natural Resources and consistent with the U.S. Environmental Protection Agency's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the Iowa DOT's ICAAP website at: https://www.iowadot.gov/systems_planning/icaap.htm.
- H. Completed **Minority Impact Statement** attached to application.

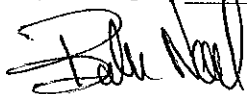
The award of ICAAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of ICAAP funding and authorize a complete recovery of any funds previously disbursed.

Certification

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 authority. I understand the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa DOT is required before such funding assistance can be authorized for use in implementing the project.

Representing the Ames Transit Agency



Signature

Name of applicant's governing authority

Aug 30, 2019

Date

Barb Neal, Interim Transit Director

Typed name and title
Governing authority official

Aug 30, 2019

Date

CyRide

#12 Lilac- Midday Added Trips

Narrative

Background

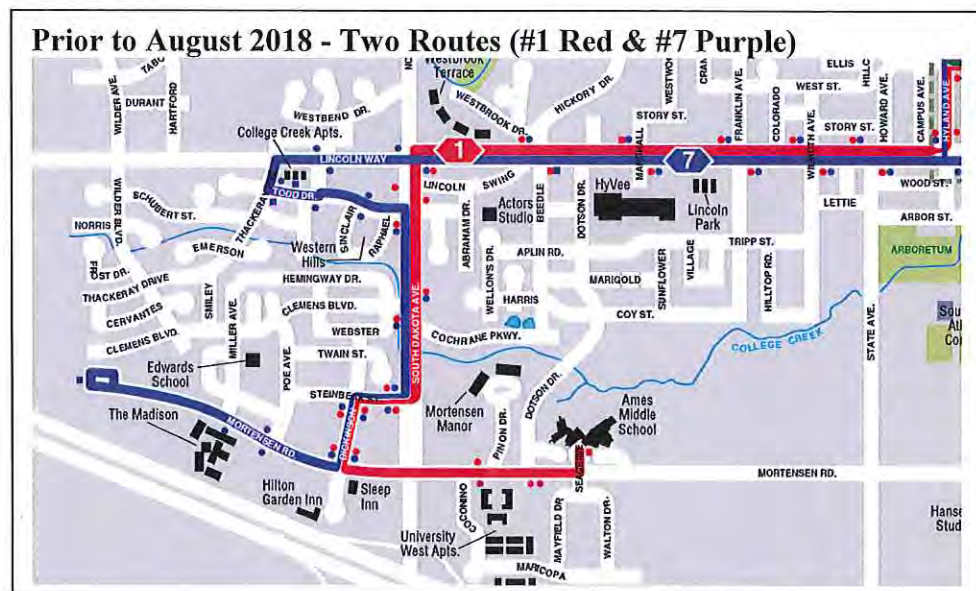
Ames Transit Agency (d.b.a CyRide) directly operates fixed route services that are open to the general public within the Ames community including Iowa State University (ISU). The amount of transit service in this small community, of approximately 65,000 is unusually high as a result of the intensive use by university students. To accommodate this high transit demand, CyRide operates 18 hours a day with service frequencies between 4 – 40 minutes. **However in the last six years, ISU enrollment has grown by 22% from 28,682 students to approximately 35,000! During this same timeframe, CyRide’s ridership has grown by over 1.6 million passengers.**

High density apartment complexes are rapidly being built off-campus, but where CyRide’s routes may provide limited or virtually no transit service. **The result of this growth has been an overwhelming demand for student housing followed by an immediate reactionary demand for additional transit service wherever these apartment complexes are established.** In a community where riding transit is now part of the city’s culture, the residents living in these high-density apartment complexes expect frequent and quality transit services to an even greater degree than they did in past years.

Prior to August 2018, the #1 Red and #7 Purple routes, shown connecting with other routes traveling throughout the community accommodated all transit rides between west Ames and Iowa State University (ISU) campus with over 1.5 million riders annually on just these two routes.

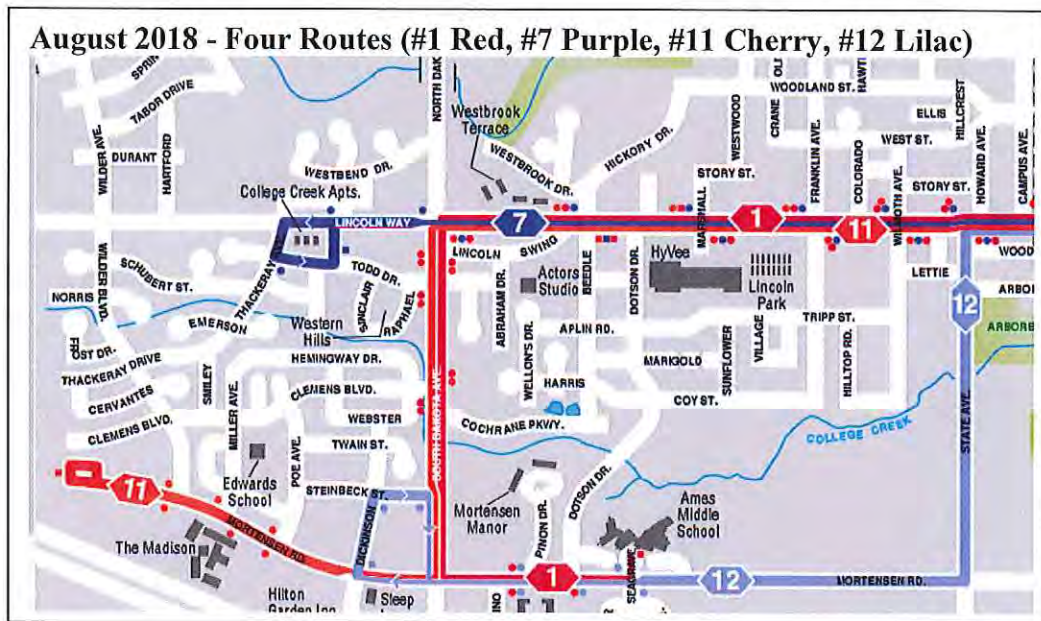
The #1 Red could be best described as the “workhorse of west Ames” providing transit service from 6:30am until 12:30am the following day and accommodated the majority of the west Ames residents.

The #7 Purple Route provided “minimal service with only six published trips” (3 morning/3 afternoon) during the peak hours and



was utilized mainly to provide additional capacity for Red route riders between west Ames and university campus during the peak hours.

In May 2017, CyRide completed its first ever transit [system redesign study](https://www.cyrider.com/system-redesign) (<https://www.cyrider.com/system-redesign>) for their entire transit service and residents located in west Ames demanded additional transit service operating along Mortensen, Steinbeck, Dickenson, S. Dakota and Lincoln Way into campus. CyRide hired an outside consultant to provide expertise in how to operate a transit system originally developed for 4 million riders and adapt it for a system currently carrying over 6 million passengers. **CyRide essentially approved the redesign completed in the study in west Ames by offering 4 different bus routes along these modified corridors thereby breaking up the #1 Red's "workhorse duties" into four different high-frequency service routes (#1 Red, #7 Purple, #11 Cherry & #12 Lilac), which began in August 2018. (see routes below)**



Under the CyRide 2.0 service changes implemented in August 2018, the #12 Lilac route initially only offered peak hour service between the hours of 7:05am – 10:13am AND afternoon service from 2:35pm – 5:23pm. CyRide subsequently requested and received ICAAP funding to receive reimbursement for the Lilac – peak hour reimbursement for the second year of this routes operation that just began in August 2019. However due to overwhelming requests by the public, CyRide added mid-day trips to this route that began in August 2019 funded at 100% with CyRide’s local budget due to demand for these trips and overcrowding on #11 Cherry.

Therefore, this ICAAP application request is for new #12 Lilac mid-day trips only for service beginning in August 2020.

Project Description/Justification

Grant Request
Added Trips - #12 Lilac- Midday

The funding request below is for additional midday trips for the **#12 Lilac** route implemented in west Ames during Iowa State University class days. These services were initially implemented in August 2019 with 100% CyRide local funds. ICAAP guidelines allow transit agencies to fund three years of services within the first five years of service. The Board’s initial approval for this additional service was in January 2019 for the FY2019 budget after the ICAAP’s October 2018 grant application deadline.

This ICAAP request is for midday Lilac’s second year of operation (1st Year ICAAP) for service beginning October 2020 through September 2021.

The information below describes CyRide’s full request for the operating of the #12 Lilac – Midday service.

**#12 Lilac – Midday
 (ISU School Weekdays) – Year 1**

CyRide proposes to provide new mid-day trips, as highlighted in yellow, to the #12 Lilac route, by operating a bus every 40 minutes during the weekday between 10:05am – 2:33pm from Steinbeck-Dickenson-Mortensen into Iowa State University (ISU) campus. This route will operate only when Iowa State University holds school-year classes or approximately 160 weekdays out of the year.

CyRide anticipates that this route will generate 350 daily riders on this new service given that it serves apartments in high-density areas along Mortensen, Steinbeck and Dickenson.

CyRide anticipates a healthy ridership over ISU class days as residents become more and more aware of the new route and how it serves them. (See Exhibit B – Lilac Route for route alignment details.)

#12 Lilac (Weekday Service)		
ISU Class Days and Finals Days Only		
Added Mid-day Trips		
Mortensen / Dickinson	Student Services	Mortensen / Dickinson
7:05	7:18	7:33
7:25	7:38	7:53
7:45	7:58	8:13
8:05	8:18	8:33
8:25	8:38	8:53
8:45	8:58	9:13
9:05	9:18	9:33
9:25	9:38	9:53
9:45	9:58	10:13
10:05	10:18	10:33
10:45	10:58	11:13
11:25	11:38	11:53
12:05	12:18	12:33
12:45	12:58	1:13
1:25	1:38	1:53
2:05	2:18	2:33
2:35	2:48	3:03
2:55	3:08	3:23
3:15	3:28	3:43
3:35	3:48	4:03
3:55	4:08	4:23
4:15	4:28	4:43
4:35	4:48	5:03
4:55	5:08	5:23
- - -	- - -	- - -

The following information provides operation-specific data for this new route:

#12 Lilac Weekday (Peak Only)

Hours of Service: 4.5

Number of New Trips: 7

Avg. Passengers/Trip (Year 1): 50

Miles/Trip: 5.3

Miles: 37.1

Days of Operation/Year: 160 (ISU Class & Finals days only)

Ridership: 350 daily rides (50 pass/trip* 7 trips)

This route will serve the following commercial, residential and University destinations as illustrated within Exhibit B:

- **#12 Lilac (New Route):** West Towne Pub, All Iowa Attack Basketball Fieldhouse, Ames-Fitness Center-West, Hilton Garden Inn Ames, Kum & Go, Sleep Inn & Suites, Hilton Garden Inn Ames, The Rose of Ames, The Waterford at Ames, West Village Apartments, Perfect Games, Westown Courts, Sukup Basketball Complex, University West Apartments, Ames Middle School, Southwest Athletic Complex, Dunkin Donuts, US Bank ATM, Ames Intermodal Facility, Collegiate United Methodist Church, ISU Campustown Businesses (86 total); <http://www.amescampustown.com/>, Student Services, Iowa State University west campus.

Added Emissions Factors

The project emissions in Exhibit G are calculated based on the required Iowa DNR's current vehicle emission factors data posted on the Iowa DOT's ICAAP website

Conclusion

The advantages of supporting this grant application can provide numerous benefits to the City of Ames/Iowa State University/Story County through:

- Increased transit service coverage
- Improved transit trips during the midday
- Improved air quality with fewer single-occupant cars and technologically-improved bus engines

While students are committed to paying for the improved services required to meet their higher transit demands, unanticipated financial increases in the double-digits would be needed to support these new midday trips. Unanticipated ridership and financial increases occur when reliable enrollment numbers are not available until only a few weeks after the fall semester begins. ICAAP funding will allow student fees to increase more gradually, so that at the end of the three year allowance, funding will be sufficient to continue these services into the future.

Without funding for this service enhancement, CyRide may need to leave passengers at the bus stops as capacity on the buses is already at its maximum along these corridors. Additional mid-

day trips were one of the most requested improvements during the initial implementation of service in 2018-2019. The mid-day service on Lilac should be added to work in tandem with #1 Red and #11 Cherry routes to handle mid-day demand in this area. CyRide estimates that approximately 56,000 new rides would be generated from these extra trips provided between west Ames and campus throughout a single year.

CyRide encourages the Iowa DOT to provide support for this mid-day route expansion (first year request for ICAAP funding) along these high-density corridors.

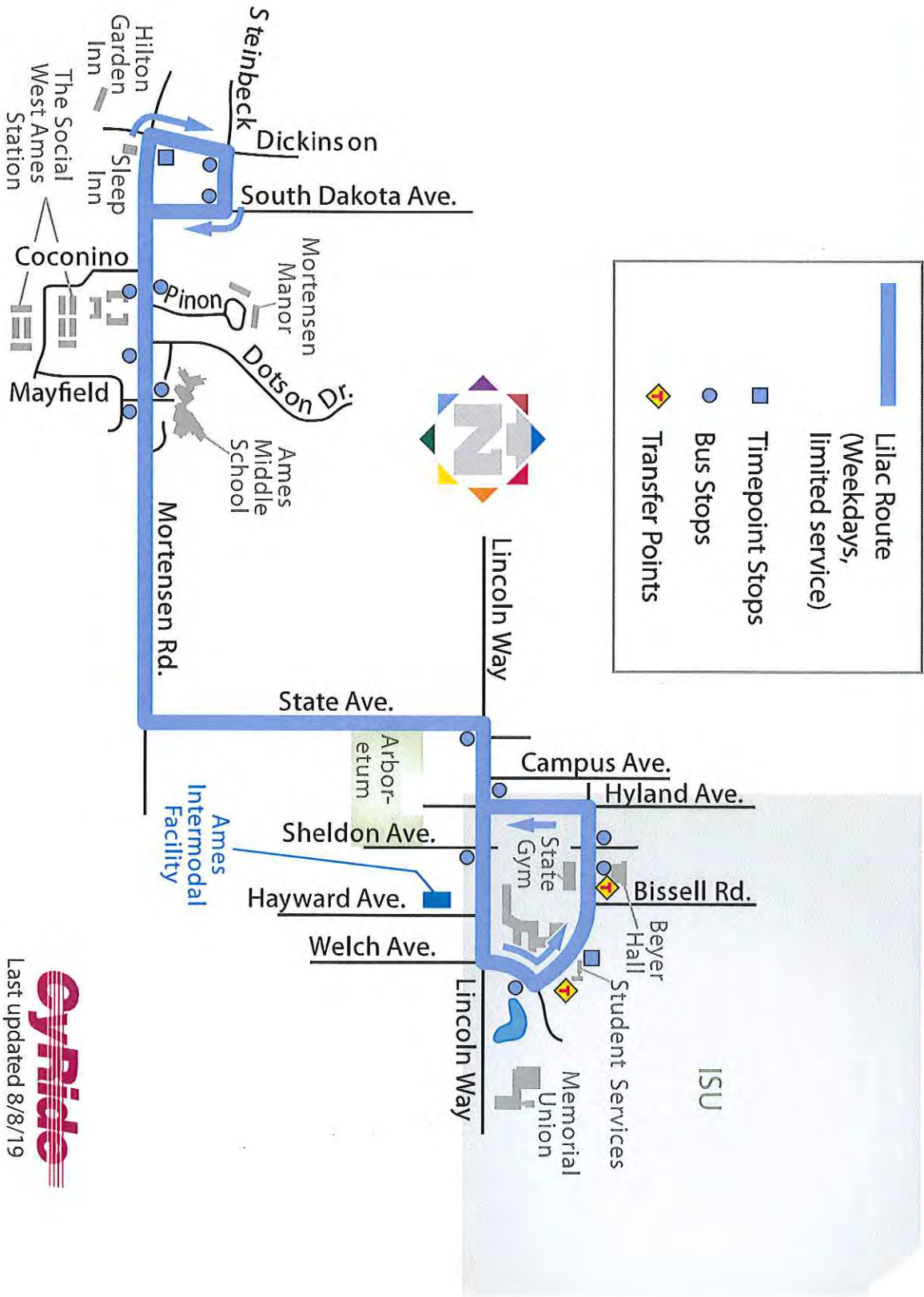
LILAC ROUTE

12

Effective August 26, 2019

Exhibit B - Route Map

- Lilac Route (Weekdays, limited service)
- Timepoint Stops
- Bus Stops
- Transfer Points



CyRide Added Trips (#12 Lilac - Midday) Budget

<u>Activity</u>	<u>Cost</u>
OPERATING:	
#12 Lilac Weekday Route (MID-DAY – ISU School Days Only)	
YEAR 1 – (Request for service beginning October 2020);	
Service Began 10/1/2019-9/30/2020 (100% funded by CyRide)	
Costs calculated below by inflating first year costs by 3%.	
Driver Wages – \$28,411 (Yr. 1*) x 1.03 (Yr. 2) =	\$29,263
Consumables – \$9,070 (Yr. 1*) x 1.03 (Yr. 2) =	<u>\$9,342</u>
SUBTOTAL	\$38,605
Less Fares	
0.2 riders/trip x 7 trips x 160 days x *\$0.87 average resident fare =	(\$194)
49.8 riders/trip x 7 trips x 160 days x \$0.00 fare (Free ISU ID card) =	<u>(\$0)</u>
YEAR 1 SUBTOTAL LILAC- Midday (less fares) =	\$38,411

SUBTOTAL OPERATING	38,411
TOTAL COST	\$38,411
ICAAP Share	<u>\$30,728</u>
CyRide Share (assured)	\$7,683

NOTES:

- * **Year 1 LILAC Costs: #12 Lilac Midday-Additional Mid-day Trips (Began in 8/2019 via 100% local funding)**

Driver Wages – 4.5 hrs./day x 160 days x \$39.46/hr =	\$28,411
Consumables – 5.3 miles/trip x 7 trips/day x 160 days x \$1.528/mile =	\$9,070

- ** **Average Resident Fare** = Average Cash Deposits/Average Residents Boarding Paying Cash = \$4,040/4,738 = \$0.87
 (See “Comparison of Cash/Deposits and Use of Tickets FY2019 Avg.” with calculations highlighted in yellow)
 CyRide decreased its fares in May 2018 from \$1.25 to \$1.00 and its half fares from \$.60 to \$.50. Therefore, the FY2019 average fares are more representative for upcoming services in FY2020. CyRide’s full fare was increased to \$1.25 between January 2012 and May 2018.

Please note: CyRide does not bill for indirect costs.

Added Trips
(#12 Lilac - Midday)
Schedule

<u>Activity</u>	<u>Completion Date</u>
Service Begins (1st year ICAAP*)	October 1, 2020
Service Ends (1st year ICAAP*)	September 30, 2021

* This is Year 1 request for ICAAP funding for Lilac weekday mid-day service.

* If approved for Year 1 ICAAP funding, CyRide anticipates requesting two more additional years of ICAAP funding for this service.

CyRide
Added Trips (#12 Lilac - Midday)
Official Certification

The Ames Transit Agency (CyRide) Board of Trustees certifies that it shall:

- (1) commit the necessary local matching funding for project implementation and
- (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.



Juan Bibiloni-Rivera, Ames Transit Agency President

8/8/2019

Date

CyRide
Added Trips (#12 Lilac - Midday)
MPO Resolution DRAFT

The Ames Area Metropolitan Planning Organization (AAMPO) approved and endorsed this project on September 24, 2019 with a resolution approving this grant. The resolution is attached.

The ICAAP application form (Form 230017; page 3 or 6) requires that the project or program be identified in the fiscally constrained transportation plan (TIP) and requires the document to be submitted with the application. However, the ICAAP handbook has been revised to state that “Awarded projects” must be added to approved MPO TIP’s and STIP’s (See below).

*https://iowadot.gov/systems_planning/pdf/ICAAP_Application_Handbook.pdf (page 5):
Awarded projects must be added to approved MPO or RPA transportation improvement programs (TIPs) and Iowa’s Statewide Transportation Improvement Program (STIP).*

Therefore, once this ICAAP project has been formally approved by the Iowa DOT Commission (early January 2020), the funding will be amended and approved by the MPO in the AAMPO’s FY2020 Transportation Improvement Program in order to begin transferring the federal funding from FHWA to FTA and gain formal grant approval from the Federal Transit Administration.

Added Trips (#12 Lilac - Midday) Emissions Calculation

Calculation/Assumption	Factors	CO	VOC (HC)	NOx
Net Project Cost	\$38,411			
Lilac Midday Net Operating Cost	\$38,411			
Operating for One Year - \$38,411				
Number of Years In Project - Operating	1			
#12 Lilac Midday Route Service Assumptions				
Number of days/Yr. in Project (ISU Classdays & Finals Days)	160			
Avg. Rd-Trip Commute (Miles*)	5.3			
# Daily Trips	7			
# Riders/Trip	50			
Number of Daily Miles for Lilac	37.1			
Total Estimated Avg. Daily Ridership	350			
Total Cars Taken From Roadway Weekdays (1.2/car)	292			
Emission Reduction By Riders Taking LILAC - Midday				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length*		73.35	10.9339	5.4696
#12 Lilac Midday: Gross Red. x 160 days x Cars From Roadway x 1 year		<u>3,423,093</u>	<u>510,249</u>	<u>255,248</u>
Total LDGV Emissions Reduced (#12 Lilac Route)		3,423,093	510,249	255,248
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV #12 Lilac Emissions x 37.1 miles/day x 160 days x 1 year		32,909	5,431	60,405
TOTAL (40' Bus) HDDV Emissions		32,909	5,431	60,405
Net Reduction for LILAC Midday ROUTE :		3,390,184	504,817	194,843
Cost Effectiveness for LILAC - Midday		\$ 11.33	\$ 76.09	\$ 197.14
Net Reduction for Project :				
Total Reduction for Project - kg/project		3,390.2	504.8	194.8
Net Reduction Per Year:		3,390,184	504,817	194,843
Total Reduction Per Year - kg/year		3,390.2	504.8	194.8
Cost Effectiveness:				
Total Project Cost		\$38,411		
One Yr. Project Total Cost= (\$38,411/1)		\$38,411		
CO		\$11.33		
VOC		\$76.09		
NOx		\$197.14		

* Based on statistics, riders are riding the entire Lilac Mid-day route to reach their destination

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.

The City of Ames has an 10.24% Asian population and any new route expansion on high capacity corridors will certainly have a positive impact on this minority and LEP group living within the Ames community. Specifically, the routes in west Ames travels along the Mortensen, Steinbeck and Dickensen corridors in west Ames which have developed into a high capacity corridors where a majority of university students reside in high residential apartment complexes. The residents living in these apartments along these corridors will be provided transportation directly to central ISU campus. While this service is designed to serve the general public, Ames residents of all races and genders living within the community will benefit from this grant application and service.

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.

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

Name Barb Neat 

Title Interim Transit Director

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.

Iowa Department of Transportation Clean Air Attainment Funds Application

Added Night Trips (#6 Brown - Night)

Submitted to:

IOWA DOT

By:

**AMES TRANSIT AGENCY (CYRIDE)
601 N. University Blvd.
Ames, Iowa 50010**

October 1, 2019



Form 230017 (2-18)

PROJECT APPLICATION IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)

General information

Applicant agency Ames Transit Agency

Contact person
(name and title) Barh Neal, Interim Transit Director

Street address and/or
box number 601 N. University Blvd.

City Ames State IA ZIP code 50010

Telephone number 515-239-5563 Email bneal@cyride.com

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

Applicant agency _____

Contact person
(name and title) _____

Street address and/or
box number _____

City _____ State _____ ZIP code _____

Telephone number _____ Email _____

Project information

Project title #11 Cherry - Night

Project description (including length, if applicable).
In August 2018, CyRide redesigned its bus services throughout Ames area which included adding service until 8:00pm on the #6 Brown route. However, the community desired even later trips along this route due to evening university evening classes and meetings. As a result, CyRide added additional night service trips in August 2019 to the #6 Brown route due to additional demand from residents between North Grand Mall and Towers residence halls (partial segment of the full route). Therefore, this ICAAP request is for these additional night service trips for service beginning in August 2020 for this portion of the route.

*Project priority (1 = highest priority; 4 _____) (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.)³

*Assign the proposed project to one or more of the following categories (check one or more).

- | | |
|--|--|
| <input type="checkbox"/> Transportation-related project in the State Implementation Plan (SIP) | <input type="checkbox"/> Shared-ride |
| <input type="checkbox"/> Transportation control measure (TCM) | <input type="checkbox"/> Bicycle pedestrian facility or program |
| <input type="checkbox"/> Traffic flow improvement (intersection, signalization, other) | <input type="checkbox"/> Pedestrian facility or program |
| <input type="checkbox"/> Planning and project development | <input type="checkbox"/> Intermodal freight |
| <input type="checkbox"/> Travel demand management (TDM) | <input type="checkbox"/> Passenger |
| <input checked="" type="checkbox"/> Transit-related improvement | <input type="checkbox"/> Alternative fuels |
| | <input type="checkbox"/> Vehicle inspection and maintenance program |
| | <input type="checkbox"/> Outreach activity (education, advertising, or technical assistance) |

*Is the project consistent with the State Implementation Plan for air quality and nonattainment areas? Yes No Not applicable

*Is the project consistent with the metropolitan planning organization's (MPO) local congestion management plan? Yes No Not applicable

*Is the project consistent with the MPO regional planning affiliation (RPA) statewide long-range transportation plan? Yes No Not applicable

Notes: ¹Requires public agency as co-sponsor of application.
²The term "project" means any ICAAP infrastructure or program proposal.
³The Iowa Department of Transportation will use the priority ratings to reflect the sponsor.

Project cost (an itemized breakdown must be included on an attached sheet)

Total cost \$36,385.00
ICAAP Fund request \$29,108.00
Applicant match (25 percent minimum) \$7,277.00

	List of all applicant match sources	Amount	Assured or anticipated (date anticipated)
1.	CyRide Operating Budget	\$7,277.00	Assured - Beginning 7/1/2020
2.	Passenger Fares	\$111.00	Anticipated - Beginning 10/2020
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions.

Estimated project development schedule

Design Start date _____ Completion date _____
Land acquisition Start date _____ Completion date _____
Construction Start date _____ Completion date _____

Has any part of this project been started? Yes No

If yes, please explain.

CyRide began the first year of service in August 2019 with 100% local funding from CyRide. If funded, this ICAAP expansion would fund the second year of services from October 2020 through September 2021.

How do you plan to measure the success of this project?
Four evaluation methods will be used: 1) Passenger Ridership 2) Customer Comments 3) Passengers per hour and 4) Total Emissions saved

Required documentation and narrative information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A **narrative** assessing existing congestions/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion, reduce travel or single occupant vehicle usage, and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or particulate matter?
- B. A **detailed map** identifying the location of the project and clearly differentiating the subject project from any past or future project phases.
- C. An **itemized breakdown** of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: First, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- D. A **time schedule** for the total project development.
- E. An **official endorsement** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the required matching funds. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- F. An **adopted formal resolution** from the appropriate metropolitan planning organization (MPO) or regional planning affiliation declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process. (For MPOs, the project or program must be identified in the fiscally constrained transportation plan and, if applicable, the congestion management plan in transportation management areas.)
- G. **Calculations** for vehicle emission reductions and total project cost-effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (carbon monoxide, volatile organic compounds, oxides of nitrogen as nitrogen dioxide, and, if applicable, particulate matter). Project sponsor must calculate the cost-effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and source of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa Department of Natural Resources and consistent with the U.S. Environmental Protection Agency's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the Iowa DOT's ICAAP website at: https://www.iowadot.gov/systems_planning/icaap.htm.
- H. Completed **Minority Impact Statement** attached to application.

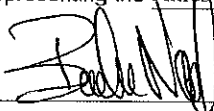
The award of ICAAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of ICAAP funding and authorize a complete recovery of any funds previously disbursed.

Certification

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 authority. I understand the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa DOT is required before such funding assistance can be authorized for use in implementing the project.

Representing the Ames Transit Agency


Signature

Name of applicant's governing authority

Aug 30, 2019

Date

Barb Neal, Interim Transit Director

Typed name and title
Governing authority official

Aug 30, 2019

Date

CyRide
(#6 Brown - Night)
Added Trips

Narrative

Background

Ames Transit Agency (d.b.a CyRide) directly operates fixed route services that are open to the general public within the Ames community including Iowa State University (ISU). The amount of transit service in this small community, of approximately 65,000 is unusually high as a result of the intensive use by university students. To accommodate this high transit demand, CyRide operates 18 hours a day with service frequencies between 4 – 40 minutes. **However in the last six years, ISU enrollment has grown by 22% from 28,682 students to approximately 35,000! During this same timeframe, CyRide’s ridership has grown by over 1.6 million passengers.**

In May 2017, CyRide completed its first ever [system redesign study](https://www.cyride.com/system-redesign) (<https://www.cyride.com/system-redesign>) and residents along the #6 Brown route demanded later evening transit service along these corridors through the public input process. As a result of the entire service modifications, CyRide offered later evening service until 8:00 p.m. on the entire #6 Brown route to the ISU Research Park. This allowed employees to work in this area later at night as well as served major apartment complexes in the University Blvd. corridor. However, Iowa State University had expanded its evening classes as late as 10:00 pm and the campus Library remained open until midnight. Thus, there still remained gaps in service and residents were still complaining that they couldn’t travel via bus back home in the evening from campus.

Due to overwhelming requests by the public, CyRide added additional night trips to this route, between Towers – Campus – North Grand Mall - that began in August 2019 funded at 100% with CyRide’s local budget due to demand for these evening trips until 10:00 p.m. While the service does not serve the ISU Research Park area, the LEP community is served that live along Stange and Bloomington north of campus.

Therefore, this ICAAP application request is only for **#6 Brown night trips** between Towers and North Grand Mall beginning in August 2020.

Project Description/Justification

Grant Request
Added Trips - #6 Brown - Night

The funding request below is for additional evening trips for the **#6 Brown** route implemented between Towers residence halls – ISU campus - North Grand Mall during Iowa State University class days. This service was initially implemented in August 2019 with 100% CyRide local funds. ICAAP guidelines allow transit agencies to fund three years of services within the first five years of service. The Board’s initial approval for this additional service was in January 2019 for the FY2019 budget after the ICAAP’s October 2018 grant application deadline.

This ICAAP request is for **evening #6 Brown’s** second year of operation (1st Year ICAAP) for service beginning October 2020 through September 2021.

The information below describes CyRide’s full request for the operating of the **#6 Brown – Night** service.

#6 Brown – Night
(ISU School Weekdays) – Year 1

CyRide proposes to provide new evening trips for the #6 Brown route, by operating a bus every 30 minutes during the weekday evenings between 8:00 pm – 10:30 pm operating between Towers residence halls – Iowa State University (ISU) campus – North Grand Mall. (This route will not travel the route segment between Towers and the ISU Research Park after 8:00 p.m.) Additionally, this route will operate only when Iowa State University holds school-year classes or approximately 160 weekdays out of the year.

Below is the additional trips that were added for Brown North and Brown South services.

#6 Brown South (Night Service)					
ISU Class Days and Finals Days Only					
(Added Night trips shown below)					
North Grand Mall	Aspen & Stange	Kildee Hall	Friley Hall	Lynn & Knapp	Towers Turnaround
8:00	8:08	8:15	8:20	8:22	8:25
8:30	8:38	8:45	8:50	8:52	8:55
9:00	9:08	9:15	9:20	9:22	9:25
9:30	9:38	9:45	9:50	9:52	9:55

#6 Brown North (Night Service)					
ISU Class Days and Finals Days Only					
(Added Night trips shown below)					
Towers Turnaround	Lynn & Knapp	Student Services	Bessey Hall	Aspen & Stange	North Grand Mall
8:30	8:32	8:34	8:39	8:45	8:53
9:00	9:02	9:04	9:09	9:15	9:23
9:30	9:32	9:34	9:39	9:45	+
10:00	10:02	10:04	10:09	10:15	+

CyRide anticipates that this route will generate 180 daily riders on this added evening service given that it serves apartments and university housing in high-density areas along Bloomington, Stange, and Welch. Specifically, there is a large limited English proficient group living in the Schilletter Village and University Village university housing complexes along Stange. This has a high concentration of Mandarin Chinese speaking residents that would benefit from additional service on the #6 Brown route. Specifically, they noted that evening connections to the Walmart and North Grand Mall areas were essential for their shopping needs.

CyRide anticipates a healthy ridership over ISU class days during the evenings as residents become more and more aware of the new trips and how they serves them. (See Exhibit B – Brown Route for route alignment details.)

The following information provides operation-specific data for these additional trips:

#6 Brown Weekday (Night Trips)

Hours of Service: 3.8

Number of Trips: 4

Avg. Passengers/Trip (Year 1): 45

Miles/Trip: 11.7

Miles: 46.8

Days of Operation/Year: 160 (ISU Class & Finals days only)

Ridership: 180 daily rides (45 pass/trip * 4 trips)

This route will serve the following commercial, residential and university destinations as illustrated within Exhibit B:

- **#6 Brown (Added Night Trips):** Towers Residence Halls, Welch Road apartments, ISU Campustown Businesses (86 total); <http://www.amescampustown.com/>, Greek Housing, Memorial Union, ISU Campus (Student Services, Union Drive Association, Kildee/Bessey Halls), Fredrickson Court (high residential housing), University Village (high residential housing), Schilletter Village (high residential housing, Ames Fitness Center North, Somerset Veterinary Hospital, Wallaby's Bar & Grille, El Azteca, Mainstream Living, Dentistry at Somerset, Brick City Grill, Fareway Grocery, Somerset Village (high residential housing), WalMart, JCPenney, Kohl's, TJ Maxx, North Grand Mall (<https://northgrandmall.com/>) businesses.

Added Emissions Factors

The project emissions in Exhibit G are calculated based on the required Iowa DNR's current vehicle emission factors data posted on the Iowa DOT's ICAAP website

Conclusion

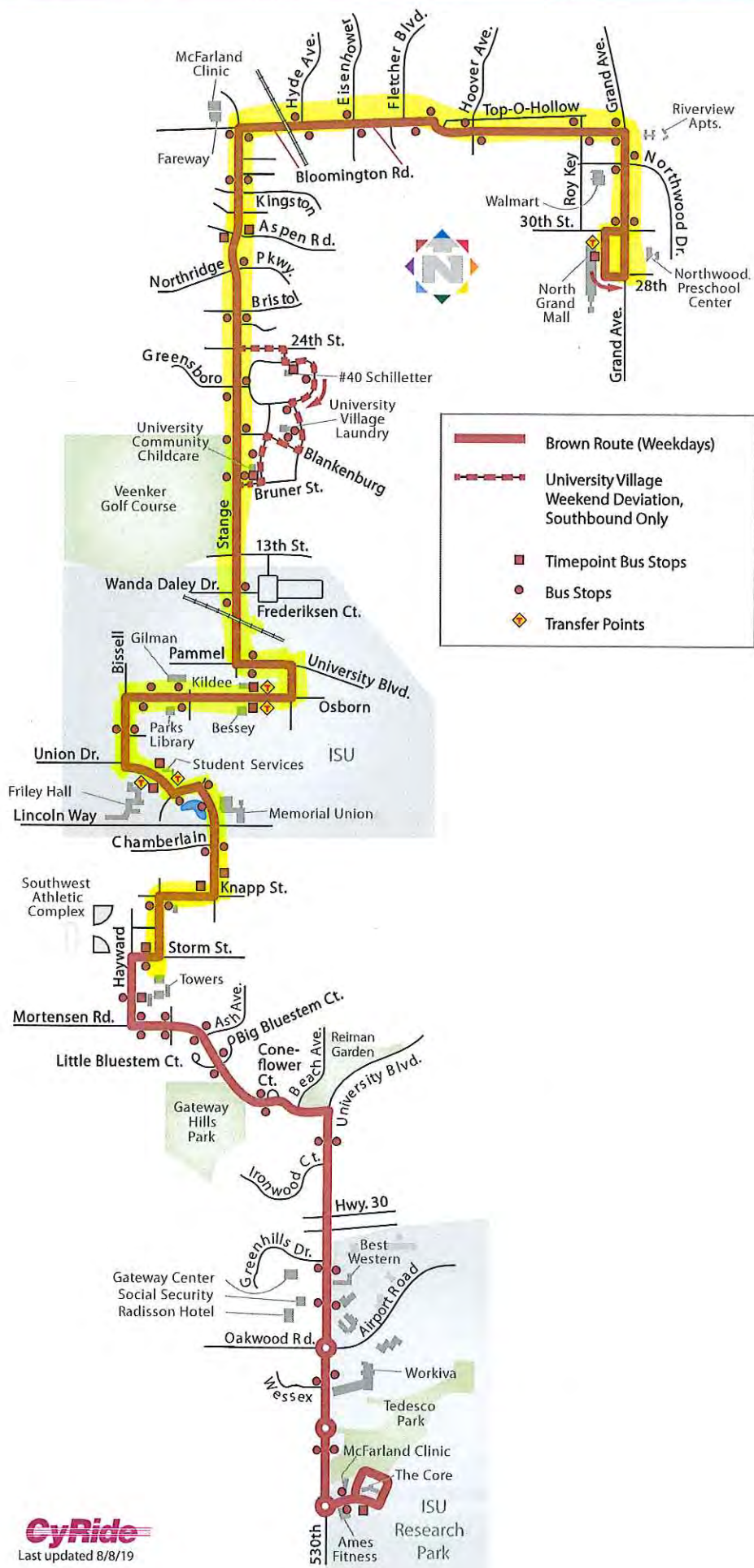
The advantages of supporting this grant application can provide numerous benefits to the City of Ames/Iowa State University/Story County through:

- Increased transit service coverage
- Improved transit trips during the evening
- Improved air quality with fewer single-occupant cars and technologically-improved bus engines

While students are committed to paying for the improved services required to meet their higher transit demands, unanticipated financial increases in the double-digits would be needed to support these new evening trips. Unanticipated ridership and financial increases occur when reliable enrollment numbers are not available until only a few weeks after the fall semester begins. ICAAP funding will allow student fees to increase more gradually, so that at the end of the three year allowance, funding will be sufficient to continue these services into the future.

Without funding for this service enhancement, passengers would either need to walk home after evening classes or find a ride from a friend. Additional evening trips were one of the most requested improvements during the initial implementation of service in 2018-2019. The evening service on Brown should be added to allow later evening services to these areas of the LEP community. CyRide estimates that approximately 28,800 new rides would be generated from these extra trips provided along the Brown route corridors throughout a single year.

CyRide encourages the Iowa DOT to provide support for this night route expansion (first year request for ICAAP funding) along these high-density corridors and LEP community living in Schilletter/University Villages.



CyRide
Added Trips (#6 Brown - Night)
Budget

Activity Cost

OPERATING:

#6 Brown Weekday Route (NIGHT – ISU School Days Only)

YEAR 1 – (Request for service beginning October 2020); Service Began 8/2019 (100% funded by CyRide)

Costs calculated below by inflating first year costs by 3% for 2020.

Driver Wages – \$23,992 (Yr. 1*) x 1.03 (Yr. 2) =		\$24,711
Consumables – \$11,442 (Yr. 1*) x 1.03 (Yr. 2) =		<u>\$11,785</u>
SUBTOTAL		\$36,496
Less Fares		
0.2 riders/trip x 4 trips x 160 days x *\$0.87 average resident fare =		(\$111)
49.8 riders/trip x 4 trips x 160 days x \$0.00 fare (Free ISU ID card) =		<u>(\$0)</u>
YEAR 1 SUBTOTAL Brown - Night (less fares) =		\$36,385

SUBTOTAL OPERATING	36,385
---------------------------	---------------

TOTAL COST	\$36,385
ICAAP Share	<u>\$29,108</u>
CyRide Share (assured)	\$7,277

NOTES:

* **Year 1 Brown Night Costs: #6 Brown Night – Added Trips (Began in 8/2019 via 100% local funding)**

Driver Wages – 3.8 hrs./day x 160 days x \$39.46/hr =	\$23,992
Consumables – 11.7 miles/trip x 4 trips/day x 160 days x \$1.528/mile =	\$11,442

** **Average Resident Fare** = Average Cash Deposits/Average Residents Boarding Paying Cash = \$4,040/4,738 = \$0.87
 (See “Comparison of Cash/Deposits and Use of Tickets FY2019 Avg.” with calculations highlighted in yellow)
 CyRide decreased its fares in May 2018 from \$1.25 to \$1.00 and its half fares from \$.60 to \$.50. Therefore, the FY2019 average fares are more representative for upcoming services in FY2020. CyRide’s full fare was increased to \$1.25 between January 2012 and May 2018.

Please note: CyRide does not bill for indirect costs.

**Added Trips
(#6 Brown - Night)
Schedule**

Activity

Completion Date

Service Begins (1st year ICAAP*)

October 1, 2020

Service Ends (1st year ICAAP*)

September 30, 2021

* This is Year 1 request for ICAAP funding for Brown weekday night service.

* If approved for Year 1 ICAAP funding, CyRide anticipates requesting two more additional years of ICAAP funding for this service.

CyRide
Added Trips (#6 Brown - Night)
Official Certification

The Ames Transit Agency (CyRide) Board of Trustees certifies that it shall:

- (1) commit the necessary local matching funding for project implementation and
- (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.



Juan Bibiloni-Rivera, Ames Transit Agency President

8/8/2019

Date

CyRide
Added Trips (#6 Brown - Night)
MPO Resolution DRAFT

The Ames Area Metropolitan Planning Organization (AAMPO) approved and endorsed this project on September 24, 2019 with a resolution approving this grant. The resolution is attached.

The ICAAP application form (Form 230017; page 3 or 6) requires that the project or program be identified in the fiscally constrained transportation plan (TIP) and requires the document to be submitted with the application. However, the ICAAP handbook has been revised to state that “Awarded projects” must be added to approved MPO TIP’s and STIP’s (See below).

*https://iowadot.gov/systems_planning/pdf/ICAAP_Application_Handbook.pdf (page 5):
Awarded projects must be added to approved MPO or RPA transportation improvement programs (TIPs) and Iowa’s Statewide Transportation Improvement Program (STIP).*

Therefore, once this ICAAP project has been formally approved by the Iowa DOT Commission (early January 2020), the funding will be amended and approved by the MPO in the AAMPO’s FY2020 Transportation Improvement Program in order to begin transferring the federal funding from FHWA to FTA and gain formal grant approval from the Federal Transit Administration.

Added Trips (#6 Brown- Night Emissions Calculation

Calculation/Assumption	Factors	CO	VOC (HC)	NOx
Net Project Cost	\$36,385			
Brown Night Net Operating Cost	\$36,385			
Operating for One Year - \$40,703				
Number of Years In Project - Operating	1			
#6 Brown Route Service Assumptions				
Number of days/Yr. in Project (ISU Classdays & Finals Days)	160			
Avg. Rd-Trip Commute (Miles*)	11.7			
# Daily Trips	4			
# Riders/Trip	45			
Number of Daily Miles	46.8			
Total Estimated Avg. Daily Ridership	180			
Total Cars Taken From Roadway Weekdays (1.2/car)	150			
Emission Reduction By Riders Taking LILAC				
Emission Factor (30 mph) - LDGV		13.84	2.063	1.032
Emission Factor x Avg. Commute Length*		161.93	24.1371	12.0744
#6 Brown: Gross Red. x 160 days x Cars From Roadway x 1 year		<u>3,886,272</u>	<u>579,290</u>	<u>289,786</u>
Total LDGV Emissions Reduced		3,886,272	579,290	289,786
Emission Increase For Standard Buses:				
Emission Factor (10 mph) - HDDV		5.544	0.915	10.176
(40' Bus) HDDV Emissions x 46.8 miles/day x 160 days x 1 year		<u>41,513</u>	<u>6,852</u>	<u>76,198</u>
TOTAL (40' Bus) HDDV Emissions		41,513	6,852	76,198
Net Reduction for Brown Night:		3,844,759	572,439	213,588
Cost Effectiveness for Brown Night		\$ 9.46	\$ 63.56	\$ 170.35
Net Reduction for Project :				
Total Reduction for Project - kg/project		3,844.8	572.4	213.6
Net Reduction Per Year:		3,844,759	572,439	213,588
Total Reduction Per Year - kg/year		3,844.8	572.4	213.6
Cost Effectiveness:				
Total Project Cost		\$36,385		
One Yr. Project Total Cost= (\$40,703/1)		\$36,385		
CO		\$9.46		
VOC		\$63.56		
NOx		\$170.35		

* Based on statistics, riders are riding the entire Brown route to reach their destination

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.

The City of Ames has an 10.24% Asian population and any new route expansion on high capacity corridors will certainly have a positive impact on this minority and LEP group living within the Ames community. Specifically, the Brown route directly serves LEP community living along Stange Road in Schilleter/ University Villages. The residents living in these areas will be provided transportation directly to central ISU campus, campustown and shopping area along the route later in the evening providing a positive impact on this transit dependent population. While this service is designed to serve the general public, Ames residents of all races and genders living within the community will benefit from this grant application and service.

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.

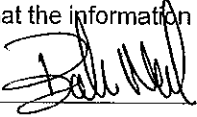
Indicate which groups are impacted.

- 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.

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

Name Barb Neal  _____

Title Interim Transit Director _____

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.

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

SUBJECT: SAFETY PERFORMANCE TARGETS 2016 – 2020

BACKGROUND:

As required by the FAST Act, the Iowa Department of Transportation was required to establish safety measures for five metrics. The Iowa Department of Transportation has submitted the State Highway Safety Improvement Program (HSIP) annual report to the Federal Highway Administration as of August 31, 2019. The report included the State's 2016-2020 safety targets for the required performance measures as follows:

Performance Measures	Five Year Rolling Averages	
	2014-2018 Baseline	2016-2020 Target
Number of Fatalities	337.4	345.8
Fatality Rate*	1.046	1.011
Number of Serious Injuries	1,499.1	1,396.2
Serious Injury Rate*	4.497	4.083
Non-Motorized Fatalities and Serious Injuries	134.2	138.1

**Rates are per 100 million vehicle miles traveled (VMT)*

Similar to the process last year, AAMPO is required within 180 days of the State's submission of the safety performance measures (by February 27, 2020), to adopt safety performance targets. The previous year, AAMPO agreed to support the State's target by agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT target for that performance measure

The performance measures apply to all public roadways within the AAMPO, regardless of classification or ownership. The AAMPO will be required to reflect the performance measures and targets in all Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The current update to the LRTP will report system performance measure progress towards achieving these targets. The TIP must describe how project implementation makes progress towards achieving the targets.

ALTERNATIVES:

1. Approve supporting the safety performance targets established by the Iowa Department of Transportation in coordination with Iowa MPOs
2. Direct staff to make quantifiable modifications to the safety performance targets.

ADMINISTRATOR'S RECOMMENDED ACTION:

The Ames Area MPO has participated in coordination meetings with the Iowa Department of Transportation and other Iowa MPOs. These performance measures were developed in a coordinated manner.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

SEPTEMBER 10, 2019

The Regular Meeting of the Ames City Council was called to order by Mayor John Haila at 6:00 p.m. on September 10, 2019, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Present were Council Members Gloria Betcher, Bronwyn Beatty-Hansen, Amber Corrieri, Tim Gartin, David Martin, and Chris Nelson. *Ex officio* Member Devyn Leeson was also in attendance.

Mayor Haila announced that the Council was working off an Amended Agenda. City staff added the following items: Ames High School Request for display of fireworks on September 13, 2019, Second Extension to Memorandum of Understanding for the Provision of an Interface Connection Between City of Ames Computer-Aided Dispatch System and Mobile Intensive Care Services of Mary Greeley Medical Center, and Final Plat for Quarry Estates, 4th Addition.

CONSENT AGENDA: Moved by Corrieri, seconded by Gartin, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving Minutes of Regular Meeting of August 27, 2019
3. Motion approving Report of Change Orders for August 16 - 31, 2019
4. Motion setting the following City Council meeting dates/times:
 - a. December 17, 2019, as Regular Meeting Date and canceling December 24, 2019, Regular Meeting Date
 - b. January 21, 2020, at 5:15 p.m. for CIP Workshop
 - c. January 31, 2020, at 2:00 p.m. for Budget Overview
 - d. February 4, 5, and 6, 2020, at 5:15 p.m. for Budget Hearings
 - e. February 11, 2020, at 5:15 p.m. for Budget Wrap-Up
5. Motion approving new 5-day Class B Beer License (September 21 - 25, 2019) - Christiani's Events LLC, 429 Alumni Lane - PENDING DRAM SHOP
6. Motion approving Class C Liquor License privilege update for Outdoor Service - BN'C Fieldhouse, 206 Welch Avenue, PENDING INSPECTIONS APPROVAL
7. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class B Liquor License with Catering, Outdoor Service and Sunday Sales - Hilton Garden Inn Ames, 1325 Dickinson Avenue
 - b. Class C Liquor License with Catering, Outdoor Service and Sunday Sales - Whiskey River, 132 - 134 Main Street
 - c. Class C Liquor License with Catering, Class B Wine, Outdoor Service and Sunday Sales - +39 Restaurant, Market, & Cantina, 2640 Stange Road
 - d. Class C Liquor License with Outdoor Service and Sunday Sales - Wallaby's Grille, 2733 Stange Road
 - e. Class C Liquor License with Catering and Sunday Sales - Hy-Vee #1 Clubroom, 3800 West Lincoln Way - Clubroom Area
8. Ames High School Requests for display of fireworks on September 13, 2019:
 - a. Motion approving Fireworks Permit for display after football game (approximately 8:15

p.m.)

- b. RESOLUTION NO. 19-471 approving waiver of fee for Fireworks Permit
9. Motion authorizing Mayor to sign letter of support for 400 Main Street LLC to apply for Main Street Iowa Challenge Grant from the Iowa Economic Development Authority in the form of a \$75,000 grant
10. RESOLUTION NO. 19-472 approving Second Extension to Memorandum of Understanding for the Provision of an Interface Connection Between City of Ames Computer-Aided Dispatch System and Mobile Intensive Care Services of Mary Greeley Medical Center
11. RESOLUTION NO. 19-473 approving Change Order No. 5 to Agreement with SCS Engineers of Clive, Iowa, to provide services necessary to convert the City's Steam Electric Plant's Ash Impoundment to comply with EPA regulations
12. RESOLUTION NO. 19-474 approving contract and bond for 2018/19 Asphalt Street Pavement Improvements
13. RESOLUTION NO. 19-475 approving Plat of Survey for 1083 and 1085 Y Avenue (Boone County)
14. RESOLUTION NO. 19-476 approving Plat of Survey for 3310 Cedar Lane
15. RESOLUTION NO. 19-477 approving Plat of Survey for 635 Agg Avenue
16. RESOLUTION NO. 19-478 approving Plat of Survey for 509 and 511 Lincoln Way
17. RESOLUTION NO. 19-479 approving Final Plat for Quarry Estates, 4th Addition
18. RESOLUTION NO. 19-480 accepting completion of the sanitary sewer, public sidewalk, and remaining water items required as a condition for approval of the Final Plat for the Menards Subdivision and releasing financial security being held therefor
19. RESOLUTION NO. 19-481 accepting installation of storm water best management practices (Chapter 5B) and four-year Maintenance Bond for development at 700 SE 16th Street (Menards) and releasing financial security being held therefor

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

PUBLIC FORUM: Mayor Haila opened Public Forum. No one came forward to speak, so he closed Public Forum.

VACATION LODGING SEPARATION STANDARD: Planning and Housing Director Kelly Diekmann said Council had requested staff to draft Guest Lodging Ordinances that would amend the Ames *Municipal Code* Chapter 29 Zoning Ordinance, Chapter 13 Rental Code, and create a new Chapter 35 for Guest Lodging Licensing. City Council had also directed staff to modify the draft ordinances to allow for Vacation Lodging as a principal use, but to apply a minimum of a 1,000-foot buffer between licensed properties in specific single-family zoning districts. However, due to the need for further direction on the proposed standards, the full draft ordinances were not ready for approval.

Mr. Diekmann further advised Council that the key consideration for the proposed 1,000-foot buffer requirement is how to apply it when there could be multiple property owners permitted to file the

application at the same time. Normally, the first complete application submitted would be entitled to complete the process prior to consideration of another competing application. To address the possibility of essentially simultaneous applications, staff had created three approaches for City Council to consider.

Option 1: Date of Complete Application

The default option, absent any other guidance, would be a "first come first served" approach. Once an applicant has registered the property and received approval by the Zoning Board of Adjustment (ZBA) they can proceed to apply for the Guest Lodging License. The License application would be processed by Administrative Services staff by entering it into our permit software system and receiving payment. This process includes a time stamp and would establish the order for review. It is also likely that this option can be implemented through the online portal operated by the Inspections Division so there is no question of who would be in line first to be processed by a Clerk. This option requires no consideration by staff of the merits or intent of the property owner on obtaining a license compared to any other applicant, only its timeliness. This option would also ensure the 1,000-foot separation standard is applied consistently to all properties.

Option 2: Exemption for Initial Application Period

This option is designed to allow an exemption for a short initial application period from the 1,000-foot separation standard. In this situation, staff would propose that only properties that already have a Rental Code Letter of Compliance prior to October 1, 2019, not just in process of registering their property, would be exempt from the 1000-foot separation standard for a Guest Lodging License. They would still be subject to the ZBA review and approval of a Special Use Permit prior to applying for a Guest Lodging License. This option could be accomplished by establishing a limited window to apply Guest Lodging licenses without setting a 1,000-foot buffer and then establish a later date for which all applications are subject to the buffer requirement. A narrow window would be appropriate for this consideration to ensure only those property owners that are truly interested in operating such a use proceed through the process. This option limits the impacts of converting non-rental properties to guest lodging by having a prerequisite of having a current LOC, but would likely allow for substantially more guest lodging establishments overall than the first option.

Option 3: Random Selection for Initial Applications

This option would apply the 1,000-foot separation standard to all applications, but establish a random order for processing applications during an initial application period to establish priority, rather than "first come first served." This option would include a two-week window to accept applications, but no processing of the applications would occur until the two-week period has expired. Staff would randomly select the applications and establish an order for their review and work down the list to address potential separation conflicts. This option would be similar to the results of the first option, but allows for a period to collect applications and then impartially consider the requests in a random order.

City Council Member Tim Gartin asked how the boundaries would work around the higher-density neighborhood areas. Mr. Diekmann said the RH zone would not be restricted by the 1,000 feet, nor would it impact the RL Zone. Mr. Gartin asked for clarification on the difference between the rental housing cap and the guest lodging restrictions. Mr. Diekmann explained that the use of a home exclusively for lodging is not a residential use, so those operating that way are not legal. Also they are not restricting the rent of the property, just the transient home occupation use. Mr. Gartin confirmed that Council isn't taking away anything from the residents, but they are creating a path for use of properties that didn't exist before.

Council Member Chris Nelson explained that the vacation rental is a non-owner-occupied property, with no owner present at any time. Mr. Diekmann said there are hosted home shares and home shares that are resident-occupied which would be separate from this. City Council Member Gloria Betcher asked if the converse is also true, that the vacation lodging is not going to be restricted because there is a hosted home share near it. Mr. Diekmann said it has to be two properties of the same use to be impacted.

Director Diekmann said once the ordinance is in place, the ZBA will meet once a month in the winter. He clarified that applicants first have to complete the registration of the property and complete the initial rental checklist, then can apply for the permit. The ZBA can consider five items at most per night. He advised Council that they will need to plan for an option for ZBA to deal with these, which might include having to request that the ZBA meet twice a month for a couple months to deal with that set of applications. Mr. Martin asked if there is any anticipation for a last-minute contest to apply and a last minute contest to be put on the ZBA agenda. Mr. Diekmann said there will be a delay for processing, so there is no concern regarding last minute applicants.

City Council Member Beatty-Hansen asked if there was a suggestion for a window time frame with Option 2. Mr. Diekmann said the Letter of Compliance (LOC) must be in effect for a specific date - the sooner the better - so there isn't a rush of people applying for the LOC. He recommended a two-week window after ZBA meets.

Mayor Haila advised Council that people need to have a chance to review the ordinance and comment. He opened public comment.

Steve Bock of 661 Xanadu Place, Ames, asked if Airbnb businesses are illegal right now, or if there just is no law in place regarding them. He said people should be able to use their properties as they see fit; if a property owner has a LOC, they should have the ability to do something that someone else can do. He asked what the purpose is of the Vacation Lodging Restrictions, either safety, health, or to protect someone.

After no one else came forward to speak, Mayor Haila closed public comment.

Mr. Diekmann responded to Mr. Bock's questions. He said the platform for finding tenants is not what is illegal; what's not allowed is how long the tenants are there. There's a difference between

living in a house and using a hotel or motel. A bed and breakfast requires the owner to be present. Ms. Beatty-Hansen expounded that there are many types of businesses that are not allowed in a residential home; guest lodging was one of those businesses until now. She said Council is trying to find a path to make it legal within some framework. Mr. Diekmann explained that the properties have to be separated by 1,000 feet, but the 1,000-foot radius circles can overlap.

Ms. Beatty-Hansen said she liked Option 2 because it is not taking away owner-occupied housing. City Council Member Betcher advised if someone hasn't been planning to do vacation lodging and they have a rental home that is currently not occupied, they could take advantage of the vacation lodging, but then they would lose long-term renter capability. She said approving this might work against Council's goals to convert rental properties back to single-family homes. Ms. Beatty-Hansen asked if a landlord could go back and forth between rental and vacation lodging. Mr. Diekmann said if a property hasn't been used for guest lodging for the majority of the year, the property owner must reapply for the Special Use Permit.

Mr. Gartin asked if City staff had ever enforced the legality of the vacation lodging properties. Mr. Diekmann said it has not been enforced for the last one and a-half years, pending the outcome of this ordinance. Mr. Gartin said if City staff does not enforce something for a long enough time, it might create the perception that it's allowed. Ms. Betcher said another concern is that none of the vacation homes listed fewer than six people who could stay in that residence, so they would already be in violation of the Rental Ordinance component.

Mr. Martin asked how the outcome would be different between Option 2 and what was discussed at the last meeting to not carve out an exemption for current practitioners. Mr. Diekmann said the difference is that the ZBA members aren't saying the applicant gets to do it; the property owners still have to apply and meet the standards and it will continue forward as a licensing requirement.

Ms. Betcher asked if it would put more of a burden on higher-rental-density neighborhoods. Mr. Diekmann said it could cause more properties to be approved in concentrated areas with Option 2 than with the other two options. Ms. Betcher said she is concerned for stability of neighborhood and erosion of community in those neighborhoods where houses are being purchased for the purpose of vacation lodging. She said Option 1 and Option 3 maintain the radius from the minute the applications are open, but they do reward the people who came in at the last minute instead of the people who had been planning for this and had been ready to submit their applications at the same moment. She asked if the randomization would make it less likely that people can claim infringement of property rights. City Attorney Mark Lambert said the randomization would not increase the gravity of the argument on infringement of rights; each application would be subject to chance.

Mr. Nelson asked if they could add a stipulation that the applicant has to have owned the property in the past to prevent last-minute purchases. Council Member Corrieri asked if Option 5, to show proof that the property has already been operating as a short-term rental could be applied if Council moves forward with Option 2. Mr. Diekmann said it is recommended not to do that because there

have been people who have called to ask if they can operate a short-term rental, and they have been told no. Those people would already be at a disadvantage for following the direction they were given by the City; so if you followed the rules, you would be precluded, which does not seem fair.

Moved by Corrieri, seconded by Gartin, to approve Option 2.

Mr. Diekmann said he needs to know how long Council will allow people to apply after they have gotten their Special Use Permit. Ms. Corrieri said the October 1 date is already part of the motion and two weeks is fine if everyone else agrees.

Ms. Betcher asked if there is a reason not to set it back so people aren't rushing to apply for LOCs. Ms. Corrieri said it's a pretty quick turn-around, so she is leaving the motion as is. Mayor Haila said the goal of Council is to acknowledge those who are operating right now and try to protect the neighborhoods from excessive quantities of vacation rentals.

Vote on Motion: 5-1. Voting aye: Martin, Gartin, Nelson, Beatty-Hansen, Corrieri. Voting nay: Betcher. Motion declared carried.

Planning Director Diekmann said City staff's recommendation is to not hold the hearing on the Zoning Code amendments and to not continue it date-specific. His expectation is that the Ordinance would be ready no sooner than October 8, 2019, but cannot guarantee that date tonight.

HEARING ON PROPOSED AMENDMENTS TO THE ZONING CODE (CHAPTER 29) AND THE RENTAL CODE (CHAPTER 13) AND THE CREATION OF A NEW CHAPTER 35 TO ESTABLISH ZONING DEFINITIONS, STANDARDS, AND ENFORCEMENT PROCEDURES FOR PERMITTING/LICENSING OF GUEST LODGING IN SPECIFIC ZONING DISTRICTS:

Moved by Beatty-Hansen, seconded by Betcher, to continue hearing to a date uncertain.

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

HEARING ON 415 STANTON AVENUE CONTRACT REZONING AGREEMENT: Mr. Diekmann informed Council that the applicant was not able to obtain the out-of-town owners' signatures necessary to proceed with the public hearings on the Contract Rezoning Agreement.

Moved by Beatty-Hansen, seconded by Betcher to continue the hearing to the September 24, 2019, agenda.

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

HEARING ON 2018/19 TRAFFIC SIGNAL PROGRAM (U.S. HWY. 30 WESTBOUND OFF-RAMP AND SOUTH DAKOTA AVENUE): Mayor Haila opened the public hearing. Seeing no one who wished to speak, he closed the public hearing.

Moved by Betcher, seconded by Beatty-Hansen, to approve Alternative No. 1, thereby approving

RESOLUTION NO. 19-482 accepting the report of bids, approving final plans and specifications and awarding a contract to Iowa Signal, Inc., of Grimes, Iowa, in the amount of \$199,688.43. Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON PROPOSED AMENDMENT TO ZONING CODE RELATED TO BICYCLE PARKING INCENTIVES IN COMMERCIAL AND INDUSTRIAL AREAS: Ms. Betcher asked if the distance of 150 feet from the entrance to the properties suggested has to be on the subject property or if remote parking could be arranged. Mr. Diekmann said it has to be on the property itself. Staff would not want to give credit for a reduction for something that they can't control offsite.

Mr. Gartin asked if staff had received any feedback on this item. Mr. Diekmann said the level of outreach was the normal notice to the development community to make them aware of the text amendments. He said he has not heard any feedback from that notice. The Planning and Zoning Commission looked into this and made its recommendation after quite a bit of discussion. He said staff did not seek substantial feedback.

Mayor Haila declared the public hearing open. Since no one came forward to speak, he closed the public hearing.

Moved by Nelson, seconded by Corrieri, to approve first passage of an ordinance related to providing bicycle parking, including within a front yard and allowing for a parking reduction of one parking space for every six qualified bicycle parking spaces for up to five vehicle parking spaces in commercial and industrial uses.

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

HEARING ON REQUEST TO APPROVE A MAJOR SITE DEVELOPMENT PLAN FOR 3413 AURORA AVENUE AND 3425 AURORA AVENUE: Mayor Haila opened the public hearing. After no one came forward to speak, he closed the public hearing.

Moved by Gartin, seconded by Betcher, to approve Alternative No. 1, thereby approving RESOLUTION NO. 19-483 to approve the Major Site Development Plan for the proposed eight-unit apartment buildings, located at 3413 and 3425 Aurora Avenue.

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

RENTAL CODE ORDINANCES: The public hearing was opened by Mayor Haila. No one wished to speak, so he closed the public hearing.

Moved by Betcher, seconded by Beatty-Hansen, to approve first passage of an ordinance to vacate right-of-way.

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

SECOND PASSAGE OF ORDINANCE ESTABLISHING PARKING REGULATIONS FOR SCENIC VALLEY SUBDIVISION, FOURTH ADDITION: Moved by Beatty-Hansen, seconded by Betcher, to pass on second reading the Ordinance establishing parking regulations for the Scenic Valley Subdivision, Fourth Addition.

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

SECOND PASSAGE OF ORDINANCE VACATING 180' x 16' OF ALLEY RIGHT-OF-WAY NORTH OF LINCOLN WAY AND EAST OF ELM AVENUE: Moved by Beatty-Hansen, seconded by Corrieri, to pass on second reading the Ordinance vacating 180'x16' of alley right-of-way north of Lincoln Way and East of Elm Avenue.

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

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

Memo from Brian Phillips, Assistant City Manager dated September 10, 2019, Regarding Potential Council Field Trips: Moved by Betcher, seconded by Gartin, to put on any future agenda that staff recommends.

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

Memo from John Joiner, Director of Public Works dated August 23, 2019, Regarding Interim Traffic Control Measures at US 30/ South Dakota Avenue: Mr. Schainker said Council approved the traffic device on Highway 30 and South Dakota Avenue. Staff met with the Department of Transportation and determined that there were no short-term solutions that they would support. Council's goal is to move as quickly as possible to get this traffic signal in place.

Memo from Tracy Warner, Municipal Engineer dated August 19, 2019, Regarding Email from Rick Thompson Regarding Storm Water Being Pumped onto Mr. Flummerfelt's Property: Mayor Haila said Ms. Warner is out of state and has the information on any discussion that was had between Mr. Thompson and Mr. Flummerfelt. He asked Council to table this for two weeks and have Ms. Warner answer questions then.

Ms. Betcher recalled that Ms. Warner said the City was not going to have any more involvement in this situation. Mayor Haila said they need to find out if Ms. Warner has communicated with the parties involved. He said no additional memo is needed, this item just needs to be brought back to Council in two weeks.

Letter from Josh and Mollie Boersma dated August 26, 2019, Regarding Concerns with the City sewer line hookup fees and rules for the East industrial Area for residential property: Moved by Gartin, seconded by Martin, to provide a memo to Council.

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

COUNCIL COMMENTS: Mr. Nelson advised that the Chalk the Block contest is being held on Sunday, September 22, 2019, at 10:00 a.m. Judging begins at 2:00 p.m., and there are prizes for different age categories. Participants can register ahead of time by emailing the Public Art

Commission.

Ms. Betcher commented that Pridefest appeared to be successful and is growing as a community event. She said she will be bringing a topic to Council Comments in a future meeting regarding having the Council consider sending a message to the two major political parties in Story County, affirming the support for and commitment to non-partisan races. She has heard that there has been an effort to recruit candidates under the party for non-partisan offices, and she believes it is in the Council's interest to make a statement about that.

Mr. Gartin said regardless of the outcome of the Healthy Life Center Bond, Council is proud of staff in the way they have worked zealously and communicated thoughtfully to engage the community.

Viewers were reminded by Mr. Gartin that they can't park on certain streets during football games.

Mayor Haila said he, City Manager Schainker, and Council Member Betcher had a meeting with Reg Stewart and started the conversation on principles of community, but did not have adequate time to put anything together for Council tonight. Also, Mayor Haila stated that he had been working with *Ex officio* Devyn Leeson to schedule a joint meeting with student government and Council closer to midterm, and asked that responses to the scheduling requests be prompt.

ADJOURNMENT: Moved by Betcher to adjourn the meeting at 7:05 p.m.

Rachel E. Knutsen, Deputy City Clerk

John A. Haila, Mayor

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

SEPTEMBER 17, 2019

The Special Meeting of the Ames City Council was called to order by Mayor John Haila at 12:49 p.m. on the 17th day of September, 2019, in the City Council Chambers in City Hall, 515 Clark Avenue. As it was impractical for the Council Members to attend in person, Council Members Bronwyn Beatty-Hansen, Gloria Betcher, Tim Gartin, David Martin, and Chris Nelson were brought in telephonically. Council Member Corrieri and *ex officio* Member Devyn Leeson were absent.

CHANGE ORDER NO. 2 FOR UNIT #7 TURBINE GENERATOR OVERHAUL: Moved by Betcher, seconded by Beatty-Hansen, to adopt RESOLUTION NO. 19-484 approving Change Order No. 2 to contract with HPI, LLC, of Houston, Texas, for Unit #7 Turbine Generator Overhaul in the amount of \$225,361.55.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

DISPOSITION OF COMMUNICATIONS TO COUNCIL: None.

COUNCIL COMMENTS: None.

ADJOURNMENT: Moved by Beatty-Hansen to adjourn the meeting at 12:50 p.m.

Diane R. Voss, City Clerk

John A. Haila, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input checked="" type="checkbox"/> 1 st – 15 th
	<input type="checkbox"/> 16 th – End of Month
Month & Year:	September 2019
For City Council Date:	September 24, 2019

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Public Works	2017/18 Downtown Street Pavement Improvements (Main Street Alleys)	1	\$211,973.20	Con-Struct, Inc.	\$0.00	\$-(5,956.00)	T. Warner	MA
Electric Services	Unit 7 Turbine Generator Overhaul	1	\$411,464.00	HPI, LLC	\$0.00	\$15,482.45	B. Trower	KS
Electric Services	Unit 7 Boiler Repair	6	\$6,376,685.00	Helfrich Brothers Boiler Works, Inc.	\$1,494,903.31	\$48,304.08	B. Phillips	KS
			\$		\$	\$		
			\$		\$	\$		
			\$		\$	\$		

Applicant License Application ()

Name of Applicant: <u>Ames Chamber of Commerce</u>		
Name of Business (DBA): <u>Ames Main Street</u>		
Address of Premises: <u>500 Main Street</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business <u>(515) 233-3472</u>		
Mailing <u>304 Main St</u>		
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name Sarah Dvorsky
Phone: (515) 233-3472 Email sarahd@ameschamber.com

Classification Special Class C Liquor License (BW) (Beer/Wine)

Term: 5 days

Effective Date: 10/10/2019

Expiration Date: 01/01/1900

Privileges:

Outdoor Service

Special Class C Liquor License (BW) (Beer/Wine)

Status of Business

BusinessType: <u>Privately Held Corporation</u>
Corporate ID Number: <u>XXXXXXXXXX</u> Federal Employer ID <u>XXXXXXXXXX</u>

Ownership

Sarah Dvorsky

First Name: Sarah

Last Name: Dvorsky

City: Ames

State: Iowa

Zip: 50010

Position: Events Coordinator

% of Ownership: 100.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: <u>Illinois Union Insurance Company</u>	
Policy Effective Date: <u>10/10/2019</u>	Policy Expiration <u>10/15/2019</u>
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:



MEMO

Item No. 8

To: Mayor John Haila and Ames City Council Members
From: Lieutenant Tom Shelton, Ames Police Department
Date: August 30, 2019
Subject: Beer Permits & Liquor License Renewal Reference City Council Agenda

The Council agenda for September 24, 2019 includes beer permits and liquor license renewals for:

- Class C Beer Permit with Class B Wine, Sunday Sales - Hy-Vee Gas #5018, 636 Lincoln Way
- Class C Beer Permit with Sunday Sales - Docs Stop 5, 2720 E 13th St
- Class E Liquor License with Class B Wine, Class C Beer and Sunday Sales - Hy-Vee Food & Drugstore #2, 640 Lincoln Way
- Class E Liquor License with Class B Wine, Class C Beer and Sunday Sales - Hy-Vee Food Store #1, 3800 W Lincoln Way
- Class C Liquor License with Sunday Sales - Bullseye Restaurant Group LLC, 114 South Duff Ave

A review of police records for the past 12 months found no liquor law violations for any of the above locations. The Ames Police Department recommends renewal of licenses for all the above businesses.

- Class C Liquor License with Class B Native Wine, Outdoor Service and Sunday Sales - AJ's Ultra Lounge, 2401 Chamberlain Street

A review of police records for the past 12 months found 4 liquor law violations for the above location. A review of the cases found 4 individuals cited and released for "on premises". Officers found a California DL on one person that did not belong to her, another person admitted they walked in without presenting ID, and another person advised they knew the employee working the door and was allowed in. Records indicate representatives of AJ's Ultra Lounge attended the summer 2018 bar meeting but missed the spring 2019 bar meeting.

The Police Department will continue to monitor the above location by conducting regular foot patrols, bar checks and by educating the bar staff through trainings and quarterly

meetings. The Ames Police Department recommends renewal of licenses for the above business.

COUNCIL ACTION FORM

SUBJECT: AMES HIGH SCHOOL HOMECOMING REQUESTS

BACKGROUND:

Ames High School has requested to hold its Homecoming Parade on Monday, September 30, 2019. Parade entries will stage in Parking Lots MM and M and on Pearle Street. The parade will start on Main Street west of Clark Avenue and proceed east past Douglas Avenue to the CBD Lot entrance. The parade entries will disperse from the CBD Parking Lot. It will begin at 6:30 p.m. and last approximately 45 to 60 minutes. To help facilitate this event, the Homecoming Committee asks that the City Council approve of the following closures:

- Fifth Street from Grand Avenue to Pearle Avenue, Pearle Avenue, Main Street from Pearle Avenue to Duff Avenue, Clark Avenue from north of the CBD lot exit to Fifth Street, Burnett Avenue from Main Street to Fifth Street, and Kellogg Avenue from north of the CBD lot exit to Main Street, from 6:00 p.m. to approximately 7:30 p.m.
- City Parking Lot MM, the southern three aisles of Lot M, and a portion of CBD Lot Z from 5:30 p.m. to 7:30 p.m. for parade staging and disassembly (No reserved spaces would be affected).

City employees will be notified of the Lot M closure. Official vehicles parked in the northernmost stalls will not be affected. Barricades, staffed by adult volunteers, will be placed on streets along this route for traffic control purposes. Parking spaces will be available to the public until 6:00 p.m.; therefore, no parking meter revenue will be lost.

Organizers have consulted with Ames Main Street regarding the event. Staff also advised the organizers to notify affected businesses along the parade route.

In addition to the parade, organizers plan to hold a fireworks display during the home football game on October 4th (at approximately 8:15 p.m.) at Ames High Stadium. Organizers have requested a waiver of the \$25 Fireworks Permit fee.

City staff is additionally requesting that the City Council grant a waiver of parking meter fees and enforcement from 4:00 p.m. to 6:00 p.m. on September 30th for the 55 metered parking spaces in Lot N, east of City Hall. There are a number of well-attended fitness classes in the Community Center on Monday evenings, and attendees normally park in Lot M or in metered spaces on Fifth Street. City staff would like to provide

free parking in Lot N for those who are displaced by parade closures. The loss of revenue to the Parking Fund for this request is \$27.50.

ALTERNATIVES:

1. Approve the requests from the Ames High Homecoming Committee for street closures in connection with the parade to be held on September 30, 2019; a fireworks display on October 4th, 2019; waiver of the Fireworks Permit fee; and waiver of meter fees and enforcement in Lot N from 4:00 p.m. to 6:00 p.m. on September 30, 2019.
2. Approve the requests for street closures as outlined above, but require payment for the fireworks permit (\$25).
3. The City Council can deny these requests.

CITY MANAGER'S RECOMMENDED ACTION:

The Ames High Homecoming Parade is a long-standing Ames tradition in the Downtown. The event has been successfully carried out in the past, and it contributes to the vibrancy of the Downtown area.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the requests from the Ames High Homecoming Committee as indicated above.

• insurance
• route map



SPECIAL EVENT APPLICATION

Applications received less than thirty (30) days before the event may not be processed by the City in time for the event and will automatically be denied. Each application is viewed as a new event regardless of previous occasions.

Event Name 2019 Ames High Homecoming Parade

Location/Address City Hall / Main Street

Region (Select one or more)

- Ames Main Street (Downtown)
- Campustown District
- Iowa State University Property
- City Parks
- Other (please explain)

Please note that events occurring in the Downtown, Campustown, in City parks, or on ISU property require prior approvals. A letter of support will be required from CAA if the event occurs in Campustown or from MSCD if the event occurs in Downtown. Please contact the appropriate office well in advance:

Downtown - Main Street Cultural District: (515) 233-3472
Campustown - Campustown Action Association: (515) 450-8771
ISU - Events Authorization Committee: (515) 294-1437

events@amesdowntown.org
director@amescampustown.com
eventauthorization@iastate.edu

TIMELINE

Setup Date 9/30/19 Time 1:00 ~~6:30 pm~~ M T W R F Sa Su
Event Starts Date 9/30/19 Time 6:30 pm M T W R F Sa Su

Detailed Description of Event Activities (written overview of event and what's going to happen)

1:00 - bag meters and street closure signs
5:30 - volunteers block streets
5:45 - participant lineup
6:30 - parade start (at community center)
7:00 - parade clean up

Event Ends Date 9/30/19 Time 7:00 pm M T W R F Sa Su
Teardown Complete Date 9/30/19 Time 7:30 pm M T W R F Sa Su

Event Category

- Athletic/Recreation
- Exhibits/Misc.
- Festival/Celebration
- Parade/Procession/March
- Concert/Performance
- Farmer/Outdoor Market
- Other (please explain)

Rain Date Rain Location

Yes No Is this an annual event? If yes, how many years?

For Office Use Only

Documents Received

Date: _____

- Completed Application
- Fireworks Application (\$25 fee)
- Insurance Certificate
- Public Safety & Event Management Plan
- Site Plan/Route Map (\$25 fee) (Road/Race)
- Vendor List (\$50 fee/each)
- Parking fees

Special Events Meeting

Date _____

Time _____

Room _____

Documents Sent:

- Alcohol License
- ABD
- Fireworks Permit
- Road Race Permit
- TOP
- Vending Permit
- Other _____

Departments Included

- City Manager: Brian Phillips and Tasheik Kerr
- CyRide: Jenny Bethurem or Rob Holm or Kevin Gries
- Electric: Mark Imhoff
- Fire: Jason Ziph or Rich Higgins
- Parks & Rec: Craig Kaufman or Joshua Thompson
- Public Works: Brad Becker or Dave Cole
- Police: Jason Tuttle or Geoff Huff
- Water: Heidi Petersen
- Risk Management: Bill Walton

CAA: Karen Chitty
AMS: Jess Clyde or Sarah Dvorsky
ISU: Events Authorization Committee

City Council Meeting

Date _____
 Added to Agenda with CAF Approved Y N

Reminder Date _____

CONTACTS

Sponsor/Applicant Name Anna Roeth / Sam Johnson
Address 1921 Ames High Dr
City Ames State Iowa Zip Code 50010
Daytime Phone (515) 708-5720 Cell Phone _____
E-mail 882603roe@ames.k12.ia.us
Alternate Contact Name Sam Johnson
Daytime Phone (515) 520-7298 Cell Phone _____
E-mail 885873joh@ames.k12.ia.us

ATTENDANCE

Anticipated Daily Attendance 500

Yes No

Is this event open to the public?

Is your event being held in conjunction with another event (e.g. *Farmers' Market, 4th of July,* etc.)? If yes, please list:

Ames High School Homecoming

ORGANIZATION STATUS/PROCEEDS

- For-Profit
- Bona Fide Tax Exempt
- Nonprofit

Yes No

Are patron admission, entry, or participant fees required? If yes, please describe and provide amounts: _____

Are vendor or other fees required? If yes, please provide amounts: _____

Percentage of net proceeds going towards fundraising _____ %

Percentage of net proceeds going towards for-profit entity _____ %

SECURITY

Ames Police Department 24 hour non-emergency phone number: 515-239-5133

Please complete the course at <https://www.crowdmanagers.com/training> for crowd management training.

Yes No

Have you hired a professional security company to develop and manage your event's security plan? If yes, please fill out the following information:

Security Organization _____
Address _____
City _____ State _____ Zip _____ Phone _____
Email _____



September 6, 2019

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

Dear Mayor Halla and Members of the Ames City Council,

Ames Main Street supports the Ames High Homecoming Parade, which will take place on Monday, September 30th from 5:45pm-8pm throughout Downtown Ames. We are also supportive of the necessary street closures throughout Downtown Ames that the parade route will require. Specifically, the closures pertaining to the parade route along Main Street from Pearle Avenue to Duff Avenue.

Ames High School, and the Ames Community School District, are key partners and play a significant role in making Ames the outstanding community it is today. The Ames High Homecoming Parade is a popular annual event that allows the community to support one of our most valuable assets: our youth, who will lead this community forward in the years to come.

By bringing students, faculty, staff, parents, and all interested parties to Downtown Ames for attractions such as the Ames High Homecoming Parade, Ames Main Street is able to fulfill its mission as a Main Street Iowa community and create an economically vibrant Downtown district.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Roach', written in a cursive style.

Kristin Roach
2019 Ames Main Street Board President

Ames High School Homecoming
1921 Ames High Drive
Ames, IA 50010

September 4, 2019

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

Members of the Ames City Council,

This year the annual Little Cy-Hawk game will be hosted at Ames High School on Friday, September 13th at 7pm. The Ames High homecoming game will take place on Friday, October 4th against Council Bluffs Abraham Lincoln at 7pm at Ames High School. As in previous years, we would like to be able to have a fireworks display as part of our halftime show at approximately 8:15pm for both games. The Ames High School Homecoming Committee asks on behalf of Ames High that the City Council approves the waiver of fees for the fireworks permits.

Thank you for your consideration,

Anna Snyder, Morgan Seibert, Anna Roeth, and Sam Johnson

COUNCIL ACTION FORM

SUBJECT: REQUESTS FROM ISU HOMECOMING CENTRAL COMMITTEE FOR ISU HOMECOMING EVENTS

BACKGROUND:

From October 25-26, the Homecoming Central Committee at Iowa State University is again planning to host its annual Homecoming activities. The events this year include the traditional ExCYtement in the Streets lawn displays and mass campaniling on Friday, October 25. Organizers have also proposed hosting food trucks at the events. The fourth annual downtown Homecoming parade will serve as a kickoff to the activities, to be held Sunday, October 20. The City Council approved the requests for the Parade at its May 28 meeting.

ExCYtement in the Streets consists of two activities on Friday, October 25th: Greek System lawn displays, followed by fireworks and Campaniling on Central Campus. The lawn displays will be exhibited between approximately 8:00 p.m. and 10:00 p.m. To facilitate this event, organizers are asking the City Council to approve the following requests:

- Closure of Sunset Drive from Ash Avenue to just west of the intersection with Beach Avenue
- Closure of Ash Avenue from Gable Lane to Knapp Street (Knapp and Gable will remain open)
- Closure of Gray Avenue from its intersection with Gable Lane to Greeley Street
- Closure of Pearson Avenue between Greeley Street and Sunset Drive
- Temporary Obstruction Permit for the closed areas as well as the Greek Triangle, which will be used for the judging of the displays.
- A blanket Vending License and waiver of the fee (\$50 loss to the City Clerk's Office)

Streets will be closed at approximately 5:00 p.m. and will be reopened by 11:00 p.m. On-street parking will also be prohibited on these streets from 5:00 p.m. on Thursday, October 24, to 11:00 p.m. on Friday, October 25.

Public Works will provide the barricades necessary for the street closures along with "No Parking" signs. Organizers will be responsible for staffing the barricades while they are in place. Organizers have indicated they will notify affected non-Greek residents by going door-to-door with information. A letter of support from the Campustown Action Association is attached.

Organizers also plan to hold the annual fireworks display on Central Campus as part of mass Campaniling. Therefore, a fireworks permit is requested for a ground effects fireworks display on Central Campus to begin at midnight (12:00 a.m.) on Friday night, October 25th.

Organizers have informed City staff that they are working with the on-campus Veterans Center to communicate in advance with students who may be distressed by the noise from fireworks. Organizers have also reported they will notify the SCAN neighborhood association about the fireworks display.

ALTERNATIVES:

1. Approve the requests from the Homecoming Central Committee for street and parking closures and Temporary Obstruction Permit for Thursday, October 24th and Friday, October 25th, and a blanket Vending License, a waiver of fee for the Vending License, and a Fireworks Permit for Central Campus on Friday, October 25th.
2. Approve the requests from the Homecoming Central Committee as outlined above, but require reimbursement for Vending License.
3. Deny the requests.

CITY MANAGER'S RECOMMENDED ACTION:

The Homecoming Central Committee has a long track record of successfully hosting lawn displays as part of ExCYtement in the Streets.

Assuming the City Council continues to support the midnight fireworks display, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

May 17, 2019

Iowa State Homecoming
429 Alumni Lane
Ames, IA 50011

Ames City Council
515 Clark Avenue
Ames, IA 50010

Dear City Council,

We are writing in regard to the 2019 Iowa State Homecoming celebration happening October 19th to the 26th.

We try our best to make the Iowa State Homecoming celebrations inclusive to all students, faculty, staff, alumni and the community. In doing so we host many events throughout the week to try and get as many people as possible involved.

We would really like to include food at a lot of our events that we gear towards the community and alumni. In order to do so we are requesting the following fees to be waived for our events so that we can make them happen:

- Blanket Vending fee for ExCYtement in the Streets
- Blanket Vending fee for the Parade on Main Street
- Blanked Vending fee for Mass Campanileing

Thank you for helping us in making the 108th Iowa State Homecoming celebration successful.

Sincerely,
Iowa State Homecoming Committee



campustown
action
association

Campustown Action Association
119 Stanton Ave, Suite 602
Ames, IA 50014

May 2, 2019

CAA is supportive of the ExCYtement in the Streets event planned for Friday, October 25, 2018. The Homecoming group is making a concerted effort to plan well in advance of the event. There is a strategy to inform the affected neighborhoods of the extra noise, street closures and to keep any inconvenience to Ames residents at a minimum. We have offered our assistance in this process through our contacts with the property management companies as well as the nearby Neighborhood Associations. We love the energy of Iowa State Homecoming and know the committee is invested in hosting another successful series of events. I think Homecoming week can be a great example of the entire Ames community working together.

Sincerely,

Karin Chitty
Executive Director



CITY OF
Ames

SPECIAL EVENT APPLICATION

SUMMARY OF EVENT

DESCRIPTION

Event Name Homecoming 2019- Excitement In The Streets

Description

Excitement in the Streets is a long standing tradition where Sororities and Fraternities producer and perform skits on their front lawns to be judged by Iowa State faculty as part of the Greek Homecoming competition. In addition, other sorority and fraternity teams will showcase their parade floats that had been judged earlier in the week. Finally, Iowa State clubs are invited to showcase their pride for Iowa State.

- Event Category
- | | |
|--|---|
| <input type="checkbox"/> Athletic/Recreation | <input type="checkbox"/> Concert/Performance |
| <input checked="" type="checkbox"/> Exhibits/Misc. | <input type="checkbox"/> Farmer/Outdoor Market |
| <input checked="" type="checkbox"/> Festival/Celebration | <input type="checkbox"/> Other (please explain) |
| <input type="checkbox"/> Parade/Procession/March | |

Anticipated Attendance Total 800 Per Day _____

DATE/TIME

Setup Date 10/25/19 Time 5:00PM Day of Week Friday

Event Starts Date 10/25/19 Time 8:00PM Day of Week Friday

Event Ends Date 10/25/19 Time 10:00PM Day of Week Friday

Teardown Complete Date 10/25/19 Time 11:00PM Day of Week Friday

Rain Date, if applicable N/A

Rain Location, if applicable N/A

LOCATION

Region

(Select one or more)

- Main Street Cultural District (Downtown)
 Campustown District
 Iowa State University Property
 City Parks
 Other (please explain) Greek Community/Greek Triangle

Please note that events occurring in the Downtown, Campustown, in City parks, or on ISU property require prior approvals. A letter of support will be required from CAA if the event occurs in Campustown or from MSCD if the event occurs in Downtown. Please contact the appropriate office well in advance:

Downtown - Main Street Cultural District: (515) 233-3472

events@amesdowntown.org

Campustown - Campustown Action Association: (515) 450-8771

director@amescampustown.com

Iowa State University - Events Authorization Committee: (515) 294-1437

eventauthorization@iastate.edu

CONTACTS

Host Organization

Homecoming Central Committee

Local Contact (Required)

Name

Mary Kate Misak

Address

429 Alumni Lane, Ames, IA 50012

Telephone

515-294-6525

Cell Phone

563-349-7847

Email

hccdirectors19@gmail.com

At least ten business days prior to the event, Organizer must submit Emergency Contact List, including names and numbers of all coordinators, volunteers, and location assigned to each.

Yes No

Is this an annual event? How many years have you been holding this event? _

Is this event open to the public?

Is your event being held in conjunction with another event (e.g. *Farmers' Market, 4th of July, etc.*)?

If yes, please list

COUNCIL ACTION FORM

SUBJECT: **PARKING REQUEST FROM MUCKY DUCK PUB**

BACKGROUND:

Mucky Duck Pub (3100 S. Duff Avenue) is planning to host a beer and sausage festival in celebration of the Pub's 6th anniversary on Friday, September 27 from 4:00 p.m. to 12:00 a.m. This event will include an outdoor alcohol service area in the establishment's parking lot with food and music.

In order to facilitate this event, Mucky Duck Pub is requesting an expansion of the existing outdoor service area and suspension of parking regulations along the south side of the 100 and 200 blocks of Crystal Street from 7:00 a.m. September 27 through 10:00 a.m. September 28. Mucky Duck Pub already possesses an alcoholic beverage control license, and an outdoor service privilege for its patio.

Both Police and Fire staff have reviewed the emergency action plan prepared by the applicant. Organizers plan to hire a private security firm for the event and will obtain a noise permit from the Police Department.

ALTERNATIVES:

1. Approve the requests to expand the existing outdoor service area and suspend parking regulations to allow parking along the south side of the 100 and 200 blocks of Crystal Street from 7:00 a.m. September 27 through 10:00 a.m. September 28.
2. Do not approve the request to expand the existing outdoor service area and to suspend parking regulations.

CITY MANAGER'S RECOMMENDED ACTION:

The applicant for this event already has the appropriate licensing for the event. The requester also has a history of hosting similar activities in the proposed space, and meeting the safety expectations of the Police and Fire Department.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the request to expand the existing outdoor service area and to suspend parking regulations to allow parking along the south side of the

100 and 200 blocks of Crystal Street from 7:00 a.m. September 27 through 10:00 a.m. September 28.



SPECIAL EVENT APPLICATION

Applications received less than thirty (30) days before the event may not be processed by the City in time for the event and will automatically be denied. Each application is viewed as a new event regardless of previous occasions.

Event Name ANNIVERSARY BEER AND SAUSAGE FESTIVAL

Location/Address 3100 S DUFF AVE

Region (Select one or more)

- Ames Main Street (Downtown)
- Campustown District
- Iowa State University Property
- City Parks
- Other (please explain) MUCKY DUCK PARKING LOT

Please note that events occurring in the Downtown, Campustown, in City parks, or on ISU property require prior approvals. A letter of support will be required from CAA if the event occurs in Campustown or from MSCD if the event occurs in Downtown. Please contact the appropriate office well in advance:

Downtown - Main Street Cultural District: (515) 233-3472 events@amesdowntown.org
 Campustown - Campustown Action Association: (515) 450-8771 director@amescampustown.com
 ISU - Events Authorization Committee: (515) 294-1437 eventauthorization@iastate.edu

TIMELINE

Setup Date 09/27/19 Time 7am M T W R F Sa Su

Event Starts Date 09/27/19 Time 4pm M T W R F Sa Su

Detailed Description of Event Activities (written overview of event and what's going to happen)

A FESTIVAL TO CELEBRATE THE PUB'S 6th ANNIVERSARY. THIS YEAR A GERMAN "OKTOBERFEST" THEME WITH A FOCUS ON SAUSAGES. LIVE MUSIC BY ROCKY IRACCON.

Event Ends Date 09/27/19 Time 12am M T W R F Sa Su

Teardown Complete Date 09/28/19 Time 10am M T W R F Sa Su

Event Category

- Athletic/Recreation
- Exhibits/Misc.
- Festival/Celebration
- Parade/Procession/March
- Concert/Performance
- Farmer/Outdoor Market
- Other (please explain) OUTDOOR FOOD

Rain Date NONE Rain Location N/A

Yes No Is this an annual event? If yes, how many years? SIX

For Office Use Only

Documents Received

- Date: _____
- Completed Application
 - Fireworks Application (\$25 fee)
 - Insurance Certificate
 - Public Safety & Event Management Plan
 - Site Plan/Route Map (\$25 fee) (Road Race)
 - Vendor List (\$50 fee/each)
 - Parking fees

Special Events Meeting

Date _____

Time _____

Room _____

Documents Sent:

- Alcohol License ABD
- Fireworks Permit
- Road Race Permit
- TOP
- Vending Permit
- Other _____

Departments Included

- City Manager: Brian Phillips and Tasheik Kerr
- CyRide: Jenny Bethurem or Rob Holm or Kevin Grie
- Electric: Mark Imhoff
- Fire: Jason Ziph or Rich Higgins
- Parks & Rec: Craig Kaufman or Joshua Thompson
- Public Works: Brad Becker or Dave Cole
- Police: Jason Tuttle or Geoff Huff
- Water: Heidi Petersen
- Risk Management: Bill Walton

CAA: Karen Chitty
 AMS: Jess Clyde or Sarah Dvorsky
 ISU: Events Authorization Committee

City Council Meeting

Date _____

Added to Agenda with CAF

Approved Y N

Reminder Date _____

CONTACTS

Sponsor/Applicant Name MARCUS JOHNSON

Address 1415 DUFF AV

City AMES State IA Zip Code 50010

Daytime Phone (515) 598-5127 Cell Phone (515) 450-0566

E-mail MARCUSJ@AMESBRITISHFOODS.COM

Alternate Contact Name RACHEL RIVENBARK

Daytime Phone (515) 232-8888 Cell Phone (515) 450-8626

E-mail RRIVENBARK@GMAIL.COM

ATTENDANCE

Anticipated Daily Attendance 250

Yes No

Is this event open to the public?

Is your event being held in conjunction with another event (e.g. Farmers' Market, 4th of July, etc.)? If yes, please list:

ORGANIZATION STATUS/PROCEEDS

- For-Profit
 Bona Fide Tax Exempt
 Nonprofit

Yes No

Are patron admission, entry, or participant fees required? If yes, please describe and provide amounts: \$5 / PERSON

Are vendor or other fees required? If yes, please provide amounts:

Percentage of net proceeds going towards fundraising N/A %

Percentage of net proceeds going towards for-profit entity N/A %

SECURITY

Ames Police Department 24 hour non-emergency phone number: 515-239-5133

Please complete the course at <https://www.crowdmanagers.com/training> for crowd management training.

Yes No

CURRENTLY TACKLING TO HAVEN SECURITY

Have you hired a professional security company to develop and manage your event's security plan? If yes, please fill out the following information:

Security Organization

Address

City

State

Zip

Phone

Email

Applicant License Application (LC0040290)

Name of Applicant: <u>Mucky Duck Pub, L.L.C</u>		
Name of Business (DBA): <u>The Mucky Duck Pub</u>		
Address of Premises: <u>3100 S Duff avenue</u>		
City <u>Ames</u>	County: <u>Story</u>	Zip: <u>50010</u>
Business	<u>(515) 598-5127</u>	
Mailing	<u>3100 S Duff avenue</u>	
City <u>Ames</u>	State <u>IA</u>	Zip: <u>50010</u>

Contact Person

Name <u>Marcus Johnson</u>	
Phone: <u>(515) 450-0566</u>	Email <u>info@amesbritishfoods.com</u>

Classification Class C Liquor License (LC) (Commercial)

Term:12 months

Effective Date: 08/26/2019

Expiration Date: 08/25/2020

Privileges:

Class C Liquor License (LC) (Commercial)

Outdoor Service

Status of Business

BusinessType: <u>Limited Liability Company</u>	
Corporate ID Number: <u>XXXXXXXXXX</u>	Federal Employer ID <u>XXXXXXXXXX</u>

Ownership

Marcus Johnson

First Name: Marcus **Last Name:** Johnson
City: Ames **State:** Iowa **Zip:** 50010
Position: Owner
% of Ownership: 100.00% **U.S. Citizen:** No

LeAnne Rohrberg-Johnson

First Name: LeAnne **Last Name:** Rohrberg-Johnson
City: **State:** Iowa **Zip:** 50010
Position: Spouse
% of Ownership: 0.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company: <u>Integrity Insurance</u>
--

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective

Temp Transfer Expiration Date:

RESOLUTION NO. _____

**RESOLUTION APPROVING AND ADOPTING
SUPPLEMENT NO. 2019-4 TO THE AMES MUNICIPAL CODE**

BE IT RESOLVED, by the City Council for the City of Ames, Iowa, that in accordance with the provisions of Section 380.8 Code of Iowa, a compilation of ordinances and amendments enacted subsequent to the adoption of the Ames Municipal Code shall be and the same is hereby approved and adopted, under date of October 1, 2019, as Supplement No. 2019-4 to the Ames Municipal Code.

Adopted this 24th day of September, 2019.

John A. Haila, Mayor

Attest:

Diane R. Voss, City Clerk

COUNCIL ACTION FORM

SUBJECT: ANNUAL STREET FINANCE REPORT

BACKGROUND:

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

The report to be submitted is for the fiscal year ended June 30, 2019.

ALTERNATIVES:

1. Approve the 2019 Street Finance Report.
2. Do not approve the 2019 Street Finance Report.

MANAGER'S RECOMMENDED ACTION:

In order for the City of Ames to continue to receive Road Use Tax funds, it is necessary to submit an annual Street Finance Report to the IDOT. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the 2019 Street Finance Report.



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Cover Sheet

Now therefore let it be resolved that the city council _____ AMES _____, Iowa
(City Name)

On _____ did hereby approve and adopt the annual
(month/day/year)

City Street Financial Report from July 1, _____ 2018 _____ to June 30, _____ 2019 _____
(Year) (Year)

Contact Information

Name	E-mail Address	Street Address	city	ZIP Code
Diane R. Voss	dvoss@city.ames.ia.us	515 Clark Avenue	Ames, IA	50010
Hours	Phone	Extension	Phone(Alternative)	
8-5	515-239-5262		515-239-5116	

Preparer Information

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

Mayor Information

Name	E-mail Address	Street Address	city	ZIP Code
John Haila	jhaila@city.ames.ia.us	515 Clark Ave	Ames, IA	50010
Phone	Extension			
515-239-5105				

Resolution Number _____

Signature Mayor

Signature City Clerk



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Summary Statement Sheet

Column 1
Road use
Tax Fund

Column 2
Other Street
Monies

Column 3
Street Debt

Column 4
Totals

Round Figures to Nearest Dollars

A. BEGINNING BALANCE				
1. July 1 Balance	\$6,269,591	\$3,694,429	\$11,431,334	\$21,395,354
2. Adjustments (Note on Explanation Sheet)	\$0	\$0	\$0	\$0
3. Adjusted Balance	\$6,269,591	\$3,694,429	\$11,431,334	\$21,395,354
B. REVENUES				
1. Road Use Tax	\$7,617,436			\$7,617,436
2. Property Taxes		\$745,782	\$7,111,463	\$7,857,245
3. Special Assessments		\$321,318	\$0	\$321,318
4. Miscellaneous		\$4,369,745	\$610,152	\$4,979,897
5. Proceeds from Bonds, Notes, and Loans		\$0	\$7,490,000	\$7,490,000
6. Interest Earned		\$147,541	\$150,183	\$297,724
7. Total Revenues (Lines B1 thru B6)	\$7,617,436	\$5,584,386	\$15,361,798	\$28,563,620
C. Total Funds Available (Line A3 + Line B7)	\$13,887,027	\$9,278,815	\$26,793,132	\$49,958,974

Column 1
Road use
Tax Fund

Column 2
Other Street
Monies

Column 3
Street Debt

Column 4
Totals

Round Figures to Nearest Dollars

EXPENSES				
D. Maintenance				
1. RoadWay Maintenance	\$3,433,460	\$1,736,483	\$916,447	\$6,086,390
2. Snow and Ice Removal	\$1,424,639	\$0	\$0	\$1,424,639
E. Construction, Reconstruction and Improvements				
1. Engineering	\$738,025	\$456,557	\$104,204	\$1,298,786
2. Right of Way Purchased	\$0	\$0	\$0	\$0
3. Street/Bridge Construction	\$971,665	\$2,946,519	\$4,232,625	\$8,150,809
4. Traffic Services	\$0	\$0	\$0	\$0
F. Administration	\$1,073,815	\$14,562	\$97,595	\$1,185,972
G. Equipment	\$0	\$0	\$0	\$0
H. Miscellaneous		\$684,879	\$0	\$684,879
J. street Debt				
1. Bonds, Notes and Loans - Principal Paid	\$0	\$0	\$5,859,708	\$5,859,708
2. Bonds, Notes and Loans - Interest Paid	\$0	\$0	\$1,251,755	\$1,251,755
TOTALS				
K. Total Expenses (Lines D thru J)	\$7,641,604	\$5,839,000	\$12,462,334	\$25,942,938
L. Ending Balance (Line C-K)	\$6,245,423	\$3,439,815	\$14,330,798	\$24,016,036
M. Total Funds Accounted For (K + L = C)	\$13,887,027	\$9,278,815	\$26,793,132	\$49,958,974



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Miscellaneous Revenues and Expenses Sheet

Code Number and Itemization of Miscellaneous Revenues (Line B4 on the Summary Statement Sheet)(See Instructions)	Column 2 Other Street Monies	Column 3 Street Debt
110---Parking Revenues	\$447,562.00	\$0.00
112---Utility Revenue	\$1,807,775.00	\$0.00
121---State Reimbursement	\$65,376.00	\$0.00
123---Various State Grants	\$1,367,653.00	\$0.00
172---Labor & Services	\$17,652.00	\$0.00
190---Other Miscellaneous	\$325,498.00	\$610,152.00
193---Fines & Fees	\$277,273.00	\$0.00
191---Licenses and Permits	\$55,423.00	\$0.00
170---Reimbursements (misc.)	\$5,533.00	\$0.00
Line B4 Totals	\$4,369,745.00	\$610,152.00

Code Number and Itemization of Miscellaneous Expenses (Line H on the Summary Statement Sheet) "On street" parking expenses, street maintenance, buildings, insurance, administrative costs for printing, legal fees, bond fees etc. (See Instructions)	Column 2 Other Street Monies	Column 3 Street Debt
230---On Street Parking Only	\$684,879.00	\$0.00
Line H Totals	\$684,879.00	\$0.00



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Bonds, Notes and Loans Sheet

New Bond ?	Debt Type	Debt Purpose	DOT Use Only	Issue Date	Issue Amount	% Related to Street	Year Due	Principal Balance as of 7/1	Total Principal Paid	Total Interest Paid	Principal Roads	Interest Roads	Principal Balance as of 6/30
<input type="checkbox"/>	General Obligation	Street Improvements	101	09/12/2017	\$5,535,000	100	2028	\$4,294,971	\$669,901	\$148,780	\$669,901	\$148,780	\$3,625,070
<input type="checkbox"/>	General Obligation	Street Improvements	102	09/13/2017	\$6,985,000	100	2029	\$6,017,602	\$916,482	\$239,606	\$916,482	\$239,606	\$5,101,120
<input checked="" type="checkbox"/>	General Obligation	Street Improvements	103	09/10/2018	\$7,490,000	100	2030	\$7,490,000	\$575,000	\$229,463	\$575,000	\$229,463	\$6,915,000
<input type="checkbox"/>	General Obligation	Paving & Construction	306	10/25/2011	\$6,605,000	100	2023	\$2,935,350	\$554,400	\$63,073	\$554,400	\$63,073	\$2,380,950
<input type="checkbox"/>	General Obligation	Paving & Construction	307	08/28/2012	\$5,703,653	100	2024	\$3,067,018	\$463,814	\$92,011	\$463,814	\$92,011	\$2,603,204
<input type="checkbox"/>	General Obligation	Paving & Construction	308	05/14/2013	\$6,025,000	100	2025	\$3,695,000	\$490,000	\$100,950	\$490,000	\$100,950	\$3,205,000
<input type="checkbox"/>	General Obligation	Paving & Construction	319	09/30/2010	\$6,079,000	100	2022	\$2,280,764	\$540,659	\$53,543	\$540,659	\$53,543	\$1,740,105
<input type="checkbox"/>	General Obligation	Paving & Construction	320	08/26/2014	\$7,255,000	100	2026	\$4,875,329	\$617,367	\$104,129	\$617,367	\$104,129	\$4,257,962
<input type="checkbox"/>	General Obligation	Paving & Construction	321	09/22/2015	\$9,374,325	100	2027	\$5,823,525	\$1,032,085	\$220,200	\$1,032,085	\$220,200	\$4,791,440
New Bond Totals					\$7,490,000	\$7,490,000	Totals	\$40,479,559	\$5,859,708	\$1,251,755	\$5,859,708	\$1,251,755	\$34,619,851



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Project Final Costs Sheet

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

[Check here if there are no entities for this year](#)

Project Final Costs Sheet (Section A)

1. Project Number	2. Estimated Cost	3. Project Type	4. Public Letting?	5. Location/Project Description (limits, length, size of structure)
8873	\$76,285	MISC	Yes	2016/17 Shared Use Path Expansion- Grand Avenue (16th Street to Murray Drive)
8807	\$169,587	MISC	Yes	2017/18 Shared Use Path System Expansion (Mortensen Road)
7723	\$246,727	RDWY	Yes	2018/19 Pavement Restoration Program (Slurry Seal) White Oak, Burr Oak Circle
7753/7754	\$775,544	BRID	Yes	2015/16 Bridge Rehabilitation (E. Lincoln Way Bridge over Skunk River) and FY 2016/17 Bridge Rehab Program (Dayton Avenue Bridge over Union Pacific Railroad)
8194	\$189,574	RDSD	Yes	2016/17 ROW Restoration (Northwood, Thompson, Idaho, Trail Ridge Road, Trail Ridge Circle, Westbrook Drive)
8148	\$189,574	RDWY	Yes	2016/17 Arterial Street Pavement Improvements (West Lincoln Way - County Line Road to W. Corporate Limits)
8101	\$853,415	RDWY	Yes	2017/18 and 2018/19 Seal Coat Street Pavement Improvements (E. 16th Street, Linden Drive, Carr Drive, Crestwood)
8111	\$706,080	RDWY	Yes	2017/18 Asphalt Street Pavement Improvements (Pierce Ave, Pierce Cir and Tyler Ave)
8150	\$292,277	RDWY	Yes	2016/17 Downtown Street Pavement Improvements (Sherman Avenue)
8136	\$741,800	RDWY	Yes	2017/18 Collector Street Pavement Improvements (Meadowlane- Carr Drive to E. 20th Street)
7567	\$263,802	TRAF	Yes	2017/18 Traffic Signal Program (E. Lincoln Way and Dayton Ave)
8182	\$558,481	RDWY	Yes	2017/18 CDBG Public Facilities Neighborhood Infrastructure Improvements (Tripp Street Ext from Wilmoth to State Ave)

Project Final Costs Sheet (Section B)

1. Project Number	6. Contractor Name	7. Contract Price	8. Additions/Deductions	9. Labor	10. Equipment	11. Materials	12. Overhead	13. Total
8873	Manatt's	\$49,920	\$4,204	\$0	\$0	\$0	\$0	\$54,124
8807	Con-Struct, Inc	\$128,280	-\$9,443	\$0	\$0	\$0	\$0	\$118,837
7723	Midwest Coatings, Inc	\$254,678	-\$129,628	\$0	\$0	\$0	\$0	\$125,050
7753/7754	Peterson Contractors, Inc	\$853,467	\$82,633	\$0	\$0	\$0	\$0	\$936,100
8194	Green Tech of Iowa	\$104,000	-\$14,192	\$0	\$0	\$0	\$0	\$89,808



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Project Final Costs Sheet (Section B)

1. Project Number	6. Contractor Name	7. Contract Price	8. Additions/ Deductions	9. Labor	10. Equipment	11. Materials	12. Overhead	13. Total
8148	Manatt's	\$180,766	-\$16,229	\$0	\$0	\$0	\$0	\$164,537
8101	Manatt's	\$923,326	-\$86,493	\$0	\$0	\$0	\$0	\$836,833
8111	Manatt's	\$776,412	\$1,888	\$0	\$0	\$0	\$0	\$778,300
8150	Con-Struct, Inc	\$307,185	-\$16,060	\$0	\$0	\$0	\$0	\$291,125
8136	Con-Struct, Inc	\$597,815	-\$42,437	\$0	\$0	\$0	\$0	\$555,378
7567	Iowa Signal Inc	\$309,417	\$3,322	\$0	\$0	\$0	\$0	\$312,739
8182	Keller Excavating	\$491,081	\$13,358	\$0	\$0	\$0	\$0	\$504,439



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Road/Street Equipment Inventory Sheet

1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost /Unit	6. Rental Cost /Unit	7. Used On Project this FY?	8. Status
566	2015	Ford F550 Truck	\$125,948	\$0	\$0	Yes	NOCH
596	2015	Zetor, proxima 120 Tractor	\$63,359	\$0	\$0	Yes	NOCH
532	2014	Ver-Mac PCMS-320 Message Board, Trailer Mounted	\$18,320	\$0	\$0	Yes	NOCH
573	2014	Ver-Mac PCMS-548, Message Board, Trailer Mounted	\$17,067	\$0	\$0	Yes	NOCH
609	2014	Ver-Mac PCMS-548, Message Board, Trailer Mounted	\$16,043	\$0	\$0	Yes	NOCH
610	2014	Ver-Mac PCMS-548, Message Board, Trailer Mounted	\$16,043	\$0	\$0	Yes	NOCH
702	2005	Chevrolet Blazer Utility Vehicle	\$21,392	\$0	\$0	Yes	NOCH
774	2005	ADDCO AD6200, Message Board, Trailer Mounted	\$15,845	\$0	\$0	Yes	NOCH
845	2006	Ford Explorer Utility Vehicle	\$22,225	\$0	\$0	Yes	NOCH
846	2006	Chevrolet Silverado 2500 Pickup Truck	\$26,400	\$0	\$0	Yes	NOCH
853	2008	Ford F150, Pickup truck	\$24,102	\$0	\$0	Yes	NOCH
873	2007	Ford F150, Pickup truck	\$25,082	\$0	\$0	Yes	NOCH
326	2012	Chevrolet Colorado Pickup	\$20,638	\$0	\$0	Yes	NOCH
500	2014	Kubota L4760 HSTC	\$41,120	\$0	\$0	Yes	NOCH
021	2009	Crafco SS125, tar heater, Trailer Mounted	\$29,413	\$0	\$0	Yes	NOCH
057	1993	Layton Paver, Asphalt	\$26,465	\$0	\$0	Yes	NOCH
064	2011	Ford F350, Pickup	\$26,543	\$0	\$0	Yes	NOCH
069	2011	International 7300, Dump Truck	\$119,718	\$0	\$0	Yes	NOCH
070	2011	International 7300, Dump Truck	\$116,718	\$0	\$0	Yes	NOCH



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Road/Street Equipment Inventory Sheet

1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost	/Unit	6. Rental Cost	/Unit	7. Used On Project this FY?	8. Status
071	2011	International 7300, Dump Truck	\$116,643	\$0		\$0		Yes	NOCH
072	2011	International 7300, Dump Truck	\$116,689	\$0		\$0		Yes	NOCH
073	2011	International 7300, Dump Truck	\$116,602	\$0		\$0		Yes	NOCH
151	2010	Ford F150, pickup	\$24,237	\$0		\$0		Yes	NOCH
156	2010	Falcon P4D2RID, Asphalt Recycler	\$23,851	\$0		\$0		Yes	NOCH
178	1997	Kiefer ILU914T, Trailer	\$5,023	\$0		\$0		Yes	NOCH
382	2012	Ring-O-Matic 550-VACEX, Vacuum, Hydro, Trailer Mounted	\$54,618	\$0		\$0		Yes	NOCH
383	2012	Wanco WT5P55-L5AC, Arrow Board	\$5,103	\$0		\$0		Yes	NOCH
475	2000	Cronkhite Trailer, Flatbed, Tandem Axle	\$3,889	\$0		\$0		Yes	NOCH
522	2013	ODB LCT650, Leaf Vacuum, trailer mounted	\$27,354	\$0		\$0		Yes	NOCH
523	2013	ODB LCT650, Leaf Vacuum, trailer mounted	\$27,391	\$0		\$0		Yes	NOCH
567	2014	H&H TC 20, Trailer	\$7,682	\$0		\$0		Yes	NOCH
572	2014	Deere 544K, Wheel Loader	\$120,254	\$0		\$0		Yes	NOCH
601	2014	Bobcat M7017, Pavement Milling Machine, Hydraulic	\$14,343	\$0		\$0		Yes	NOCH
611	2002	Ingersoll Rand P185WJD, Air Compressor	\$11,496	\$0		\$0		Yes	NOCH
670	2002	Bobcat WS18, Wheel Saw	\$9,926	\$0		\$0		Yes	NOCH
700	2015	Bobcat S-770, Skid Steer	\$46,903	\$0		\$0		Yes	NOCH
720	2006	Wanco WTSP110, Arrow Board	\$5,709	\$0		\$0		Yes	NOCH
805	2005	MacLander Trailer, Falt Bed, Tandem Axle, 20TFBW (14)	\$6,057	\$0		\$0		Yes	NOCH
850	2006	Wanco WTSP110, Arrow Board	\$5,724	\$0		\$0		Yes	NOCH



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Road/Street Equipment Inventory Sheet

1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost	/Unit	6. Rental Cost	/Unit	7. Used On Project this FY?	8. Status
929	2013	Caterpillar CB22, Asphalt Roller	\$34,048	\$0		\$0		Yes	NOCH
933	2014	International 7300, Dump Truck	\$133,249	\$0		\$0		Yes	NOCH
968	2014	Felling FT-12IT, Trailer	\$6,215	\$0		\$0		Yes	NOCH
061	2011	Ford F350 Pickup Truck	\$37,493	\$0		\$0		Yes	NOCH
066	2010	Ford F350 Pickup Truck	\$45,507	\$0		\$0		Yes	NOCH
115	2010	Graco Paint Machine IV 5900	\$5,148	\$0		\$0		Yes	NOCH
116	2010	Graco Paint Machine 231-378	\$43,596	\$0		\$0		Yes	NOCH
117	2010	Graco Paint Machine IV 3900	\$4,219	\$0		\$0		Yes	NOCH
118	2010	Graco Paint Machine 262-004	\$4,258	\$0		\$0		Yes	NOCH
225	2012	Ford F350 Pickup Truck	\$102,488	\$0		\$0		Yes	NOCH
935	2012	Chevrolet, Colorado Pickup	\$21,835	\$0		\$0		Yes	NOCH
939	2008	Graco Paint Machine 262-004	\$4,351	\$0		\$0		Yes	NOCH
973	2013	Smith Concrete Grinding machine SPS10	\$4,118	\$0		\$0		Yes	NOCH
209	2011	Fair B4251, Snowcrete, Snow Blower	\$78,384	\$0		\$0		Yes	NOCH
304	1985	Fair 74251, Snowcrete, Snow Blower, 8-feet	\$32,000	\$0		\$0		Yes	NOCH
054	2009	IMAGO (ADDCO) Sign, Solar, Arrow Board, Trailer Mount	\$14,675	\$0		\$0		Yes	NOCH
161	2013	Honda EB3000CKA, Generator, portabl,e gas powered	\$1,578	\$0		\$0		Yes	NOCH
336	2012	Ford Expedition EL, Utility vehicle	\$47,801	\$0		\$0		Yes	NOCH
917	2016	Peterbilt 220, Johnson Street Sweeper	\$240,788	\$0		\$0		Yes	NOCH
934	2017	International 7300, Dump Truck	\$157,839	\$0		\$0		Yes	NOCH



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Road/Street Equipment Inventory Sheet

1. Local Class I.D. #	2. Model Year	3. Description	4. Purchase Cost	5. Lease Cost	/Unit	6. Rental Cost	/Unit	7. Used On Project this FY?	8. Status
967	2017	International 7300, Dump Truck	\$157,807	\$0		\$0		Yes	NOCH
1007	2016	RAM 5500 Dump Truck	\$68,862	\$0		\$0		Yes	NOCH
1050	2017	Ford F150 Pickup Truck	\$34,919	\$0		\$0		Yes	NOCH
1051	2016	Ford F150 Pickup	\$33,157	\$0		\$0		Yes	NOCH
1060	2016	Stanley Breaker MBX15	\$12,575	\$0		\$0		Yes	NOCH
1073	2016	Huskvarna Concrete Saw FS5000D	\$22,595	\$0		\$0		Yes	NOCH
1089	2017	Caterpillar 430F2 Tractor Loader Backhoe	\$124,151	\$0		\$0		Yes	NOCH
1091	2017	Chevrolet Equinox Compact Crossover	\$23,263	\$0		\$0		Yes	NOCH
1092	2017	Ford Escape Compact SUV	\$20,043	\$0		\$0		Yes	NOCH
1093	2017	Ford F150 Crew cab 4x4 Pickup	\$33,898	\$0		\$0		Yes	NOCH
977	2018	International 7500 SFA 6X4	\$206,083	\$0		\$0		Yes	NOCH
979	2018	International 7500 SFA 6X4	\$206,307	\$0		\$0		Yes	NOCH
1148	2017	Ford F250, Pickup	\$28,954	\$0		\$0		Yes	NOCH
1149	2018	Dodge Ram Pickup 2500 2WD	\$28,115	\$0		\$0		Yes	NOCH
1216	2017	Loader Volvo L90 (Dec. 1, 2017 - March 31, 2018)	\$0	\$4,350	/Month	\$0		Yes	NEW
1218	2017	Motor Grader, Cat 12M3 (Dec 1, 2017 - March 31, 2018)	\$0	\$6,000	/Month	\$0		Yes	NEW
920	2018	RAM 4500 Dump Truck	\$58,750	\$0		\$0		Yes	NEW
1131	2018	Case DV23 Asphalt Roller	\$35,285	\$0		\$0		Yes	NEW
1192	2018	Ford F150 Pickup Truck	\$30,004	\$0		\$0		Yes	NEW
1236	2019	Case 590SN Tractor Loader Backhoe	\$120,518	\$0		\$0		Yes	NEW



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Explanation Sheet

Comments

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Monthly Payment Sheet

Month	Road Use tax Payments
July	\$562,336.39
August	\$891,563.19
September	\$855,472.34
October	\$528,530.16
November	\$661,093.41
December	\$669,310.98
January	\$643,349.51
February	\$637,558.19
March	\$519,293.61
April	\$320,913.40
May	\$710,865.82
June	\$617,149.15
Totals	\$7,617,436.15

COUNCIL ACTION FORM

SUBJECT: SETTING OCTOBER 8, 2019, AS THE DATE OF PUBLIC HEARING FOR AUTHORIZATION TO ISSUE HOSPITAL REVENUE BONDS, MARY GREELEY MEDICAL CENTER SERIES 2019, IN AN AMOUNT NOT TO EXCEED \$35,000,000

BACKGROUND:

Mary Greeley Medical Center (MGMC) began a multi-phase expansion and renovation on its campus this summer, which is expected to be completed in summer 2022. Project components include the relocation of the Birthways, Neonatal Intensive Care Unit (NICU), and Pediatrics departments from the South Tower to the 3rd floor of the West Patient Tower/Vertical Expansion. This project also relocates the current Medical/Surgical Unit from the 3rd floor of the West Patient Tower/Vertical Expansion to the 6th floor of the of the West Patient Tower to allow for all mother, baby, and child inpatient services to be located together on the 3rd floor. The project area is approximately 62,500 square feet, of which 24,000 is build-out of the existing shell space on the 6th floor and the remaining is renovation of existing finished space on the 3rd floor. Summary information on the bond is included in an attachment prepared by the MGMC financial advisor. Note that the MGMC bond issuance is a private placement of debt rather than a public offering; because of this the documentation is different from what Council would be provided for City debt issuance. The requirement for a public hearing and approval of the issuance remain the same.

The Municipal Code section that provides for the duties and authorities of the hospital trustees does not delegate activities related to the issuance and sale of revenue bonds. Therefore, Council action is required to issue revenue bonds for the hospital.

The issuance of revenue bonds by MGMC does not create a financial obligation or pledge of credit or taxing authority for the City of Ames. Only revenues from MGMC will be used to pay back the bonds. **However, since the revenue bonds will be issued in the name of the City, it is imperative that the City Council does its due diligence and determines if the MGMC is capable of meeting its debt obligation resulting from this bond issuance.**

ALTERNATIVES:

1. Establish October 8, 2019, as the date to hold a public hearing and take action to authorize the issuance of Hospital Revenue Bonds, Mary Greeley Medical Center Series 2019, in an amount not to exceed \$35,000,000.

2. Delay the hearing on the issuance of Hospital Revenue Bonds.

CITY MANAGER'S RECOMMENDED ACTION:

Mary Greeley Medical Center provides quality medical services to Ames and the surrounding area, and is a major economic contributor to the community. Issuance of bonds will allow the medical center to make improvements to medical facilities to serve the citizens of Ames and surrounding area. Issuance of these revenue bonds involves no financial obligation on the part of Ames property taxpayers.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby establishing October 8, 2019, as the date to hold a public hearing and take action to authorize the issuance of Hospital Revenue Bonds, Mary Greeley Medical Center Series 2019, in an amount not to exceed \$35,000,000.



Financing Update

Prepared for

Mary Greeley Medical Center

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Overview

- A “Request for Terms” (“RFT”) was prepared, outlining transaction request and presenting information about Mary Greeley Medical Center. The package also included audited financials and continuing disclosure information.
- The RFT was sent to more than 60 banks and other financial institutions, requesting a financing amount of up to \$35,000,000 and a fixed rate term of 15 years.
- Care was given to include all locally based banks as well as other national, regional and “out of market” potential purchasers.
- Investors were given two weeks to evaluate the information, ask questions, and respond.
- At the conclusion of the review process, responses were submitted by 12 investors/lenders.
- Rates, terms and conditions varied significantly, demonstrating the value of the process.
- Those that did not respond did so for a variety of reasons, either because they did not have capacity, could not meet the timing request, or could not be competitive on rate/terms.
- Proposed pricing by term is summarized on the following pages.

Pricing Summary

	7 Year	10 Year	15 Year
JP Morgan Chase	1.84%	1.94%	1.98%
BMO Harris	-	-	2.45%
Great Western Bank	-	-	2.54%
BBVA Compass	-	-	2.55%
Siemens	-	-	2.75%
Banker's Trust	-	-	2.78%
NBH Bank	-	-	3.28%
Western Alliance	-	-	3.60%
Bank of America	-	1.98%	-
Bank of the West	2.02%	2.14%	-
US Bank	2.07%	2.16%	-
Associated Bank	-	2.58%	-

*Preliminary, subject to change.

Review and Analysis

- Of the proposals received, JP Morgan Chase provided the most attractive combination of interest rate and 15-year term.
- JP Morgan proposal is a 1.98% interest rate for a 15-year term.
- The rate is subject to change until locked; forward rate lock is available.
- There is no explicit requirement for ancillary business, although other business opportunities with MGMC will be pursued.
- Considerations for the JP Morgan proposal include:
 - Minimum MADS coverage of 1.20x calculated semi-annually (below this level would be EOD).
 - Liquidity covenant of 75 days tested semi-annually (below this level would be EOD).
 - Most favored lender provision: if MGMC provides any more stringent covenant to a lender in the future, JPM also gets benefit.
 - Pricing matrix which adds 10 bps to interest rate for each notch rating downgrade should it occur.
 - “Make-whole” prepayment and typical yield protection/change in law provisions.
- Additional details will be negotiated.

Next Steps

- Authorize management to proceed.
- September 24th: City Council meeting for preliminary approval and scheduling of Public Hearing.
- Begin drafting of documents.
- Complete due diligence.
- Explore availability of interest rate lock.
- October 8th: City Council holds Public Hearing and gives final approval.
- Closing end of October.

Appendix

Summary of Bank Placement Term Sheets

Summary of Bank Placement Proposals*

	Banker's Trust	BBVA	BMO Harris	Great Western Bank
Amount & Term:	\$35.000MM / 15-Year Term	\$35.000MM / 15-Year Term	\$35.000MM / 15-Year Term	\$35.000MM / 15-Year Term
Interest Rates and Pricing:	15-year swapped rate: 2.777% (84%*1M LIBOR) + 1.25% ACT/360 Day Count	15-Year Fixed Rate: 2.55% ACT/360 Day County	15-Year Fixed Rate: 2.45% Swap Rate * .79 + 1.10% ACT/360 Day Count	Option 1: Unscheduled drawdown, 15-year swapped rate: 2.56% Option 2: Scheduled drawdown, 15-year swapped rate: 2.54% Option 3: 15-year swapped rate: 2.79%
Rate lock?	Yes	Up to 60 days with higher rate	Not defined	Not defined
Prepayment:	None, but responsible for swap termination cost	Make-Whole Call after two years	Make-Whole Call	Responsible for swap termination payment
Financial Covenants:	Not defined	DCOH: 75 days = consultant, 45 days = EOD DSC: 1.2x = consultant, 1.0x = EOD	DCOH: 75 days tested semiannually DSC: 1.20x tested quarterly Add'l Debt test: 1.35x Pro Forma	DCOH: 75 days = consultant, 45 days = EOD DSC: 1.2x = consultant, 1.0x = EOD Add'l debt test: 1.35x Pro Forma
Reporting Covenants:	Not defined	Audited annual financials and MTI compliance within 150 days Quarterly financial statements (including operating statistics) within 45 days	Audited financials within 120 days Quarterly unaudited financials within 45 days including operations statistics and payor mix Budget within 60 days	Audited Financials within 150 days Quarterly financials with 45 days Annual compliance certificate
Other:	Brick Gentry as counsel, capped at \$15,000 \$42,000 origination fee Deposit account at bank required	Most Favored Nations Orrick as counsel, capped at \$30,000	Chapman and Cutler as Counsel, capped at \$40,000 Rating downgrade increases rate by 10 bps for each level, EOD when below investment grade	0.25% commitment fee

*Preliminary, subject to change.

Summary of Bank Placement Proposals*

	JP Morgan Chase	NBH Bank	Siemens	Western Alliance Bank
Amount & Term:	\$35.000MM / 7, 10, or 15-Year Term	\$25.000M 15-Year Term	\$35.000MM / 15-Year Term	\$35.000MM / 15-Year Term
Interest Rates and Pricing:	7-Year Fixed Rate: 1.84% 15 Year Amortization 10-Year Fixed Rate: 1.94% 15 Year Amortization 15-Year Term: 1.98% 30/360 Day Count	15-Year Term: 3.28% 15-Year Amortization 30/360 Day Count	15-Year Term: 2.75% 15-Year Amortization 30/360 Day Count	15-Year Term: 3.60% .79 * (8Y LIBOR Swap + 2.85%) 30/360 Day Count
Rate lock?	Available	Avilable up to 30 days prior to closing with 10 bps rate increase	Not specified	Available
Prepayment:	Make-whole	Years 0-2: Callable at 103% Year 2: Callable at 102% Year 3: Callable at 101% 100% thereafter	Years 0-3: noncallable Years 4-6: 102% Years 7-8: 101% 100% thereafter	Callable at 100% in 2026
Financial Covenants:	DCOH: 75 days, tested semiannually DSC: 1.20x, tested semiannually	DCOH: 75 days = consultant, 45 days = EOD DSC: 1.2x = consultant, 1.0x = EOD Add'l debt test: 1.35x Pro Forma	DCOH: 75 days = consultant, 45 days = EOD DSC: 1.2x = consultant, 1.0x = EOD Add'l debt test per MTI	DCOH: 75 days, <45 days = EOD DSC: 1.2x, <1.0x = EOD
Reporting Covenants:	Audit within 150 days including operating and payor mix statistics Quarterly financials within 45 days Semiannual compliance certificate	Audit within 150 days including utilization statistics Quarterly financials within 45 days Annual compliance certificate <u>Budget within 30 days</u>	Not specified	Audit with 150 days including compliance certificate Budget within 30 days
Other:	Most Favored Nations 10bps rate increase for each downgrade below A2 Chapman & Cutler as counsel, capped at \$35,000	Bank Counsel capped at \$30,000	Most Favored Nations provision Refundable \$50,000 acceptance fee	Purchaser's counsel capped at \$10,000

*Preliminary, subject to change.

Disclosure

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The information contained herein may include hypothetical interest rates or interest rate savings for a potential refunding. Interest rates used herein take into consideration conditions in today’s market and other factual information such as credit rating, geographic location and market sector. Interest rates described herein should not be viewed as rates that Piper Jaffray expects to achieve for you should we be selected to act as your underwriter or placement agent. Information about interest rates and terms for SLGs is based on current publically available information and treasury or agency rates for open-market escrows are based on current market interest rates for these types of credits and should not be seen as costs or rates that Piper Jaffray could achieve for you should we be selected to act as your underwriter or placement agent. More particularized information and analysis may be provided after you have engaged Piper Jaffray as an underwriter or placement agent or under certain other exceptions as describe in the Section 15B of the Exchange Act.

FOURTH SUPPLEMENTAL INDENTURE OF TRUST

Dated as of October 1, 2019

Among

CITY OF AMES, IOWA
as the “Issuer”

and

Wells Fargo Bank, National Association
as the “Trustee” and “Paying Agent/Registrar”

and

Mary Greeley Medical Center
as the “Hospital”

Relating To The
Issuance of the Issuer’s

\$35,000,000

Hospital Revenue Bonds (Mary Greeley Medical Center),
Series 2019

DORSEY & WHITNEY LLP
801 GRAND, SUITE 4100
DES MOINES, IA 50309-2790
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FOURTH SUPPLEMENTAL
INDENTURE OF TRUST

THIS FOURTH SUPPLEMENTAL INDENTURE OF TRUST, made and dated as of October 1, 2019 (the “Fourth Supplemental Indenture”), by and among the City of Ames, Iowa (the “Issuer”), Wells Fargo Bank, National Association (formerly Wells Fargo Bank Iowa, National Association), as trustee (the “Trustee”) and paying agent/registrar (the “Paying Agent/Registrar”) and Mary Greeley Medical Center (the “Hospital”).

WITNESSETH:

WHEREAS, the Hospital is a hospital and “city enterprise” organized and existing under the laws of the State of Iowa; and

WHEREAS, the Hospital has undertaken a hospital improvement project to expand and remodel portions of its existing Hospital Facilities (the “Project”); and

WHEREAS, pursuant to that certain Indenture of Trust dated as of June 1, 2003 (the “Original Indenture” among the Issuer, the Hospital and the Trustee, the Issuer has heretofore issued its \$29,385,000 principal amount of Hospital Revenue Refunding Bonds (Mary Greeley Medical Center), Series 2003 (the “Series 2003 Bonds”) for the purpose of (i) refunding the Series 1992 Bonds (as defined in the Original Indenture) and the Series 1993 Bonds (as defined in the Original Indenture); (ii) funding a debt service reserve fund; and (iii) paying the costs of issuance of the Series 2003 Bonds and costs related thereto; and

WHEREAS, provisions were made in the Original Indenture for the Issuer, on behalf of the Hospital, to incur Additional Indebtedness from time to time which shall be equally and ratably secured by the Indenture (as defined herein) with the Series 2003 Bonds and all other Additional Indebtedness without preference, priority or distinction of any such Additional Indebtedness or Series 2003 Bonds over any other such Additional Indebtedness or Series 2003 Bonds except as provided in the Indenture with respect to the Debt Service Reserve Fund; and

WHEREAS, pursuant to the Original Indenture, as supplemented and amended by the First Supplemental Indenture of Trust dated as of October 1, 2011 (the “First Supplemental Indenture”) among the Issuer, the Hospital and the Trustee, the Issuer has heretofore issued its \$65,000,000 principal amount of Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2011 (the “Series 2011 Bonds”) for the purpose of (i) financing a portion of the costs of the Project (as defined in the First Supplemental Indenture) (the “Series 2011 Project”) and (ii) paying related costs of issuance of the Series 2011 Bonds; and

WHEREAS, pursuant to the Original Indenture, as supplemented and amended by the First Supplemental Indenture and Second Supplemental Indenture of Trust dated as of November 1, 2012 (the “Second Supplemental Indenture”) among the Issuer, the Hospital and the Trustee, the Issuer has heretofore issued its \$26,000,000 principal amount of Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2012 (the “Series 2012 Bonds”) for the purpose of (i) refunding the Series 2003 Bonds, (ii) financing a portion of the costs of the Series 2011 Project, and (iii) paying related costs of issuance of the Series 2012 Bonds; and

WHEREAS, pursuant to the Original Indenture, as supplemented and amended by the First Supplemental Indenture, the Second Supplemental Indenture and the Third Supplemental Indenture of Trust dated as of June 1, 2016 (the “Third Supplemental Indenture”) among the Issuer, the Hospital and the Trustee, the Issuer has heretofore issued its \$64,790,000 principal amount of Hospital Revenue Refunding Bonds (Mary Greeley Medical Center), Series 2016 (the “Series 2016 Bonds”) for the purpose of (i) refunding the Series 2011 Bonds and (ii) paying related costs of issuance of the Series 2016 Bonds; and

WHEREAS, it is deemed necessary and advisable that the Issuer borrow money and issue its \$35,000,000 principal amount of Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2019 (the “Series 2019 Bonds”) for the purpose of (i) financing a portion of the costs of the Project, and (ii) paying costs of issuance of the Series 2019 Bonds and costs related thereto; and

WHEREAS, the Issuer intends to issue its Series 2019 Bonds pursuant to this Fourth Supplemental Indenture and the Original Indenture (the Original Indenture as supplemented and amended by the First Supplemental Indenture, the Second Supplemental Indenture, the Third Supplemental Indenture and this Fourth Supplemental Indenture and as further amended and supplemented from time to time is herein referred to as the “Indenture”); and

WHEREAS, Section 9.02(h) of the Original Indenture authorizes the execution and delivery of supplemental indentures without the consent of the Owners of the Bonds, to provide for the issuance of Additional Indebtedness; and

WHEREAS, the execution and delivery of this Fourth Supplemental Indenture and the issuance of the Series 2019 Bonds under the Act have been in all respects duly and validly authorized by resolution duly passed and approved by the Issuer; and

WHEREAS, all acts and proceedings required by law necessary to constitute this Fourth Supplemental Indenture a valid and binding agreement for the uses and purposes herein set forth, in accordance with its terms, have been done and taken, and the execution and delivery of this Fourth Supplemental Indenture have been in all respects duly authorized;

THIS FOURTH SUPPLEMENTAL INDENTURE WITNESSETH, that the Original Indenture (as previously supplemented and amended) is hereby supplemented and amended as hereinafter provided and the Issuer and the Hospital do hereby covenant to and agree with the Trustee, for the benefit of the respective Owners from time to time of the Bonds, as follows:

ARTICLE I DEFINITIONS

Section 1.01. Definitions.

The terms used in this Fourth Supplemental Indenture, unless the context clearly requires otherwise, shall have the same meanings as set forth in the Original Indenture as supplemented and amended by the First Supplemental Indenture, the Second Supplemental Indenture and the Third Supplemental Indenture. In addition, unless the context otherwise requires, the terms defined in this Section shall, for all purposes of this Fourth Supplemental Indenture, have the meanings herein specified, to be equally applicable to both the singular and plural forms of any of the terms herein defined.

“First Supplemental Indenture” means the First Supplemental Indenture of Trust dated as of October 1, 2011, among the Issuer, the Hospital and the Trustee.

“Fourth Supplemental Indenture” means this Fourth Supplemental Indenture of Trust dated as of October 1, 2019 among the Issuer, the Hospital and the Trustee.

“Indenture” means the Original Indenture as supplemented and amended by the First Supplemental Indenture, the Second Supplemental Indenture, the Third Supplemental Indenture and the Fourth Supplemental Indenture and as it may from time to time be supplemented, modified or amended by any Supplemental Indenture.

“Interest Payment Date” means, with respect to the Series 2019 Bonds, the fifteenth day of each June and December (or, if such day is not a Business Day, on the next succeeding Business Day), commencing _____ to and through the Maturity Date.

“Interest Period” means, with respect to the Series 2019 Bonds, [June 15 through and including December 14 and December 15 through and including June 14, except that the first such Interest Period shall commence on the Series 2019 Closing Date and run through and including _____ and the last Interest Period shall end on the date of final payment of the Series 2019 Bonds.]

“Maturity Date” means, with respect to the Series 2019 Bonds, _____.

“Original Indenture” means the Indenture of Trust among the Issuer, the Hospital and the Trustee dated as of June 1, 2003.

“Original Purchaser” means _____, the original purchaser of the Series 2019 Bonds.

“Project” means the acquisition, construction, equipping, furnishing, expanding and remodeling portions of the existing hospital facilities, including the medical/surgical area, children/maternal services and NICU departments, behavioral health department, inpatient rehabilitation and other areas of the hospital facilities located at the Hospital’s campus as 1111 Duff Avenue, Ames, Iowa.

“Record Date” means, with respect to the Series 2019 Bonds, the first day of [each June and December] (whether or not such day is a Business Day).

“Second Supplemental Indenture” means the Second Supplemental Indenture of Trust dated as of November 1, 2012 among the Issuer, the Hospital and the Trustee.

“Series 2012 Bonds” means the Issuer’s \$26,000,000 Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2012.

“Series 2016 Bonds” means the Issuer’s \$64,790,000 Hospital Revenue Refunding Bonds (Mary Greeley Medical Center), Series 2016.

“Series 2019 Bonds” means the Issuer’s \$35,000,000 Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2019.

“Series 2019 Closing Date” means, with respect to the Series 2019 Bonds, the date on which the Series 2019 Bonds are delivered to the Original Purchaser thereof in exchange for payment of the purchase price therefor.

“Series 2019 Cost of Issuance Fund” means the fund established by Section 5.05 of this Fourth Supplemental Indenture.

“Series 2019 Project Fund” means the fund by that name established pursuant to Section 3.03 of this Fourth Supplemental Indenture.

“Series 2019 Rebate Fund” means the fund established by Section 5.04 of this Fourth Supplemental Indenture.

“Series 2019 Tax Exemption Agreement” means the Tax and Arbitrage Certificate dated as of the Series 2019 Closing Date of the Issuer and the Hospital.

“Third Supplemental Indenture” means the Third Supplemental Indenture of Trust dated as of June 1, 2016 among the Issuer, the Trustee and the Hospital.

“Written Request” means a request in writing of the Hospital signed by an Authorized Representative.

Section 1.02. Interpretation.

(a) Unless the context otherwise indicates, words expressed in the singular shall include the plural and vice versa and the use of the neuter, masculine, or feminine gender is for convenience only and shall be deemed to mean and include the neuter, masculine or feminine gender, as appropriate.

(b) Headings of articles and sections herein and the table of contents hereof are solely for convenience of reference, do not constitute a part hereof and shall not affect the meaning, construction or effect hereof.

(c) All references herein to “Articles,” “Sections” and other subdivisions are to the corresponding Articles, Sections or subdivisions of this Indenture; the words “herein,” “hereof,” “hereby,” “hereunder” and other words of similar import refer to this Indenture as a whole and not to any particular Article, section or subdivision hereof.

ARTICLE II THE SERIES 2019 BONDS

Section 2.01. Authorization of Series 2019 Bonds.

The Series 2019 Bonds are authorized to be issued hereunder in order to borrow money to pay a portion of the cost of the Project and to pay costs of issuance related thereto. The Series 2019 Bonds shall be issued in the par amount of \$35,000,000.

The Indenture constitutes a continuing agreement with the registered Owners from time to time of the Series 2019 Bonds to secure the full payment of the principal of and interest on all such Series 2019 Bonds subject to the covenants, provisions and conditions herein contained.

Section 2.02. Terms of the Series 2019 Bonds.

The Series 2019 Bonds shall be originally issued as a single fully registered Bond in the principal amount of \$35,000,000, without coupons, lettered R-1. The Series 2019 Bonds, as originally issued will not be subject to the Book-Entry System referred to in Section 2.10 of the Original Indenture. The Series 2019 Bonds shall be registered in the name of the Original Purchaser.

The Series 2019 Bonds shall be dated as of the Series 2019 Closing Date and shall mature on _____ and shall bear interest from their date, payable semiannually on June 15 and December 15 each year, commencing _____ at the rate of ____% per annum.

Interest on the Series 2019 Bonds shall be calculated on the basis of a 360-day year having twelve 30-day months.

Each Series 2019 Bond shall bear interest from and including the date of its initial authentication and delivery by the Paying Agent/Registrar until payment of the principal thereof shall have been made or provided for at the rates set out above. The interest so payable on any Interest Payment Date will be paid to the persons in whose names the Series 2019 Bonds are registered at the close of business on the Record Date for such Interest Payment Date, except as provided below.

Any interest not so punctually paid or duly provided for shall forthwith cease to be payable to the registered Owner on such Record Date and shall be paid to the person in whose name the Series 2019 Bond is registered at the close of business on a Special Record Date for the payment of such defaulted interest to be fixed by the Paying Agent/Registrar, notice whereof being given by the Paying Agent/Registrar to the Owners not less than 10 days prior to such Special Record Date.

Interest shall be paid by the Paying Agent/Registrar on the date such interest is due to each Owner at the address shown on the registration books maintained by the Paying Agent/Registrar pursuant to Section 2.07 of the Original Indenture, and such payment shall be transmitted by wire transfer to a bank account maintained by such Owner in the United States of

America and designated in written instructions given to the Paying Agent/Registrar as of the Record Date preceding each Interest Payment Date.

The principal on this Bond payable upon redemption or maturity shall be paid by wire transfer to a bank account maintained by the registered owner as such registered owner shall have furnished to the Trustee in writing prior to the payment date.

The Series 2019 Bonds shall be subject to redemption as provided in Article IV of the Fourth Supplemental Indenture.

Section 2.03. Form of the Series 2019 Bonds.

The Series 2019 Bonds, the certificate of authentication and the form of assignment shall be substantially in the respective forms thereof set forth in Section 6.01 hereof and consistent with the Indenture.

All Series 2019 Bonds shall be in fully registered form, and the Owner of a Series 2019 Bond shall be regarded as the absolute owner thereof for all purposes of the Indenture.

Section 2.04. Execution of the Series 2019 Bonds.

The Series 2019 Bonds shall be executed in the name and on behalf of the Issuer with the manual or facsimile signature of the Mayor, and shall be attested by the manual or facsimile signature of its City Clerk. The City Treasurer's Certificate appearing on each Series 2019 Bond shall be executed by the manual or facsimile signature of the City Treasurer. The Series 2019 Bonds shall then be delivered to the Paying Agent/Registrar for authentication by it on the date of issuance. In case any of the officers who shall have signed or attested any of the Series 2019 Bonds shall cease to be such officer or officers of the Issuer before the Series 2019 Bonds so signed or attested shall have been authenticated or delivered by the Paying Agent/Registrar, or issued by the Issuer, such Series 2019 Bonds may nevertheless be authenticated, delivered and issued and, upon such authentication, delivery and issue, shall be as binding upon the Issuer as though those who signed and attested the same had continued to be such officers of the Issuer, and also any Series 2019 Bond may be signed and attested on behalf of the Issuer by such persons as at the actual date of execution of such Series 2019 Bond shall be the proper officers of the Issuer although at the nominal date of such Series 2019 Bond any such person shall not have been such officer of the Issuer.

Only those Series 2019 Bonds that bear thereon a certificate of authentication substantially in the form hereinbefore recited, manually executed by the Paying Agent/Registrar, shall be valid or obligatory for any purpose or entitled to the benefits of this Indenture, and such certificate of the Paying Agent/Registrar shall be conclusive evidence that the Series 2019 Bonds so authenticated have been duly executed, authenticated and delivered hereunder and are entitled to the benefits of this Indenture.

ARTICLE III
ISSUANCE OF SERIES 2019 BONDS; APPLICATION OF PROCEEDS

Section 3.01. Issuance of the Series 2019 Bonds.

Upon execution of this Fourth Supplemental Indenture, the Issuer shall execute and, upon satisfaction of the conditions set forth in this Section, the Paying Agent/Registrar shall authenticate and, upon request of the Issuer, deliver the Series 2019 Bonds in the principal amount of \$35,000,000 to the Original Purchaser in exchange for the purchase price thereof. Prior to the authentication and delivery of the Series 2019 Bonds by the Paying Agent/Registrar, there shall have been filed with the Trustee each of the following:

- (a) A copy of this Fourth Supplemental Indenture, duly executed;
- (b) A copy of duly executed approving opinions of Bond Counsel and Counsel to the Issuer and the Hospital, addressed to the Trustee, the Hospital, the Issuer and the Original Purchaser.

Section 3.02. Application of Proceeds of the Series 2019 Bonds and Other Funds.

A. Series 2019 Bond Proceeds. The proceeds from the sale of the Series 2019 Bonds shall be delivered to the Trustee on the Series 2019 Closing Date and deposited as follows:

- (i) in the Series 2019 Project Fund, the amount of \$_____ to be applied as provided in Section 3.03 hereof to pay costs of the Project (including costs of issuance); and
- (ii) in the Series 2019 Costs of Issuance Fund, the amount of \$_____ to be applied as provided in Section 5.05 hereof to pay Costs of Issuance.

B. Other Funds.

[Insert if any other funds]

Section 3.03. Series 2019 Project Fund.

There is hereby created and established with the Trustee a trust fund to be designated “Series 2019 Project Fund – Mary Greeley Medical Center” (the “Series 2019 Project Fund”) which shall be expended in accordance herewith. The Trustee shall, from time to time, establish such accounts in the Series 2019 Project Fund as may be requested by the Borrower. Moneys received from the investment of moneys in the Series 2019 Project Fund shall be retained in the Series 2019 Project Fund.

(a) Disbursements from the Series 2019 Project Fund. Money on deposit in the Series 2019 Project Fund shall be paid out from time to time by the Trustee to or upon the Written Request of the Hospital in order to pay or as reimbursement to the Hospital for payments

made by it for the costs of acquiring, constructing and/or installing the Project (not paid or reimbursed from the proceeds of the Series 2019 Bonds), including the following purposes (but, subject to the provisions of subparagraph (d) hereof, for no other purposes):

(1) Payment or reimbursement to the Hospital of such amounts as shall be necessary to pay for or reimburse the Hospital for expenditures in connection with (i) the preparation of plans and specifications for the Project (including any preliminary study or planning of the Project or any aspect thereof), and payment of any architectural, engineering or supervisory fees and expenses and (ii) any other costs and expenses relating to the Project;

(2) Payment of expenses incurred in seeking to enforce any remedy against any contractor or subcontractor in respect of any default under a contract relating to any of the Project; and

(3) Payment of any other costs and expenses relating to the Project.

(b) Written Request of the Hospital for payments from the Series 2019 Project Fund. Money on deposit in the Series 2019 Project Fund shall be paid out from time to time by the Trustee to or upon the order of the Hospital in each case upon receipt by the Trustee of a Written Request of the Hospital: (A) Stating that costs of an aggregate amount set forth in such Written Request have been made or incurred and were necessary for the construction, acquisition and/or installation of the Project and were made or incurred in accordance with the construction contracts or purchase orders therefor then in effect; (B) Stating that the amount paid or to be paid, as set forth in such Written Request, is reasonable and represents a part of the amount payable for the costs of construction, acquisition and/or installation of the Project and that such payment was not paid in advance of the time, if any, fixed for payment and was made in accordance with the terms of any contracts or purchase orders applicable thereto and in accordance with usual and customary practice under existing conditions; and (C) Stating that no part of the said costs of the Project was included in any Written Request previously filed with the Trustee under the provisions hereof or similar provisions in the Fourth Supplemental Indenture relating to the Project Fund.

(c) Disposition of Series 2019 Project Fund Money After Completion. If after payment by the Trustee of all orders theretofore tendered to the Trustee under the provisions of subparagraph (b) of this Section 3.03 there shall remain any balance of money in the Series 2019 Project Fund, such money shall be deposited as follows: (1) if less than 95% of the net proceeds of the Series 2019 Bonds have been expended to pay the costs of construction, acquisition and/or installation of the Project, the excess money in the Series 2019 Project Fund shall be transferred to the Redemption Fund and shall be deposited into a separate subaccount therein created by the Trustee, invested in Investment Securities having a yield no greater than the yield on the Series 2019 Bonds, and applied to redemption of Series 2019 Bonds pursuant to Section 4.01 hereof on the first date on which such Series 2019 Bonds may be redeemed without premium, or (2) the excess money in the Series 2019 Project Fund shall be transferred to the Bond Sinking Fund.

(d) Investment of Series 2019 Project Fund Money. Money on deposit in the Series 2019 Project Fund may be invested only in Investment Securities and the income therefrom shall be credited to the Series 2019 Project Fund.

Money on deposit in the Series 2019 Project Fund may be used to pay costs of issuance of the Series 2019 Bonds upon Written Request of the Hospital.

ARTICLE IV
REDEMPTION OF SERIES 2019 BONDS

Section 4.01. Terms of Redemption of Series 2019 Bonds.

(a) The Series 2019 Bonds are subject to mandatory redemption by lot at 100 percent of the principal amount thereof to be redeemed, plus accrued interest to the redemption date in accordance with the mandatory Bond Sinking Fund schedule set forth in Section 4.04 hereof.

(b) The Series 2019 Bonds maturing on or after June 15, ____, are subject to redemption by the Issuer at the option of the Hospital on June 15, _____ and on any date thereafter in whole or in part in such amounts and maturities as designated by the Hospital and within any maturity randomly or other method deemed fair by the Trustee, at par, without premium.

(c) The Series 2019 Bonds are subject to redemption in whole or in part as designated by the Hospital by lot or other method deemed fair by the Trustee, at a redemption price equal to the principal amount thereof, together with interest accrued thereon to the date fixed for redemption, and without premium, in the event that the Hospital Facilities or any portion thereof, are destroyed by fire or other casualty or condemned or taken by eminent domain, and such damage, destruction or taking is estimated to equal or exceed five percent (5%) of the Book Value of the Hospital Facilities. In the event of such damage, destruction, condemnation or taking, the Issuer has the option (at the direction of the Hospital) to apply the applicable insurance or condemnation proceeds to the prepayment of its obligations thereunder, in whole or in part, which moneys will be deposited in the Redemption Fund and applied to the redemption of the Bonds. If Additional Indebtedness is issued on a parity with the Bonds, such insurance or condemnation proceeds will be apportioned among the Bonds and the Additional Indebtedness in proportion to the respective outstanding amounts thereof.

Section 4.02. Partial Redemption of Series 2019 Bonds.

The Series 2019 Bonds in denominations larger than \$5,000 may be redeemed in integral multiples of \$5,000. Upon surrender of any Bond redeemed in part only, the Issuer shall execute and the Paying Agent/Registrar shall authenticate and deliver to the registered Owner thereof, at no expense to the Owner, a new Bond or Bonds of Authorized Denominations equal in aggregate principal amount to the unredeemed Portion of the Bond surrendered. Costs of printing and/or authentication of new Bonds shall be paid by the Hospital. If there is a partial redemption of the Bonds the Trustee shall make the appropriate adjustments required in the Bonds as directed by the Hospital.

In the event of any partial redemption of the Series 2019 Bonds pursuant to this Section, the mandatory Bond Sinking Fund redemption payments relating to the Series 2019 Bonds shall be reduced in the inverse order thereof. The Trustee shall (in such manner as it in its sole discretion shall choose) adjust the amount of each such reduction in required Bond Sinking Fund

redemption payment, so that each such required Bond Sinking Fund redemption payment is made in integral amounts of \$5,000.

Section 4.03. Purchase in Lieu of Redemption.

In lieu of redeeming Bonds pursuant to Section 4.01 the Trustee may, at the request of the Hospital, use funds on deposit in the Redemption Fund to purchase the Series 2019 Bonds at a price not exceeding the redemption price then applicable hereunder.

Section 4.04. Bond Sinking Fund Deposits – Mandatory Deposits.

With respect to the payment of Series 2019 Bonds by maturities or mandatory redemption through the Bond Sinking Fund, the Issuer shall have on deposit in the Bond Sinking Fund moneys in the amounts and at the times, respectively, as follows:

<u>June 15 of the Year</u>	<u>Principal Amount</u>	<u>June 15 of the Year</u>	<u>Principal Amount</u>
--------------------------------	-----------------------------	--------------------------------	-----------------------------

provided, that such amounts shall be reduced (a) by the amount of Series 2019 Bonds acquired and delivered in accordance with Section 4.03 hereof in satisfaction of such Bond Sinking Fund requirements, and (b) in connection with a partial redemption of Series 2019 Bonds in the manner provided in the last paragraph of Section 4.02 and Section 4.03 hereof. Moneys on deposit in the Bond Sinking Fund on _____ - shall be applied to the payment of the Series 2019 Bonds maturing on such date which have not been previously redeemed. Moneys on deposit in the Bond Sinking Fund on June 15 of the years ____ through ____ shall be applied to redemption of a portion of the Series 2019 Bonds maturing on _____. Payment or redemption of the Series 2019 Bonds through the Bond Sinking Fund shall be without premium. In the event the Series 2019 Bonds maturing on a specific date as aforesaid have been fully paid and moneys are on deposit in the Bond Sinking Fund to redeem Series 2019 Bonds maturing on that specific maturity date, then such moneys on deposit in the Bond Sinking Fund shall be applied to Series 2019 Bonds maturing on the next succeeding maturity date in the order above set forth. The Series 2019 Bonds shall be redeemed by the Trustee pursuant to the provisions of this paragraph without any notice from or direction by the Issuer or the Hospital.

ARTICLE V
DEPOSITS TO FUNDS

Section 5.01. Interest Fund.

Section 5.04 of the Original Indenture provided for the establishment and maintenance by the Trustee of the Interest Fund for the payment of the interest on the Bonds.

From and after the issuance of the Series 2019 Bonds and as long as the Series 2019 Bonds are outstanding, in addition to the payments required to be made into the Interest Fund by the Indenture with respect to interest of any Bonds currently Outstanding, the Hospital shall deposit, from the Net Revenues, additional amounts into the Interest Fund for the payment of interest on the Series 2019 Bonds, on or before the 10th day of December, 2019 an amount equal to the interest coming due on the Series 2019 Bonds on the next succeeding Interest Payment Date and thereafter on or before the 10th day of each month, commencing with the 10th day of January, 2020, an amount equal to 1/6 of the interest coming due on the Series 2019 Bonds on the next succeeding Interest Payment Date; provided, however, that no monthly deposit need be made to the extent that there is a sufficient amount already on deposit in the Interest Fund to pay interest on the Bonds on the next Interest Payment Date. **[CONFORM TO TERMS]**

Section 5.02. Bond Sinking Fund.

The Indenture provides for the establishment and maintenance by the Trustee of the Bond Sinking Fund for the payment of the principal of the Bonds. From and after the issuance of the Series 2019 Bonds and as long as the Series 2019 Bonds are outstanding, in addition to the payments required to be made into the Bond Sinking Fund by the Indenture with respect to principal of any Bonds currently Outstanding, the Hospital shall deposit, from the Net Revenues, additional amounts into the Bond Sinking Fund for the payment of principal of the Series 2019 Bonds on or before the 10th day of each month, commencing with the 10th day of December, 2019 through and including the 10th day of June, 2020 an amount equal to 1/7 of the principal coming due on the Series 2019 Bonds on June 15, 2020, and thereafter on or before the 10th day of each month, commencing with the 10th day of July, 2020, an amount equal to 1/12 of the principal coming due on the Series 2019 Bonds on the next succeeding June 15; provided, however, that no monthly deposit need be made to the extent that there is a sufficient amount already on deposit in the Bond Sinking Fund to pay principal on the Bonds on the next June 15. **[CONFORM TO TERMS]**

In addition to the payments required to be made in Section 5.05 of the Original Indenture and in Section 5.02 of each of the First Supplemental Indenture, the Second Supplemental Indenture and the Third Supplemental Indenture, money on deposit in the Bond Sinking Fund, other than income earned thereon which is to be transferred to other funds created hereunder, shall be applied by the Trustee to pay principal on the Series 2019 Bonds as it becomes due and to redeem the Series 2019 Bonds in accordance with the mandatory Bond Sinking Fund redemption schedule provided for in Section 4.04 hereof. In lieu of such mandatory Bond Sinking Fund redemption, the Trustee may, at the request of the Hospital, purchase from amounts on deposit in the Redemption Fund an equal principal amount of Series 2019 Bonds of the maturity to be redeemed at prices not exceeding the principal amount of the Series 2019

Bonds being purchased plus accrued interest. In addition, the amount of the Series 2019 Bonds to be redeemed on any date pursuant to the mandatory Bond Sinking Fund redemption schedule shall be reduced in inverse order, by the principal amount of the Series 2019 Bonds of the maturity required to be redeemed which are acquired by the Hospital or the Issuer and delivered to the Trustee for cancellation or which have been redeemed pursuant to the second paragraph of Section 4.02 hereof.

As provided in Section 5.05 of the Original Indenture and Section 5.02 of the First Supplemental Indenture, if and to whatever extent any Additional Indebtedness is issued or incurred under the conditions and restrictions set forth in this Indenture, provision shall be made for increasing the payments into the Bond Sinking Fund to meet principal installments of such Additional Indebtedness when due (whether by maturity or mandatory sinking fund redemption provisions).

Section 5.03. Debt Service Reserve Fund.

The Original Indenture provided for the establishment and maintenance by the Trustee of the Debt Service Reserve Fund. A deposit to the Debt Service Reserve Fund will not be made on the Series 2019 Closing Date and the Series 2019 Bonds shall not be secured by the Debt Service Reserve Fund.

Section 5.04. Series 2019 Rebate Fund.

The Trustee shall establish and maintain so long as any Series 2019 Bonds are Outstanding and are subject to a requirement of the Code that arbitrage profits be rebated to the United States of America, a separate subaccount created in the Rebate Fund established in the Original Indenture to be known as the “Series 2019 Rebate Fund – Mary Greeley Medical Center” (the “Series 2019 Rebate Fund”). The Trustee shall make information regarding the Series 2019 Bonds and investments hereunder available to the Hospital. The Trustee shall make deposits and disbursements from the Series 2019 Rebate Fund in accordance with the Series 2019 Tax Exemption Agreement pursuant to written instructions from the Hospital, shall invest the amounts held in the Series 2019 Rebate Fund pursuant to written instructions from the Hospital and shall deposit income from such investments immediately upon receipt thereof in the Series 2019 Rebate Fund. Anything in the Indenture to the contrary notwithstanding, this Section 5.04 and the Series 2019 Tax Exemption Agreement may be superseded or amended by new instructions delivered by the Hospital and accompanied by an opinion of Bond Counsel addressed to the Trustee and the Issuer to the effect that the use of the new instructions will not cause interest on the Series 2019 Bonds to be included in gross income for federal income tax purposes.

If a deposit to the Series 2019 Rebate Fund is required as a result of the computations made or caused to be made by the Hospital, the Hospital shall pay such amount to the Trustee, together with written direction from the Hospital, and the Trustee shall accept such payment for deposit into the Series 2019 Rebate Fund. If amounts in excess of that required to be rebated to the United States of America accumulate in the Series 2019 Rebate Fund, the Trustee shall upon written direction from the Hospital transfer such amount to the Hospital. Records of the

determinations required by this Section and the instructions must be retained by the Trustee until six years after the Series 2019 Bonds are no longer outstanding.

Section 5.05. Series 2019 Costs of Issuance Fund.

There is hereby created and established with the Trustee a trust fund to be designated “Series 2019 Costs of Issuance Fund – Mary Greeley Medical Center” (the “Series 2019 Costs of Issuance Fund”) which shall be expended in accordance herewith. Initial deposits to the credit of the Series 2019 Costs of Issuance Fund shall be made pursuant to Section 3.02 hereof. Money on deposit in the Series 2019 Costs of Issuance Fund shall be paid out from time to time by the Trustee to or upon the Written Request of the Hospital in order to pay or as reimbursement to the Hospital for payment of Costs of Issuance. Money on deposit in the Series 2019 Costs of Issuance Fund may be invested only in Investment Securities and the income therefrom shall be credited to the Series 2019 Costs of Issuance Fund. Any moneys remaining in the Series 2019 Costs of Issuance Fund after April 1, 2020 shall be transferred to the Interest Fund.

ARTICLE VI
FORM OF SERIES 2019 BONDS

Section 6.01. Form of Series 2019 Bonds.

The Series 2019 Bonds shall be in substantially the following form with necessary or appropriate variations, omissions and insertions, as permitted or required by this Indenture:

UNITED STATES OF AMERICA
STATE OF IOWA
COUNTY OF STORY
CITY OF AMES, IOWA

HOSPITAL REVENUE BOND
(MARY GREELEY MEDICAL CENTER)
SERIES 2019

R-1

\$ _____

DATED DATE

MATURITY DATE

INTEREST RATE

CUSIP NO.

PRINCIPAL AMOUNT:

REGISTERED OWNER:

The City of Ames, Iowa (the “Issuer”), for value received, hereby promises to pay in lawful money of the United States of America to the registered owner specified above or registered assigns, on the maturity date specified above, unless this Bond shall be redeemable and shall have previously been called for redemption and payment of the redemption price made or provided for, but solely from the sources hereinafter identified, the principal sum specified above and to pay interest on such principal amount in like manner, but solely from the sources hereinafter identified, at the interest rate specified above payable June 15 and December 15 of each year (the “Interest Payment Dates”) commencing [December 15, 2019], until payment of such principal amount, or provision therefor, shall have been made upon redemption or at maturity. The principal of this Bond and the premium, if any, payable upon redemption, are payable at the designated corporate trust office of Wells Fargo Bank, National Association, as Trustee (the “Trustee”).

Interest payments hereon shall be made to the registered owners hereof appearing on the registration books of the Issuer (the “Bond Register”) maintained by the Trustee, as bond registrar, as of the close of business of the Trustee on the June 1 or December 1 immediately preceding the Interest Payment Date (the “Record Date”) and shall be paid to the registered owner as of the Record Date by wire transfer to a bank account maintained by such registered owner in the United States of America and designated in written instructions given to the Trustee

at least fifteen days prior to an Interest Payment Date. The principal on this Bond payable upon redemption or maturity shall be paid by wire transfer to a bank account maintained by the registered owner as such registered owner shall have furnished to the Trustee prior to the payment date.

This Bond and the series of which it is a part (the “Series 2019 Bonds”) are issued by the Issuer pursuant to and in strict compliance with the provisions of Division V of Chapter 384 of the Code of Iowa, and all other laws amendatory thereof and supplemental thereto (the “Act”), and in conformity with a resolution of the City Council of the Issuer (the “Resolution”) and an Indenture of Trust dated as of June 1, 2003, as supplemented and amended by a First Supplemental Indenture of Trust dated as of October 1, 2001, a Second Supplemental Indenture of Trust dated as of November 1, 2012, a Third Supplemental Indenture of Trust dated as of June 1, 2016 and a Fourth Supplemental Indenture of Trust dated as of October 1, 2019 (as supplemented and amended from time to time, the “Indenture”) among the Issuer, Mary Greeley Medical Center (the “Hospital”) and the Trustee, and reference is hereby made to the Resolution and the Indenture for a more complete statement as to the source of payment of the Series 2019 Bonds and the rights of the owners of the Series 2019 Bonds.

The Series 2019 Bonds are issued for the purpose of providing the proceeds to the Hospital for the purpose of financing a portion of the cost of a Project (as defined in the Indenture), refunding the Series 2003 Bonds (as defined in the Indenture) and the funding of bond issuance expenses. The Series 2019 Bonds are not general obligations of said Issuer, but the Series 2019 Bonds, together with the Issuer’s Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2012 (the “Series 2012 Bonds”), the Issuer’s Hospital Revenue Bonds (Mary Greeley Medical Center), Series 2016 (the “Series 2016 Bonds”), and certain additional bonds, notes or other obligations (the “Additional Indebtedness”) as may be hereafter issued and outstanding from time to time ranking on a parity therewith under the conditions set forth in the Indenture, are payable solely and only out of the future Net Revenues of the Hospital, a sufficient portion of which has been ordered set aside and pledged for that purpose, and the amounts on deposit in the funds and accounts pledged to the payment thereof (except the Rebate Fund) held by the Trustee under the Indenture. The Series 2019 Bonds are not secured by a debt service reserve fund. This Bond is not payable in any manner by taxation, and under no circumstances shall the Issuer be in any manner liable by reason of the failure of the said Net Revenues to be sufficient for the payment of this Bond and the interest hereon. The Series 2019 Bonds, the Series 2012 Bonds, the Series 2016 Bonds and any such Additional Indebtedness and the interest and premium, if any, payable thereon are not obligations of the State of Iowa (the “State”), or of any political subdivision thereof, other than the Issuer, and are special limited obligations of the Issuer payable solely from the Net Revenues of the Hospital pledged to their payment pursuant to the Indenture and other amounts pledged therefor in accordance with the Indenture. Upon the occurrence of an event of default under the Indenture, the sole remedy of the Trustee and the Bondholders is a proceeding in law or in equity by suit, action or mandamus to enforce and compel performance of the duties set forth in Division V of the Act and the terms of the Indenture or to obtain the appointment of a receiver to take possession of and operate the Hospital Facilities and to perform the duties required by Division V of the Act and the terms of the Indenture.

The Series 2019 Bonds are subject to redemption by the Issuer at the option of the Hospital on June 15, 20____ and on any date thereafter in whole or in part in such amounts as designated by the Hospital by lot or other method deemed fair by the Trustee, at par, plus accrued interest to the redemption date, without premium [CONFORM].

The Series 2019 Bonds are entitled to the benefits of a Bond Sinking Fund as provided in the Indenture. [CONFORM] Moneys on deposit in the Bond Sinking Fund on June 15 of each of the years 2020 through 2026 shall be applied to the redemption of a portion of the Series 2019 Bonds maturing on June 15, 2027, in each case by lot upon the notice and in the manner as provided in Article IV of the Indenture. Payment or redemption of Series 2019 Bonds through the Bond Sinking Fund shall be without premium. The Issuer will receive credit against the required Bond Sinking Fund deposits to reflect Bonds purchased or redeemed from amounts on deposit in the Redemption Fund or acquired by the Issuer or the Hospital and delivered to the Trustee in accordance with the provisions of the Indenture.

The Series 2019 Bonds are subject to redemption in whole or in part at any time as designated by the Hospital by lot or other method deemed fair by the Trustee, at a redemption price equal to the principal amount thereof, together with interest accrued thereon to the date fixed for redemption, and without premium, in the event that the Hospital Facilities or any portion thereof, are destroyed by fire or other casualty or condemned or taken by eminent domain, and such damage, destruction or taking is estimated to equal or exceed five percent (5%) of the Book Value of the Hospital Facilities. In the event of such damage, destruction, condemnation or taking, the Issuer has the option (at the direction of the Hospital) to apply the applicable insurance or condemnation proceeds to the prepayment of its obligations thereunder, in whole or in part, which moneys will be deposited in the Redemption Fund and applied to the redemption of Bonds. If Additional Indebtedness is hereafter issued on a parity with the Series 2019 Bonds and the Series 2011 Bonds, such insurance or condemnation proceeds will be apportioned among the Series 2019 Bonds, the Series 2012 Bonds, the Series 2016 Bonds and the Additional Indebtedness in proportion to the respective outstanding amounts thereon.

Series 2019 Bonds in denominations larger than \$5,000 may be redeemed in part in integral multiples of \$5,000. If less than all of the Series 2019 Bonds are to be redeemed, the particular Series 2019 Bonds to be redeemed shall be selected by the Trustee by lot or other method deemed fair by the Trustee. The Series 2019 Bonds may be called in part in one or more units of \$5,000. If less than the entire principal amount of any Series 2019 Bond in a denomination of more than \$5,000 is to be redeemed, the Trustee will issue a new Series 2019 Bond for the amount of the original Series 2019 Bond not redeemed and deliver it to the Bondholder. Notice of such redemption as aforesaid identifying the Series 2019 Bond or Bonds (or portion thereof) to be redeemed shall be mailed by first-class mail to the registered owner at the address shown on the Bond Register not less than 45 nor more than 60 days prior to such redemption date. All of such Series 2019 Bonds as to which the Issuer reserves and exercises the right of redemption and as to which notice as aforesaid shall have been given and for the redemption of which funds are duly provided shall cease to bear interest on the redemption date.

This Bond is fully negotiable but shall be fully registered as to both principal and interest in the name of the owner on the books of the Issuer in the office of the Trustee, as bond registrar,

after which no transfer shall be valid unless made on said books and then only upon presentation of this Bond to the Trustee, together with either a written instrument of transfer satisfactory to the Trustee, duly executed by the registered owner or his duly authorized attorney or the assignment form hereon completed and duly executed by the registered owner or his duly authorized attorney.

The Issuer, the Trustee and any Paying Agent may deem and treat the registered owner hereof as the absolute owner for the purposes of receiving payment of or on account of principal hereof, premium, if any, and interest due hereon and for all other purposes, and the Issuer, the Trustee and any Paying Agent shall not be affected by any notice to the contrary.

And It Is Hereby Certified, Recited and Declared that all conditions, acts and things required to exist, happen and be performed precedent to and in the issuance of the Series 2019 Bonds, have existed, have happened and have been performed in due time, form and manner, as required by law, and that the issuance of this Bond does not exceed or violate any constitutional or statutory limitation or provision.

IN WITNESS WHEREOF, the City of Ames, Iowa has caused this Bond to be executed in its name and on its behalf by the facsimile signature of its Mayor and by the facsimile signature of its City Clerk and its facsimile seal to be hereunto affixed, all as of the Dated Date specified above.

CITY OF AMES, IOWA

By _____
Mayor

Attest:

City Clerk

(SEAL)

(On each Series 2019 Bond the following certificate shall be executed with the duly authorized facsimile signature of the City Treasurer):

STATE OF IOWA)
CITY OF AMES) SS: CITY TREASURER'S CERTIFICATE
COUNTY OF STORY)

The original issuance of the Series 2019 Bonds, of which this Bond is a part, was duly and properly recorded in my office as of the Dated Date specified above, pursuant to Section 384.83(4) of the Code of Iowa.

City Treasurer

(On each Series 2019 Bond there shall be a registration date line and a certificate of authentication of the Trustee in the following form:)

Registration Date: _____

This Bond is one of the Bonds described in the within-mentioned Indenture.

Wells Fargo Bank, National Association
as Trustee and Paying Agent/Registrar

By _____
Authorized Signatory

So long as the Book-Entry System is in effect and the Bonds are registered to CEDE & Co, or any other nominee of the DTC, the Bonds shall bear the following legend:

Unless this Bond is presented by an authorized representative of The Depository Trust Company, a New York corporation ("DTC"), to the Issuer or the Trustee for registration of transfer, exchange, or payment, and any Bond issued is registered in the name of CEDE & Co. or in such other name requested by an authorized representative of DTC (and any payment is made to CEDE & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the registered owner hereof, CEDE & Co., has an interest herein.

(Legend as to Abbreviations)

The following abbreviations, when used in this Bond, shall be construed as though they were written out in full according to

	UNIF	TRANSFER	MIN	ACT
	_____	Custodian	_____	
TEN COM	-	as tenants in common	(cust)	(minor)
TEN ENT	-	as tenants by the entireties		
JT TEN	-	as joint tenants with right of survivorship and not as tenants in common	under Uniform Gifts to Minors Act	
			_____	(State)

Additional abbreviations may also be used though not in the list above.

(Form of Assignment)

(An Assignment, in the form hereinafter set out, should be printed on each Bond:)

ASSIGNMENT

For valuable consideration, receipt of which is hereby acknowledged, the undersigned, sells, transfers and assigns this Bond to _____

(Please print or type name and address of Assignee)

PLEASE INSERT SOCIAL SECURITY OR OTHER
IDENTIFYING NUMBER OF ASSIGNEE

_____ and does hereby irrevocably appoint _____
Attorney, to transfer this Bond on the books kept for registration thereof with full power of
substitution.

Dated: _____

Signature guaranteed: _____

NOTE: The signature(s) to this Power must correspond with the name(s) as written upon the face of the Certificate(s) or Note(s) in every particular without alteration or enlargement or any change whatever. Signature guarantee must be provided in accordance with the prevailing standards and procedures of the Paying Agent/Registrar. Signature must be guaranteed by a participant in a recognized signature guaranty medallion program or other signature guarantor program acceptable to the Trustee.

ARTICLE VII
SERIES 2019 BOND COVENANTS

Section 7.01. Application of Series 2011 Bond Covenants.

So long as the Series 2019 Bonds are Outstanding, the Series 2011 Bond Covenants (as defined in the First Supplemental Indenture) contained in Article VII of the First Supplemental Indenture shall apply to the Series 2019 Bonds, notwithstanding the payment and satisfaction of the Series 2011 Bonds. **{CONFIRM}**

Section 7.02. Merger, Consolidation, Sale or Conveyance.

So long as the Series 2019 Bonds are outstanding, the Hospital agrees that it will not merge into or consolidate with one or more Persons, allow one or more such Persons to merge into it, or sell or convey or lease on a capitalized basis all or substantially all of its assets to any Person unless (a) the surviving or successor or transferee Person assumes in writing all of the Issuer's and the Hospital's obligations under the Indenture and the Bonds and (b) the Hospital (or the surviving, successor or transferee Person) delivers to the Trustee and the Original Purchaser (i) an Officer's Certificate to the effect that the Hospital (or such Person) will be in compliance with Sections 6.08 and 7.03 of the Original Indenture and the First Supplemental Indenture, respectively, both on a pro forma basis, and (ii) an Opinion of Bond Counsel to the effect that such merger, consolidation, sale, conveyance or lease will not affect the tax exempt status of the Bonds.

ARTICLE VIII
MISCELLANEOUS

Section 8.01. Limitation of Rights to Parties and Bond Owners.

Nothing in this Fourth Supplemental Indenture or in the Bonds expressed or implied is intended or shall be construed to give to any person other than the Issuer, the Hospital, the Trustee, the Paying Agent/Registrar and the Owners of the Bonds, any legal or equitable right, remedy or claim under or in respect of this Fourth Supplemental Indenture or any covenant, condition or provision therein or herein contained, and all such covenants, conditions and provisions are and shall be held to be for the sole and exclusive benefit of the Issuer, the Hospital, the Trustee, the Paying Agent/Registrar and the Owners of the Bonds.

Section 8.02. Severability of Invalid Provisions.

If any one or more of the provisions contained in this Fourth Supplemental Indenture or in the Bonds shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions contained in this Fourth Supplemental Indenture and such invalidity, illegality or unenforceability shall not affect any other provision of this Fourth Supplemental Indenture, and this Fourth Supplemental Indenture shall be construed as if such invalid or illegal or unenforceable provision had never been contained herein.

Section 8.03. Applicable Provisions of Law.

This Fourth Supplemental Indenture shall be governed by and construed in accordance with the laws of the State of Iowa.

Section 8.04. Execution in Several Counterparts.

This Fourth Supplemental Indenture may be executed in any number of counterparts and each of such counterparts shall for all purposes be deemed to be an original, and all such counterparts, or as many of them as the Issuer, the Hospital, the Trustee and the Paying Agent/Registrar shall preserve undestroyed, shall together constitute but one and the same instrument.

IN WITNESS WHEREOF, the Issuer has caused this Indenture to be signed in its name by its Mayor and attested by its City Clerk, all as of the day and year first above written.

CITY OF AMES, IOWA

By _____
Mayor

Attest:

By _____
City Clerk

IN WITNESS WHEREOF, the Hospital has caused this Indenture to be signed in its name by an authorized officer, all as of the day and year first above written.

MARY GREELEY MEDICAL CENTER

By _____
President

IN WITNESS WHEREOF, the Trustee, in acceptance of the trusts created hereunder, has caused this Fourth Supplemental Indenture to be signed in its corporate name by its officer thereunder duly authorized all as of the day and year first above written.

WELLS FARGO BANK, NATIONAL
ASSOCIATION,
as Trustee and Paying Agent/Registrar

By: _____
Vice President



Financing Update

Prepared for

Mary Greeley Medical Center

John Henningsgard

MANAGING DIRECTOR

Tel: (612) 303-1706

Email: john.d.henningsgard@pjc.com

Steve Proeschel

MANAGING DIRECTOR

Tel: (612) 303-6649

Email: steven.j.proeschel@pjc.com

Mickey Mendoza

ANALYST

Tel: (612) 303-6216

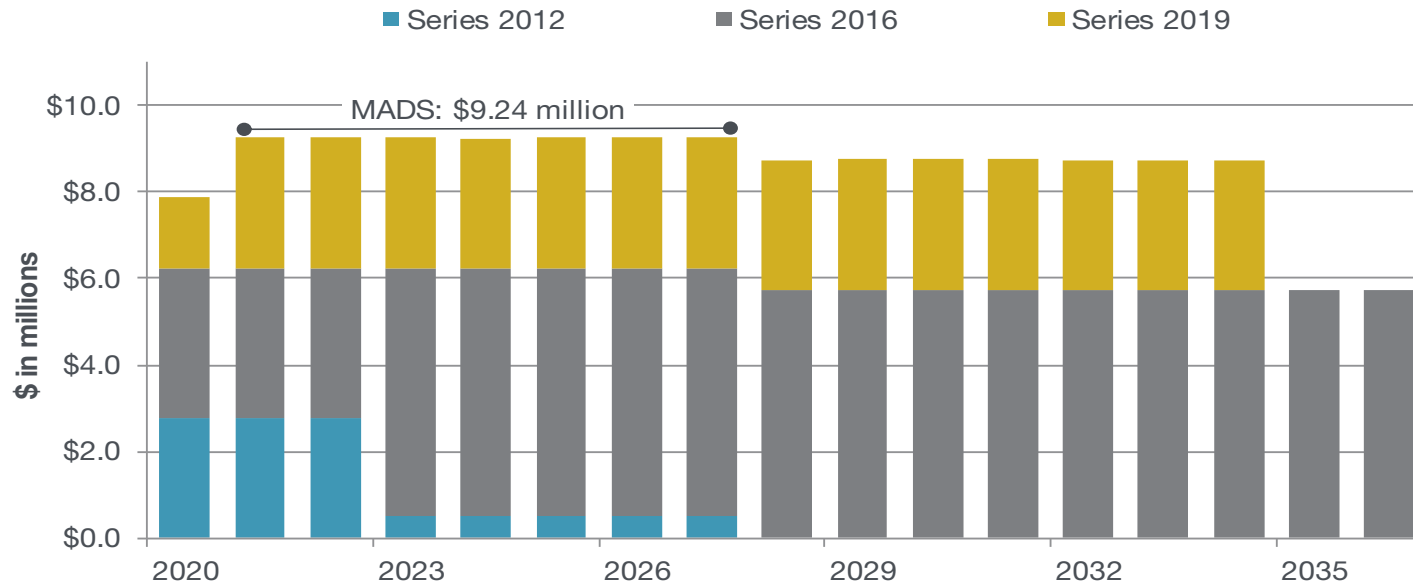
Email: mickey.d.mendoza@pjc.com

Overview

- Mary Greeley Medical Center evaluated a number of potential financing options for the Project, including tax-exempt public offering and private placement options.
- Financing amounts ranging from \$25 million to \$40 million were considered.
- Mary Greeley has elected to move forward with the following financing:
 - Tax-exempt direct placement
 - 15 year term
 - Principal amount of up to \$35 million
- The following pages show the aggregate debt service and financing economics assuming a \$35 million financing amount and a conservative interest rate of 3.00% on the new debt.
- In addition, key financial ratios are shown on an historical and pro forma basis, including comparison to the rating agency medians.

Tax-Exempt Placement, \$35 Million Par Amount

Pro Forma - Private Placement (Tax-Exempt), \$35 Million Par Amount



Sources of Funds*

Par Amount	\$35,000,000
Total Sources of Funds*	\$35,000,000

Uses of Funds*

Project Fund Deposit	\$34,562,500
Costs of Issuance	437,500
Total Uses of Funds*	\$35,000,000

Financing Economics/Statistics*

All-Inclusive Cost	3.18%
Bond Average Life (Years)	8.2
Weighted Average Annual Cost of Capital	3.63%
Aggregate Maximum Annual Debt Service	\$9,247,267
Pro Forma FY 2018 MADS Coverage	5.15x

*Preliminary, subject to change.

Summary of Financing Economics*

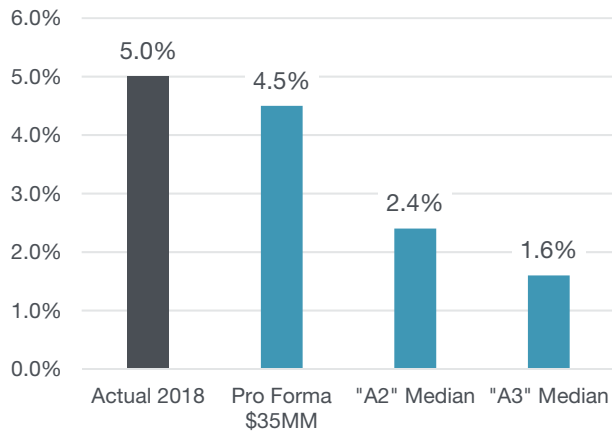
	\$35 Million Par 15 Year Term
Principal Amount	\$35,000,000
Project Proceeds Delivered	\$34,562,500
Term of Debt (years)	15
Average Life	8.2 years
All-in-TIC	3.18%
Weighted Average Cost of Capital	3.63%
Agg. Maximum Annual Debt Service	\$9,247,267
Average Annual Interest Expense	\$576,000
Total Interest Expense	\$8,640,000
Pro Forma FY 2018 MADS Coverage	5.15x

* Preliminary, subject to change.

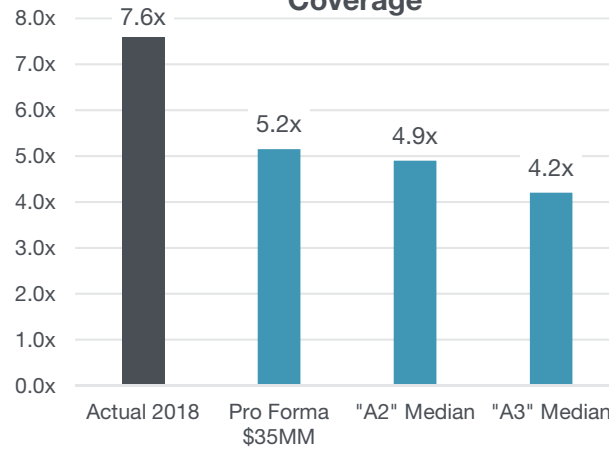
Key Ratio Impact of Debt Financing Options

Project Amount Assumed to be \$39.5 million

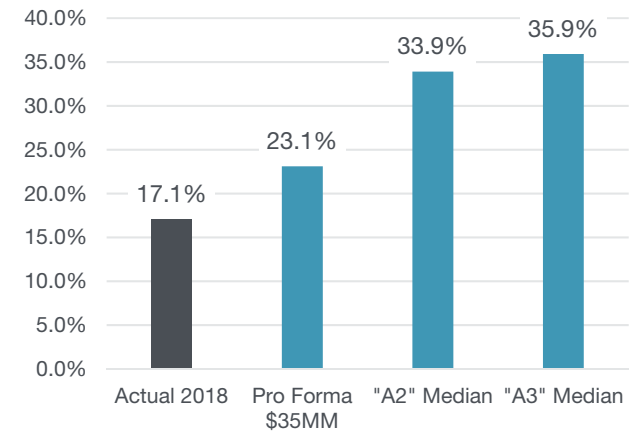
Operating Margin



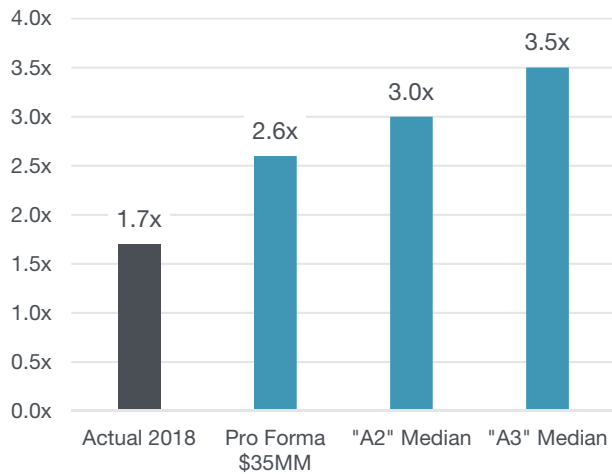
Maximum Annual Debt Service Coverage



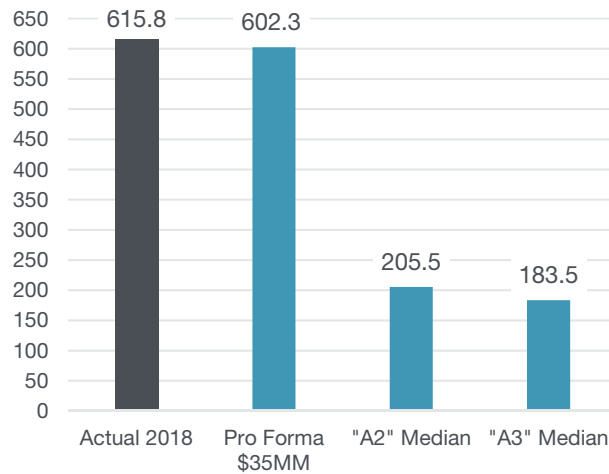
Debt to Capitalization



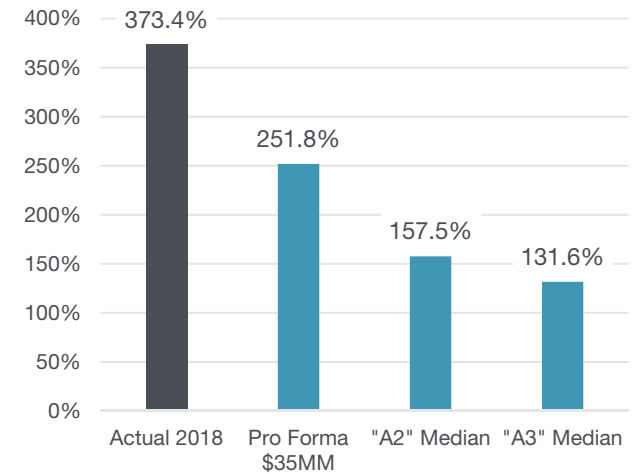
Debt to Cash Flow



Days Cash on Hand



Cash To Debt



Disclosure

Piper Jaffray is providing the information contained herein for discussion purposes only in anticipation of being engaged to serve as underwriter or placement agent on a future transaction and not as a financial advisor or municipal advisor. In providing the information contained herein, Piper Jaffray is not recommending an action to you and the information provided herein is not intended to be and should not be construed as a “recommendation” or “advice” within the meaning of Section 15B of the Securities Exchange Act of 1934. Piper Jaffray is not acting as an advisor to you and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act or under any state law to you with respect to the information and material contained in this communication. As an underwriter or placement agent, Piper Jaffray’s primary role is to purchase or arrange for the placement of securities with a view to distribution in an arm’s-length commercial transaction, is acting for its own interests and has financial and other interests that differ from your interests. You should discuss any information and material contained in this communication with any and all internal or external advisors and experts that you deem appropriate before acting on this information or material.

The information contained herein may include hypothetical interest rates or interest rate savings for a potential refunding. Interest rates used herein take into consideration conditions in today’s market and other factual information such as credit rating, geographic location and market sector. Interest rates described herein should not be viewed as rates that Piper Jaffray expects to achieve for you should we be selected to act as your underwriter or placement agent. Information about interest rates and terms for SLGs is based on current publically available information and treasury or agency rates for open-market escrows are based on current market interest rates for these types of credits and should not be seen as costs or rates that Piper Jaffray could achieve for you should we be selected to act as your underwriter or placement agent. More particularized information and analysis may be provided after you have engaged Piper Jaffray as an underwriter or placement agent or under certain other exceptions as describe in the Section 15B of the Exchange Act.

COUNCIL ACTION FORM

SUBJECT: VACATION OF A PUBLIC UTILITY EASEMENT (PUE) AT 2812 HYATT CIRCLE

BACKGROUND:

In 2018, a plat of survey to adjust the east property line of 2812 Hyatt Circle was submitted, approved, and recorded. **According to the plat, the existing public utility easement (PUE) along the former east property line is to be vacated. The plat also established a new PUE 5 feet either side of the revised east property line to replace the PUE to be vacated.**

Local utility companies were contacted regarding the proposed vacation of this existing PUE and no objections or negative impacts from this change were indicated.

Attachment A is an aerial map showing the location of the easement to be vacated. Attachment B is the previously approved and recorded plat of survey.

ALTERNATIVES:

1. Set the date of public hearing as October 8, 2019 to approve the vacation of the aforementioned easement at 2812 Hyatt Circle.
2. Reconsider the vacation of the aforementioned easement.

MANAGER'S RECOMMENDED ACTION:

As shown on the approved plat of survey for 2812 Hyatt Circle, a new public utility easement (PUE) was created along the new property line. As a result, the existing PUE along the former property line is no longer needed and can be vacated. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as noted above.**

Attachment A



2812 Hyatt Circle Proposed Easement Vacation



1 inch = 100 feet
Date: 9/12/2019

Attachment B

INDEX LEGEND	
LOCATION LOT 10 AND 11 AMES COMMUNITY DEVELOPMENT PARK FOURTH ADDITION	SURVEY COMPANY WHKS & Co. 1421 SOUTH BELL AVE. AMES, IA 50010 515-663-9997
PROPRIETOR DEH LLC (LOT 10) DAYTON PARK LLC (LOT 11)	RETURN TO: ANDREW J. SMITH, PE & PLS WHKS & CO. 1421 SOUTH BELL AVE. AMES, IA 50010
SURVEY REQUESTED BY DEH LLC	
PROJECT 2812 PARKING LOT EXTENSION	

Instrument #: 2018-03258
04/24/2018 11:29:35 AM Total Pages: 1
SURV SURVEYS AND PLATS
Recording Fee: \$ 7.00
Stacie Herridge, Recorder, Story County Iowa

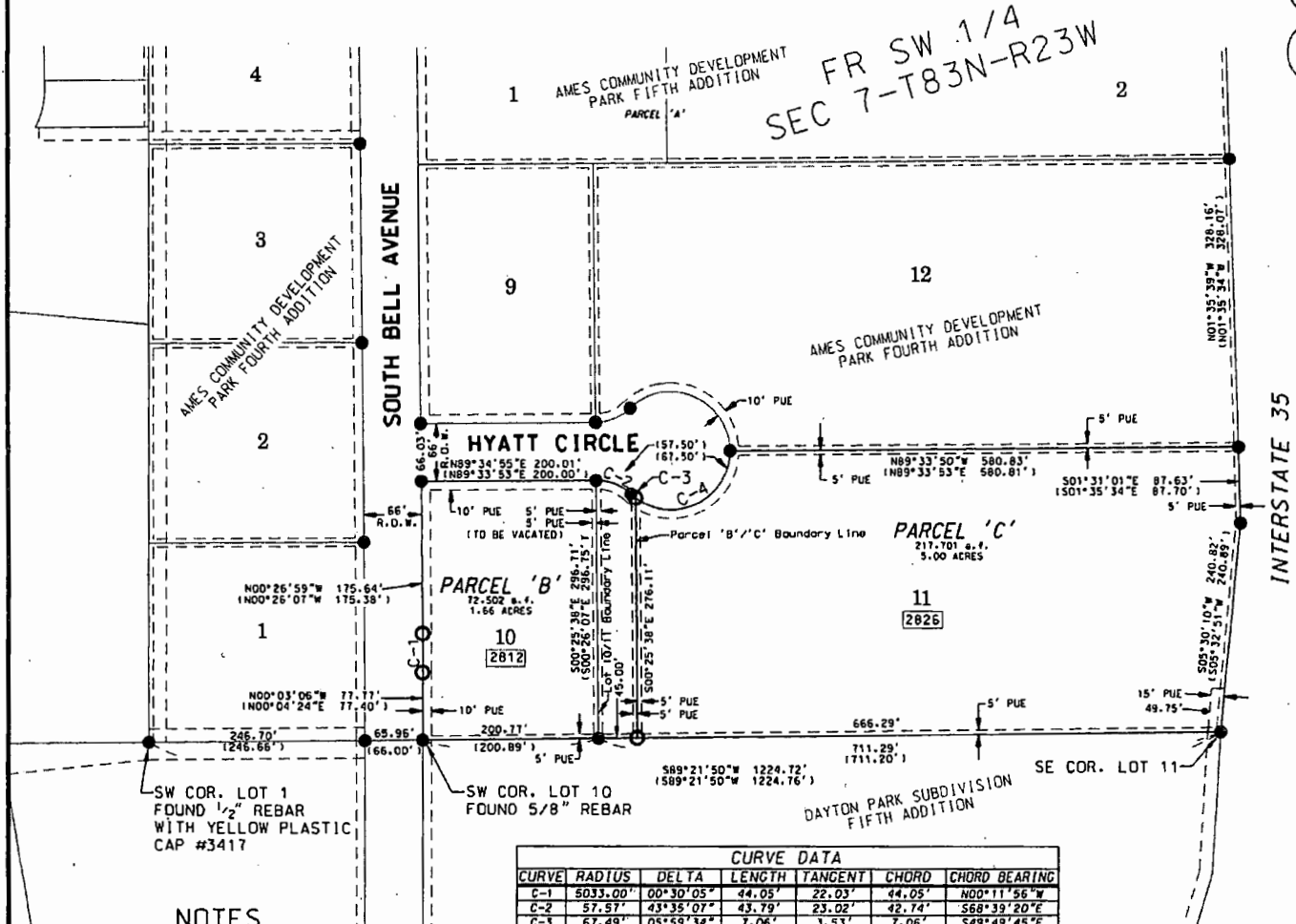


Slide 603 Page 1

PLAT OF SURVEY

BOUNDARY LINE ADJUSTMENT

LOT 10 AND 11 IN AMES COMMUNITY DEVELOPMENT PARK FOURTH ADDITION



COPY

NOTES

- THIS SURVEY ADJUSTS THE EASTERN BOUNDARY LINE OF LOT 10 OR WESTERN LINE OF LOT 11 EASTERLY WITHIN AMES COMMUNITY DEVELOPMENT PARK FOURTH ADDITION, LOCATED IN THE FR. SW1/4 OF SEC. 7-T83N-R23W OF THE 5TH P.M., CITY OF AMES, STORY COUNTY IOWA.
- AMES COMMUNITY DEVELOPMENT PARK FOURTH ADDITION SUBDIVISION WAS FILED ON MARCH 25, 2009, INSTRUMENT NO. 2009-00003133, IN THE OFFICE OF THE STORY COUNTY RECORDER, NEVADA, IOWA.
- THE SOUTHERN BOUNDARY OF SAID SUBDIVISION IS ASSUMED TO BEAR S89°21'50"W.
- THE SURVEY MEETS OR EXCEEDS IOWA CODE 355.
- EASEMENTS AS SHOWN.
- PUE'S ALONG THE COMMON LOT LINE BETWEEN LOT 10 AND LOT 11 ARE TO BE VACATED.

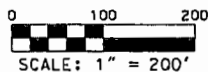
DESCRIPTION

PARCEL 'B': LOT 10 AND THE WEST 45.00 FEET OF LOT 11 IN AMES COMMUNITY DEVELOPMENT PARK FOURTH ADDITION TO THE CITY OF AMES, STORY COUNTY, IOWA.

PARCEL 'C': LOT 11 EXCEPT THE WEST 45.00 FEET OF LOT 11, IN AMES COMMUNITY DEVELOPMENT PARK FOURTH ADDITION TO THE CITY OF AMES, STORY COUNTY, IOWA.

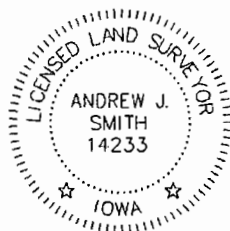
LEGEND

- FOUND REBAR WITH YELLOW PLASTIC CAP #13644 UNLESS NOTED OTHERWISE.....●
- TO BE PLACED 5/8" REBAR WITH YELLOW PLASTIC CAP #14233...○
- PREVIOUS RECORD.....()
- ADDRESS (TYPICAL).....2812
- PUE...PUBLIC UTILITY EASEMENT



THE AMES CITY COUNCIL APPROVED THIS PLAT OF SURVEY ON April 19, 2018, WITH RESOLUTION NUMBER 18-183. I CERTIFY THAT IT CONFORMS TO ALL CONDITIONS OF APPROVAL.

Kelly Dickman
PLANNING AND HOUSING DIRECTOR



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 Land Surveyor under the laws of the State of Iowa.

Andrew J. Smith 4/23/18
Andrew J. Smith PE & PLS Date

License Number 14233
My license renewal date is December 31, 2019
Sheets covered by this seal: 1 of 1

COUNCIL ACTION FORM

SUBJECT: 2020/21 US HIGHWAY 69 IMPROVEMENTS (INTERSECTION IMPROVEMENTS AND TRAFFIC SIGNAL AT S. DUFF AVENUE AND US HWY 30 EASTBOUND OFF-RAMP)

BACKGROUND:

This program provides for intersection and corridor improvement projects along US Highway 69 to alleviate congestion and reduce accidents. This project includes intersection improvements and traffic signal installation at S. Duff Avenue and US HWY 30 Eastbound Off-Ramp along with realigning Billy Sunday Road to connect at this intersection.

This contract involves the design of the project. Services will include a base survey, evaluation of construction techniques, area drainage analysis, preparation of plans and specifications, conducting at least one public informational meeting, notification and coordination with right of way users, and attendance at a pre-construction meeting. Also included will be plan development and all required submittals to meet local letting requirements, with an anticipated spring 2020 letting for construction in 2020.

Proposals for this work were received from eleven engineering firms and were evaluated according to the following criteria: Project Understanding / Analysis of Conceptual Design, Design Team, Previous Experience, Availability to Perform Work, and Estimated Contract Cost. Listed below is the ranking information based on this evaluation:

Consultant	Total Pts	Est. Fee
WHKS	91.7	\$ 68,600
Bolton & Menk	86.7	\$ 69,840
V&K	82.3	\$ 66,304
FOTH	80.4	\$ 81,000
Stanley Consultants	78.7	\$ 85,000
SEH	78.4	\$ 100,000
Shive Hattery	77.4	\$ 80,100
JEO	74.2	\$ 109,040
Snyder Associates	68.1	\$ 122,400
HR Green	67.7	\$ 145,000
McClure	61.5	\$ 148,640

Given the above rankings, Staff has negotiated a contract with the highest-ranked firm, WHKS & Co., of Ames, Iowa.

The engineering, construction administration, and construction budget for this project is currently programmed with \$230,000 in G.O. Bonds, \$400,000 in Road Use Tax, and \$200,000 in U-STEP Grant Funds, for a total of \$830,000.

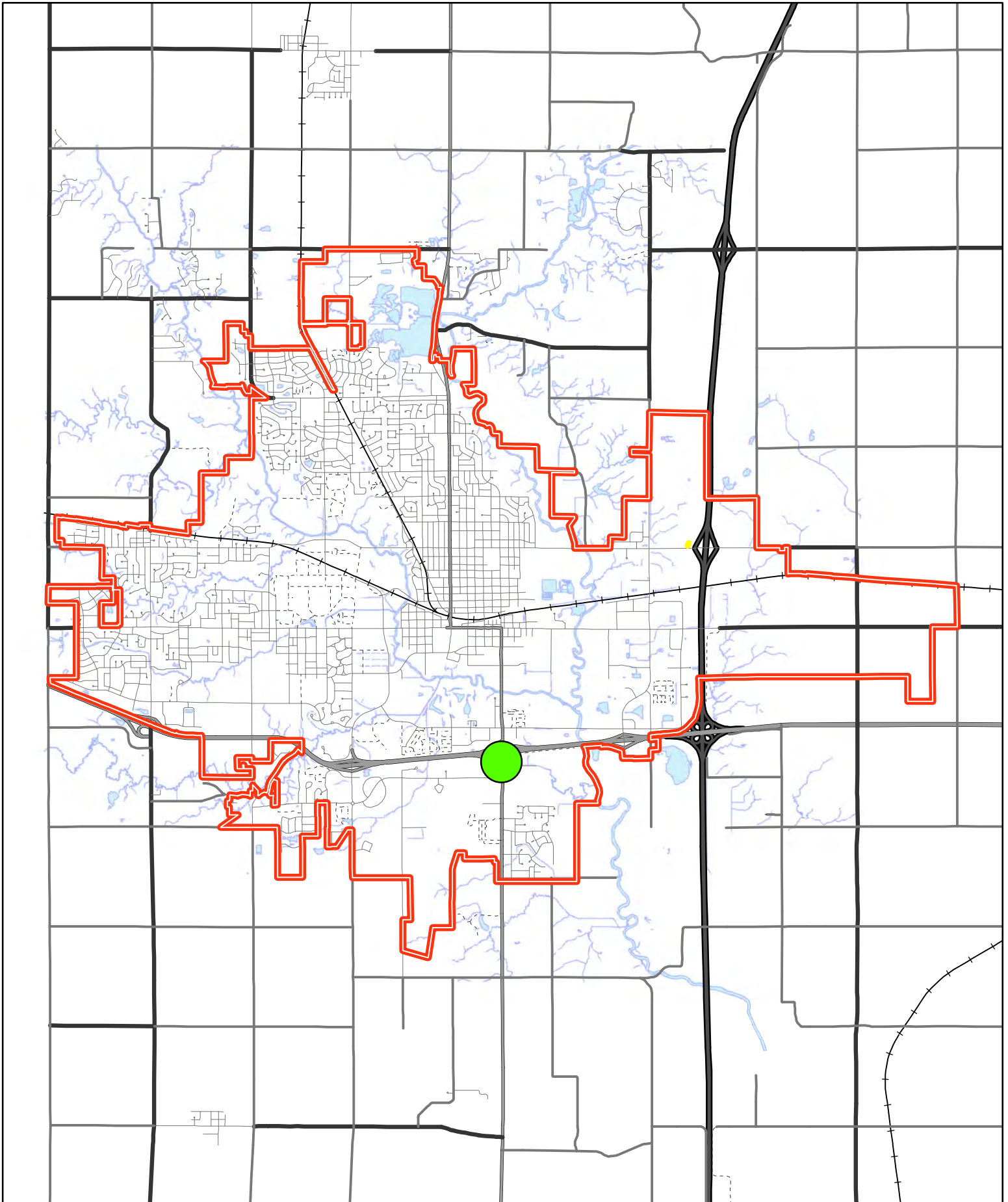
ALTERNATIVES:

1. Approve the engineering services agreement for the 2020/21 US Highway 69 Improvements (Intersection Improvements and Traffic Signal at S. Duff Avenue and US HWY 30 EB Off-Ramp) project with WHKS & Co., of Ames, Iowa, in an amount not to exceed \$68,600.
2. Direct staff to negotiate an engineering agreement with another consulting firm.

MANAGER'S RECOMMENDED ACTION:

Based on staff's evaluation using the above criteria, WHKS & Co. will provide the best value to the City in designing this project. This firm has provided exceptional service on previous contracts.

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



2020/21 US Highway 69 Improvements
Intersection Improv. and Traffic Signal (S. Duff & HWY 30)

 Project Location



1 inch = 6,612 feet

Date: 9/16/2019

COUNCIL ACTION FORM

**SUBJECT: APPROVAL OF REVISED STORY COUNTY 28E MUTUAL AID
AGREEMENT FOR FIRE AND EMERGENCY MEDICAL SERVICES**

BACKGROUND:

In 2001, all of the fire departments within Story County signed a 28E intergovernmental agreement to provide mutual aid during fire calls. In 2011, these departments attempted to sign a new 28E agreement for mutual aid. This new agreement was proposed to address the separation of the Westory Fire agency into two separate entities, Gilbert Fire and Westory Fire (City of Kelley), and to add emergency medical services (EMS) to the agreement. The Ames City Council approved this revised agreement on November 22, 2011. Unfortunately, this 28E agreement was never filed with the State of Iowa because not all the signatures could be collected from all of the participating agencies.

The City Council is now being asked to approve an updated 28E agreement. This version includes all of the 2011 provisions that were previously approved by Council, with three additional provisions relating to liability and expenses:

- Any agency that sponsors training or allows other agencies to use its facilities is not liable for damages or injuries from the training.
- Agencies may recover some of their operating expenses (personnel, equipment, and supplies) for incidents lasting longer than 12 consecutive hours.
- Agencies may bill the costs of response to a hazardous materials incident to those responsible for the incident.

ALTERNATIVES:

1. Approve the attached revised County-wide 28E agreement for fire and EMS mutual aid.
2. Do not approve the revised County-wide 28E agreement for fire and EMS mutual aid.

CITY MANAGER’S RECOMMENDED ACTION:

Each year the Ames Fire Department responds to a small number of mutual aid requests to areas outside the City of Ames. These have included EMS response and automobile extrication just outside the Ames corporate limits, as well as large scale incidents throughout the county involving fires, hazardous materials, and calls where the appropriate resources or equipment would otherwise not have been available in the jurisdiction.

Likewise, there have been incidents where support from other agencies in Story County has been requested within Ames. Having an agreement that outlines the available resources and responsibilities allows the Story County fire and EMS agencies to share resources at the times they are most needed.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the revised Story County 28E mutual aid agreement for fire and EMS.

**STORY COUNTY
COUNTY/MUNICIPAL
MUTUAL AID AGREEMENT**

ARTICLE I – LEGAL BASIS

Section 1. Authority to form. This agreement is made pursuant to Section 28E.31 of Chapters 28 E Code of Iowa, permitting public agencies to enter into an agreement to share specific services in a mutually agreeable manner, as may be joined hereto by this newly formed agreement.

Section 2. Governing public agency. Any public agency required to provide fire protection under 364.16 Code of Iowa, or any trustee of each township required to provide fire protection under 359.42 Code of Iowa, unless already contracting fire protection with another municipality, shall pass a resolution with that governing body to enter into this agreement as a party of the Story County Mutual Aid Agreement.

Section 3. Exceptions. Municipalities as defined in 28E.31 having contracted fire protection services with another public agency, as allowed by the Code of Iowa, are not required to become parties to this agreement, as long as the municipality has authority to approve membership into this agreement.

ARTICLE II- EFFECTIVE DATE

This Agreement shall be in full force and effect at 12:01 a.m., January 1, 2020, by and between the Parties who have obtained approval hereof by their respective governing bodies. Prior to January 1, 2020, the President of the Story County Fire Chief's Association shall authorize the Story County Emergency Management Agency to file this Agreement with the Iowa Secretary of State as required by Iowa Code section 28E.9. This Agreement shall remain in full force and effect for an indefinite period of time from the effective date hereof until there are less than two agencies that have not terminated this 28E as provided in Article IV.

ARTICLE III- AMENDMENT

This Agreement represents the entire Agreement of the Parties. Any amendments, to include the addition of new members, must be in writing and approved by the governing body of all Parties by resolution. Any and all amendments must comply with the provisions of Iowa Code section 28E.8. Amendments will be filed with the Iowa Secretary of State by the Story County

Emergency Agency when authorized by the Story County Fire Chief's Association or President's designee after all such requirements for amendments are completed and verified by the Story County Fire Chief's Association or President's designee.

ARTICLE IV -TERMINATION

This Agreement may be terminated with respect to that Party for any reason by any Party by giving written notice, by certified mail to the Story County Emergency Management Agency who shall inform the other parties to this 28E. This Agreement shall thereafter terminate, with respect to that Party only, sixty (60) days from the date of receipt of termination notice. Upon termination, said terminating Party shall have no further responsibility or obligation or benefits from the other Parties to the Agreement, under this Agreement, except as provided herein. The Story County Emergency Management Agency will file an amendment with the Iowa Secretary of State reflecting the termination of the agreement for that agency.

ARTICLE V- PURPOSE

Section 1. The purpose of this agreement is to permit and provide for assistance on a reciprocal basis (mutual aid), among the fire department agencies of the participating jurisdictions, in the event of an emergency incident within the jurisdiction of the requesting fire agency. It is the intent of this agreement that mutual aid be requested and provided only when the normal resources available to the requesting jurisdiction are inadequate to meet the emergency incident demands.

Section 2. This agreement is not intended to supersede or otherwise invalidate other mutual aid agreements in which the parties to this agreement may be participating.

ARTICLE VI- ADMINISTRATION

Section 1. This agreement shall be administered by the fire chiefs of the participating jurisdictions.

Section 2. The parties participating in this agreement, or their designated representatives, hereby appoint the Story County Emergency Management Agency to be the custodian of this agreement. At the direction of the President of the Fire Association, the custodian of the agreement shall file this agreement with State of Iowa as required by the Code of Iowa. The custodian shall file any adopted amendments to the agreement in the same manner as the agreement itself.

ARTICLE VII- MUTUAL AID PROCEDURES

Section 1. Requests for assistance. A jurisdiction which is a party to this agreement may, when it determines that its own resources are insufficient to meet the demands generated by an emergency incident, request such assistance as it believes is necessary in order to respond adequately to those demands. The determination of need and the request for assistance shall be made by the fire department incident commander of the requesting jurisdiction, or his or her appropriate designee. As soon as the requesting jurisdiction shall determine that the mutual aid assistance it has received is no longer needed, it shall communicate such information to the jurisdiction(s) which provided that assistance.

Section 2. Response to Request for assistance. Upon receiving a request for mutual aid assistance, the other jurisdictions participating in the mutual aid agreement shall provide such assistance as they deem consistent with their existing obligations. A jurisdiction providing mutual aid shall retain the right to terminate that aid at any time if it determines such actions are necessary. Termination of aid shall be coordinated and not be conducted in a reckless manner so as to endanger other personnel on scene.

Section 3. Supervision of resources. Mutual aid resources made available to another jurisdiction will remain under the control of the jurisdiction which provided them. They may, however, be given task assignments, objectives, priorities, and other directions from the jurisdiction which requested them. Responding mutual aid public agencies shall not assume or summon other public agency resources to an incident unless approved or requested by the Incident Commander.

ARTICLE VIII- LIABILITY AND EXPENSES

Section 1. Liability. Each jurisdiction participating in this agreement shall be solely liable for any damage or injury which its personnel, property, or equipment may suffer, except in cases of negligence or illegal acts by any other jurisdiction(s). This section shall protect any participating host agency who sponsors or allows other agencies of this agreement to use facilities or participate in combined training events.

Section 2. Expenses. No Party shall be required to reimburse any other Party for the cost of providing the services set forth in this Agreement, unless services are provided for longer than 12 consecutive hours.

Services include, but are not limited to:

- a. Personnel (including backfill personnel)
- b. Equipment (at rates defined by FEMA)
- c. Supplies (actual cost incurred, including shipping of replacement supplies)

Documentation is required in the form of an incident report which clearly lists personnel, equipment and supplies used. Supply usage also requires an actual invoice copy.

Section 3. Hazardous Materials Services. The Providing Entity may bill the responsible person (as defined by Iowa Administrative Code Chapter 133.2 and 133.3) at a hazardous substance or condition incident (as defined in Iowa Administrative Code Section 133.1(2)) to reclaim costs associated with responding to the incident. Provisions of this 28E are not applicable to operations by the Des Moines HAZMAT. Des Moines HAZMAT services are defined under a specific 28E between the Story County Emergency Management Commission and the City of Des Moines.

**STORY COUNTY
COUNTY/MUNICIPAL
MUTUAL AID AGREEMENT**

**SIGNATURE FOR APPROVING 28E AGREEMENT FOR MUTUAL
ASSISTANCE FOR STORY COUNTY FIRE DEPARTMENT SERVICES**

Date this _____ of _____, 20__

By _____
Mayor

City of: _____

By: _____
Witness/Fire Chief

Attest: _____
City Clerk

COUNCIL ACTION FORM

SUBJECT: RESOURCE RECOVERY C5 CONVEYOR REPLACEMENT

BACKGROUND:

The Resource Recovery Plant (RRP) has been in operation since 1975. An important part of shredding and sizing process is the secondary mill and C5 conveyor. The mill shreds the municipal solid waste (MSW) to a size that the Power Plant can co-combust with natural gas. The shredded material is conveyed away from the mill by C5, a vibrating conveyor for MSW designed and built by Carrier Vibrating Equipment, Inc., Louisville, KY, to handle the force and wear of the shredding process.

The support system for this conveyor is built into the structure and foundation of the building. The current conveyor has operated well and has met all performance needs; however, the conveyor has reached the end of its useful life and needs to be replaced. Carrier Vibrating Equipment, Inc., Louisville, KY, the original vendor for this conveyor, is able to provide an exact replacement conveyor that will utilize all of the existing concrete and steel foundation supports. All of the existing spare parts in inventory for the current C5 conveyor will work on the proposed conveyor. **Because the conveyor was designed specifically for this location and the unit is still available, RRP requests approval of a single source purchase for the conveyor. The removal of the existing equipment and installation work will be competitively bid to millwright contractors.**

Funding for the C5 replacement is included in the 2019/20 Capital Improvements Plan under Resource Recovery System Improvements for \$100,000. As shown below, the cost of purchasing the conveyor is \$59,987 and the installation costs are estimated at \$32,000 bringing **total estimated costs to approximately \$92,000.**

ALTERNATIVES:

1. Waive the Purchasing competitive bid requirement and award a single source purchase with Carrier Vibrating Equipment, Inc. of Louisville, KY in the amount of \$59,987.00.
2. Direct staff to have the conveyor reengineered, designed, and conduct a request for proposal for MSW conveyance.

MANAGER'S RECOMMENDED ACTION:

Not utilizing Carrier Vibrating Equipment would delay the project and require hiring an engineer to prepare bid documents for conveyor purchase. This would also substantially increase the installation costs because a different manufacturer would require modifying the layout of the support system and associated equipment. In addition, this would delay production of refuse derived fuel.

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



MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: September 24, 2019

Subject: Contract and Bond Approval

There is/are no Council Action Form(s) for Item No(s). 19. Council approval of the contract and bond for this/these project(s) is simply fulfilling a *State Code* requirement.

/alc

COUNCIL ACTION FORM

**SUBJECT: APPROVE CHANGE ORDER #1 WITH GENERAL ELECTRIC FOR
FIELD ENGINEERING SERVICES FOR UNIT #7 TURBINE
GENERATOR OVERHAUL AT POWER PLANT**

BACKGROUND:

This CAF is for additional testing of the Unit 7 generator exciter and AVR. It also covers the repair (rebabbit) of Turbine Bearings #1, #3, and #4.

Testing of the U7 Generator exciter and AVR were originally included as part of the scope for the turbine/generator overhaul contractor, HPI, LLC. However, due to recent upgrades to the exciter and AVR, it has been determined the work to perform the testing on these components require access to GE proprietary information. As such, GE has prepared a change order for the testing of the generator exciter and AVR. In return, HPI, Inc. will issue a credit of \$22,420 for the portion of their contract that was unable to be performed.

Additionally, this work will cover the repair (rebabbit) of turbine bearings #1, #3, and #4 which were discovered to be damaged during the disassembly and inspection of the turbine parts performed by GE and HPI.

These items will need to be addressed to ensure the safe and reliable operation of the Unit 7 turbine and generator while the unit is online. Failure to properly test and repair these items could potentially result in failure of the components while online resulting in unplanned outages and increased maintenance and repair costs.

The City Purchasing Policies and Procedures require change orders in excess of 20% of contract award be approve by City Council. Invoices will be based on contract rates for time and materials for services actually received and accepted by the City.

Proposed GE scope of work:

Unit 7 Generator Exciter and AVR Testing	\$22,420.00
Unit 7 Turbine Bearing Rebabbit for Bearings #1, #3, and #4	\$27,566.22
Total	\$49,986.22

The approved FY 2018/19 Capital Improvements Plan includes the following funding for the Unit 7 Turbine Generator Overhaul.

2017/18 Engineering/Parts	\$ 750,000
2018/19 Labor	1,500,000
2018/19 GE Tech Support	<u>300,000</u>
TOTAL	\$2,550,000

Contracts awarded to date on this project are:

HPI LLC (<i>Perform Overhaul</i>)	\$680,694.00
General Electric (<i>Field Engineering Services</i>)	\$200,000.00
Change Order #1	49,986.22
MD&A (<i>Turbine Parts</i>)	\$114,613.67
Argo (<i>Turbine Parts</i>)	\$265,649.00
Burns & McDonnell (<i>Engineering</i>)	<u>\$43,000.00</u>
Total	\$1,353,942.89

ALTERNATIVES:

1. Approve Change Order #1 with General Electric International, Omaha, NE, for additional testing of the Unit 7 generator exciter and AVR and repair (reabbit) Turbine Bearings #1, #3, and #4 in the amount of \$49,986.22
2. Forego additional testing and bearing repair and operate the unit with the risk of failure of turbine/generator components resulting in significant unplanned outage durations and repair cost.

CITY MANAGER'S RECOMMENDED ACTION:

This project will complete an overhaul of Unit 7 Turbine generator and turbine. It is crucial to perform this work in a timely fashion in order to maintain compliance with the turbine generator and maintain reliability. General Electric is the manufacturer of the turbine generator and are the only company that can perform the proposed testing on the exciter and AVR. It is critical that the bearings have no defects and the fit to shaft is within the tight tolerances required. Therefore having General Electric perform this task is essential.

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

COUNCIL ACTION FORM

SUBJECT: ASSET DATA COLLECTION DEVELOPMENT FOR POWER PLANT

BACKGROUND:

The Power Plant's current Computerized Maintenance Management Software (CMMS) currently has missing and incomplete information. On August 27, 2019, Council awarded a new CMMS system, Limble CMMS, to be implemented in the Power Plant. Limble CMMS provides the Power Plant with an up to date, user friendly platform where plant assets can be organized in a systematic way using a hierarchy structure and allow easy access by all employees. The limited information that the Power Plant has to populate the new Limble CMMS system is unorganized and inconsistently named. Having complete and accurate information is essential to the Plant's ability to operate properly and efficiently. To obtain this level of information, an estimated 1,800 assets need to be reviewed and each asset's data needs to be collected. An organizational hierarchy structure needs to be developed and implemented into the CMMS. Plant staff recognizes the need to improve the reliability and maintenance program and an accurately populated CMMS is the next step to all other aspects of a sound maintenance and reliability program.

City staff sought out three companies: Emerson Reliability Consulting, St. Louis, MO, Genesis Solutions, Spring, TX, and Life Cycle Engineering, Charleston, SC, to fully populate the Power Plant's CMMS with complete and accurate information. The chosen company would perform a walk down of the estimated 1,800 plant assets to capture applicable asset data, develop a hierarchy system to organize all of the data, and then populate the CMMS with the data. Experience, estimated project schedule, and price were leading items when considering what company should be awarded the project. A table providing a summary of the results is below:

Company	Price	Time
Life Cycle Engineering, Charleston, SC	\$84,000.00	11 weeks
Emerson Reliability Consulting, St. Louis, MO	\$99,532.00	4.2 weeks
Genesis Solutions, Spring, TX	\$170,050.00	18 weeks

As for experience, Genesis Solutions has no experience with the City of Ames Power Plant, but has experience with asset data collection in the power generation industry,

water/wastewater industry, as well as North American LNG. Life Cycle Engineering also does not have experience with the City of Ames Power Plant, but has completed similar asset data collection projects with smaller utilities such as Brownsville Public Utilities and Lansing Board of Water and Light.

On the other hand, Emerson does have experience working with the City of Ames Power Plant while serving as a consultant for our maintenance management programs. In addition, Emerson’s proposal includes a proprietary photo organization and data extraction software called ORDITAL, as well as software called Catapult that will clean and organize the data into the proper hierarchy structure to be uploaded into the . The two other asset data collection companies will be using archaic software, requiring a number of manual processes and increasing the risk of unorganized data. Finally, Emerson’s estimated completion time is significantly shorter than the other two bidders. This timeframe is critical because the City employee who is leading the project for the Power Plant will be leaving her job in December.

The FY 2019/20 Power Plant maintenance budget included \$50,000 for Power Plant CMMS improvements. The remaining \$50,000 will come from funds rolled over from FY 2018/19 that were designated for CMMS Updates.

2018/19 CMMS Update	\$50,000
2019/20 CMMS Improvements	<u>\$50,000</u>
TOTAL	\$100,000

ALTERNATIVES:

1. Award \$99,532 to Emerson, St. Louis, MO, to perform the project.
2. Award \$84,000 to Life Cycle Engineering, Charleston, SC. This decision would extend the length of the project by approximately 6 weeks.
3. Award \$170,050 to Genesis Solutions, Spring, TX, spending almost double the budget and extending the project by approximately 13 weeks.

CITY MANAGER'S RECOMMENDED ACTION:

Having a fully populated and well organized CMMS system is vital to the City of Ames Power Plant. It is crucial that this project is completed within a reasonable time and as accurately as possible to ensure the functionality of the CMMS. Because of their prior experience with the Power Plant, the shorter project completion date, and the two superior analytical software packages, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: MAJOR FINAL PLAT FOR SUNSET
RIDGE SUBDIVISION, 9th ADDITION

BACKGROUND:

The City's subdivision regulations are included in Chapter 23 of the Ames Municipal Code. This "Subdivision Code" includes the process for creating or modifying property boundaries, and specifies whether any improvements are required in conjunction with the platting of property. The creation of new lots is classified as either a major or minor subdivision, with a major subdivision requiring a two-step platting process to finalize the creation of new lots. The "Preliminary Plat" is first approved by the City Council, and identifies the layout of the subdivision and any necessary or required public improvements. Once the applicant has completed the necessary requirements, including provision of required public improvements or provision of financial security for their completion, an application for a "Final Plat" may then be made for City Council approval. After City Council approval of the Final Plat, it must then be recorded with the County Recorder to become an officially recognized subdivision plat.

Hunziker Land Development, LLC is requesting approval of a major final plat for Sunset Ridge Subdivision, 9th Addition. **This is the site of the recently approved PRD Amendment to develop small lot homes.** The parcel is located at 130 Wilder Avenue on the west end of Lincoln Way, east of Wilder Avenue and as shown on *Attachment A – Location Map*. The Sunset Ridge Subdivision is bound by several Developer's Agreements with Hunziker Land Development Company, LLC, including a 2005 Agreement, a 2010 Amendment, and a 2012 Agreement. Staff believes that the developer has complied with the terms of these agreements as they relate to this parcel.

Sunset Ridge Subdivision, 9th Addition Final Plat includes 15 lots for development of single-family detached dwellings. The development includes Outlot A (.63 acres) for a private street (Wilder Lane) connection to each of the 15 home lots to access the rear loaded garages. Outlot A also includes a blanket easement for public utility and ingress and egress. Outlot B, consisting of 1.48 acres, along with 10-feet along the south side of lots 7 & 8 is included on the plat and identified as open space to meet the minimum 40% open space required for the approved PRD. There is a blanket easement for storm water, storm water detention and surface water flowage also on Outlot B. Neither Outlot A, nor Outlot B will be a city maintenance responsibility: Outlot A will be retained under the control of the Sunset Ridge 9th Addition Home Owners Association and Outlot B will be deeded to the Sunset Ridge Property Owners Association. Outlot B is a component of the PRD requirement for common open space.

Construction of infrastructure is currently underway. New sewer and water connections and public sidewalk along the east side of Wilder Avenue are currently being installed. Financial security, in the amount of \$82,876, as detailed in Exhibit A of the *Agreement*

for *Public Improvements* has been provided to cover the cost of completing the public improvements. These include: erosion control (COSESCO), 13 street trees, sanitary sewer and manhole, water main, and public sidewalk along Wilder Avenue. All public improvements must be installed within three years of final plat approval. Additionally, individual lots may not receive an occupancy permit without installation of adjoining public sidewalk and public street trees per the *Agreement for Sidewalk and Street Trees*. **The City Council is being asked to accept the signed *Agreement for Public Improvements and Agreement for Sidewalk and Street Trees* with financial security for these improvements.** Financial security can be reduced by the City Council as the required infrastructure is installed, inspected, and accepted by the City.

Additional improvements including landscaping, interior street trees along the private street, Wilder Lane, and sidewalk along the west side and north side of Outlot B will be the responsibility of Genesis/Destiny Homes. Genesis/Destiny Homes will install all perimeter landscaping (consisting of 8 trees and 32 shrubs) and the Outlot B sidewalk within 12 months of the final plat. These private improvements are a requirement of the PRD approval and viewed as phasing of improvements per PRD standards.

The installation of the individual trees along Wilder Lane will occur in coordination with the completion of the homes. Where trees are located equal distant to two homes, the first home completed will trigger the tree installation. The plan is for eight trees along Wilder Lane.

With this development, Staff is also recommending Council authorize the phasing of the private improvements (which include landscaping, sidewalks, and trees) as approved in the Major Site Development Plan of the PRD with the timing described by the developer. No specific financial security is provided, only the requirement to complete the work with the construction of the homes and within 12 months of final plat approval. Alternatively, the City Council could add a financial security requirement for the private improvements to remove the obligation from the timing of the single-family home construction, but is not being recommended at this time.

ALTERNATIVES:

1. The City Council can approve the following items with the understanding that the applicant will record the plat and easements within 30 days of City Council's approval:
 - a. Approve the Final Plat of Sunset Ridge Subdivision, 9th Addition and Easements based upon the staff's findings that the Final Plat conforms to relevant and applicable design standards, ordinances, policies, and plans.
 - b. Accept the *Agreement for Public Improvements, Agreement for Sidewalk and Street Trees*, and financial security in lieu of the installation of the remaining required public improvements with the

stipulation that all public improvements be installed within three years of final plat approval.

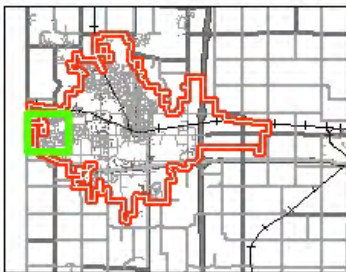
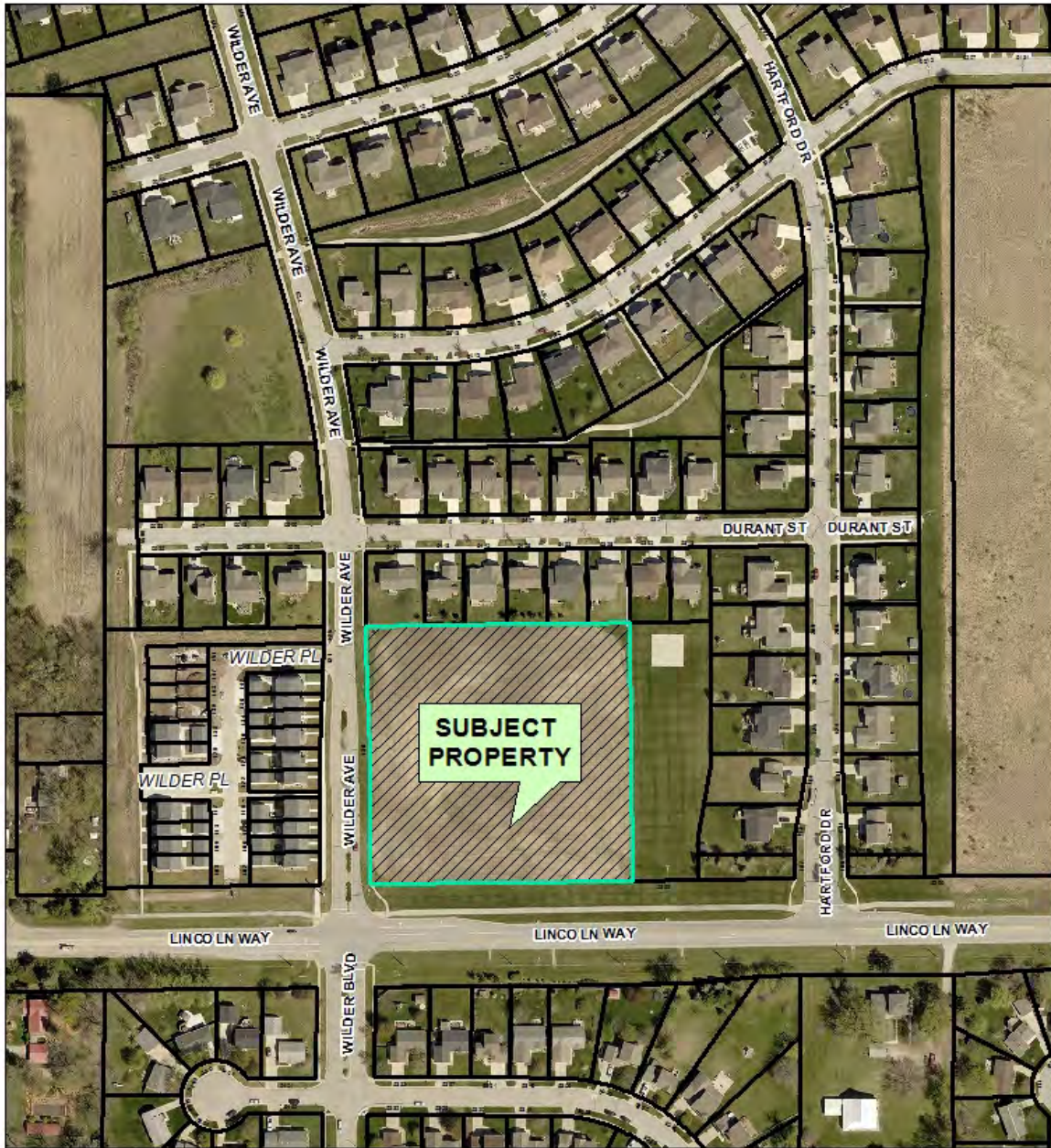
- c. Accept the phasing timeline that Genesis/Destiny Homes will install all perimeter landscaping within Outlot A & B (consisting of 8 trees and 32 shrubs) as well as the Outlot B sidewalk, within 12 months of final plat approval, and that Genesis/Destiny Homes will install the individual trees along Wilder Lane in coordination with the completion of the homes. Where trees are located equal distant to two homes, the first home completed will trigger the tree installation.
2. The City Council can deny the Final Plat for Sunset Ridge Subdivision, 9th Addition, if it finds that the development creates a burden on existing public improvements or creates a need for new public improvements that have not yet been installed or contemplated with the financial security.
3. The City Council can refer this request back to staff or the applicant for additional information.

CITY MANAGER’S RECOMMENDED ACTION:

City staff has evaluated the proposed final subdivision plat and determined that the proposal is consistent with the major site plan and preliminary plat approved by the City Council and that the plat conforms to the adopted ordinances and policies of the City as required by Code.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the final plat for Sunset Ridge Subdivision, 9th Addition as well as the phasing of the private improvements identified above.



ATTACHMENT 1: LOCATION MAP



LOCATION MAP 130 Wilder Avenue

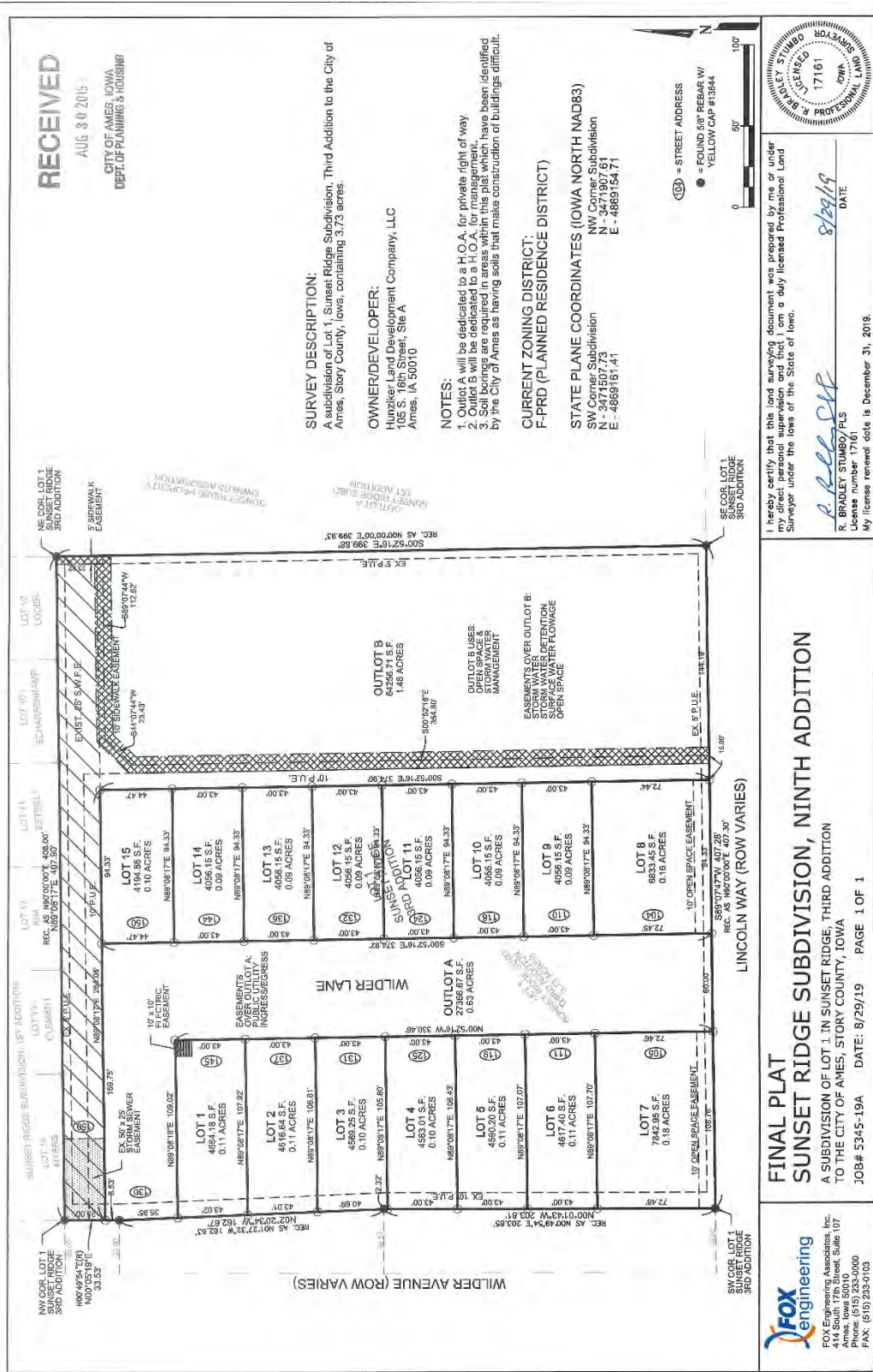
0 125 250 500 Feet

Legend

-  PARCELS selection
-  PARCELS



ATTACHMENT 2: SUNSET RIDGE SUBDIVISION, 9TH ADDITION



RECEIVED
AUG 30 2019
CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING

SURVEY DESCRIPTION:
A subdivision of Lot 1, Sunset Ridge Subdivision, Third Addition to the City of Ames, Story County, Iowa, containing 3.73 acres.

OWNER/DEVELOPER:
Hunziker Land Development Company, LLC
105 S. 16th Street, Ste A
Ames, IA 50010

NOTES:
1. Outlot A will be dedicated to a H.O.A. for private right of way.
2. Outlot B will be dedicated to a H.O.A. for management.
3. Split borings are required in areas within this plat which have been identified by the City of Ames as having soils that make construction of buildings difficult.

CURRENT ZONING DISTRICT:
F-PRD (PLANNED RESIDENCE DISTRICT)

STATE PLANE COORDINATES (IOWA NORTH NAD83)
NW Corner Subdivision
N 49° 49' 43.4" E 303.65'
E 4869161.41'

● = STREET ADDRESS
● = FOUND SUR BEARS W/ YELLOW CAP #13844



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

R. Bradley Stumbo
R. BRADLEY STUMBO/PLS
License number 17161
DATE: 8/29/19

My license renewal date is December 31, 2019.

FINAL PLAT SUNSET RIDGE SUBDIVISION, NINTH ADDITION

A SUBDIVISION OF LOT 1 IN SUNSET RIDGE, THIRD ADDITION
TO THE CITY OF AMES, STORY COUNTY, IOWA
JOB# 5345-19A DATE: 8/29/19 PAGE 1 OF 1

FOX Engineering
FOX Engineering Associates, Inc.
1000 W. 10th Street, Suite 107
Ames, Iowa 50010
Phone: (515) 233-0900
Fax: (515) 233-0103

Applicable Laws and Policies Pertaining to Final Plat Approval

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

Ames *Municipal Code* Section 23.302

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

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

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

(c) The City Council may:

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

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

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

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

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



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

Item No. 23

September 24, 2019

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

RE: Birch Meadows Subdivision 1st Addition Financial Security Reduction #1

Mayor and Council Members:

I hereby certify that the street lights, a portion of the asphalt surfacing, a portion of the public sidewalk, and COSESCO (erosion control and seeding) required as a condition for approval of the final plat of **Birch Meadows Subdivision 1st Addition** have been completed in an acceptable manner by **Ames Electric (street lights), Manatt's Inc. (asphalt), Furman Corp. (sidewalk), and Ron Thurman (COSESCO)**. The above-mentioned improvements have been inspected by Ames Electric and the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$61,068.00**. The remaining work covered by this financial security includes minor asphalt surface repairs, public sidewalk, pedestrian ramps, and stormwater management area seeding.

Sincerely,

John C. Joiner, P.E.
Director

JJ/nw

cc: Finance, Planning & Housing, Subdivision file

Birch Meadows 1st Addition
September 24, 2019

Description	Unit	Quantity
Pavement, HMA, 2" Surface Course	SY	500
Sidewalk, PCC, 4"	SY	925
Sidewalk, PCC, 6"	SY	100
Detectable Warnings	SF	193
Seeding, Native Prairie Mix	AC	0.9
Seeding, Low Growth Mix	AC	1.6



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

Item No. 24

September 24, 2019

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

RE: South Fork Wrap Up Financial Security Reduction #3

Mayor and Council Members:

I hereby certify that the front and side yard sidewalk across Lot 5 of the 8th Addition and the front yard sidewalk across Lot 10 of the 3rd Addition required as a condition for approval of the final plats of **various additions of the South Fork Subdivision** have been completed in an acceptable manner by **Hetzler & Rhodes Concrete Construction Inc.** of Nevada, Iowa. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$8,243.00**. The remaining work covered by this financial security includes installation of public sidewalk, pedestrian ramps, and street trees.

Sincerely,

John C. Joiner, P.E.
Director

JJ/nw

cc: Finance, Planning & Housing, Subdivision file

Description	Unit	Quantity
SIDE YARD, LOTS 4 & 5, 4 TH ADDITION	SY	47
SIDE YARD, LOTS 10 & 11, 4 TH ADDITION	SY	47
REMAINING STREET TREES & CONTINGENCY	LS	1



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

Item No. 25

September 24, 2019

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

RE: South Fork Subdivision 3rd Addition Financial Security Reduction - Final

Mayor and Council Members:

I hereby certify that the pedestrian sidewalk ramps required as a condition for approval of the final plat of **South Fork Subdivision 3rd Addition** has been completed in an acceptable manner by **Hetzler & Rhodes Concrete Construction Inc.** of Nevada, Iowa. The above-mentioned improvement has been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

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

Sincerely,

John C. Joiner, P.E.
Director

JJ/nw

cc: Finance, Planning & Housing, Subdivision file



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

Item No. 26

September 24, 2019

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

RE: South Fork Subdivision 6th Addition Financial Security Reduction - Final

Mayor and Council Members:

I hereby certify that the shared use path required as a condition for approval of the final plat of **South Fork Subdivision 6th Addition** has been completed in an acceptable manner by **Hetzler & Rhodes Concrete Construction Inc.** of Nevada, Iowa. The above-mentioned improvement has been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

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

Sincerely,

John C. Joiner, P.E.
Director

JJ/nw

cc: Finance, Planning & Housing, Subdivision file



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

Item No. 27

September 24, 2019

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

RE: South Fork Subdivision 7th Addition Financial Security Reduction - Final

Mayor and Council Members:

I hereby certify that the pedestrian sidewalk ramps required as a condition for approval of the final plat of **South Fork Subdivision 7th Addition** has been completed in an acceptable manner by **Hetzler & Rhodes Concrete Construction Inc.** of Nevada, Iowa. The above-mentioned improvement has been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

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

Sincerely,

John C. Joiner, P.E.
Director

JJ/nw

cc: Finance, Planning & Housing, Subdivision file

COUNCIL ACTION FORM

SUBJECT: 2016/17 CONCRETE PAVEMENT IMPROVEMENTS (DAWES DRIVE FROM TOP-O-HOLLOW ROAD TO CALHOUN AVENUE)

BACKGROUND:

The Concrete Pavement Improvements Program is the annual program to rehabilitate or reconstruct concrete street sections that have deteriorated to prevent premature breakdown of the pavement. This work will provide enhanced rideability to users. This project includes pavement improvements, drainage improvements, relocation of utilities, and the addition of multi-modal facilities.

On April 26, 2018, City Council awarded this project to Con-Struct, Inc. of Ames, Iowa in the amount of \$979,911.80. Four change orders were administratively approved by staff. Change Order No. 1 was approved in the amount of \$6,000 for removal of two existing box culvert that was found buried and it would've interfered with new alignment of the storm sewer installed. Change Order No. 2 was approved in the amount of \$6,000 for 12" Valve replacement. Change Order No. 3 was approved to change the completion date of the project. Change Order No. 4 (balancing) was administratively approved by staff to reflect the actual measured quantities completed during construction. **Construction was completed in the amount of \$983,257.23.**

Revenue and expenses for the project are summarized below:

Funding Sources	Available Revenue	Estimated Expenses
G.O Bond Funding	\$1,050,000	
Road Use Tax	\$50,000	
Electric Utility Fund	\$50,000	
Unobligated G.O Bonds	\$100,000	
Construction		\$983,257.23
Design & Administration		\$196,651.00
TOTAL	\$1,250,000	\$1,179,908.23

Remaining funds from this project will be used on additional eligible infrastructure projects.

ALTERNATIVES:

1. Accept the 2016/17 Concrete Pavement Improvements (Dawes Drive from Top-O-Hollow Road to Calhoun Avenue) project as completed by Con-Struct Inc. of Ames, Iowa, in the amount of \$983,257.23.

2. Direct staff to pursue modifications to the project.

MANAGER'S RECOMMENDED ACTION:

This project was completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: **FY 2019/20 CAMPUSTOWN FAÇADE GRANT (1st Round)**

BACKGROUND:

In May 2019, City Council voted to open an additional round of Campustown Façade Grant Applications during the summer of 2019 based on a request from a property owner within the district. Typically, the Campustown Façade program only accepts one round of applications that occurs each Spring.

The Campustown Façade Program was developed to enhance the appearance of Campustown commercial buildings, fulfilling the City Council's objective of supporting Campustown. The goal of this program is to promote diverse building styles and increased activity and commercial use. This program supports enriching the individual detail and character of each building within the context of a pedestrian oriented commercial district. The City Council identified the Campustown Service Center zoning district south of the ISU Campus and Neighborhood Commercial zoning district on West Street as the areas within which properties are eligible for project grants. (See Attachment A)

The grants are for up to \$15,000 of matching funds at a 1 to 1 ratio of eligible applicant expense to City expense. Each project may be awarded up to two façade grants when there are multiple facades with a project. The program also includes the allowance for up to \$2,000 in additional funding for design fees when a project includes a licensed design professional. Projects are scored on visual impact, financial impact, and consistency with the Idea Book concepts. (See Attachment B, Scoring Criteria) A project must have a commercial use on the ground floor, but upper floors of a building that includes residential or commercial uses may be included in a grant request. Façades eligible for funding must be street facing and improvements must be permanent improvements to the façades.

City Council budgeted \$50,000 in FY 2019/20 for the Campustown Façade Program. There was also \$105,020 remaining from FY 2018/19 that was rolled over to this fiscal year. The combined total of funds that may be awarded as part of this grant period is \$155,020.

City staff solicited grant applications for this program in June 2019. An invitation for grant applications was sent to all eligible property and business owners in the façade program area and was also publicized by Campustown Action Association and other media outlets. Two applications were submitted. Staff was working with one applicant, who has since decided to put the façade project on hold until further notice. The second application for 117 Welch Avenue was delayed and review stopped because work on the façade had begun. Per the Terms and Eligibility of the Campustown Façade Grant, starting work prior to grant approval and a Notice to Proceed has been given to the applicant is prohibited from eligibility. The applicant requested staff reassess the application and move it forward

for City Council review based upon work that had not yet been started. Staff has reviewed the proposed application in this context and asked the applicant for updated project costs to allow for City Council to consider the grant application.

That grant application is for the property at 117 Welch Avenue from the current property owner Anfu Wang. The building is currently vacant, but was recently occupied by a restaurant use (Fighting Burrito). The property owner started demolition work and partial façade improvements. The applicant requests a grant for the full amount of \$15,000 in façade improvements with an additional \$2,000 in design fee assistance. The building is planned to be a new restaurant. Project information and design illustrations are attached for the proposed project. (See Attachment C)

According to the approved Campustown Façade Program, each year project applications are reviewed for grant funding based on the design concepts of the Idea Book as noted below. **The Terms and Eligibility (Attachment C) of the Campustown Façade Grant explicitly state that grant money will not be eligible for projects where existing facades are already compliant with the design concepts of the *Campustown Idea Book* and that a proposal must have additive value of furthering the concepts of the *Campustown Idea Book*.**

Idea Book Design Concepts:

- *Transparent Campustown.* Visual transparency invites pedestrians to patronize the businesses inside. Physical access promotes cohesiveness within the district. Promoting more glass and larger physical openings show the commercial offerings in the district and encourage people to spend more time there.
- *Social Campustown.* Well-designed outdoor gathering areas create a positive social atmosphere. Small, unused, visible spaces can be transformed to expand commercial opportunities. It is not the intent of the program to fund sidewalk dining or other uses of the public right-of-way, although improvements to the building that are part of any outdoor gathering area project would be eligible.
- *Diverse Campustown.* The variety of building types and design styles contribute to the vibrancy, funkiness, visual interest, and diversity of businesses. Façades are encouraged to be distinct from their neighbors and unique in the district.
- *Identifiable Campustown.* High quality signs, graphics, and other design features that express the unique identity of local businesses can be part of a distinctive design for façade improvements.
- *Historic Campustown.* Some buildings in Campustown have potential to illustrate the historic development of Campustown over 100 years. Projects can include removing cover-up materials, restoring original storefronts/entrances, and restoring masonry.

117 WELCH AVENUE PROJECT APPLICATION

The existing building at 117 Welch Avenue will remain as a brick façade with relocated and resized storefront windows and doors. The change in storefront windows and door will comply with the minimum 50% CSC zoning glazing standard and percentage brick requirement. A new flush-seam metal panel is proposed to wrap the existing overhang of the front facade and new commercial signage is proposed for the building.

The proposed façade changes include moving the current primary entrance door from the north to the south end of the façade, converting the existing entrance to sliding doors, and an updated storefront window arrangement. The proposed improvements would also include a small expansion of the existing patio area by three to four feet with a new metal and cable railing system.

The façade prior to the renovations appeared to comply with most of the goals of the Campustown Façade grant concepts due to the building materials, high levels of storefront glazing, and outdoor usable space. As described by the applicant, The *Social Campustown* design concept is met by "...creating a social and friendly atmosphere in the evening hours, and the lighting both within the space spilling onto the streetscape and over the outdoor patios area expands the perceived space of the street and sidewalk." **The applicant's proposed improvements are consistent with the Idea Book Concepts of transparency, social, and diverse Campustown, but result in only a slight improvement in the degree of consistency. The result of the work is a minor increase in visual significance, although it will result in a more contemporary and modern aesthetic look.**

The project estimate was updated to account for the work that has been done since the application was submitted. Therefore, the proposed estimated costs for the façade project have been reduced from \$46,725 to \$34,650 (See Attachment D). **Of this new project cost, Staff has determined that the eligible grant costs in this case are for four primary eligible features of the sliding specialty door, new metal siding for the upper façade, patio railing, and external lighting. Staff has calculated eligible project costs to be \$17,300 with an additional \$2,000 in design fees. Therefore, the applicant would be eligible for \$10,650 (\$17,300/2 + \$2,000).**

With City Council's decision to award the grant, the applicant is required to complete program requirements to proceed with the project. A Notice to Proceed will require the applicant to obtain a building permit and compliance with the City's zoning requirements before receiving grant funds. Additionally, an encroachment permit for the patio and canopy, or signage will be necessary if applicable and required before staff issues a Notice to Proceed. No work can restart until the official Notice to Proceed is granted if the applicant desires to receive any awarded grant funds!

ALTERNATIVES:

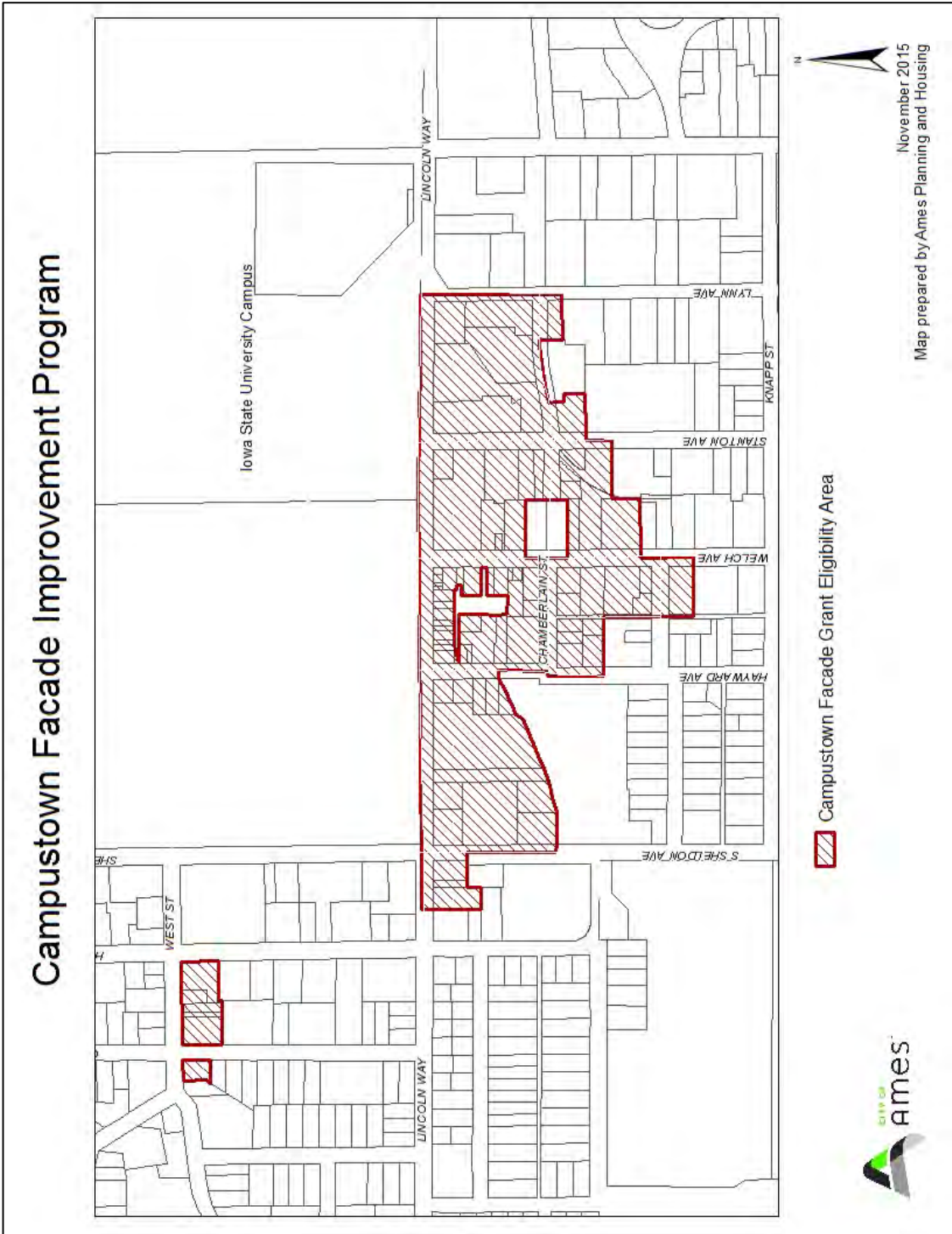
1. The City Council can approve a Campustown Façade Grant for the project at 117 Welch Avenue, awarding up to \$8,650 in grant funding for eligible features with an additional \$2,000 in design fees for a total grant award of \$10,650 for the overall project with the following conditions:
 - a. Submit patio and handrail details to verify the proposed patio improvements do not encroach into the proposed public sidewalk/right of way.
 - b. Approval of encroachment permits must be received for any canopy, patio or building projection, signage that may cross over the property line into the right of way prior to issuance of a Notice to Proceed.
 - c. Work cannot restart until a Notice to Proceed is granted.
2. The City Council can deny Campustown Façade Grant for the project at 117 Welch Avenue if the Council finds it does not meet the Terms and Eligibility of the Campustown Façade Grant program or that the building features are already consistent with many concepts of the Ideabook and the proposal does not substantially advance the concepts.
3. The City Council can refer this request back to staff or the applicants for additional information.

CITY MANAGER'S RECOMMENDED ACTION:

The Campustown Façade Grant fund has an excess of funds available due to the lack of applications during prior year. Although the applicant started the project prior to receiving grant approval, some remaining features of the project do meet the basic intentions of the Campustown façade program and the *Campustown Idea Book*.

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

Attachment A



Attachment B

Scoring Criteria for Campustown Façade Grants

To be used to evaluate competing grant applications and to advise City Council in awarding grants. **The purpose of the grant program is to promote investment that creates or expands use and interest within Campustown.** Higher scores will be given to projects that meet many of the Idea Book design concepts and create a significant visual or financial impact for the Campustown Area.

IDEA BOOK DESIGN CONCEPTS

Maximum Score 40 Points

The number of points granted in this category shall be based upon the strength of the proposed improvement project to be consistent with the Design Concepts as identified in the Campustown Idea Book. Projects identifying compliance with more of the design concepts deserve more points.

VISUAL IMPACT

Maximum Score 30 Points

- Improvements apply to more than one story on one facade
- Improvements apply to more than one storefront on one facade
- Improvements will create more visual significance because:
 - key, highly visual elements of the building are being improved
 - the building is prominently visible due to its location (e.g., it serves as a focal point from a street, is at a prominent intersection, or is larger than other buildings around it)

FINANCIAL IMPACT

Maximum Score 30 Points

- Matching funds exceed the minimum dollar-for-dollar match
- The project includes improvements being made to
 - ensure public safety,
 - establish or preserve the building's structural integrity
 - resist water and moisture penetration
 - correct other serious safety issues
- The façade project is part of a larger project that improves other exterior or interior parts of the building
- The project helps to make use of space that has been unoccupied or used only for storage

Attachment C



Last Updated: January 14, 2016

Campustown Façade Grant

Terms & Eligibility

1. Eligibility Requirements

- Eligible participants include the owners and/or tenants of buildings located inside the boundaries of the project area for the *Campustown Façade Grant Program*, which contain Office Uses or Trade Uses as defined by the Ames zoning ordinance.
- Ineligible participants include the owners and/or tenants of residential structures and buildings owned by the government, churches and other religious institutions.
- Concurrence of the property owner is required, in writing, before improvements proposed by the tenant can be considered for approval.
- Improvements must be made to one or more of street facing facades of a building and the design of such improvements must comply with the current *Campustown Idea Book*.
- For Historic Facades, grant money will be provided for replacing existing compliant elements only when the proposed project also includes replacing non-compliant elements with compliant elements.
- Grant money will not be eligible for projects where existing facades are already compliant with the design concepts of the *Campustown Idea Book*. A proposal must have additive value of furthering the concepts of the *Campustown Idea Book*.
- Grants may be offered if all non-compliant elements of the entire façade or of all facades intended to be improved are not to be improved under one grant project. However, the improvements must contribute to a project that, when complete, will be generally consistent with all design standards. To determine this, an application must include elevation plans for all facades intended to be improved showing how they are intended to look when complete.
- For all projects for which all improvements will not be completed under the grant, the scope of proposed improvements for the grant shall be visually significant in the context of how the whole building is intended to look when all improvements to the façade are complete. The City may approve a grant based upon a proposed improvement's contribution to the finished product, and may deny a grant for improvements that, while compliant in part, are not visually significant in terms of how the overall building is intended to ultimately look when all improvements to the façade are complete.
- If a project is phased, a grant shall be offered only to those improvements that are done in correct sequence of construction. For example, a finished project may require installing or changing windows, in some cases siding is installed after windows are in place. In such cases the windows would need to be replaced before grant monies may be expended on siding materials.
- Proposed façade improvement must not substantially conflict with one of the design concepts. For example, creating identity cannot obscure transparency.



2. Terms of the Grant Agreement

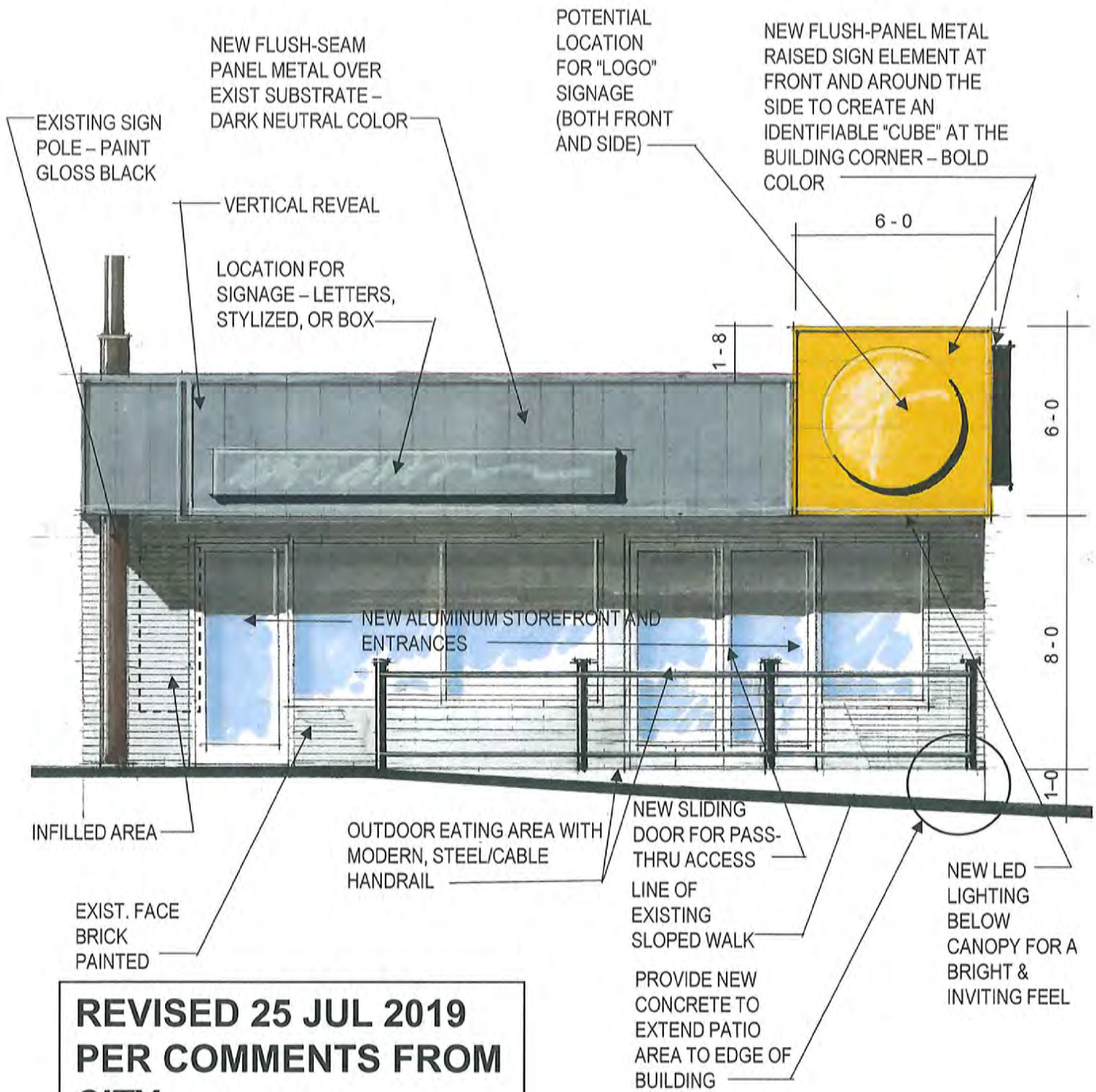
- **Accounts and Records.** The grant recipient shall maintain books, records, documents, and other evidence pertaining to all costs and expenses incurred and revenues acquired under the grant to the extent and in such detail as will properly reflect all costs, direct and indirect, of labor, materials, equipment, supplies, services, and other costs and expenses of whatever nature for which payment is made with the proceeds of the grant. The grant recipient will retain these records for three years from the date City makes payment of the grant.
- **Administrative Costs.** No grant proceeds shall be used for administrative expenses.
- **Amendments.** These Program guidelines, terms and conditions may be amended from time to time by the Director of the Planning and Housing Department for reasons of operational efficiency or unforeseen circumstances that may arise or conflict with applicable City or State regulations affecting the administration of the Program.
- **Amount of the Grant.** The maximum amount of a single improvement grant will be \$15,000. (Exceptions may be approved by the City Council on a case-by-case basis; allowing for a maximum of \$30,000 in grant funding to be granted for either a project that includes improvements to a second street facing façade on a corner building, or a project that includes improvements to more than one tenant space within the same building.)
- **Cost Sufficiency.** The City does not make any warranty, either expressed or implied, that the proceeds of the grant available for payment of the costs of the project will be sufficient to pay any specific portion of the costs that will be incurred in that connection. The City is under no obligation to advance funds in addition to those specified in the grant approval by City Council.
- **Disbursement of Grant.** Grant funds shall be disbursed to the grant recipient only upon the satisfactory completion of the project in accordance with a design for the project that has been approved by the City. The amount of the payment to the grant recipient will be one-half of the total cost of the work approved for the grant as documented by the bills submitted by the grant recipient, but shall not exceed the total grant amount approved by the City Council.
- **Fees of a Design Professional.** When included in the grant application, the City shall make a grant of up to \$2,000 to reimburse the grant recipient for the documented fees of a design professional other than the grant recipient or family member of the grant recipient.
- **Inclusions and Omission.** The requirements and regulations for Program administration are designed to supplement and amplify the provisions as set forth in the applicable zoning and building code regulations administered by the City of Ames. These regulations, utilized together with the Idea Book and the eligibility and terms, provide the basis for program administration. The lack of any item to be included in the program shall not relieve or release the grant recipient(s), property owner(s), consultant(s), contractor(s) or City from the responsibilities under the provisions outlined in the applicable zoning and building codes and program terms and conditions.
- **Matching Funds.** The grant recipient's expenditures for the project from sources other than the proceeds of the grant shall equal the amount of the grant proceeds.



Last Updated: January 14, 2016

- **Notice of Award.** An approved recipient of grant funds must enter into a signed grant agreement with the City within a reasonable time after notice of award by the City. Failure to complete and sign a grant agreement may result in forfeiture of the grant award.
- **Tax Payer Identification Number.** After City Council awards grants, all grant recipients are required to provide to the City a copy of Internal Revenue Service Form W-9 Request for Taxpayer Identification Number and Certification. The City will only issue a Notice to Proceed after it receives the W-9 Form.
- **Notice to Proceed.** After the City has approved all design elements, all required permits and received the W-9 form, the City will issue a Notice to Proceed. No work funded by the grant shall proceed until on or after the date of the Notice to Proceed. No reimbursement from grant funds will be made for work carried out before the date of the Notice to Proceed.
- **Statement of Work and Services.** The grant recipient will perform the work in a satisfactory and proper manner, as determined by the City conforming to the approved application, project budget, and project schedule.
- **Permits.** All pertinent permits must be obtained and all work must comply with City, State, and Federal regulations.
- **Report of the City Building Official.** The City Building Official shall determine if the work conforms to all applicable codes and regulations, and that any and all pre-existing code defects in the building façade have been corrected to conform to all appropriate codes.
- **Request for Payment.** The grant recipient shall submit to the City on a form provided by the City a listing of all bills for the materials and work completed and a statement that all work under the approved grant has been completed and that the listing is complete. The grant recipient shall also submit evidence as may be reasonably required to substantiate all payments that are requested, such as lien waivers or conditional lien waivers.
- **Time of Project Completion and Fund Request.** The work approved for the grant shall be completed within six months of the date of the "Notice to Proceed." The grant recipient shall request grant funds only after the project has been completed in accordance with the approved application. Staff may grant one additional 6 month extension.
- **Use of Grant Funds.** The grant funds shall not be spent on any other purpose(s) than the activities approved in the application.

WIDTH OF FAÇADE = 28'-8"



**REVISED 25 JUL 2019
PER COMMENTS FROM
CITY**

Prepared: 26 Jun 2019

117 WELCH AVENUE - AMES, IOWA

City of Ames - Campustown Façade Grant Application





Prepared: Jun 26, 2019

117 WELCH AVENUE - AMES, IOWA

City of Ames - Campustown Façade Grant Application



Describe how the proposed design incorporates the Campustown design concepts:



The proposed façade improvements for 120 Welch Avenue incorporate parts of a number of the design concepts referenced in the “*Campustown Façade Improvement Program Idea Book*.” With the opening of the façade using bi-fold doors, and keeping the large expanses of storefront glass, the design highlights principles of a *transparent campustown*.

Additionally, both pedestrians and passing motorists will be able to view activity inside the business at night, which will be well-lit and inviting. The façade will provide “open-air” access, creating interaction between pedestrians and the business with sidewalk activity (outdoor patio) and lighting.



With its variety of lighting sources and unique signage opportunities, the façade design also nods toward the *social campustown design concept*. It “creates a more social and friendly atmosphere in the evening hours”, and the lighting both from within the space spilling onto the streetscape and over the outdoor patio area “expands the perceived space of the street and sidewalk.”

However, probably the most exciting opportunity here is to enhance the *diversity in campustown* and create an *identifiable campustown*. Given that this structure deviates in its architectural style from the surrounding buildings, we are proposing modern, iconic elements including a sleek, modern façade and an identifiable “cube”, that provides a sense of location, and expresses a “unique brand of identity for this individual business.”



Description of the types of materials that exist on the front façade of the building:

Building Type: Retail – Food Service
Address: 117 Welch Ave.
Lower level: Metal canopy
Lower level: Aluminum storefront windows & entrance
Lower level: existing face brick

Structural integrity and constructability of the project:

The façade of the subject property is structurally sound. Visual inspection yielded that this is a well-built masonry building. Infill materials are non-load bearing.



The original brick on the façade of the building is in good condition, but dated. The color and texture of the masonry is not reminiscent of the surrounding storefronts, however it is intact and does not require tuck-pointing or repair. No water damage was detected on the interior of the façade due to penetration from the wall itself.

**Structural integrity and
constructability of the project:**

Structural modifications necessary for the proposed project:	None
How does our proposed façade renovation handle water and ice related to maintenance issues?	<ol style="list-style-type: none"> 1) Façade is currently intact, and presenting no water and ice-related maintenance issues. 2) New materials on façade will be installed to shed water and sealed. 3) New entrances will provide thresholds and a new stoop provided a the new "South" entrance.
If your building is a historic building, what efforts are being taken to maintain or preserve the historic character of the building.	Not applicable.
Has a contractor or design professional (architect or engineer analyzed your proposed façade modifications for constructability? Is your project build-able?	Yes. Yes.
Has a contractor or design professional (architect or engineer) weighed in on the feasibility of your proposed façade modifications? Does the scope of proposed work match the available funds?	Yes. Yes.

Attachment E

The applicant's architect has determined that the following work has been done on the façade thus far (these items have been omitted from the original Project Budget):

1. Selective Demolition
2. Dump Fees
3. Safety fencing & pedestrian protection
4. Modification of the façade to receive new storefront entrances
5. New aluminum storefront (windows)
6. Painting at the façade
7. New concrete & tile at patio
8. Painting at lower portion of sign post

Please see the **REVISED PROJECT BUDGET** numbers below:

1. Install Storefront door (entry)	\$2,100
2. Install specialty storefront door (patio) – Eligible Cost	\$4,500
3. Guardrail at patio (fabrication & installation)–Eligible Cost	\$4,800
4. Prep and paint upper portion of the steel sign post	\$1,450
5. New flush panel siding on existing upper façade – Eligible Cost	\$4,000
6. Signage (allowance)	\$7,000
7. New LED lighting (including installation) – Eligible Cost	\$4,000
TOTAL FOR REMAINING CONSTRUCTION	\$27,850
8. Contingency (10%)	\$2,800
9. Professional Fees	\$4,000
TOTAL REMAINING PROJECT COST	\$34,650

Staff Report

INTERNET FEASIBILITY STUDY

September 24, 2019

BACKGROUND:

At the August 13, 2019 City Council meeting, the Council directed that City staff place on a future meeting agenda the topic of an internet service feasibility study.

In June, staff provided estimated costs of \$75,000 to \$125,000 to conduct a feasibility study for both retail and wholesale internet service. The Retail Model involves the City designing, constructing, and operating an internet infrastructure network and providing services directly to the end user in competition with the existing private sector providers. In the Wholesale Model, the municipality designs and constructs an internet network, then leases that infrastructure to one or more private providers. In this model, the end users obtain services from the private provider(s), not the City.

CONSULTING MODEL:

As staff previously reported to the City Council, a fiber-to-the-premises provider, MetroNet, has outlined plans to provide internet service to most of the residential properties within the community. MetroNet will join Mediacom, CenturyLink, and ICS as major providers of broadband internet service in the community. However, MetroNet will be the first of these providers to offer fiber-to-the-premises as its only product.

During conversations with internet providers and industry experts earlier this year, City staff heard on several occasions that fiber-to-the-premises services are not economical to provide in areas where there is an existing fiber-to-the-premises provider. Therefore, it is possible that a City fiber-to-the-premises network will not prove feasible if built alongside a competing private fiber-to-the-premises network. However, it is unclear to what extent the City Council's desired improvements (availability, reliability, speed, customer service, cost, and net neutrality) will be achieved by private providers in the Ames community.

Should the City Council decide to pursue a feasibility study, City staff would advise that a different approach be considered rather than focusing a study solely on the feasibility of a municipal internet utility. **Under this model, a feasibility study for municipal internet service would be one possible path evaluated to accomplish the Council's six goals related to internet service (availability, reliability, speed, customer service, cost, and net neutrality). However, other paths would also be evaluated to achieve the desired levels of service.**

Under a Consulting Model, data would be gathered to understand the level of internet service that exists in the community. Using this data, alternatives would be developed to create service improvements. These would range from filling gaps in the community to developing a City-operated utility. The City would then evaluate the alternatives and decide which approach to pursue to address internet service issues into the future. The scope of services proposed by staff would include three phases:

PHASE 1: UNDERSTANDING THE LANDSCAPE

- 1.1 Evaluate the existing network assets in the City, including publicly and privately owned infrastructure and its characteristics, and the endpoints in the community that have access to various providers. The end result of this exercise will be a map identifying areas of the community with little to no reliable access to high-speed internet and constraints to serving them.

The locations of infrastructure would be made available to the public through the City's geographic information systems. To staff's knowledge, such a mapping exercise has not previously occurred in Ames. This would be beneficial for internal City operations (such as intelligent traffic control projects or to create connections between City facilities), as well as for private providers, who would be able to better provide service where it does not currently exist. These maps could also be helpful in avoiding outages to public and private networks in areas where excavation is occurring.

- 1.2 Identification of potential strategies for the City to influence policy decisions made by private providers with regard to customer service and net neutrality. For example, if there are customer service initiatives used by in other communities to improve the response from private providers, this evaluation would identify how they could be implemented here.

PHASE 2: PRELIMINARY STUDY AND GAP-FILLING

- 2.1 Conduct a pre-feasibility analysis of a retail and wholesale model of City-provided internet service, including:
 - a. Assessment whether viable and interested partners exist for a wholesale internet model
 - b. An evaluation of communities in which municipal service has successfully operated where the existing provider base was similar (i.e., can a City-operated service be feasible in competition with four other providers?)
 - c. Identification of potential sources of financing
 - d. Conceptual-level cost estimates for City-owned infrastructure deployment, and estimated service costs and customer take rates to maintain viability
 - e. Local market evaluation and estimate of likely customer take rates at various price points

- 2.2 Using the mapping data, approach the private providers to identify remedies to close coverage gaps. Remedies explored could include coordination of a critical mass of customers in an area, installation of City-owned infrastructure leased for private use, financial incentives to providers, or other unique strategies utilized in other communities to address coverage gaps. Estimated costs should be provided with each prospective remedy.

PHASE 3: DECISION POINT AND PURSUIT OF LONG-TERM PATH

At the conclusion of Phase 2, the City would assess the anticipated costs and potential effectiveness of the different approaches identified and decide which long-term path to pursue:

1. City-owned retail internet solution, OR
2. City-owned wholesale internet solution, OR
3. Gap-filling to improve service

These alternatives would be mutually exclusive at this point; if the City wished to pursue a City-operated retail internet utility, it would not be advantageous to simultaneously assist private sector companies in filling their gaps in service. The pre-feasibility study required in Phase 2.1 would help avoid the higher costs associated with a detailed feasibility study if the initial evaluation was unfavorable. It would also assist with narrowing the focus to either the retail or wholesale model if further study was justified.

Once an approach has been selected, Phase 3 will follow. Phase 3 alternatives would consist of one of the following alternatives:

- 3.1 A detailed financial analysis of the **retail** model of service delivery, including:
 - a. Infrastructure design costs and construction costs
 - b. Operational costs, including staffing, facilities, equipment, supplies, vehicles, and maintenance
 - c. Revenue requirements to support the enterprise
 - d. Required customer take rates and price points

OR

- 3.2 A detailed financial analysis of the **wholesale** model of service delivery, including the same components described in 3.1

OR

- 3.3 **A gap-filling strategy.** This would involve a soliciting proposals for a separate contract for consulting services to assist the City in working with existing providers to address the gaps in service and quality.

OPTIONS:

- 1. Direct staff to prepare an RFP for an internet consulting contract with the three-phase scope outlined above for the Consulting Model.**

Staff estimates the cost for this Consulting Model to be between \$100,000 and \$175,000 to complete all three phases. The expected duration of the work is estimated to be at least 12 months from the award of the initial contract.

This phased approach provides for exploration of a variety of potential strategies to improve internet service. Some of the tasks outlined would also benefit City operations as technology is increasingly deployed by the City to serve the public. The approach allows a consultant to provide a fair assessment of the City's potential for an internet utility. It also provides for a deeper exploration of ways to achieve the City Council's goals in the event a City utility is deemed infeasible. Having an alternative task to the full feasibility study in phase three prevents the consultant from being incentivized to provide a favorable or inconclusive pre-feasibility result in phase two.

- 2. Direct staff to prepare an RFP for a standalone feasibility study for either retail or wholesale municipal internet service.**

Staff estimates the cost for this study to be between \$75,000 and \$125,000. The City Council would need to direct staff regarding whether to pursue a study of the wholesale model, retail model, or both.

If the City Council feels strongly that the only direction to pursue is a municipal internet solution, this option accomplishes that in the most direct manner. However, it could result in a dead-end if the study shows municipal internet to be infeasible.

- 3. Delay a decision regarding a feasibility study until further information is known about private sector services in 2020.**

Staff anticipates that the entrance of a new provider into the market will affect some or all of the six aspects of internet services identified by Council. However, it is unclear to what extent those areas will be impacted. MetroNet has indicated to staff that it has advanced its construction plans, now projecting completion of its system by fall 2020. The Council could wait to see how consumer satisfaction is affected by increased private sector competition for internet service, and then decide how best to proceed, if at all.

STAFF COMMENTS:

If the Council chooses to proceed with either Option 1 or Option 2, staff would prepare an RFP and draft submittal requirements and the evaluation criteria. These details would then be returned to the City Council for final approval before the RFP is issued, to ensure alignment with the Council's vision. City staff recommends the funding for any study come from the balance of the Hotel/Motel Tax Fund, which is used to finance economic development projects.

The Staff continues to emphasize that if a study is pursued, it is important to ensure that it be conducted in an independent manner. Therefore, staff's recommendation would be to disqualify firms from submitting proposals for the study if those firms also engage in the construction or operation of broadband networks. Additionally, it would be important to select a firm with a record of finding some proposals to be feasible and some to be infeasible.

MEMO

Legal Department

Item No. 31

To: Mayor Haila and Ames City Council

From: Mark O. Lambert, City Attorney

Date: September 20, 2019

Subject: Letter from Federal Highway Administration re: inclusive crosswalk

In a letter to the City Manager, dated September 5, 2019, the Acting Division Administrator of the U.S. Department of Transportation's Federal Highway Administration (FHWA) noted that FHWA was aware of the City's inclusive crosswalk project, which involves colored rectangles within the standard white crosswalk lines at one intersection.

As before, the FHWA noted its position that its Manual on Uniform Traffic Control Devices (MUTCD) prohibited the use of anything but white paint in crosswalks and noted its "official interpretation" that colored crosswalks or art in crosswalks are not allowed.

The letter noted that the Iowa Department of Transportation had adopted MUTCD as standards for streets and highways in Iowa. That is true, and it is found at 76 Iowa Administrative Code 130.1.

The letter goes on to state that the FHWA *requests* that the City "take the necessary steps to remove the non-compliant crosswalk art as soon as it is feasible."

It appears that the FHWA does not have jurisdiction over the roads in question, at the intersection of 5th Street and Douglas in Ames. The FHWA did not have a direct answer to this question, and it appears they are still researching whether they have any regulatory authority in this situation. These streets are not part of a federal highway and these streets receive no federal funding. With the system of federalism in the United States, the federal government does not have jurisdiction over everything. The adoption of the MUTCD by the State of Iowa

would suggest it is up to the State to enforce the standards in the MUTCD on streets other than federal highways or streets which receive federal funding.

I note that the FHWA's letter included a "request" – not a demand – for the City to remove the colored crosswalk markings. This is not a lawful order or demand by a federal agency, it is merely a request.

I spoke to the FHWA Iowa Division office in Ames, and asked a question which Damion Pregitzer had asked them earlier: "Are there any penalties for not being in compliance with the MUTCD?" The answer was that they are checking into it, which I take to mean that they are unaware of any penalties right now. The FHWA officials did confirm that removal of the colored crosswalk was only a request at this point, not a demand. If that changes, they would contact the City about compliance before implementing any penalties (if they discover penalties can be implemented).

#



U.S. Department
of Transportation
**Federal Highway
Administration**

Iowa Division

105 6th Street
Ames, Iowa 50010
(515) 233-7300
(515) 233-7499
Iowa.FHWA@dot.gov

September 5, 2019

In Reply Refer To:
HDA - IA

Steve Schainker, City Manager
City of Ames
515 Clark Avenue
Ames, IA 50010

Dear Mr. Schainker:

It recently came to our attention that the City of Ames installed a non-standard crosswalk at the intersection of 5th Street and Douglas Avenue in downtown Ames. Non-standard crosswalks and other forms of crosswalk art are not compliant with the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is adopted by reference in accordance with Title 23 of the United States Code, Sections 109(d) and 402(a), and Title 23, Code of Federal Regulations, Part 655.603, and is approved as the national standard for designing, applying, and planning traffic control devices. Iowa Administrative Code 761 adopts the MUTCD as Iowa's standard for traffic control devices and it is applicable to all public roads in Iowa.

We request that you take the necessary steps to remove the non-compliant crosswalk art as soon as it is feasible. Crosswalk art has a potential to compromise pedestrian and motorist safety by interfering with, detracting from, or obscuring official traffic control devices. The art can also encourage road users, especially bicycles and pedestrians, to directly participate in the design, loiter in the street, or give reason to not vacate the street in an expedient or predictable manner. It also creates confusion for motorists, pedestrians, and other jurisdictions who may see these markings and install similar crosswalk treatments in their cities. Allowing a non-compliant pavement marking to remain in place presents a liability concern for the City of Ames in the event of a pedestrian/vehicle or vehicle/vehicle collision.

The installation of crosswalk art has been an issue in various locations across the country for several years. In 2013, FHWA issued an official interpretation of the MUTCD to clarify our position. The interpretation covers several aspects of the appropriate use of colored pavements, but specifically clarifies the use of aesthetic treatments and the use of colored patterns within crosswalk markings. The official interpretation can be found at https://mutcd.fhwa.dot.gov/resources/interpretations/3_09_24.htm.

The white crosswalk markings allowed in Part 3 of the MUTCD are tested and proven to be recognized as a legally marked crossing location for pedestrians. Crosswalk art diminishes the contrast between the white lines and the pavement, potentially decreasing the effectiveness of the crosswalk markings and the safety of pedestrian traffic. The purpose of aesthetic treatments and crosswalk art is to "draw the eye" of pedestrians and drivers, in direct conflict with commanding the attention of drivers and motorists to minimize the risk of collision.

In bringing this matter to your attention, our intent is to notify you of the non-compliance of the crosswalk marking at this specific location, but also to ensure your awareness in the event crosswalk art projects may be in the planning stages for other locations. If you have any questions relating to this issue, please contact Paul LaFleur in our office at (515) 233-7308 or by email at paul.lafleur@dot.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark A. Johnson". The signature is written in a cursive style with a large, looped initial "M".

Mark Johnson
Acting Division Administrator

COUNCIL ACTION FORM

SUBJECT: POWER PLANT UNIT #8 MAINTENANCE OUTAGE IMPACTS

BACKGROUND:

Presently, Unit #7 is undergoing a boiler tube replacement with Inconel-coated tubes to protect against tube wastage caused by the burning of Refuse-Derived-Fuel (RDF). Unit #8 is planned to undergo a project to replace its boiler's superheater tubes with Inconel-coated tubes once Unit #7 is again operational. Staff's intent has been to continue to operate Power Plant Unit #8 until Unit #7 was operational; sometime in December.

This year, the condition of Unit #8's boiler tubes continues to create plant outages. Each outage requires several days to cool the unit down, locate the source of the tube leak, make repairs, and re-fire the boiler. **Since these leaks are occurring in the superheater section, each repair is taking place in a section of the boiler that will be reconstructed in a few months. These temporary repairs are also costly (an average tube leak costs \$30,000 to repair and recently the unit has operated for less than a week at a time between leaks). It is unlikely that Unit #8 can remain operational until Unit #7 is returned to service without spending several hundred thousand dollars.**

The question is at what point should the utility discontinue making these temporary repairs? This decision has significant impacts on the Electric utility, the Resource Recovery Plant, our private refuse haulers, the Boone County Landfill, and the Electric Services customers of Ames. These impacts include:

1. Impacts on the Resource Recovery Plant (RRP)

When Electric Services is unable to burn RDF in either boiler for an extended period, the RRP must divert all haulers to Boone Co. Landfill. RRP, therefore, forgoes the \$58/ton tipping fee which represents a major source of revenue for the system.

The sooner Electric Services chooses to shut down Unit #8, the more tipping fee revenue is lost by RRP. It is estimated that RRP typically receives approximately 1,000 tons of waste per week, meaning RRP forgoes \$58,000 in tipping fee revenue per week while Unit #8 is unavailable. However, a significant amount of this loss of revenue is offset by the reduced expenses (transportation of rejects to the Boone Landfill and the associated tipping fee at the Boone Landfill) incurred by RRP.

2. Impacts on the Waste Haulers

The waste haulers are directly impacted by the decision made by RRP above. Interestingly, the tipping fee is less at the Boone Co. Landfill than at RRP.

However, what the haulers save in tipping fees is more than offset by the additional staff time and fuel it takes to transport the refuse to Boone, the wait time at the landfill, and the potentially unsafe driving conditions during bad weather. **Since the customer fee has already been established by the private haulers, it is not practical for the haulers to pass these increased expenses on to their customers on a short-term basis.**

3. Impacts on the Power Plant Maintenance Budget

As of September 19, 2019, approximately \$100,000 remains in the Boiler Maintenance budget. During every boiler tube outage the plant expends \$6,000 per day and each outage typically runs five or more days. Based on current estimates, the budget can support at most three more outages before staff will need to return to the City Council for a Change Order to increase this budget item.

If the decision was made to continue repairing Unit #8's tube leaks until Unit #7 is operational, staff anticipates approximately seven more repairs will be necessary, at a cost of approximately \$210,000.

4. Impacts on the Unit's Value in the MISO Market

The City uses its generation resources to meet MISO requirements. Unit #7 & Unit #8, together with our peaking units, provide "capacity" to meet our electric load obligations. Electric Services runs an operational test to determine each unit's capability, then MISO applies a "factor" to discount the capacity for units that have poor reliability. Every time one of our units trips off-line the discount increases and MISO shows less value for our units. This discount becomes even more critical as Electric Services heads into the extended outage to replace boiler tubes.

If a boiler tube ruptures, and the City does not repair it, the entire time the unit is down is considered a "Forced Outage," which reduces our capacity rating for the unit. Alternatively, if a unit is in operational condition when it is taken out of service, the time the unit is off-line would be considered a "Reserve Shutdown," which would not result in a further decrease to the unit's capacity rating.

If the unit continues to undergo periodic tube failures, each leak/shutdown/repair cycle has a negative impact on our capacity rating. The table below shows the relative impacts of the Forced Outage, Reserve Shutdown (October 15), and Reserve Shutdown (December 1) scenarios.

	Planning Year	Capacity Reduction	Unit 8 nameplate Rating	Unit 8 Lost Capacity (MW)
Forced Outage (as of Oct 1, 2019)	2020	60.6%	65	39.39
	2021	55.7%		36.21
	2022	39.4%		25.61
Reserve Shutdown (as of Oct 15, 2019)	2020	32.1%	65	20.87
	2021	24.3%		15.80
	2022	5.3%		3.45
Reserve Shutdown (as of Dec 1, 2019)	2020	33.8%	65	21.97
	2021	26.9%		17.49
	2022	11.1%		7.22

When the City falls short of its MISO capacity requirement, Electric Services is required to acquire capacity resources to make up the shortfall. In recent years, this is done through a capacity auction held once a year by MISO. Staff has evaluated the last six MISO capacity auctions. Using the lowest cost, highest cost, and the mean cost from these auctions, the table below outlines the potential financial risk to Electric Services associated with each of the scenarios.

	Boiler Maintenance Cost	Capacity Replacement Needed	Low Cost Auction Price	Mean Cost Auction Price	High Cost Auction Price
Forced Outage (as of Oct 1, 2019)	\$0	39.39	\$21,556	\$255,725	\$1,035,169
		36.21	\$19,882	\$235,048	\$951,467
		25.61	<u>\$14,021</u>	<u>\$166,263</u>	<u>\$673,031</u>
			\$55,459	\$657,036	\$2,659,667
Reserve Shutdown (as of Oct 15, 2019)	\$100,000 (already budgeted)	20.87	\$11,424	\$135,458	\$548,332
		15.80	\$8,648	\$102,543	\$415,092
		3.45	<u>\$1,886</u>	<u>\$22,365</u>	<u>\$90,534</u>
			\$21,958	\$260,367	\$1,052,959
Reserve Shutdown (as of Dec 1, 2019)	\$310,000 (\$210,000 additional required)	21.97	\$12,028	\$142,632	\$577,372
		17.49	\$9,573	\$113,515	\$459,505
		7.22	<u>\$3,950</u>	<u>\$46,840</u>	<u>\$189,610</u>
			\$25,551	\$302,987	\$1,226,487

Electric Services staff has called for a special meeting of EUORAB to discuss this situation and provide a recommendation to the City Council. However, EUORAB was unable to meet until the afternoon of the September 24 City Council meeting. City staff will verbally convey EUORAB's discussion and recommendation at the City Council meeting.

ALTERNATIVES:

1. Direct staff to plan a reserve shutdown of Unit #8 as of the week of October 15.
2. Direct staff to plan a reserve shutdown of Unit #8 once Unit #7 is operational (estimated to be December 1). In addition, approve the addition of \$210,000 to the Power Plant boiler maintenance contract to cover continuing repairs through this date.
3. Direct staff to no longer repair Unit #8 at the next forced outage.

CITY MANAGER'S RECOMMENDATION:

There is significant variability in the costs for the capacity auction the Utility must participate in when it does not have enough reliable capacity. This variability results in high risk that the Utility will be exposed to higher costs as a result of the auction. **Although the Utility cannot completely avoid participating in the auction, the best option to reduce risk is to reduce the amount of capacity the City must buy at the auction. This leads to the conclusion that a Reserve Shutdown as of October 15th is the best course of action for the Utility. Under this alternative, Electric Services will make any repairs required to insure Unit #8 is operable through the week of October 15, 2019. After that time, the Utility will shut down Unit # 8 and purchase energy from the market until Unit #7 is placed back in service.**

Unfortunately, this alternative comes at the expense of the refuse haulers and the Boone County Landfill. However, a planned date to discontinue accepting garbage at RRP will allow the haulers and the landfill to make plans in advance for this scenario, as opposed to the outages that are occurring now with no warning. City staff will continue to work diligently with contractors working on the Unit #7 overhaul projects to put that unit into operation as soon as possible, so it can begin disposing of refuse-derived fuel.

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

COUNCIL ACTION FORM

SUBJECT: AMENDMENT TO FISCAL YEAR 2019/20 ADOPTED BUDGET FOR CARRYOVERS FROM FISCAL YEAR 2018/19

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 \$79,217,232.

Please note that all the projects and associated budgeted expenditures and funding sources were approved by City Council as part of the fiscal year 2018/19 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 2019/20.

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 2019/20 budget upwards by \$79,217,232 for carryover amounts from fiscal year 2018/19.
2. Refer this item back to staff for additional information or other adjustments to the amendments.

CITY MANAGER'S RECOMMENDED ACTION:

Amending the FY 2019/20 budget for carryover amounts from the FY 2018/19 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 2019/20 budget upwards by \$79,217,232 for carryover amounts from fiscal year 2018/19.

CITY OF AMES, IOWA

2019/20

**FALL BUDGET AMENDMENT
SUMMARY**

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EXPENDITURE CHANGES BY PROGRAM

<i>Program:</i>	2019/20 Adopted	2019/20 Carryover	2019/20 Adjusted	Percentage Change from Adopted
<i>Public Safety:</i>				
Law Enforcement	10,218,431	99,238	10,317,669	1.0%
Fire Safety	7,565,200	30,450	7,595,650	0.4%
Building Safety	1,615,765	-	1,615,765	0.0%
Animal Control	490,899	56,106	547,005	11.4%
Other Public Safety	972,747	-	972,747	0.0%
Public Safety CIP	1,750,000	903,762	2,653,762	51.6%
Total Public Safety	22,613,042	1,089,556	23,702,598	4.8%
<i>Utilities:</i>				
Electric Services	58,824,151	387,913	59,212,064	0.7%
Water and Pollution Control	8,407,541	128,793	8,536,334	1.5%
Water Distribution System	1,497,450	-	1,497,450	0.0%
Sanitary Sewer System	901,631	-	901,631	0.0%
Storm Water Management	680,101	-	680,101	0.0%
Resource Recovery	4,446,952	-	4,446,952	0.0%
Utility Customer Service	1,695,458	-	1,695,458	0.0%
Utilities CIP	29,683,100	43,079,161	72,762,261	145.1%
Total Utilities	106,136,384	43,595,867	149,732,251	41.1%
<i>Transportation:</i>				
Streets/Traffic System	6,114,583	125,486	6,240,069	2.1%
Transit System	12,219,372	-	12,219,372	0.0%
Parking System	1,057,378	27,000	1,084,378	2.6%
Airport Operations	138,749	-	138,749	0.0%
Transportation CIP	19,815,169	27,525,302	47,340,471	138.9%
Total Transportation	39,345,251	27,677,788	67,023,039	70.4%
<i>Community Enrichment:</i>				
Parks and Recreation	4,774,523	162,647	4,937,170	3.4%
Library Services	4,891,104	-	4,891,104	0.0%
Human Services	1,490,234	-	1,490,234	0.0%
Art Services	214,898	49,758	264,656	23.2%
Cemetery	185,993	-	185,993	0.0%
Housing Programs	1,216,623	8,500	1,225,123	0.7%
Economic Development	2,300,472	-	2,300,472	0.0%
Community Enrichment CIP	933,000	3,714,008	4,647,008	398.1%
Total Community Enrichment	16,006,847	3,934,913	19,941,760	24.6%

EXPENDITURE CHANGES BY PROGRAM, continued

<i>Program:</i>	2019/20 Adopted	2019/20 Carryover	2019/20 Adjusted	Percentage Change from Adopted
General Government:				
City Council	457,893	168,447	626,340	36.8%
City Clerk	436,923	-	436,923	0.0%
City Manager	801,995	-	801,995	0.0%
Public Relations	217,556	15,693	233,249	7.2%
Media Production Services	163,473	-	163,473	0.0%
Planning Services	890,712	237,788	1,128,500	26.7%
Financial Services	1,990,079	29,820	2,019,899	1.5%
Legal Services	801,687	8,416	810,103	1.1%
Human Resources	586,703	4,564	591,267	0.8%
Facilities	459,595	46,522	506,117	10.1%
General Government CIP	50,000	451,586	501,586	903.2%
Total General Government	6,856,616	962,836	7,819,452	14.0%
Debt Service:				
General Obligation Bonds	12,055,352	-	12,055,352	0.0%
Electric Revenue Bonds	965,306	-	965,306	0.0%
SRF Loan Payments	5,044,439	-	5,044,439	0.0%
Total Debt Service	18,065,097	-	18,065,097	0.0%
Internal Services:				
Fleet Services	3,372,056	1,745,078	5,117,134	51.8%
Information Technology	2,625,976	169,235	2,795,211	6.4%
Risk Management	2,508,721	-	2,508,721	0.0%
Health Insurance	9,198,125	-	9,198,125	0.0%
Internal Services CIP	250,000	41,959	291,959	16.8%
Total Internal Services	17,954,878	1,956,272	19,911,150	10.9%
Total Expenditures Before Transfers	226,978,115	79,217,232	306,195,347	34.9%
Transfers	23,371,112	-	23,371,112	0.0%
Total Expenditures	250,349,227	79,217,232	329,566,459	31.6%

2019/20 AMENDMENTS BY PROGRAM

Public Safety Program \$1,089,556

Public Safety operating expenses are being increased by \$185,794 for delayed equipment and capital purchases for the Police Department (\$99,238), the Fire Department (\$30,450), and Animal Control (\$56,106).

A total of \$903,762 is being carried over in Public Safety CIP funds for the following projects:

- Fire station improvements \$194,615
- City-Wide Radio System Study 635,503
- Outdoor Storm Warning System 73,644

Utilities Program \$43,595,867

Operating expenses of \$516,706 are being carried over in the Utilities program. Of this amount, \$387,913 is for delayed equipment purchases or projects at the Power Plant, Electric Distribution, and Electric Technical Services. The \$128,793 balance in Utility operating carryovers is for delayed lime sludge disposal at the Water Treatment Plant.

A total of \$43,079,161 of Utility CIP project funds are being carried over for the following projects:

- Electric Utility CIP projects (\$12,874,282):
 - Unit 8 superheat replacement \$4,531,037
 - RDF bin renovations 2,725,730
 - Unit 7 turbine/generator overhaul 2,491,130
 - Top-O-Hollow substation 1,399,108
 - Power Plant fire protection 707,045
 - Other Electric CIP projects 1,020,232
- Water Utility CIP projects (\$11,436,912):
 - N River Valley well field 5,161,150
 - Water distribution improvements 2,343,810
 - East Ames water line extension 1,005,049
 - NRV low head dam project 689,292
 - Other Water Utility CIP projects 2,237,611
- Sewer Utility CIP projects (\$12,151,051):
 - Sanitary sewer system improvements 3,874,004
 - East Ames sewer system extension 3,781,208
 - WPC cogeneration system 1,679,000
 - WPC digester improvements 1,473,000
 - WPC residuals handling improvements 637,188
 - WPC clarifier maintenance 350,049
 - Other Sewer Utility CIP projects 356,602
- Flood response/mitigation projects 2,009,175
- Teagarden area storm water improvements 1,206,490

- Other Storm Water Utility CIP projects 3,201,702
- Resource Recovery improvements 199,549

Transportation Program \$27,677,788

Operating expenses of \$152,486 are being carried over in the Transportation program. The carryover amount includes funding to upgrade the Traffic Operations shop area (\$26,000), replace Parking Enforcement’s ticket writers (\$27,000), and for the Right-of-Way Maintenance Emerald Ash Borer (EAB) program (\$99,486).

Transportation CIP funding carryovers total \$27,525,302 and consist of the following programs and projects:

- Street construction projects (\$21,529,554):
 - *Grand Avenue extension* \$15,666,760
 - *Collector street improvements* 1,680,045
 - *Asphalt street improvements* 1,366,033
 - *Right-of-Way restoration* 811,121
 - *Seal Coat pavement improvements* 352,064
 - *Tripp Street extension* 307,144
 - *Other street improvement projects* 1,346,387
- Shared use path projects 2,943,751
- Traffic engineering projects 1,627,162
- Street maintenance projects 930,850
- Airport improvements 102,362
- Transit system improvements 391,623

Community Enrichment Program \$3,934,913

Community Enrichment operating expenses of \$220,905 are being carried forward. Of this amount, \$162,647 is for Parks and Recreation projects and equipment, primarily funded through donations (\$126,647). The remaining \$36,000 in Parks and Receptions carryovers includes a study of the City’s park system for ADA compliance (\$26,000), and funding for a community-wide survey (\$10,000). Funding of \$8,500 is also being carried forward in the City-Wide Housing program, and \$49,758 for the Public Art program.

A total of \$3,714,008 in funding is being carried over for the following Community Enrichment CIP projects:

- Parks and Recreation CIP projects (\$2,774,526):
 - *Homewood clubhouse* \$1,013,973
 - *Inis Grove Park restrooms/stairs* 400,000
 - *River Valley Park improvements* 297,568
 - *Brookside Park restrooms* 207,419
 - *Bandshell improvements* 196,538
 - *Municipal Pool improvements* 154,008

○ Ames/ISU Ice Arena improvements	123,642
○ Franklin Park improvements	80,000
○ Other park and facility improvements	301,378
● Cemetery improvements	78,500
● Downtown Façade program	105,962
● Campustown Façade program	105,020
● Downtown/Campustown plazas	400,000
● Human service agency capital grant program	250,000

General Government Program \$962,836

Operating expenses of \$511,250 are being carried forward in the General Government program. Of this amount, \$231,082 is funding to allow the Planning Department to hire outside professional assistance for projects such as the Comprehensive Plan update. In City Council funding, \$68,802 of unspent contingency funds are being carried forward, as well as unspent allocations to Ames Foundation (\$20,000) for an entryway sign along Interstate 35, Story County Housing Trust (\$34,870), Ames Partner Cities (\$4,775), AEDC (\$15,000), and funding for a greenhouse gas inventory (\$25,000). The Finance Department is carrying over salary savings of \$22,500 to cover additional personal service costs as part of their reorganization plan. The remaining balance of \$89,221 is for delayed equipment purchases and special projects for the Public Relations, Planning Services, Financial Services, Legal Services, Human Resources, and Facilities programs.

The General Government CIP carryover of \$451,586 is for the following projects:

● City Hall Security	\$283,775
● City Hall improvements	167,811

Internal Services: \$1,956,272

Internal Services has \$1,914,313 in operating carryovers consisting of the following:

● Fleet equipment purchases	\$1,745,078
● Information Technology equipment	169,235

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

Total Carryovers \$79,217,232

2019/20 CARRYOVERS BY FUND

Fund:	2019/20 Adopted	2019/20 Carryover	2019/20 Adjusted	Percentage Change from Adopted
General Fund	38,689,394	1,879,386	40,568,780	4.9%
Special Revenue Funds:				
Local Option Sales Tax	9,057,042	4,900,330	13,957,372	54.1%
Hotel/Motel Tax	2,267,800	15,000	2,282,800	0.7%
Road Use Tax	7,689,738	3,295,915	10,985,653	42.9%
Public Safety Special Revenues	309,300	26,000	335,300	8.4%
City-Wide Housing Programs	43,265	8,500	51,765	19.7%
CDBG Program	572,094	-	572,094	0.0%
HOME Program	601,264	-	601,264	0.0%
Employee Benefit Property Tax	2,159,434	-	2,159,434	0.0%
Police/Fire Retirement	-	-	-	
Parks & Rec Grants/Donations	10,100	120,897	130,997	1197.0%
Library Friends Foundation	249,564	-	249,564	0.0%
Library Grants/Donations	51,065	-	51,065	0.0%
Utility Assistance	15,000	-	15,000	0.0%
Miscellaneous Donations	-	8,450	8,450	
Developer Projects	-	-	-	
Economic Development	-	-	-	
Tax Increment Financing (TIF)	772,002	-	772,002	0.0%
Total Special Revenue Funds	23,797,668	8,375,092	32,172,760	35.2%
Capital Project Funds:				
Special Assessments	321,415	-	321,415	0.0%
Street Construction	4,096,912	9,662,402	13,759,314	235.9%
Airport Construction	-	102,362	102,362	
Park Development	80,000	163,147	243,147	203.9%
General Obligation Bonds	11,161,865	14,618,343	25,780,208	131.0%
Total Capital Project Funds	15,660,192	24,546,254	40,206,446	156.7%
Permanent Funds:				
Cemetery Perpetual Care	-	-	-	
Furman Aquatic Center Trust	6,450	5,750	12,200	89.2%
Total Permanent Funds	6,450	5,750	12,200	89.2%

2018/19 CARRYOVERS BY FUND, continued

<i>Fund:</i>	2019/20 Adopted	2019/20 Carryover	2019/20 Adjusted	Percentage Change from Adopted
<i>Enterprise Funds:</i>				
Water Utility/Construction	20,115,166	11,703,414	31,818,580	58.2%
Sewer Utility/Construction	12,393,982	12,331,551	24,725,533	99.5%
Electric Utility/Sinking	82,866,499	13,262,195	96,128,694	16.0%
Parking/Parking Reserve	1,131,787	27,000	1,158,787	2.4%
Transit	17,188,675	391,623	17,580,298	2.3%
Storm Water Utility/Construction	2,424,055	4,405,504	6,829,559	181.7%
Ames/ISU Ice Arena	565,649	-	565,649	0.0%
Ice Arena Capital Reserve	10,000	123,642	133,642	
Homewood Golf Course	270,439	10,000	280,439	3.7%
Resource Recovery	5,219,041	199,549	5,418,590	3.8%
<i>Total Enterprise Funds</i>	142,185,293	42,454,478	184,639,771	29.9%
<i>Debt Service</i>	12,055,352	-	12,055,352	0.0%
<i>Internal Service Funds:</i>				
Fleet Services	2,343,456	-	2,343,456	0.0%
Fleet Reserve	1,278,600	1,787,037	3,065,637	139.8%
Information Technology	1,912,531	-	1,912,531	0.0%
Technology Reserve	457,204	169,235	626,439	37.0%
Shared Communications	256,241	-	256,241	0.0%
Risk Insurance	2,508,721	-	2,508,721	0.0%
Health Insurance	9,198,125	-	9,198,125	0.0%
<i>Total Internal Service Funds</i>	17,954,878	1,956,272	19,911,150	10.9%
<i>Total Expenditures</i>	250,349,227	79,217,232	329,566,459	31.6%

**NOTICE OF PUBLIC HEARING
AMENDMENT OF FY2019-2020 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 9/24/2019
(hour) (Date)

, for the purpose of amending the current budget of the city for the fiscal year ending June 30, 2020
(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 30,953,785	0	30,953,785
Less: Uncollected Property Taxes-Levy Year	2 0	0	0
Net Current Property Taxes	3 30,953,785	0	30,953,785
Delinquent Property Taxes	4 0	0	0
TIF Revenues	5 1,100,876	0	1,100,876
Other City Taxes	6 10,717,411	0	10,717,411
Licenses & Permits	7 1,652,904	0	1,652,904
Use of Money and Property	8 9,348,361	0	9,348,361
Intergovernmental	9 27,431,529	0	27,431,529
Charges for Services	10 305,867,540	0	305,867,540
Special Assessments	11 321,415	0	321,415
Miscellaneous	12 674,045	0	674,045
Other Financing Sources	13 16,792,954	0	16,792,954
Transfers In	14 16,561,343	0	16,561,343
Total Revenues and Other Sources	15 421,422,163	0	421,422,163
Expenditures & Other Financing Uses			
Public Safety	16 20,845,795	185,794	21,031,589
Public Works	17 6,285,579	125,486	6,411,065
Health and Social Services	18 1,490,234	0	1,490,234
Culture and Recreation	19 9,445,904	267,050	9,712,954
Community and Economic Development	20 4,571,280	246,288	4,817,568
General Government	21 2,905,299	218,817	3,124,116
Debt Service	22 12,055,352	0	12,055,352
Capital Projects	23 19,176,527	33,763,047	52,939,574
Total Government Activities Expenditures	24 76,775,970	34,806,482	111,582,452
Business Type / Enterprises	25 313,398,799	44,410,750	357,809,549
Total Gov Activities & Business Expenditures	26 390,174,769	79,217,232	469,392,001
Transfers Out	27 16,561,343	0	16,561,343
Total Expenditures/Transfers Out	28 406,736,112	79,217,232	485,953,344
Excess Revenues & Other Sources Over (Under) Expenditures/Transfers Out for Fiscal Year	29 14,686,051	-79,217,232	-64,531,181
Beginning Fund Balance July 1	30 704,228,677	0	704,228,677
Ending Fund Balance June 30	31 718,914,728	-79,217,232	639,697,496

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

COUNCIL ACTION FORM

REQUEST: **AMENDMENT TO THE ADAPTIVE REUSE PLAN AND APPROVAL OF A MAJOR SITE DEVELOPMENT PLAN FOR A FAST FOOD RESTAURANT AT 2501 GRAND AVENUE**

BACKGROUND:

In 2012, the City Council approved an Adaptive Reuse Plan/Major Site Development Plan for the North Grand Mall site at 2501 and 2801 Grand Avenue. The Plan allowed changes to the building, construction of new buildings, parking and landscaping improvements. Many of the improvements allowed by the Plan have been implemented. The purpose of the adaptive reuse provisions (*see Attachment D: Adaptive Reuse Plan Criteria*) is to foster the renovation and reuse of structures that have historic, architectural, or economic value to the City and are vacant or at risk of becoming underutilized, vacant or demolished. Note City Council recently approved on August 27th the First Amendment to the 2012 Plan by approving a new building at 2801 Grand Avenue, near the corner of 30th Street and Grand Avenue.

The 2012 Adaptive Reuse Plan was focused on construction of a new building at the south end of the North Grand Mall building, where TJ-Maxx, Kohl's and other retailers are presently located. The Plan designated a location for a future restaurant, referred to as "Future Restaurant Site G", in the vacant area along Grand Avenue, adjacent to Fazoli's. No specific building was approved for the site and it was possible the area would be needed to provide parking for the full development of the Adaptive Reuse Plan. **This vacant area is the proposed location for a B-Bop's restaurant as an amendment to the Plan through the approval of a Major Site Development Plan.** (*see Attachment C: Proposed Major Site Development Plan*). The development site includes approximately 0.58 acres of leased area, which is a portion of Lot 2 of the Streets of North Grand Plat 2 Subdivision (*see Attachment A: Location Map*).

The entire land area for the 2012 Adaptive Reuse Plan is within two subdivisions. One is "Streets of North Grand, Lot 2" (2801 Grand Avenue), which includes the North Grand Mall building and parking lot. The other is "Streets of North Grand Plat 2, Lots 1 and 2" (2501 Grand Avenue), which includes the retail businesses and parking lot south of the North Grand Mall building. The properties in each subdivision have different owners that work together to implement the adopted Plan. The Walgreen's retail store, at 2719 Grand Avenue, is not part of the land area included in the 2012 Adaptive Reuse Plan. The land area to which the Adaptive Reuse Plan applies, encompasses shared parking, shared access, and landscaping amenities throughout the site.

Ed Kaizer, represents the property owner (Grand 1350 LLC) who is requesting an amendment to the 2012 Adaptive Reuse Plan to allow for the restaurant. The applicant, Rich Johansen, is requesting approval of the Major Site Development Plan for the proposed B-Bop's drive-through restaurant. This proposed amendment would be the 2nd

amendment to the 2012 approved permit.

The proposed building is designed as a one-story commercial building of approximately 2,626 square feet for use as a single-tenant fast-food restaurant. The proposed building differs from the existing B-Bops by providing for indoor customer seating along with drive-through hand outdoor seating. Customer entrances are proposed on the south and west sides of the building. A drive-through lane would be constructed on the east and north sides of the building. The pick-up window is on the north side of the building (see Attachment B: Building Elevations). The west side of the building will have a patio immediately adjacent to the building.

There are no existing parking spaces on the site of the proposed new restaurant that were accounted for in the prior approval. This is important in the context of the Adaptive Reuse Plan due to prior approvals for reduced parking ratios and total spaces provided to serve all the uses as shared parking. The combined parking, after approval of the 1st Amendment in August 2019, resulted in an overall parking ratio of approximately 3.88 spaces per 1,000 square feet of use, slightly below the original 4.00 spaces per 1,000 square feet standard. The developer proposes a total of 20 standard parking spaces, and 2 accessible parking spaces. An additional 3 spaces are proposed outside the north boundary of the site (lease area) as part of the reconfiguration of the site. The additional spaces would be created by eliminating an access to the site from the north with Fazoli's that will no longer be needed. A total of 25 parking spaces are proposed in association with improvements for the new restaurant (22 on-site and 3 outside the lease area).

The required parking for the use is approximately 10 parking spaces based upon prior authorization of uses at a 4 space per 1,000 square foot standard or 12 spaces with the more typical fast food restaurant standard of 11 spaces per 1,000 square feet of customer area. The number of spaces is quite low due to the small amount of dining area and the emphasis on take out and drive through service. The applicant's proposal for a net increase of 25 spaces exceeds the required parking for either calculation.

Parking Demand Calculations

Use*	Square feet	Ratio	Parking Required
Mall-"Commercial" Existing Buildings Per Approved 2012 Plan	416,783	4/1,000	1,667
Fitness Facilities Existing Building Tenants	20,500	5/1,000	103
New Building (3-Bay Retail) 2801 Grand Ave. Approved by C.C. 8/27/19	7,166	4/1,000	29
Proposed Building (B-Bop's) 2501 Grand Ave.	2,612	4/1,000	10
Total Parking Demand			1,809

* These figures do not account for temporary seasonal sales uses such as the Holub's nursery

There would be an approved number of 1748 parking spaces at completion of all improvements with the 1st and 2nd Amendments, compared to the 1st Amendment approval of 1723 parking spaces. The proposed improvements and use do not decrease the ratio of parking provided to uses on the site overall and can be found consistent with prior parking waiver by increasing the total number of parking spaces for the site.

The proposed building is designed with a drive-up service window for their customers. The stacking lane for the drive-up is accessed from the parking lot, then runs parallel to the eastside of the building next to Grand Avenue, where a menu board is located. This drive through is designed to allow for 5 cars to stack between the service window and the menu board. Approximately 3 to 4 additional cars may stack between the menu board and parking lot. Exiting from facility will occur at a 90-degree intersection with the internal mall driveway. The design will provide for adequate queuing capacity during most hours of operation. Stacking could impact internal circulation of the parking lot to the west of the building, but it will not affect external access points to the site.

Pedestrian access to the site includes a proposed sidewalk, five feet wide, between the restaurant entrance and the paved multi-purpose trail along the west side of Grand Avenue. There is no walkway extension to the west towards the existing mall. Although customers at peak times may choose to park to the west of the building and walk to it, there is no means to create a sidewalk from the building that extends west to Mall building itself, only a short sidewalk extension to the curb could be added by the applicant for convenient overflow customer access to the west.

The Landscaping Plan for the 2012 Adaptive Reuse Plan does not show any landscaping for "Future Restaurant Site G." The proposed Major Site Development Plan includes landscaping. The 2012 Adaptive Reuse Plan included allowances for reduced landscaping compared to Code requirements. Since that time, the City has also changed its landscaping requirements for parking lots and front yards.

Landscaping in the front yard requires a minimum width of 10 feet from the front property line. The developer proposes a landscape buffer that is approximately 17 feet wide. Four overstory trees are proposed, which meets the minimum number of required trees in the front yard. The number of shrubs and grasses is based upon the number of square feet in the front yard. Substitutions involving shrubs, grasses and decorative ground covers is allowed based upon minimum ratios. The Landscaping Plan meets the minimum requirements for shrubs and grasses. Substitutions have been utilized according to the established ratios in the zoning regulations for landscaping.

The minimum required parking lot landscaping is based upon the size of the paved area of the parking lot. Overstory trees must be planted at a minimum rate of one tree for every 200 square feet of the required 10 percent landscape area. For this development a minimum of seven trees is required. The developer proposes five trees. Two additional trees may be added to meet the minimum standard as recommend by the Planning Zoning Commission. Since this is an Adaptive Reuse Plan, modifications to required landscaping can be approved by City Council without full compliance to the landscape standards if it was viewed as supporting the overall development plan.

Proposed Waivers

The Adaptive Reuse Plan allows for waivers of standards to facilitate redevelopment. **In this instance the project requires a waiver of the 50-foot front yard setback standards to locate a trash enclosure near Grand Avenue.** The proposed location is 10 feet from the street lot line and includes front yard landscaping between it and the street.

As discussed earlier for parking, the proposed use itself meets parking requirements, but the overall site is short of required parking for all uses established with the original approval and 1st Amendment. **With approval of the 2nd amendment, City Council would permit the continued waiver of overall parking requirements as previously specified.**

Planning & Zoning Commission Recommendation

At the September 4, 2019 Planning & Zoning Commission meeting the Commission discussed the overall layout of the site and proposed features. There was no comment from the public during the meeting. The Commission voted 4-0 to recommend that the City Council approve the project with the condition to provide two additional overstory trees to meet current parking lot landscaping standards for the number of required trees related to this development area.

ALTERNATIVES:

1. The City Council can approve the amendment to the Adaptive Reuse Plan and Major Site Development Plan for 2501 Grand Avenue subject to the following stipulations:
 - A. Provide two additional trees to meet current parking lot tree planting standards.
 - B. Waive the front yard setback requirement of 50 feet to allow the trash enclosure 10 feet from the Grand Avenue property line.
 - C. Allow the Planning Director to approve outdoor lighting consistent with the Zoning Ordinance standards.
 - D. Maintain or improve the overall parking ratio for the site and allow for development of the 2nd Amendment site area with a ratio of four parking spaces per 1,000 square feet of gross floor area for the new fast food building and provide for a total 1748 parking spaces at the completion of all improvements.
 - E. For uses and site improvements not included in the 2nd Amendment, the approved 2012 Adaptive Reuse Plan still applies.
2. The City Council can approve the amendment to the Adaptive Reuse Plan and Major Site Development Plan for 2501 Grand Avenue with modified conditions.
3. The City Council can deny the amendment to the Adaptive Reuse Plan and Major Site Development Plan for 2501 Grand Avenue.

CITY MANAGER’S RECOMMENDED ACTION:

In reviewing the proposed amendment to the Adaptive Reuse Plan/Major Site Development Plan, staff prioritized review of the circulation for the site, front yard landscaping, and overall parking compliance for the proposed project. The proposed plan accommodates a drive-through use that does not impact the overall circulation of the site and creates a new restaurant spaces that will be complementary to the uses at the mall and provide services to the residents of north Ames.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the Adaptive Reuse/Major Site Development Plan for 2801 Grand Avenue, with the stipulations noted above.

Addendum

Building Design. The proposed structure is designed as a one-story commercial building for use as a single tenant fast food restaurant. The proposed building differs from the existing B-Bops by providing for indoor customer seating along with drive through hand outdoor seating. Customer entrances are proposed on the south and west sides of the building. A drive-through lane would be constructed on the east and north sides of the building. The pick-up window is on the north side of the building (see *Attachment B: Building Elevations*). The west side of the building will have a patio immediately adjacent to the building. The building design includes a flat roof with a parapet to screen rooftop mechanical units. The four sides of the building all have vertical brick panels on the corners, and brick at each entrance. A horizontal brick band, approximately three feet wide, is proposed at the base of each façade. Smooth metal panels cover the majority of each building façade, and horizontal strips of colored metal bands encompass the structure. Glass blocks with a vertical orientation function as accent features on the south, north and west sides. Large glass panels with aluminum framing that has an anodized finish, are proposed on all sides of the building, except the east elevation, which has one smaller window.

Parking. There are no existing parking spaces on the site of the proposed new restaurant that were accounted for in the prior approval. The developer proposes a total of 20 standard parking spaces, and 2 handicap-accessible. An additional 3 spaces are proposed outside the north boundary of the site (lease area). The additional spaces would be created by eliminating an access to the site from the north with Fazoli's that will no longer be needed. A total of 25 parking spaces are proposed in association with improvements for the new restaurant (22 on-site and 3 outside the lease area). See *Attachment C: Proposed Major Site Development Plan*.

A standard fast food restaurant would require 12 stalls/1,000 square feet of customer area whereas within the Mall site a 4 spaces/ 1,000 square foot standard has been authorized for uses in the 2012 Plan. The developer proposes an additional 25 parking spaces, which exceeds the number required by either the fast food standard, or the adaptive reuse ratio.

The overall parking count for the North Grand Mall site as it exists today is approximately 1793 parking spaces. The existing parking layout will not be impacted by construction of the restaurant building, and required circulation, with the exception of adding 3 spaces outside the lease area for the restaurant. With the recent 2801 Grand Amendment approval, the overall parking for the mall will be changed to 1723 spaces with development on Lot 1 and the future redevelopment of parking on Lot 1. City Council authorized a waiver for the 2801 Grand building allowing for an overall site parking of 1723 parking spaces resulting in a ratio of 3.88 spaces/1,000 square feet. Approval of the proposed restaurant building would increase the number of parking spaces by 25 from 1723 to 1748. These figures do not include the Walgreen's site. **The proposed change does not decrease the ratio of parking provided to uses on the site overall.**

Parking Demand Calculations

Use*	Square feet	Ratio	Parking Required
<i>Mall-“Commercial” Existing Buildings Per Approved 2012 Plan</i>	416,783	4/1,000	1,667
<i>Fitness Facilities Existing Building Tenants</i>	20,500	5/1,000	103
<i>New Building (3-Bay Retail) 2801 Grand Ave. Approved by C.C. 8/27/19</i>	7,166	4/1,000	29
<i>Proposed Building (B-Bop’s) 2501 Grand Ave.</i>	2,612	4/1,000	10
Total Parking Demand			1,809

* These figures do not account for temporary seasonal sales uses such as the Holub’s nursery

Circulation. The proposed building is designed with a drive-up service window for their customers. The stacking lane for the drive-up is accessed from the parking lot, then runs parallel to the eastside of the building next to Grand Avenue, where a menu board is located. The stacking lane continues parallel to the north side of the building where the service window is located. Exiting from facility will occur at a 90 degree intersection with the internal mall driveway.

Zoning Ordinance standards do not prescribe a minimum number of vehicle stacking spaces, but relies upon a determination of adequate capacity for each project. Typically, staff requests drive throughs allow enough room for five cars to stack from the menu board to the service window, and is no permitted to interfere with traffic circulation.

This drive through is designed to allow for 5 cars to stack between the service window and the menu board. Approximately 3 to 4 additional cars may stack between the menu board and parking lot. Given the proposed site layout, vehicles waiting in the queue should not regularly interfere with vehicles entering and exiting the site, nor with circulation internal to the site overall. At peak times the queuing will likely reach the internal mall driveway, but should have no impact on accessing the overall mall site from 24th Street.

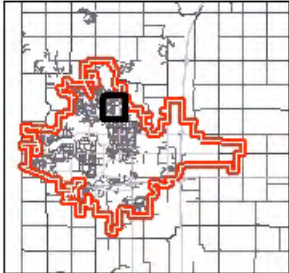
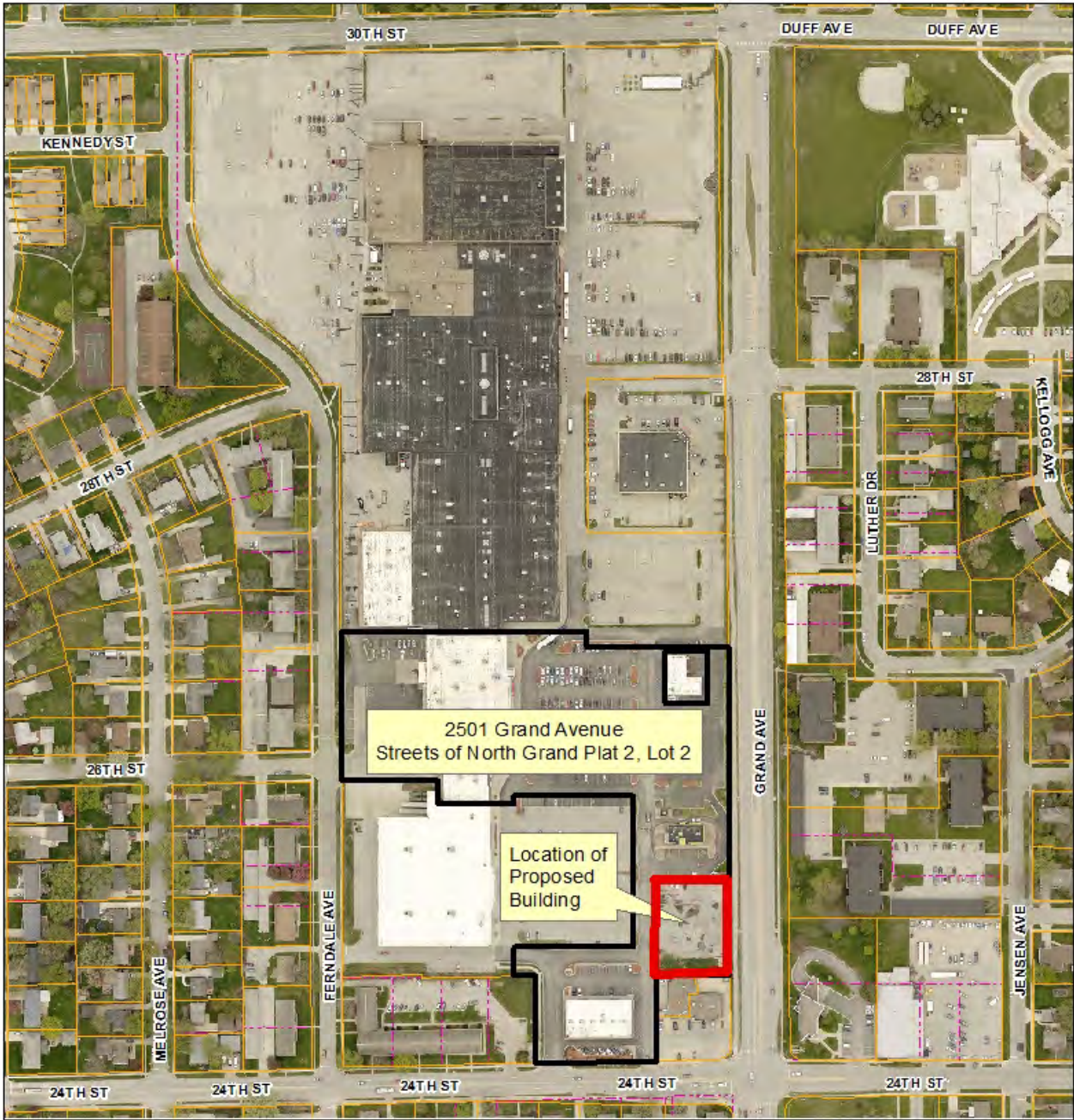
Pedestrian access to the site includes a proposed sidewalk, five feet wide, between the restaurant entrance and the paved multi-purpose trail along the west side of Grand Avenue. There is no walkway extension to the west towards the existing mall. Although customers at peak times may choose to park to the west of the building and walk to it, there is no means to create a sidewalk from the building that extends west to Mall building itself, only a short sidewalk extension to the curb could be added by the applicant for convenient overflow customer access to the west. ‘

Landscaping. The Landscaping Plan for the 2012 Adaptive Reuse Plan does not show any landscaping for “Future Restaurant Site G.” The proposed Major Site Development Plan includes landscaping. The 2012 Adaptive Reuse Plan included allowances for reduced landscaping compared to Code requirements. Since that time, the City has also changed its landscaping requirements for parking lots and front yards.

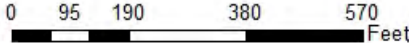
Landscaping in the front yard requires a minimum width of 10 feet from the front property line. The developer proposes a landscape buffer that is approximately 17 feet wide. Four overstory trees are proposed, which meets the minimum number of required trees in the front yard. The number of shrubs and grasses is based upon the number of square feet in the front yard. Substitutions involving shrubs, grasses and decorative ground covers is allowed based upon minimum ratios. The Landscaping Plan meets the minimum requirements for shrubs and grasses. Substitutions have been utilized according to the established ratios in the zoning regulations for landscaping.

The minimum required parking lot landscaping is based upon the size of the paved area of the parking lot. Overstory trees must be planted at a minimum rate of one tree for every 200 square feet of the required 10 percent landscape area. For this development a minimum of seven trees is required. The developer proposes five trees. Two additional trees may be added to meet the minimum standard. One tree could be placed in the landscape island the separates the parking lot from the drive-through land. A second tree could be placed between the east side the building and the drive-through lane. A second option would be to create another landscaped island in the parking lot to add more trees. A third option would be to add two ornamental trees along the north side of the drive-through lane. Since this is an Adaptive Reuse Plan, modifications to required landscaping can be approved.

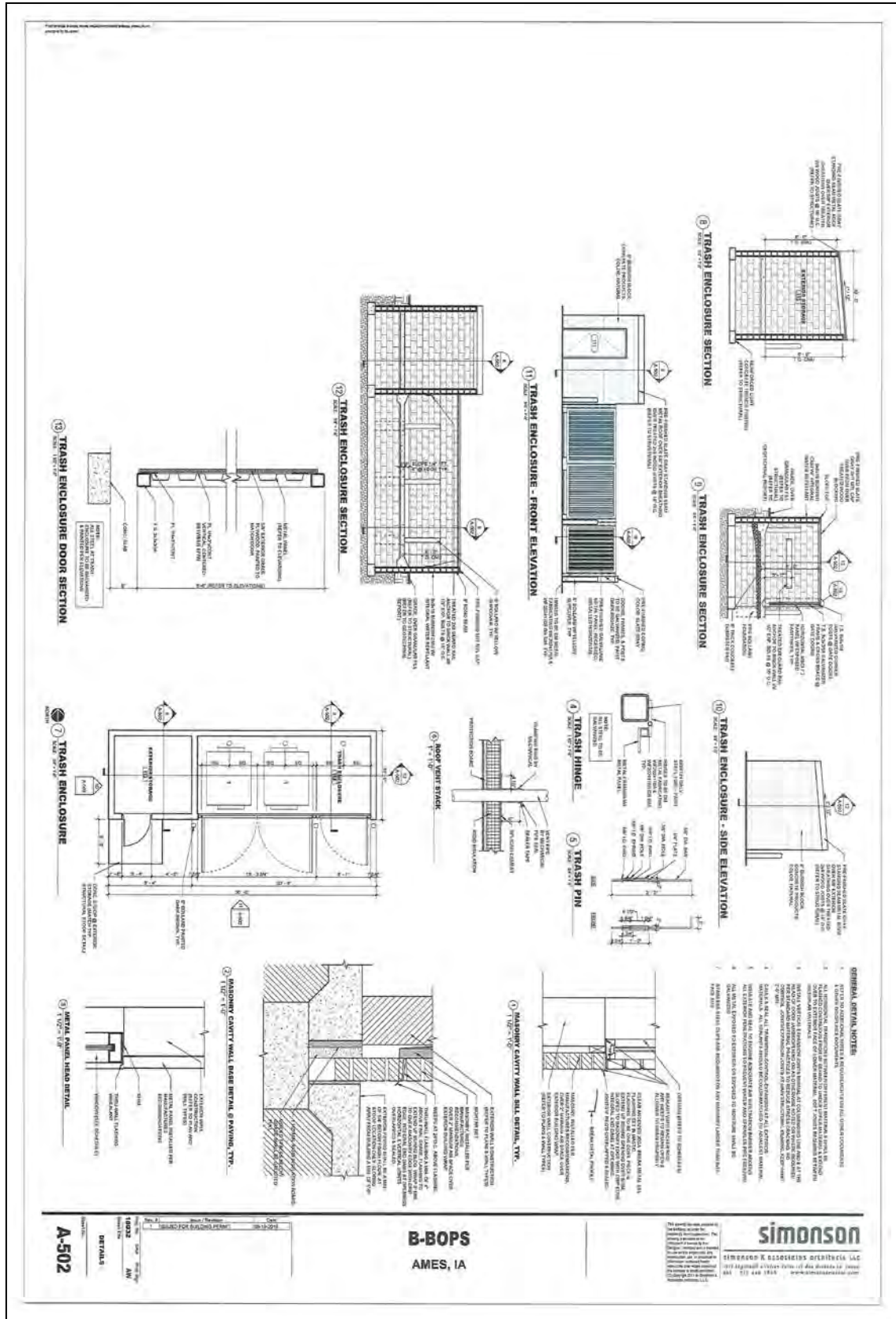
Attachment A: Location Map



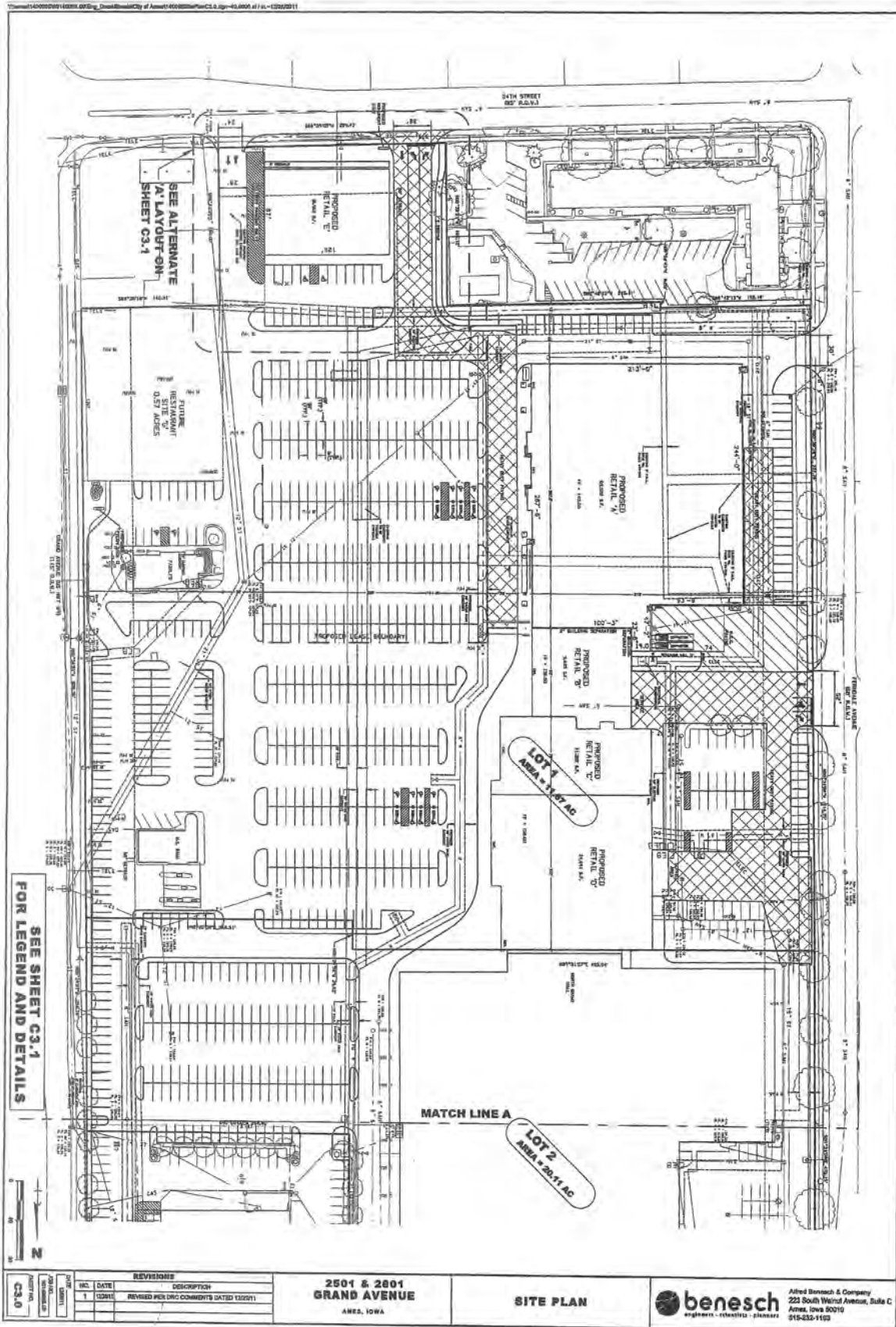
Location Map 2501 Grand Avenue



Attachment B: Building Elevations (Trash Enclosure)



Attachment C: Excerpt 2012 Adaptive Reuse Plan



SEE SHEET C3.1
FOR LEGEND AND DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION
1	10/2011	REVISED PER DRG COMMENTS DATED 10/20/11

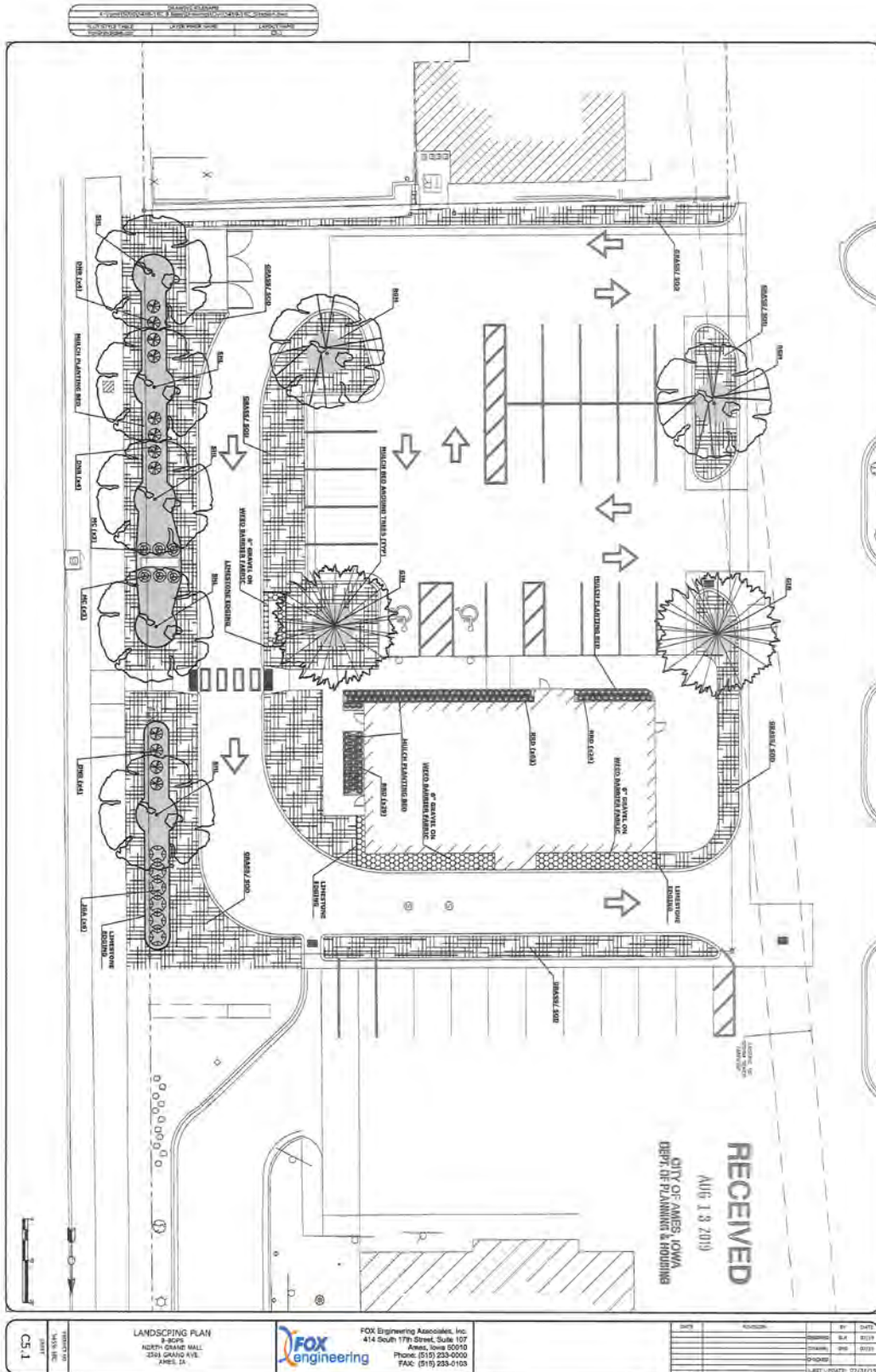
**2501 & 2801
GRAND AVENUE**
AMES, IOWA

SITE PLAN

benesch
engineers - interior - planners

Alfred Benesch & Company
225 South Wood Avenue, Suite C
Ames, Iowa 50010
515-252-1102

Attachment D: Major Site Development Plan (Landscaping Plan)



Attachment E: Adaptive Reuse Plan Criteria

Sec. 29.306. ADAPTIVE REUSE.

(1) **Purpose.** The purpose of these adaptive reuse provisions is to foster the renovation and reuse of structures that have historic, architectural, or economic value to the City and are vacant or at risk of becoming under-utilized, vacant or demolished.

(2) **Qualifying Adaptive Reuses.** Any proposal for the adaptive reuse of a structure or group of contiguous structures, whether or not the proposal involves one or more Nonconforming Uses, Nonconforming Structures, and/or Nonconforming Lots, shall qualify for City Council review if the proposal meets all of the following conditions:

(a) The proposed adaptive reuse must be residential, commercial, or a combination of such uses except if it is located in an industrial zone. If the proposed adaptive reuse is located in an industrial zone, it may be devoted to any use or uses that the City Council finds compatible with the uses permitted in the industrial zone. All adaptive reuses proposed in industrial zones, except industrial uses, require a Special Use Permit.

(b) The structure or group of structures proposed for adaptive reuse must have historic, architectural, or economic value to the City justifying renovation and preservation, as determined by the City Council.

(c) The City Council must determine that the long-term benefits of the proposed adaptive reuse outweigh any negative impact on the neighborhood of the proposed project and on the City, as compared with the alternative of having the structures demolished or remaining vacant or under-utilized.

(d) In all matters relative to the administration of the Adaptive Reuse requirements, the City Council shall obtain a recommendation from the Historic Preservation Commission on all structures that are determined to have architectural or historic value.

(3) **Adaptive Reuse Performance Standards.** If the City Council determines that a proposed project qualifies for consideration as an adaptive reuse, then the City Council may waive some or all of the applicable Zone Development Standards and General Development Standards set forth in Article 4, so long as the project conforms to the following:

(a) The renovation and remodeling of structures for adaptive reuse may not destroy or obscure essential architectural features. In addition, such architectural features must be enhanced to the extent that it is feasible and prudent to do so.

(b) Where landscaping and public space required by Section 29.403 cannot be provided on site, any area on site that is available for landscaping shall be so utilized. When the City grants permission, the owner or operator of the site must also use areas within the public right-of-way and adjacent to the site to satisfy landscaping requirements.

(c) Where necessary parking cannot be provided on site, reasonable provision for parking shall be provided off site.

(4) **Adaptive Reuse Procedures.** Any property in any zone is eligible for adaptive reuse status if it meets the requirements of this Section 29.306, unless otherwise limited by the Use Table for the zone. Submission and review of a project qualified for adaptive reuse shall be in accordance with the procedures set forth in Section 29.1502(4)(c), Major Site Development Plan.

Attachment F: Major Site Development Plan Criteria

1. ***The design of the proposed development shall make adequate provisions for surface and subsurface drainage to limit the rate of increased runoff of surface water to adjacent and downstream property.***

The amount of impervious coverage is only increasing in locations where the small existing grass area will become paving for the new parking lot. This results in minimum impact to the site. The storm water management plan will remain unchanged and will drain in the same manner as it does today.

2. ***The design of the proposed development shall make adequate provision for connection to water, sanitary sewer, electrical, and other utility lines within the capacity limits of those utility lines.***

The existing utilities were reviewed and found adequate to support the anticipated load of the proposed development. There are no offsite upgrades needed to serve the site for any utility.

3. ***The design of the proposed development shall make adequate provision for fire protection through building placement, acceptable location of flammable materials, and other measures to ensure fire safety.***

The fire inspector has reviewed access and fire truck circulation and found that the needs of the fire department are met for access and circulation. Access into the overall mall site will remain unchanged.

4. ***The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property.***

It is not anticipated that this proposed development will be a danger due to its location on the site. The storm water features will remain unchanged.

5. ***Natural topographic and landscape features of the site shall be incorporated into the development design.***

The developer is working with the existing topography of the site. Landscaping in the form of trees, shrubs, grasses and decorative ground covers will be incorporated into the design. Front yard landscaping is being incorporated in the site along Grand Avenue. Parking lot islands will be added to the parking lot area for the proposed restaurant.

6. ***The design of the interior vehicle and pedestrian circulation shall provide for convenient flow of vehicles and movement of pedestrians and shall prevent hazards to adjacent streets or property.***

Access into the site will come from existing access drives from Grand Avenue and 24th Street. The circulation within will function as a typical commercial parking lot. Sidewalk access will be provided from the building to Grand Avenue.

The drive-through lane will wrap the building on the east and north sides and provide adequate space for drive aisle stacking without interfering with the flow of traffic within the parking lot. The exit from the drive-through extends beyond the building and is bounded by raised curb on both sides.

- 7. *The design of outdoor parking areas, storage yards, trash and dumpster areas, and other exterior features shall be adequately landscaped or screened to minimize potential nuisance and impairment to the use of adjoining property.***

The garbage collection area will be screened with a fence to function as the trash enclosure. A waiver by the City Council will be necessary to allow the trash enclosure inside the minimum required 50-foot setback from the street. Other areas of the site are providing adequate landscaping to lessen the impact on adjacent sites.

- 8. *The proposed development shall limit entrances and exits upon adjacent streets in order to prevent congestion on adjacent and surrounding streets and in order to provide for safe and orderly vehicle movement.***

All existing access into the development will remain at their existing locations. The proposed drive-through use is designed to allow for queuing on site with minimal interruption to overall circulation of the site.

- 9. *Exterior lighting shall relate to the scale and location of the development in order to maintain adequate security, while preventing a nuisance or hardship to adjacent property or streets.***

All lighting will be required to comply with the City's Outdoor Lighting code, Section 29.411. Building lighting must also meet down lighting requirements.

- 10. *The proposed development shall ensure that dust and other forms of air pollution, noise disturbances, odor, glare, and other nuisances will be limited to acceptable levels as prescribed in other applicable State and City regulations.***

The proposed development is not expected to generate any nuisances.

11. Site coverage, building scale, setbacks, and open spaces shall be in proportion with the development property and with existing and planned development and structures, in adjacent and surrounding property.

The site is part of an Adaptive Reuse Plan that was originally approved in 2007 and has had subsequent amendments with the most recent being approved in 2012. The combination of existing conditions and new development does include some variances from the standard Planned Regional Commercial requirements but are allowed through the approved Adaptive Reuse Plan if approved by City Council. The 2012 Adaptive Reuse Plan does allow for construction of a restaurant in this area, described as "Site G."

COUNCIL ACTION FORM

SUBJECT: 2018/19 SANITARY SEWER REHABILITATION (SIPHON)

BACKGROUND:

This is the annual program for rehabilitation/reconstruction of deficient sanitary sewers and deteriorated manholes at various locations throughout the city. The goal of this program is to identify and remove major sources of inflow/infiltration as a means of lowering the peak wet weather flow at the treatment plant. Work typically includes rehabilitation such as the lining of existing mains or spray lining of existing structures, as well as complete removal and replacement of structures and sanitary sewer mains.

In 2012 the City began a Sanitary Sewer System Evaluation that included a comprehensive and systematic evaluation for identifying the defects that could contribute I/I across the entire, City-wide sanitary sewer system. This evaluation data collection was completed, and it was evident that there were over \$25 million worth of immediate structural improvements needed in the sanitary sewer system. Current and future CIP projects for the sanitary sewer system are based on the results of this evaluation.

This is the sixth rehabilitation project and was selected to have an immediate impact by removing Inflow & Infiltration (I&I) in sewer mains that are older and installed with non-sealed joints, the industry standard at the time. By eliminating I&I in these mains, the sanitary sewer system will regain some capacity. Items of work in the contract include heavy clean, ream, pre- and post – cleaning CCTV, and rehabilitate inlet and outlet structures. The heavy clean is necessary to remove grit, grease, hard deposits, tuberculation and/or rust from sanitary sewer siphon pipes. Reaming would help to restore the pipe full flow capacity. These rehabilitation methods minimize the impact to residents and will reduce the amount of clean water that enters the system, thus reducing the amount of water needing treatment at the plant.

On September 24, 2019, bids for the project were received as follows:

<i>Bidder</i>	<i>Amount</i>
Engineer's estimate	\$900,000.00
Synergy Contracting, LLC	\$1,440,778.00

Revenue and expenses associated with this program are estimated as follows:

	Available Revenue	Estimated Expenses
State Revolving Fund (2019/20)	\$1,014,787.60	
State Revolving Fund (2018/19)	\$3,570,000.00	
2018/19 Sanitary Sewer Rehab (Wilson & 15 th) (Awarded)		\$ 2,663,751.50
2018/19 Sanitary Sewer Rehab (Siphon) (this project)		\$ 1,440,778.00
Engineering/Administration (Est.)		\$ 480,000.00
	\$4,584,787.60	\$ 4,584,529.50

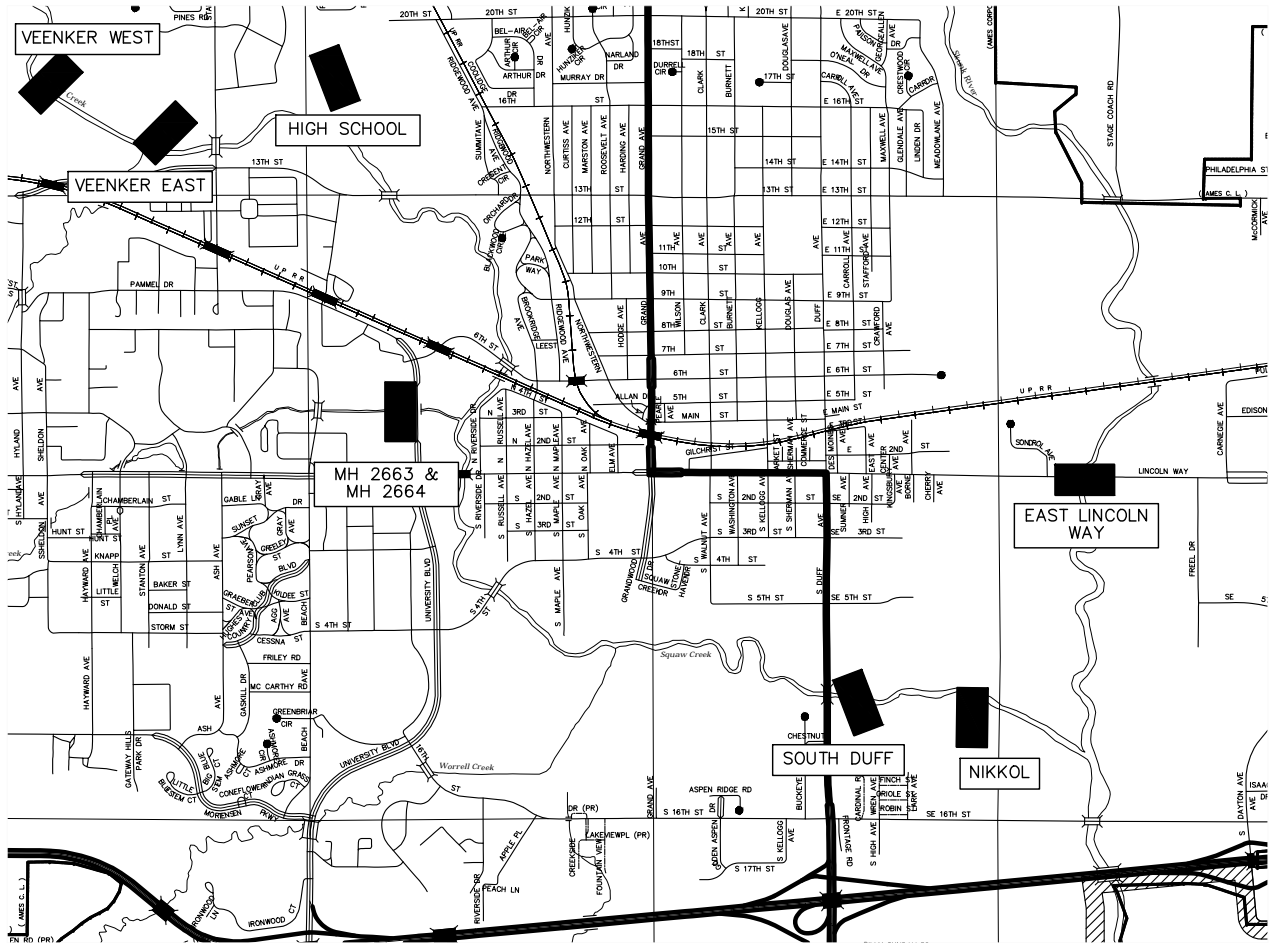
ALTERNATIVES:

1. a. Accept the Report of Bids for the 2018/19 Sanitary Sewer Rehabilitation (Siphon) project.
- b. Motion continuing the public hearing to the October 8, 2019, City Council meeting.
2. Proceed with awarding this project with additional funding coming from the sanitary sewer fund (State Revolving Fund).

MANAGER'S RECOMMENDED ACTION:

Staff will have discussion with the Finance Department regarding State Revolving Fund (SRF) requirements. If agreed through the discussion, staff can work with Finance to make modifications to the SRF funding. A report on recommendation whether to award will be brought to the City Council in October.

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



LOCATION MAP – VARIOUS LOCATIONS WITHIN THE CITY OF AMES
(NOT TO SCALE)

COUNCIL ACTION FORM

SUBJECT: 2019/20 SANITARY SEWER REHABILITATION (MUNN WOODS)

BACKGROUND:

This is the annual program for rehabilitation/reconstruction of deficient sanitary sewers and deteriorated manholes at various locations throughout the city. The goal of this program is to identify and remove major sources of inflow/infiltration as a means of lowering the peak wet weather flow at the treatment plant. Work typically includes rehabilitation such as the lining of existing mains or spray lining of existing structures, as well as complete removal and replacement of structures and sanitary sewer mains.

This project is in the Munn Woods and Emma McCarthy Lee Park area. Work will utilize a variety of rehabilitation techniques, including sewer lining, sewer replacement, manhole and structure rehab/replacement. **The project will also involve the construction of a new trail/ maintenance access through the lower park area. This will serve as a greenbelt trail and will also infrequently be used by the City of Ames maintenance crews to maintain the sanitary sewer in the future.**

WHKS and City of Ames Staff held two project informational meetings (July 26, 2018 and November 8, 2018) with area property owners, residents and concerned citizens. One-on-one discussions were conducted with some of the property owners that are directly being impacted by the project. The comments received from these meetings were addressed and incorporated into the project design.

On September 24, 2019, bids for the project were received as follows:

<i>Bidder</i>	<i>Amount</i>
Engineer's estimate	\$1,200,000.00
Visu-Sewer, Inc.	\$2,190,212.40

Revenues and expenses associated with this program are estimated as follows:

	Available Revenue	Estimated Expenses
	\$ 3,684,000	
State Revolving Funds (2019/20)		
2019/20 Sanitary Sewer Rehab (Munn Woods) (this project)		\$ 2,190,212.40
2018/19 Sanitary Sewer Rehab (Siphon)(19/20 funding)		\$ 1,014,787.60
Engineering/Administration (Est.)		\$ 470,000.00
	\$ 3,684,000	\$ 3,675,000.00

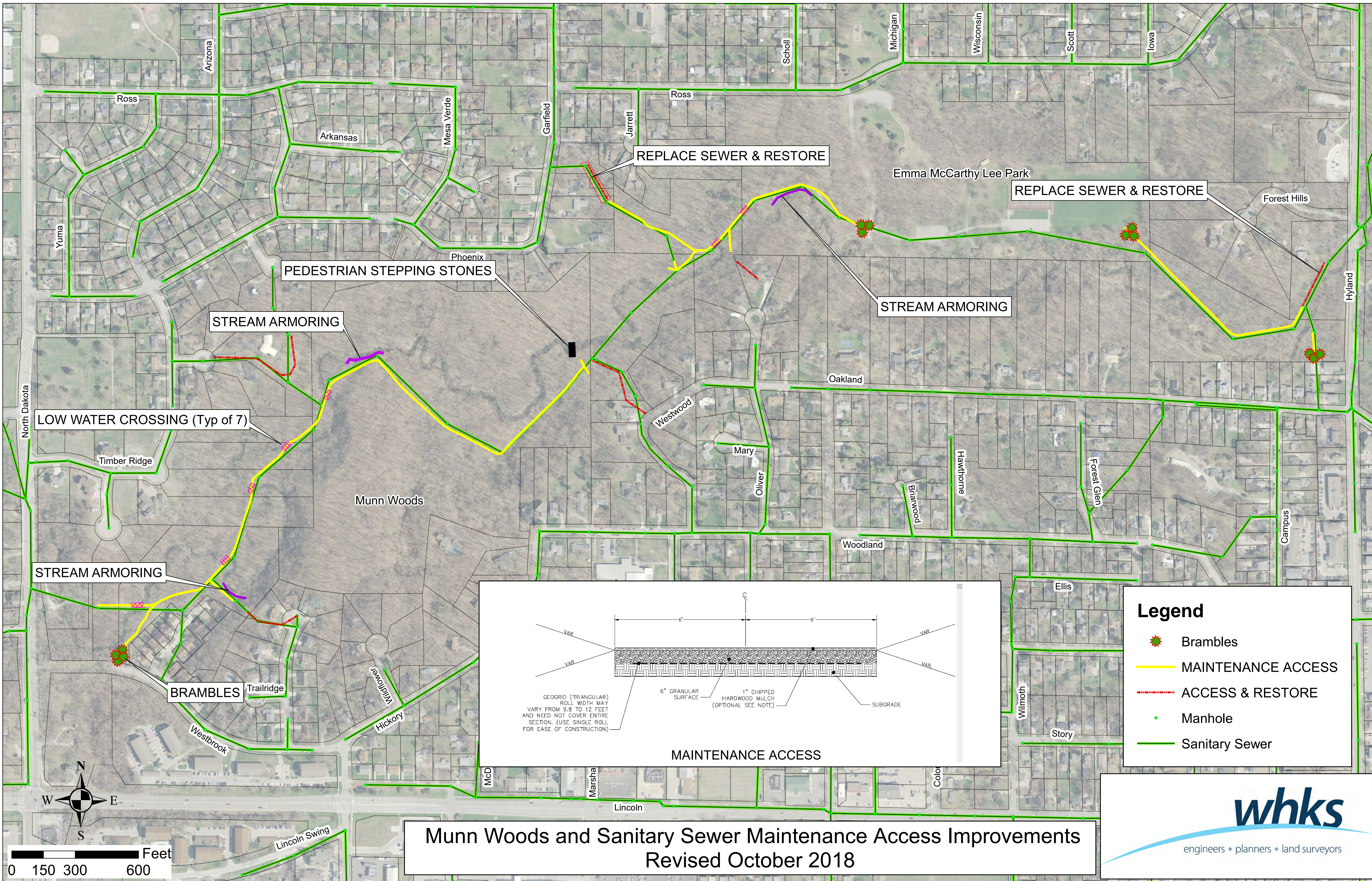
ALTERNATIVES:

1. a. Accept the report of bids for the 2019/20 Sanitary Sewer Rehabilitation (Munn Woods) project.
- b. Motion continuing the public hearing to the October 8, 2019, City Council meeting.
2. Proceed with awarding this project with additional funding coming from the sanitary sewer fund (State Revolving Fund).

MANAGER'S RECOMMENDED ACTION:

Staff will have discussion with the Finance Department regarding State Revolving Fund (SRF) requirements. If agreed through the discussion, staff can work with Finance to make modifications to the SRF funding. A report on recommendation whether to award will be brought to the City Council in October.

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



REPLACE SEWER & RESTORE

REPLACE SEWER & RESTORE

PEDESTRIAN STEPPING STONES

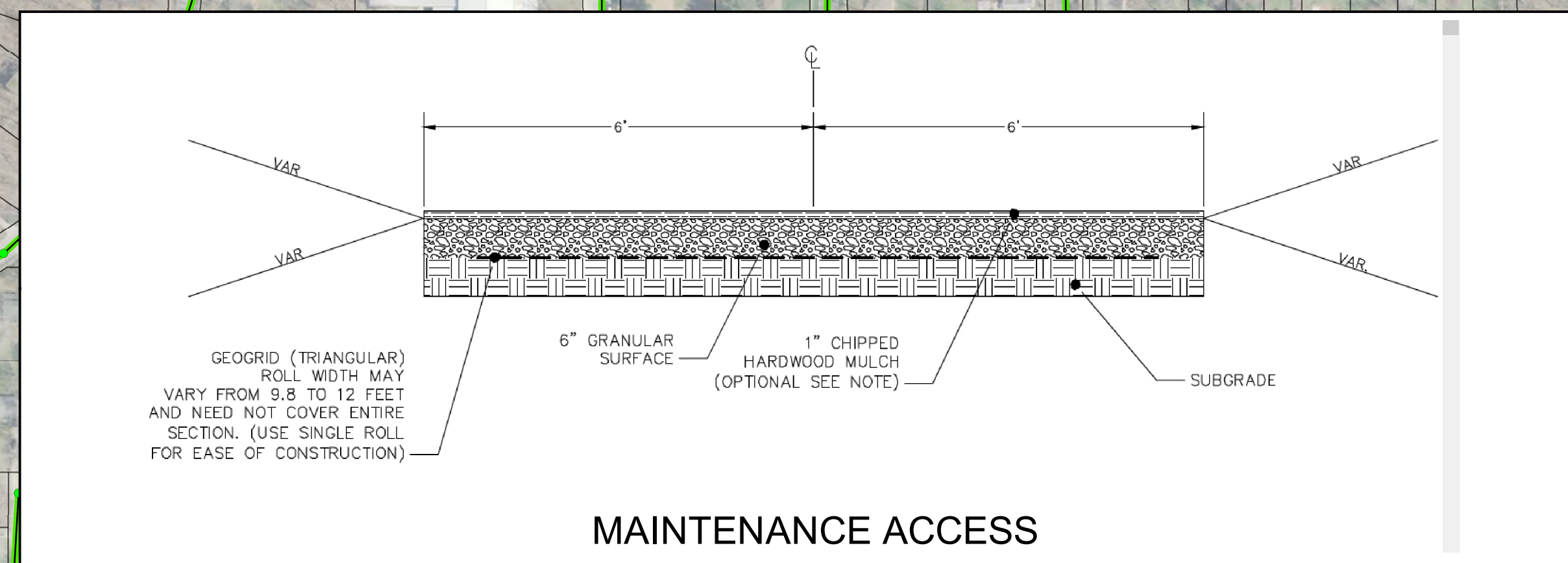
STREAM ARMORING

STREAM ARMORING

LOW WATER CROSSING (Typ of 7)

STREAM ARMORING

BRAMBLES



Legend

- Brambles
- MAINTENANCE ACCESS
- ACCESS & RESTORE
- Manhole
- Sanitary Sewer

0 150 300 600 Feet

Munn Woods and Sanitary Sewer Maintenance Access Improvements
Revised October 2018



COUNCIL ACTION FORM

SUBJECT: VACATION OF ALLEY RIGHT-OF-WAY NORTH OF LINCOLN WAY AND EAST OF ELM AVENUE AND CONVEYANCE TO FOREST PARK PROPERTIES, LLC

BACKGROUND:

City of Ames staff was approached by Kent Cooper, representing Forest Park Properties LLC, requesting the vacation and conveyance of 16' X 180' of public alley right-of-way (ROW). Forest Park Properties owns several parcels adjacent to this alley, which is north of Lincoln Way and runs east from Elm Avenue to a dead end (see Attachment A for a location map). Mr. Cooper has stated that this will facilitate more efficient use of his properties and possibly allow his parking to be organized into a more effective layout.

Forest Park has frontage on both sides of the alley totaling 300'. Also, Greater Iowa Credit Union (GICU) has an annex building on the north side of the alley with 60' of frontage. GICU has stated that they are not interested in obtaining the portion of right-of-way that is adjacent to their building (there is no pedestrian or vehicle access to GICU from the alley). The City of Ames Municipal Electric Services also has an overhead three phase line running along the north side of the alley. This is the only known utility utilizing this alley. **If City Council decides to vacate and convey this right-of-way, a Public Utility Easement (PUE) will be obtained by September 24, 2019 over the entire alley area. In addition to the PUE, the easement will also allow GICU to access the rear of their parcel for building maintenance.**

The right-of-way valuation according to the City's standard formula (Attachment B) is \$18,446.40, which is based on adjacent land values minus 10% for quit claim deed and 15% for retaining an easement. **The alley pavement is currently in a severely deteriorated condition. If the City was to retain this right-of-way, a project would need to be programmed for a complete reconstruction of the pavement. Staff has estimated this cost at approximately \$65,000. If the alley is vacated and conveyed to Forest Park Properties, they would assume all maintenance responsibilities in conjunction with maintaining their adjacent properties. Therefore, staff recommends this alley be vacated and conveyed to Forest Park Properties for \$1.00.**

ALTERNATIVES:

1. a. Set the date of public hearing as August 27, 2019 for the 1st reading to approve the vacation of the 180' X 16' alley ROW north of Lincoln Way and east of Elm Avenue.
- b. Set the date of public hearing as September 24, 2019 to approve the conveyance of the vacated public ROW to the adjacent owner Forest Park Properties, LLC for \$1.00.

2. a. Set the date of public hearing as August 27, 2019 for the 1st reading to approve the vacation of the 180' X 16' alley ROW north of Lincoln Way and east of Elm Avenue.
 - b. Set the date of public hearing as September 24, 2019 to approve the conveyance of the vacated public ROW to the adjacent owner Forest Park Properties, LLC for \$18,446.40.
3. Retain the 180' X 16' alley ROW.

MANAGER'S RECOMMENDED ACTION:

The practical use of this alley only serves as access to the parcels owned by Forest Park Properties. It provides no purpose for public access. An easement will be retained over the entire alley to allow access to and maintenance of the City electric facilities and allow GICU access to maintain their building. This easement will be drafted by City legal staff and executed prior to the public hearing on September 24, 2019. Conveying the alley would also allow to City to forego reconstructing the alley, which has an estimated cost of \$65,000.

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



ArcGIS Web Map

Attachment A



© City of Ames, Iowa makes no warranties, expressed or implied, including without limitation, any warranties of merchantability or fitness for a particular purpose. In no event shall the City of Ames be liable for lost profits or any consequential or incidental damages caused by the use of this map.

Date: 7/12/2019

1 inch = 94 feet

ATTACHMENT B

PROPOSED SALE OF CITY LAND

16' x 180' alley ROW area north of Lincoln Way and east of Elm Ave

Address	Assessed SF	Assessed 2019 Land Value	\$/SF
110 Elm Avenue	2,800	\$18,500	\$6.61
821 Lincoln Way (rear)	2,750	\$11,600	\$4.22
819 Lincoln Way	10,317	\$160,800	\$15.59
801 Lincoln Way	84,023	\$830,700	\$9.89
836 2nd Street	20,640	\$132,100	\$6.40

Average Cost/SF	\$8.54
------------------------	---------------

ROW Adjacent to:	Sale Area (SF)	Value of Sale Area	Value (Less 10% for Deed & 15% for Easement)
Forest Park Properties	2400	\$20,496	\$15,372.00
Greater IA Credit Union	480	\$4,099	\$3,074.40

Total Value	\$18,446.40
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COUNCIL ACTION FORM

REQUEST: **REZONING FROM DOWNTOWN GATEWAY COMMERCIAL TO HIGHWAY-ORIENTED COMMERCIAL WITH MASTER PLAN AT 507 LINCOLN WAY.**

BACKGROUND:

Chuck Winkleblack representing W-S Properties LLC is requesting to rezone .68 acres of vacant land located at 507 Lincoln Way (formerly addressed as 509 & 511 Lincoln Way) currently zoned Downtown Gateway Commercial (DGC) to Highway-Oriented Commercial (HOC) with a proposed Master Plan. (Attachments A and B- Zoning and Location Maps) The site is currently designated as Highway Commercial within the Land Use Policy Plan, but it also within the Lincoln Way Corridor Plan Focus Area. The property was most recently rezoned in 2018 from Highway-Oriented Commercial (HOC) to Downtown Gateway Commercial (DGC) through a rezoning initiated by the City of Ames. The subject site was approved for boundary line adjustment to combine the two parcels into one parcel at the September 10th City Council meeting. The site has contained a drive-through use in past years, up until its recent demolition.

The developer proposes the rezoning in an effort to situate a drive-through facility on the site in a preferred location to support relocating the existing Starbucks coffee shop at 327 Lincoln Way in anticipation of future development within the 300 block of Lincoln Way. Rezoning the site to HOC would permit a site design that allows parking lot area between the building and both Clark Avenue and Lincoln Way, whereas the current DGC zoning does not permit parking between the building and the street. (Attachment D-Master Plan, Attachment E-Letter)

The rezoning to existing Downtown Gateway Commercial zoning occurred as a result of the City's approval of the Lincoln Way Corridor Plan, which provided policy support for a new zoning district in this general area to replace the existing HOC zoning (LUPP Excerpts Attachment F). The DGC zoning standards address a number of site and building design standards along with use requirements. The DGC zoning district allows for standalone commercial use, but also allows for mixed use on larger sites (1.0 acre or larger) if desired by a property owner.

Of note regarding this site, DGC zoning restricts the number of drive through facilities per block face along Lincoln Way to one site and also restricts parking between a building and certain streets, such as Lincoln Way and Clark Avenue. The intent of this standard was to improve the walkability of the area and minimize vehicular driveways and interruptions along Lincoln Way. **Although HOC zoning does not have the same restrictions, the proposed rezoning would not increase the total number of drive through facilities in the area as the project would replace the existing KFC**

restaurant that had a drive through. The rezoning to HOC would only facilitate a configuration that places the facility along the west property line with parking on the Clark Avenue side, see attached Master Plan, that is not permissible under DGC zoning. A full list of applicable zoning standards can be found in the Ames Municipal Code Section [29.804 \(HOC\)](#) and Section [29.1004 \(DGC\)](#).

The proposed rezoning request is the result of a preliminary review meeting with the applicant on options of how to site a drive-through facility on the property. Two primary site plan concerns for the staff Development Review Committee (DRC) were the location of a driveway from Lincoln Way and how to accommodate vehicle stacking on site that minimizes overflow onto a public road way. Although, no precise standard exists in the Zoning Ordinance for queuing, a high number of queuing spaces is needed for the proposed use.

Staff explored three concepts with the applicant. Two were considered technically viable for managing access and queuing. One version that would meet DGC zoning with the building at the corner included a circular drive through pattern to the north of the building. A second version, reflected by the attached master plan, requires HOC zoning in order to comply with standards for location of parking and driveway access. **The applicant has indicated to staff that only the version consistent with the proposed Master Plan would meet the interests of their desired tenant and facilitate their relocation from the other site.**

The Master Plan depicts a general layout for the site with a design that surrounds the building with a drive-through aisle and parking on the east side of the building. The drive-through window is proposed on the west side of the building facing away from Clark and Lincoln Way. The proposed layout in the Master Plan features a Lincoln Way access point that is designed so that drive through stacking has adequate room for approximately 15-17 vehicles through the parking lot and around the building.

The number of stacking spaces will likely minimize issues with traffic extending out into Lincoln Way while waiting in the drive through lane. A final driveway design would be subject to IDOT approval as this part of Lincoln Way is also HWY 69. Landscaping would be placed as required by the Zoning Ordinance in all front yards of the site and for parking lot landscaping. Vehicular stacking capacity from the north at the Gilchrist access point is much less than from Lincoln Way. It is anticipated by the developer that far less stacking will occur at this location with much lower levels of traffic on Gilchrist. The master plan does not describe building materials or represent building façade design as there are no specific standards in HOC compared to the DGC zoning district.

PLANNING AND ZONING COMMISSION RECOMMENDATION:

The Planning and Zoning Commission held a public hearing on September 4th to review the proposed rezoning. Four members of the public spoke on the subject. One speaker addressed what he believed was the poor design of the site facilitated by HOC zoning compared to DGC zoning and potential for traffic issues. The other speakers spoke about the site concerning the process of DGC rezoning last year and the quick change to

another zone. **The Planning & Zoning Commission discussed the differences in zoning and goals of the Corridor Plan, ultimately they voted 3-1 to rezoning this property from DGC to HOC with a master plan.**

ALTERNATIVES:

1. The City Council can approve a rezone from Downtown Gateway Commercial to Highway-Oriented Commercial with Master Plan to allow for Office, Retail, and Restaurant Recreation Entertainment Trade uses with a single point of access from Lincoln Way as well as a single access from Gilchrist, with a general site layout as shown on the attached Master Plan, subject to approval of a Zoning Agreement and Master Plan Exhibit being prepared prior to third reading.

In addition, the City Council should direct that this rezoning request not be approved on third reading until proof, in the form of written agreement, is provided to the City that Starbucks will relocate to 507 Lincoln Way.

2. The City Council can deny a rezone from Downtown Gateway Commercial to Highway-Oriented Commercial with Master Plan and direct the applicant to file a Major Site Development Plan application for development of the site with a drive through facility that complies with DGC zoning.
3. The City Council can defer action on this item and request more information from staff or the applicant.

CITY MANAGER'S RECOMMENDATION ACTION:

The City's LUPP has two purposes for this area in terms of a land use designation of Highway-Oriented Commercial and the Lincoln Way Corridor Plan designation of a Focus Area within the Urban Core Options section of the LUPP. The primary issue between the designations is not the commercial nature of the area, but the design elements for the area that are part of the current DGC zoning that was designed to further goals of the Lincoln Way Corridor Plan. While considering the change of zoning districts from DGC to HOC, it is important to weigh the difference in uses and development standards between the two districts and if the overall vision for the Focus Area can still be attained by changing the zoning to HOC.

The current site is one of two parcels on this block face zoned Downtown Gateway Commercial (DGC) that is located near the western edge of the larger Downtown Gateway zoning district and abuts Highway-Oriented Commercial (HOC) zoned parcels to the immediate west and north. To redevelop this area within the allowed intensification of DGC in manner that differs from typical HOC would require acquisition of the third parcel and replacement of the relatively new building on that site with a large redevelopment in excess of one acre. The current site is eligible for a drive through facility within the DGC zoning or within the HOC zoning, there is no net increase in drive through facilities as a result of the proposed change and with the master plan their will be an

improvement to access management in this area with driveway cuts.

After review and discussions with the developer, staff finds that the developer could redevelop the site as a single-story coffee shop with a drive through under the current Downtown Gateway zoning standards and meet parking, landscaping and access requirements. A design that would meet current standards requires a drive-through that is fully contained in the rear of the property and utilizes driveways and parking lot area for access. This design option is not typical for a commercial site, although it is workable depending on the priorities of a commercial tenant.

However, under the applicant's perspective the site is better suited to community commercial serving uses consistent with the Highway Commercial land use map designation compared to the Downtown Gateway Focus Area emphasis on commercial with different design elements. Additionally, the focus of the Downtown Gateway area in the LUPP as the first priority is the area from Clark eastward to Duff and south of the railroad tracks. Although this intent didn't preclude other adjacent areas from being considered, as where this site exists, it can be found to support this request as a secondary priority and facilitating redevelopment to the east as a primary goal. **Given the existing drive through on the site and the location near the west edge of the Downtown Gateway Commercial zoned area it can be found that rezoning to Highway-Oriented Commercial with a Master Plan is supported and does not conflict with the Land Use Policy Plan.**

Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1 which is to approve a rezone 507 Lincoln Way from Downtown Gateway Commercial (DGC) to Highway-Oriented Commercial (HOC) with a Master Plan and use limitations, subject to receipt of zoning agreement prior to completing the third reading of the ordinance.

In addition, staff notes that the applicant has predicated this requested change on the ability to relocate the existing Starbucks to the proposed site in order to facilitate the redevelopment of the block bounded by Clark and Kellogg to the north of Lincoln Way. Therefore, Staff believes that the City Council should not approve this rezoning request on third reading until proof, in the form of written agreement, is provided to the City that Starbucks will relocate to the 507 Lincoln Way.

ADDENDUM

Existing Land Use Policy Plan The Land Use Policy Plan (LUPP) designates these parcels Highway-Oriented Commercial land use. Additionally, the Lincoln Way Corridor Plan has included this area within Focus Area 1 as the Downtown Gateway Area, extending from Grand to Duff. The Corridor Plan describes the intent for the commercial use of the area and as an expansion of uses and redevelopment that support the Downtown area to the north. The heart of the Focus Area planning was the Kellogg/Lincoln Way intersection as the first priority due to the large amount of property in the Focus Area boundary. The Corridor Plan was approved and incorporated in the Land Use Policy Plan in the Urban Core section of Chapter 2 on January 23, 2018.

Relevant excerpts of the LUPP are included in Attachment F.

Existing Uses of Land. Land uses that occupy the subject property and other surrounding properties are commercial in nature and their respective zoning is described in the following table:

Direction from Subject Property	Existing Land Use
Subject Property	Commercial Retail
North	Commercial Office
East	Commercial Retail/Vehicle Service Facility
South	Commercial Retail/Vehicle Service Facility
West	Commercial Retail

Existing Zoning. The land has been zoned as Downtown Gateway Commercial (DGC) since June of 2018. The site is bounded to the west by directly abutting commercial retail zoned as Downtown Gateway Commercial (DGC) and to the north by commercial office uses zoned Highway-Oriented Commercial (HOC). The properties to the east and south are commercial retail and zoned Downtown Gateway Commercial (DGC). (See Attachment A)

The DGC zoning allows for a wide range of commercial uses, focused on general trade, office, and entertainment uses. It allows for mixed use development when sites are greater than 1 acre in size and have frontage along Lincoln Way. DGC also includes design guidelines, such as building materials, window percentages, architectural features, to address the desired community character for the area within the goal to redefine the area from strip commercial to a modern commercial area that is pedestrian friendly. DGC zoning limits the number of drive through facilities to one per block face along Lincoln Way, and prohibits the use all together for sites along Kellogg Avenue.

Master Plan.

The City Council has the authority to require a Master Plan for a rezoning due to specific conditions that exist on or around the area proposed to be rezoned, or due to situations

that require more careful consideration of how the layout and design of a site affects general health, safety, and welfare, a Master Plan is necessary for consideration of the proposed zoning map amendment. (Section 29.1507(3)(b) (iv). Staff finds that given the recent adoption of the Lincoln Way Corridor Plan, LUPP amendment and rezoning which designated the site with a specific intended design, a master plan is necessary in consideration of rezoning for a use with a high volume of drive through traffic. With the proposed Master Plan the design of the site must reflect what is shown on the Master Plan with regard to site layout and design along with a single point of access from Lincoln Way, as well as access to Gilchrist. The Master Plan also restricts the allowable uses at this location to Office, Retail, and Restaurant Recreation Entertainment Trade uses to avoid having vehicle service facilities such as car dealerships, gas stations and auto repair facilities.

CyRide. CyRide currently provides service along Clark and Lincoln Way with stops located within 1 block of this location to the east along Lincoln Way and to the north near the intersection of Clark and Main Street.

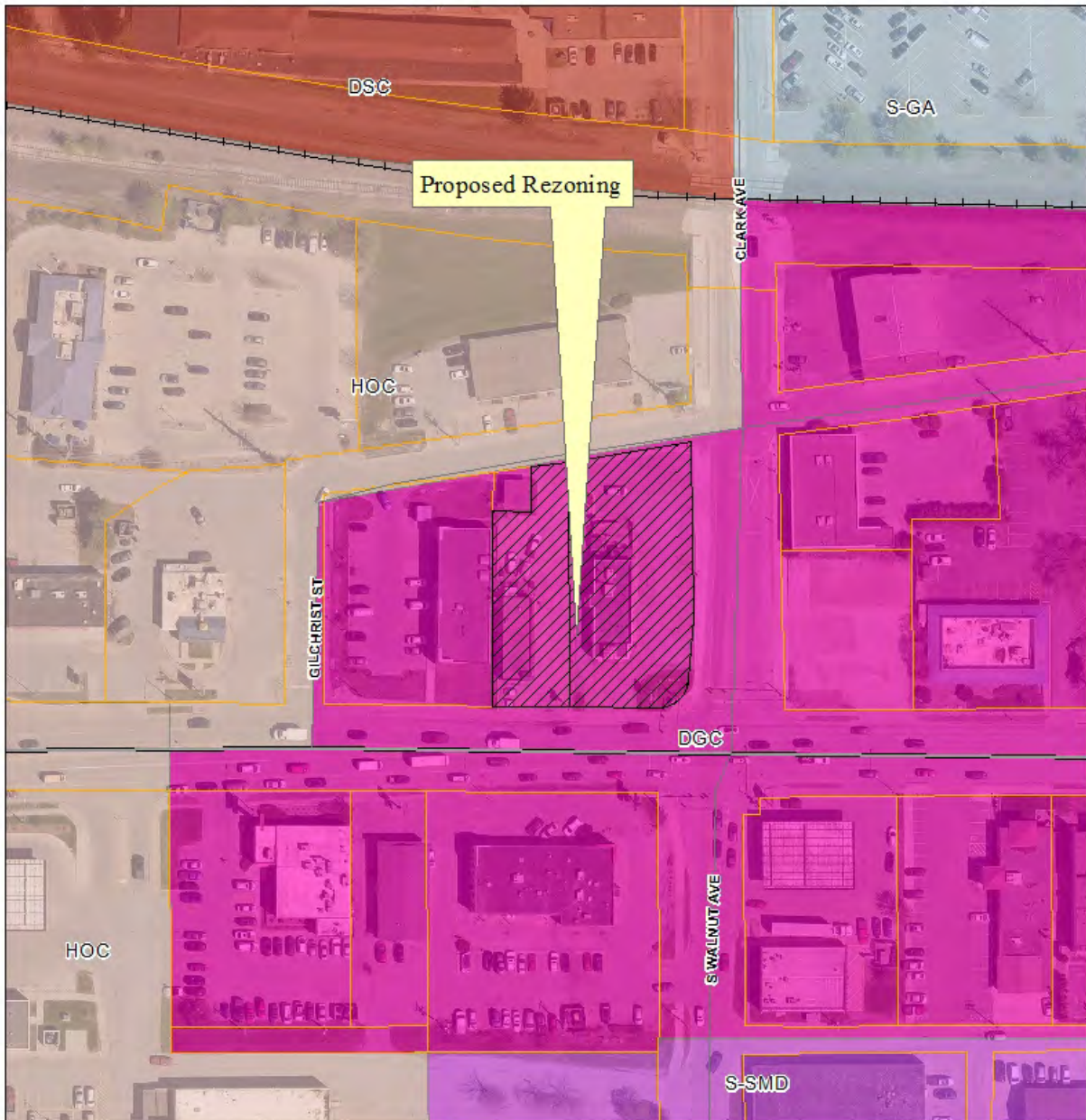
Access. The conceptual plan includes two access points. One with Lincoln Way along the south side of the property and a second to the north side of the property from Gilchrist Avenue. The access points must meet SUDAS and Iowa DOT requirements for spacing from the Clark Avenue and Lincoln Way intersection as well as spacing requirements from the Gilchrist and Clark intersection. Street frontage upgrades, if needed must be completed with approval of the Minor Site Development Plan. IDOT will need to approve the driveway location.

Infrastructure. As part of a rezoning request, the City reviews the potential to serve development with City utilities. The site is able to be served adequately. All City utilities are in place adjacent to the site. The City's traffic engineer did not identify a need for a specific traffic study as the propose use in the Master Plan would replace an already allowed set of commercial and drive through uses.

Applicant's Statements. The applicant has provided an explanation of the reasons for the Zoning amendment with a Master Plan in Attachment E

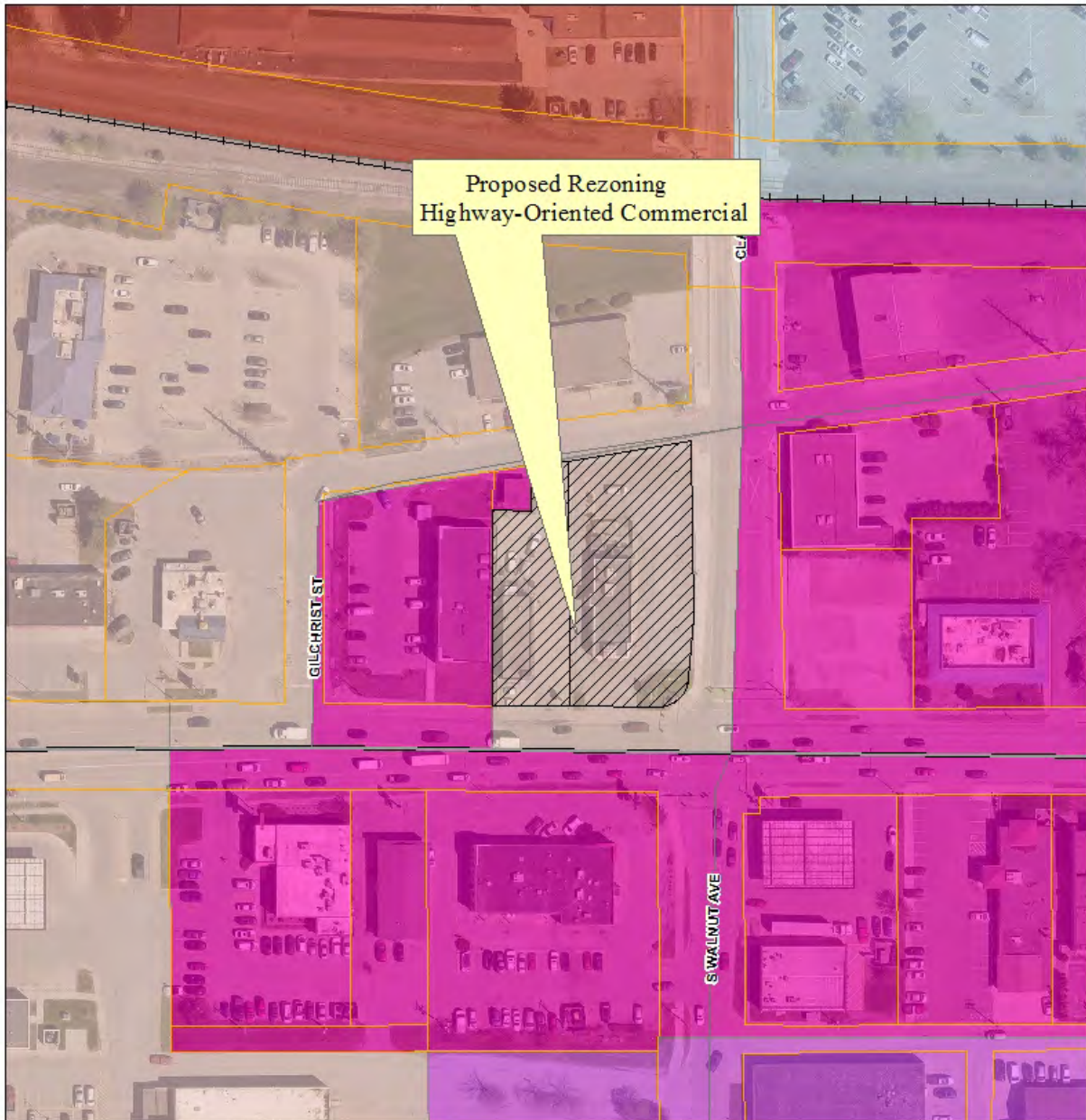
Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property.

Attachment A- Location And Current Zoning



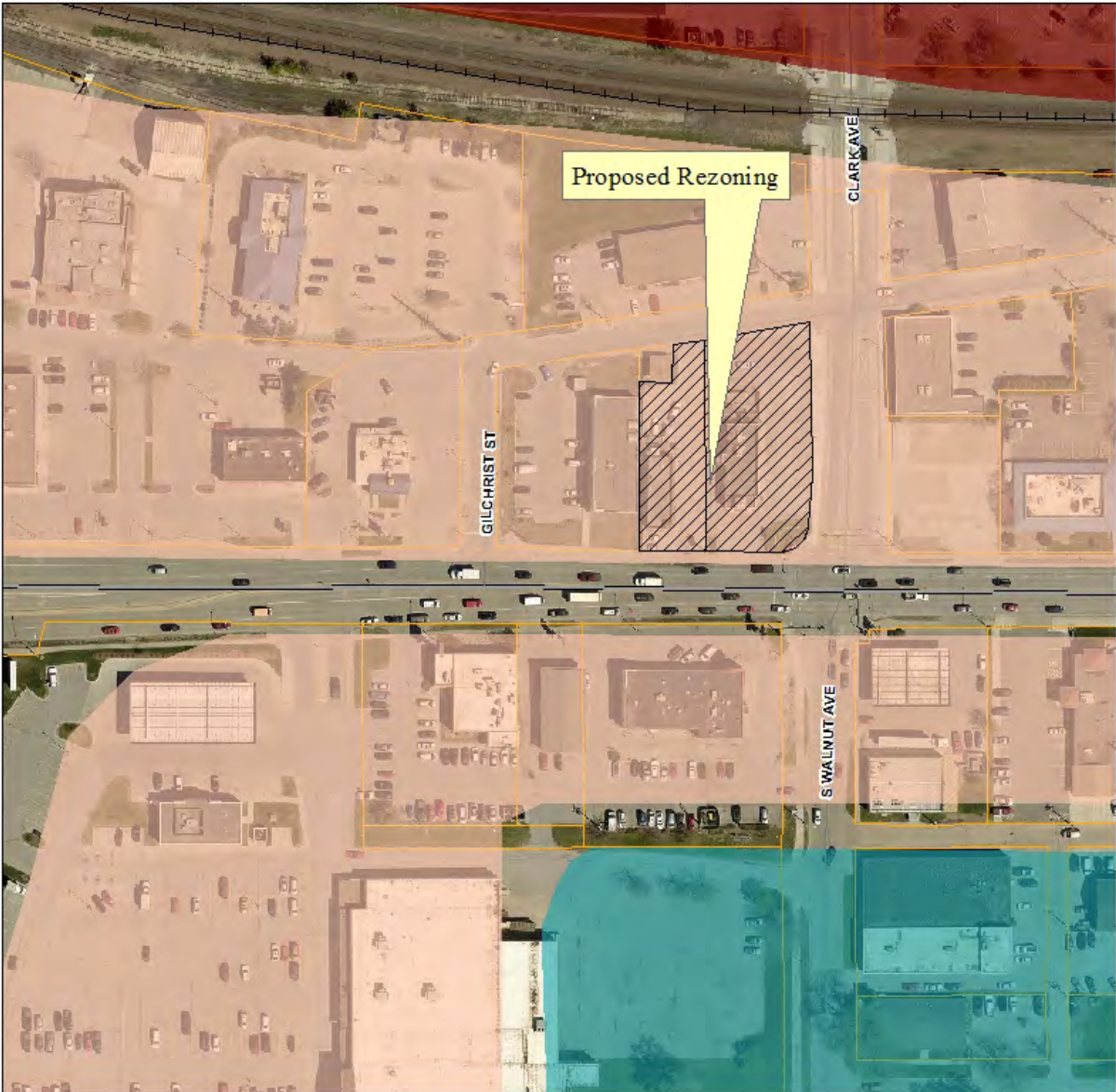
507 Lincoln Way
Location & Current Zoning

Attachment B- Proposed Zoning



Proposed Zoning Designation
Highway-Oriented Commercial
507 Lincoln Way

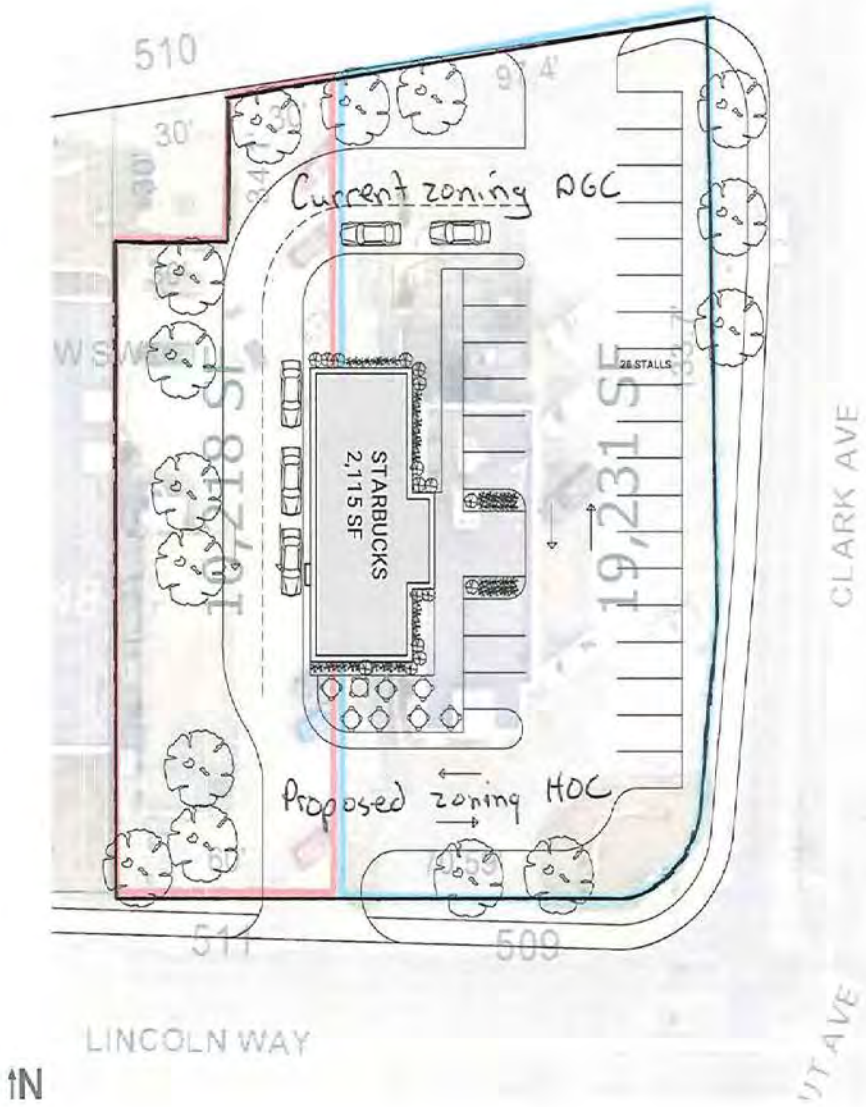
Attachment C- LUPP Designation



Area Land Use Designations
507 Lincoln Way

City Land Use Designations	
Residential	
	South Lincoln Sub-Area Mixed Use District
Commercial	
	Downtown Services Center
	Highway-Oriented Commercial

Attachment D- Master Plan



Attachment E- Applicants Statements

Supplemental documentation for rezoning request for 509-511 Lincoln Way August 16, 2019

The rezoning request is needed to accommodate the drive through facilities of the potential user. We have a specific user for the property, and they cannot develop a suitable site plan for the properties given the constraints that are in place in the DGC zoning.

The Developer believes this zoning change is consistent with the LUPP because the surrounding land is all commercial and Lincoln Way is a commercial corridor with many other properties in proximity zoned HOC.

Current zoning of the property is DGC

Proposed zoning of the property is HOC

We are looking at relocating the Starbucks located at 327 Lincoln Way to this site so that 2 block area to the East of this site can redevelop to the DGC standards.

Fox Engineering has submitted a plat of survey for these 2 lots to combine them into 1 lot but at the time of this submittal the 2 legal descriptions are as follows:

509 Lincoln Way is BLAIRS 4TH ADD LOT 1 EX STREET BLK 48

511 Lincoln Way is BLAIRS 4TH ADD E60' LOT 2 BLK 48 EX BEG 60'W & 182.75 N SE COR LOT 2 S20' E30' N34.1'SWLY TO BEG

Total area of the properties is 29,449 square feet

RECEIVED

AUG 16 2019

CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING

Attachment F

Commercial Designation- Page 34 of Chapter 2.

Commercial. Commercial uses include six designations - Highway Oriented Commercial, Neighborhood Commercial, Convenience Commercial, Community Commercial Node, Regional Commercial and Downtown Service Center. The six designations are defined as follows:

- Highway-Oriented Commercial - scale commercial uses that are associated with strip developments along major thoroughfares. Floor area ratios are between 0.25 and 0.50 depending on location;

Urban Core Policy Options-Page 45 of Chapter 2

Lincoln Way Corridor Plan. Lincoln Way is the primary arterial street that interconnects the community from east to west. Lincoln Way is more than a street that provides vehicle, pedestrian, transit, and bicycle circulation as it is also a place that is part of many different neighborhoods and destinations within the City. The Corridor is home to industrial and highway commercial businesses as well as to single-family homes, multi-family residential, Campustown, and the south edge of the Iowa State University Campus. The City of Ames aspires to enhancing Lincoln Way to recognize it as a place and desirable area within the City that is contextual to its surroundings. The City of Ames objectives for enhancing the Corridor include:

- Improving mobility options for bicyclists and pedestrians while maintaining adequate vehicle service levels.
- Supporting select areas of redevelopment to provide for economic development and new infill housing opportunities that are compatible with the surroundings.
- Maintaining Lincoln Way commercial areas to meet the needs of the community.
- Enhancing overall aesthetics and continuity of the Corridor with improved streetscapes and gateways.

Enhancing the Corridor includes an overall framework with context specific implementation measures. The 2017 Lincoln Way Corridor Plan describes the planning context and goals for the Corridor in greater detail. The plan includes concepts for changes in zoning, building types, transportation, and streetscape enhancements. The plan relies upon Focus Areas to illustrate potential changes that meet the objectives for the Corridor.

Due to the breadth of the plan and its long term vision for evolution of the Corridor, the plan is intended to be implemented in phases. The first two priorities are for redevelopment in the Downtown Gateway Focus area and aesthetic enhancements along the Corridor. By reference,

Proposals for zoning amendments or LUPP changes for other areas require authorization or initiation by the City Council. Due to the extensive outreach and details of the Corridor Plan, requests for change that are consistent with Corridor Plan's objectives and Focus Areas may be authorized by the City Council as Minor Amendments. The City Council may also choose to consider concurrent zoning amendments when needed to realize specialty uses or redevelopment options described within the Corridor Plan for individual Focus Area. Concurrent review should only be considered for projects that commit to specific projects and detailed review of plans to ensure compatibility with the surroundings and consistency with the Plan.

Downtown Gateway Focus Area. The City has established the Downtown Gateway Focus Area, located generally from Clark Avenue to Duff Avenue and south of the railroad tracks, as its first development area priority. This Focus Area is within the Downtown Expansion Area Option of the Land Use Policy Plan. The Downtown Gateway is intended to foster redevelopment with a commercial focus that may also include residential development. The area as it is currently developed is a place of community commercial uses formatted in typical highway commercial setting, meaning automobile oriented formats, and providing for retail, office, and restaurant uses.

As redevelopment occurs in the area it is important to maintain a strong commercial base that meets community needs for retail and service use. Redevelopment of the area does not require mixed use residential development, but residential uses can be accommodated when the commercial use goals of the City are met for the area. The goals of redevelopment in this area are not focused on creating student housing options that are already accommodated with the Campustown Service Center area of the Corridor.

The overall character of the area is for development that is complimentary to the use and character of Downtown. Incorporating complimentary uses is a priority for the City and includes accommodating a boutique hotel, entertainment and active retail uses, incorporating outdoor space for events and commercial uses, and maintaining an office and employment presence in the Corridor. Kellogg Avenue is the focal points of the Focus Area and connects to the four-corner heart of Downtown at Main Street. Development along Kellogg must maintain individual building identity and storefront patterns similar to traditional downtown retailing. This type of development pattern can occur through redevelopment of small sites or as part of a larger redevelopment project. In other areas outside of Kellogg Avenue, the Plan encourages aggregation of property in support of a variety of development formats that accommodates the intended commercial uses and for the area.

Facilitating intense redevelopment also allows for collective parking and reduced parking requirements in recognition of the rich transportation options in the area and public parking that exists to the north of the area. Due to potentially large redevelopment sites, design and architectural features are needed that provided variations in appearance of mass and height. Differentiation of façade planes and use of high quality glazing, brick, and metal siding systems is highly desirable to create an attractive and interesting area. Maintaining or creating secondary means of access into the blocks is a priority for the area to ensure that curb cuts onto Lincoln Way are reduced and minimized from existing conditions. Automotive service oriented uses are discouraged from locating in the area. Aggregating property for larger sites may require developers to relocate electric and water utility improvements and potentially have the City

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

ORDINANCE NO. _____

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

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

Section 1: The Official Zoning Map of the City of Ames, Iowa, as provided for in Section 29.301 of the *Municipal Code* of the City of Ames, Iowa, is amended by changing the boundaries of the districts established and shown on said Map in the manner authorized by Section 29.1507 of the *Municipal Code* of the City of Ames, Iowa, as follows: That the real estate, generally located at 507 Lincoln Way, is rezoned, with Master Plan, from Downtown Gateway Commercial (DGC) to Highway-Oriented Commercial (HOC).

Real Estate Description:

Survey Description-Parcel B: Lot 1, except that part conveyed to the City of Ames by Deed of Dedication filed in Book 1 B, Page 76, and the East 60 feet of Lot 2, except that part deeded to the City of Ames by Warranty Deed filed in Book 1 B, Page 463, all in Block 48, Fourth Addition to Ames, Story County, Iowa, and all together being more particularly described as follows: Beginning at the Northeast Corner of said Lot 1; thence S00°39'30"E, 134.61 feet along the east line thereof; thence following the west right of way line of Clark Avenue S04°07'30"W, 47.97 feet; thence southwesterly, 37.07 feet along a curve concave to the northwest, having a radius of 25.50 feet, a central angle of 83°17'25" and being subtended by a chord which bears S47°35'11"W, 33.89 feet to the south line of said Lot 1; thence N89°48'56"W, 130.59 feet along said line; thence N00°35'44"E, 153.39 feet along the west line of the East 60 feet of said Lot 2; thence N89°27'17"E, 30.00 feet; thence N00°35'44"E, 33.87 feet to the north line of said Lot 2; thence N82°07'57"E, 126.76 feet to the point of beginning, containing 0.67 acres.

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

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

ADOPTED THIS _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor

COUNCIL ACTION FORM

09-24-19

SUBJECT: AMENDMENT TO ZONING LIMITATIONS OF 100% OVER 55-YEARS OF AGE OR OLDER RESIDENCE REQUIREMENT FOR 415 STANTON AVE ZONED RH (RESIDENTIAL HIGH DENSITY).

BACKGROUND:

In January 2018, City Council approved a contract rezoning for 415 Stanton Avenue (Attachment A: Location Map). This contract rezoning agreement had four conditions (Attachment B). The conditions were agreed upon to facilitate the rezoning of the site to High Density Residential after a number of meetings with neighborhood representatives and City staff. Three of the four conditions were related to design and reuse of the existing building. All three of these conditions have been met. **The fourth condition restricted the age of residents to at least one occupant of each unit being at least 55 years of age.** This limitation was intended at that time to exceed federal housing standards for *Housing for Older Persons Act* (HOPA) that allow for certain housing projects to be “senior” only housing.

Since approval of the rezoning and site development permit for the project, the developer had created a condominium regime for individual ownership. The majority owner, Crawford Ames, LLC, also the developer, submitted the application for rezoning. The original zoning contract states that all successors and assigns of Crawford Ames, LLC must sign off on any changes, meaning all properties owners will need to sign the new zoning contract to allow for the requested change to the age restriction. **The applicant is in the process of presenting the signed amendment for City Council approval prior to the meeting on September 10th.**

AGE RESTRICTION TO 55 OR OLDER:

The rezoning request is to amend the resident age limitation to reduce the number of age-restricted units from 100 percent to 80 percent of the units. The proposed change would meet minimum criteria for categorizing a project as Housing for Older Persons. The minimum percentage requirement under HOPA is 80% of occupied dwelling units.

The developer’s statement says that only 6 of the 30 units in the building would be without the age restriction (Attachment C). The developer seeks this change to expand their marketing ability for the sale of the units. The developer indicated that they have met with some of the residents of the surrounding neighborhood to discuss the proposal. Staff has not received any comments regarding the proposal.

At a public hearing on August 7, 2019, the Planning and Zoning Commission voted (5-0) to recommend that the City Council approve the request to amend the contract rezoning

agreement to specify the use is limited to Senior Living with one occupant per dwelling as 55 or older in a minimum of 80 percent of the units, in compliance with the federal Housing and Urban Development (HUD) standards for Housing for Older Persons.

The Commission and a member of the public questioned how the age restriction would be monitored and verified. The applicant/property owner clarified that that every 24 months there is a survey that the Association is required to complete to achieve the 80 percent over/20 percent under the age of 55 years of age requirement. He stated that at any time someone from Housing and Urban Development (HUD) can inventory their records. Staff confirmed that the City is not part of the age verification process under HOPA.

The Commission also questioned how sales would occur if the number of age-restricted units is already filled. The applicant/property owner explained that the Association would have an interview process and have the discretion to approve buyers that would potentially be purchasing units in the 20 percent of units that are not age restricted.

ALTERNATIVES:

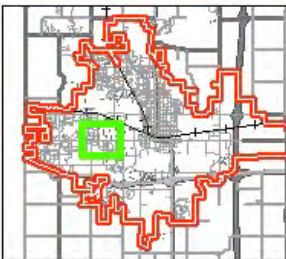
1. The City Council can approve on first reading the request to amend the contract rezoning and a resolution to approve an agreement to specify the use is limited to Senior Living with one occupant per dwelling as 55 or older in a minimum of 80 percent of the units, in compliance with the federal Housing and Urban Development (HUD) standards for Housing for Older Persons.
2. The City Council can deny the request to amend the contract rezoning and a resolution to approve an agreement to specify the use is limited to Senior Living with one occupant per dwelling as 55 or older in a minimum of 80 percent of the units, in compliance with the federal Housing and Urban Development (HUD) standards for Housing for Older Persons.
3. The City Council can defer action on the request to amend the contract rezoning agreement and request additional information from the applicant.

CITY MANAGER'S RECOMMENDATION:

The applicant requests the change of the use limitation of the property to align directly with the federal HOPA standards compared to exceeding the HOPA requirements with the current obligation to have 100% of the units with a resident that is 55 or older. Staff believes the request is consistent with the intent of the original rezoning request and can be found to be appropriate for the site.

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

ATTACHMENT A: LOCATION MAP



**Location Map
415 Stanton Avenue**

ATTACHMENT B: EXISTING ZONING CONTRACT

Instrument #: 2018-00901
02/01/2018 08:43:31 AM Total Pages: 4
00 OTHER
Recording Fee: \$ 22.00
Stacie Herridge, Recorder, Story County Iowa



S P A C E A B O V E R E S E R V E D F O R O F F I C I A L U S E

Legal description: See page 4.

Return document to: City Clerk, 515 Clark Avenue, Ames IA 50010

Document prepared by: Victoria A. Feilmeyer, City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010 – 515-239-5146

**CONTRACT REZONING AGREEMENT PERTAINING TO THE
LAND AT 415 STANTON AVENUE**

THIS AGREEMENT, made and entered into this 23 day of January, 2018, by and between the City of Ames, Iowa (hereinafter called "City") and The Crawford Ames, LLC, an Iowa limited liability company (hereinafter called "Developer"), its successors and assigns.

WITNESSETH THAT:

WHEREAS, the Developer owns real property which had formerly been used by the Ames Community School District for an elementary school and later for school district offices, legally described as set out on Attachment A and locally addressed as 415 Stanton Avenue, Ames, Iowa, (hereinafter called the "Property"); and

WHEREAS, the Developer desires to redevelop the property so that it may be intended and operated for occupancy as Housing for Older Persons aged 55 years or older; and

WHEREAS, the City approved a Minor Map Amendment to the Land Use Policy Plan (LUPP) designation for the subject real property by Resolution 17-676, which changed its designation from Low-Density Residential/Governmental Lands to High Density Residential to provide for a LUPP designation compatible with the proposed Housing for Older Persons; and

WHEREAS, the Developer has applied for a zoning designation of RH (Residential High Density) for the subject property in order to advance its plan of renovating the site to be used as Housing for Older Persons; and

WHEREAS, as contemplated by Iowa Code section 414.5, the City desires to impose certain additional conditions on the property owner in addition to existing regulations in connection with granting the base zoning; and

WHEREAS, both City and the Developer expressly agree that said additional conditions are reasonable and imposed to satisfy public needs which are directly caused by the requested zoning change to RH (Residential High-Density).

NOW, THEREFORE, the parties hereto have agreed and do agree as follows:

I. INTENT AND PURPOSE

A. It is the intent of this Agreement to:

1. Recognize that the Developer, The Crawford Ames, LLC, is the owner of the real property being rezoned and expressly agrees to the imposition of additional conditions as authorized by Iowa Code section 414.5.
2. Confirm and document that the Parties recognize and acknowledge that a substantial benefit to the public will be realized by imposition of the additional conditions for rezoning.
3. Grant rezoning of the real property from Government/Airport Lands (S-GA) to Residential High Density (RH) subject to these additional conditions:
 - a. The residential use of the site is age restricted to Housing for Older Persons with each unit having at least one occupant who is 55 years of age or older.
 - b. The existing Crawford School Building will be retained and adapted to residential use.
 - c. New development shall be restricted to a maximum of three stories no more than 50 feet in height in the aggregate.
 - d. Prior to the approval of the third reading of the Ordinance rezoning the property, this rezoning agreement must be signed by the Developer and delivered to the City.

II. GENERAL PROVISIONS

A. Modification. The parties agree that this Agreement may be modified, amended or supplemented only by written agreement of the parties, and their successors and/or assigns.

B. General Applicability of Other Laws and Ordinances. The Developer understands and agrees that all work done by or on its behalf shall be made in compliance with Iowa Code, the Ames Municipal Code, Iowa Statewide Urban Design and

Specifications and all other federal, state and local laws of general application (including the Fair Housing Act as applicable), whether or not such requirements are specifically stated in this agreement. All ordinances, regulations and policies of the City now existing, or as may hereafter be enacted, shall apply to activity or uses on the site.

C. Incorporation of Recitals and Exhibits. The recitals, together with any and all exhibits attached hereto, are confirmed by the parties as true and incorporated herein by reference as if fully set forth verbatim. The recitals and exhibits are a substantive contractual part of this agreement.

III. COVENANTS RUN WITH THE LAND

This Agreement shall run with the site and shall be binding upon the Developer, its successors, subsequent purchasers and assigns. Each party hereto agrees to cooperate with the other in executing a Memorandum of Agreement that may be recorded in place of this document.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed effective as of the date first above written.

<p>CITY OF AMES, IOWA</p> <p>By <u><i>John A. Haila</i></u> John A. Haila, Mayor</p> <p>Attest <u><i>Diane R. Voss</i></u> Diane R. Voss, City Clerk</p> <p>STATE OF IOWA, COUNTY OF STORY, ss:</p> <p>On this <u>23</u> day of <u>January</u>, 201<u>8</u> before me, a Notary Public in and for the State of Iowa, personally appeared John A. Haila and Diane R. Voss, to me personally known, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Ames, Iowa; that the seal affixed to the foregoing instrument is the corporate seal of the corporation, and that the instrument was signed and sealed on behalf of the corporation by authority of its City Council, as contained in Resolution No. <u>18-046</u> adopted by the City Council on the <u>23</u> day of <u>January</u>, 201<u>8</u>, and that John A. Haila and Diane R Voss acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it voluntarily executed.</p> <p><u><i>Jill L. Ripperger</i></u> Notary Public in and for the State of Iowa</p>	<p>THE CRAWFORD AMES, LLC</p> <p>By <u><i>[Signature]</i></u></p> <p>STATE OF IOWA, COUNTY OF STORY, ss: This instrument was acknowledged before me on <u>January 8</u>, 201<u>8</u> by <u>LUKE JENSEN</u>, as Manager, of The Crawford Ames, LLC</p> <p><u><i>Jill L. Ripperger</i></u> Notary Public in and for the State of Iowa</p> <div data-bbox="873 1266 1214 1352"></div>
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ATTACHMENT C: APPLICANT'S STATEMENT

415 Stanton Rezoning Request
July 16, 2019

Reason for Requesting Rezoning: The development team would like to amend the developer agreement to allow for adherence to Housing For Older Persons Act (HOPA). This change would allow for expanded residential opportunities for owners/occupants under the age of 55 (maximum of 20% or 6 units could be under age 55).

Consistency of this rezoning with the LUPP: The request is consistent with LUPP. The property is zoned RH with a contract. The contract stipulates that all units must have one occupant age 55 or older. This rezoning would still be consistent with the RH zone, but would amend the contract language.

Current Zoning: Residential High Density

Proposed Zoning: Residential High Density

Proposed Use: 55+ Adult Community that follows HOPA standards

Legal Description:

Lot Seven (7), except the South Five (5) Feet and the West Fifteen (15) Feet thereof; also the South Five (5) Feet of Lot Six (6); except the West Fifteen (15) Feet thereof, all in W.T. Smith's Addition to Ames, Iowa (to be confirmed by abstract).

The Crawford Condominiums Units #101-106, #201-216, #308-315

Land Area: 1.67 Acres

RECEIVED

JUL 23 2019

CITY OF AMES, IOWA
DEPT. OF PLANNING & HOUSING

Staff Report

AMES PLAN 2040 DISCUSSION OF PRIORITIES- WORKSHOP #5

September 24, 2019

BACKGROUND:

City Council last discussed Ames Plan 2040 at their July workshop when it reviewed preliminary information on four directional growth scenarios. The consultant team continues to work with City staff on refining information about the expansion options for the city as well as planning options for infill redevelopment areas. An open house was held on August 22nd for the scenario work that is underway by RDG, along with an online public survey and comment tool at <http://www.cityofames.org/amesplan2040>. Updates on the scenario tasks are planned for late October and November.

As was outlined to City Council in July, there is a need to move forward in a parallel manner to the scenarios work with a discussion of goals and priorities that support preparing a draft comprehensive plan. **The intent for this meeting is for City Council to discuss the intended structure of the Plan overall and to confirm the general approach to preparing the draft Plan.** Follow up to this meeting will then be a decision on evaluating scenarios for growth and infill options, Council direction on selecting a preferred land use plan, and discussion on policies and issues for individual elements of Plan 2040. This is described in more detail later in this report.

City Council originally directed in 2018 (with approval of the RFP) to move ahead with a comprehensive plan, to help define the overall vision of the community. The direction included not only a future land use plan, but also priorities for integrating related policy issues such as transportation, open space, housing, economic development, and the environment. City Council also believed it would be beneficial for the Plan to be more traditional in its format with topical chapters or elements, rather than using themes to guide the goals and policies for the City. **To move ahead in preparing the Plan, RDG and staff desire to review these prior decisions and add more specificity on how to proceed with organization of Plan 2040.**

RDG believes that in terms of vision, it is important to have a common understanding for the direction the Plan. Although a singular vision statement may be defined through the development of the Plan, it is not essential that a singular statement be prepared before completing the evaluation of individual issues, as the details of these discussions may add clarity to the overall vision for the community. **However, to help provide a backdrop for City Council review of information over the next few months, staff believes the general intent for Plan 2040 gleaned from public input and City Council discussion can be summarized as follows:**

To consider Ames as an evolving city that will not only grow outwardly, but also invest in existing areas and support change within the community that ensures Ames is a thriving

and vital community with a diverse economy and a high quality of living that meets the needs of both current and future residents.

With this type of understanding of planning and supporting the growth of the community, RDG and staff may begin to consider how to address policy issues for change and development, not only on the periphery of the city, but also within the city. This includes details on important issues of transportation, housing, economic development, community character, environment, efficient service delivery and infrastructure, and parks and open spaces as they relate to the community overall. **Should the City Council not agree with the Staff's above summary statement for the intent of Ames Plan 2040, then it should redirect staff to develop alternative language.**

To move beyond generalities and to begin to define the structure of the plan and priorities, staff is asking for guidance on three items.

1. Comprehensive Plan Format
2. Flexibility and Plan Use
3. Priority Topics for City Council Review

1. Comprehensive Plan Format

At the outset of the process there was discussion on the format and desired length and content of the Plan. Staff originally reviewed Comprehensive Plan options with a presentation by Barry Miller to the City Council on August 15, 2017, that helped guide the creation of the RFP for the Comprehensive Plan. City Council also had a short discussion of the goals for the Plan at the initial kick-off meeting on December 18, 2018. To help City Council focus on relevant options, RDG has prepared a short assessment of Plans in a similar manner to the 2017 presentation to City Council. (Attachment A) **The intent for this item is for Council to receive information on comparisons of plans and confirm a preferred approach to RDG for preparing the Plan itself.**

RDG believes that a format similar to the Champaign, Illinois 2011 Comprehensive Plan would seem to fit the mix of interests and needs for the City that have been identified to date. This is a short to moderately long plan that follows a traditional structure, that allows for priorities regarding specific issues to be clear and understood at an individual level, as well as at a community level. This approach provides fairly high levels of clarity for the use of the Plan and the goals for the future of Champaign.

RDG also describes plans from other cities that take different approaches in both their length and level of specificity about goals and policies. City Council is encouraged to review Attachment B to help guide RDG on a preferred format of Plan 2040. The goal is to prepare a plan in the preferred style of the City Council to allow for Council to focus on the specific issues and language of the Plan once it is drafted. **Gaining a common understanding of the desired format and affirming the prior direction, or any adjustments, will allow the team to move ahead with addressing specific issues.**

2. Flexibility and Plan Use

Staff believes that discussing the issue of flexibility is important at the start of preparing the plan as it will shape the structure of the Plan and the approach to establishing goals and policies. The term flexible has been brought up in prior discussions, along with the opposite term certainty, in the context of outcomes for the Plan overall- in that a plan should not need to be modified soon after its adoption. To staff, there is a very wide range to interpreting the meaning of saying a Plan is flexible. **This is an important question because the degree of flexibility will in some ways limit the predictability of the Plan and the certainty of expectations.**

For example, does stating an intent for the Plan to be flexible relate to style of the plan by addressing goals and vision with minimal policy direction, does it mean specifically that land use patterns or other technical issues are not set out in the plan and determined at a later time, or does it mean a document that identifies overall principles and guidance for policy makers and citizens, but is designed to adapt through amendments to changing conditions while remaining relevant. Any of these three examples, and other versions of being flexible, could be the basis of a Plan. **RDG and Staff view flexibility as valuable to ensure that the Plan remains relevant for a longer period of time, but a good comprehensive plan should also be predictable to allow for the goals of the community to be reached.** Ultimately, there is always a time where a Plan must be redone regardless of built-in flexibility, as has been the case for the 1997 LUPP, to reset the baseline of community expectations.

Staff believes the intent for Plan 2040 is to be relevant in its use on regular basis to guide development decisions and policy development for the community, not only as a goal oriented or aspirational document. Staff and RDG believe from the discussion to date, that the community would benefit from an intentional approach that defines our desired goals for the community, where to grow, and needs or issues to be addressed with growth and change to create predictability within the community. Flexibility can be accommodated in timing of changes, options for how to develop, and a structure to consider changing demands when amendments may be needed to address a new proposal or unique issue.

Based upon the scenario work that was presented in July, staff believes the intent is for more definition about uses and infrastructure than was included in the 1997 LUPP. This approach would help guide development with some level of specificity on expectations, such as major roadways or desired nodes, but also allow for a mix of uses and patterns of development that meet the overall objectives of the City in a variety of styles of development. This is different than the 1997 LUPP which defined areas for growth, but relied more upon style of development with “Village” and “Suburban” design principles to guide decisions about what would be appropriate development. The 1997 Plan was flexible in that a developer could propose multiple styles of development, but it did not address long term needs for overall planning in some instances because of the vast differences in the two styles.

Defining patterns for land use with some degree of specificity is a fairly common approach to a Comprehensive Plan that is used by many cities, including communities such as Ankeny and Waukee, where predictability is needed to help define

infrastructure planning, design features, and the desired mix of uses to support a place or neighborhood. This method allows for City Council to have flexibility on controlling the timing or phasing of development, while also allowing a developer options of how to proceed within a band of acceptable development ranges without asking to amend a Land Use Plan. However, in established areas of the City it is more likely that certainty in land use designation would be appreciated and developers would need to seek policy changes in an area not anticipated for change within the Comprehensive Plan.

Tonight staff is asking for a general understanding of the range of what flexibility and certainty is generally anticipated to be. As City Council gets to specific policies and issues later this Fall, there will be time to assess the specific language for individual issues and how it would fit the framework described at this time. If City Council concurs with staff’s suggestion of defining expectations for areas of growth and a structure to consider future needs while allowing for some flexibility to consider evolving or changing needs, staff can begin to move forward with the structure of the Plan. If City Council has a different view of inherent flexibility for the Plan itself or its intended use, it is important to discuss these ideas and provide direction to the consultant and staff in order for the team to move forward effectively on the project.

3. Priority Topics



At the beginning of the process the petal diagram was created to visualize the multiple issues that affect the development of a Comprehensive Plan. In addition to these topics, themes have emerged from the public input process and from discussion of the plan on ideas that may be relevant to the formulating the Plan. To this point, staff believes the priority topics for the Plan include issues such as:

- Expansion opportunities
- Efficient extension of Infrastructure
- Strategic infill redevelopment options
- Diverse housing opportunities, with a need to support lower cost homeownership and multifamily housing options
- Transportation planning with complete streets principles
- Community character and placemaking
- Economic expansion for jobs and commercial uses
- Regional significance related to Story and Boone County, as well as Des Moines Metro area within the Cultivation Corridor
- Environmental sustainability
- Inclusive interests and equity for a diverse community
- Subarea or neighborhood plans for unique conditions
- Parks, open space, healthy lifestyles

Emerging Principles:

- › A City with Variety
- › Transportation Equality
- › Vibrant and Balanced Market
- › Embrace the Environment
- › Be Bold and Unique
- › Character at All Scales

RDG proposes that in the coordination with Items #1 and #2 discussed above, that the process utilizes the following categories and schedule to address details on goals and policies for addressing priority issues in relation to preparing a draft plan.

October

- Review with Council criteria for selecting a preferred land use plan
- Receive infill development information and updates on scenario evaluation

November

- Direction on a preferred land use concept to be used to formulate a draft plan
- Define Goals, Policies, Measurements of Success for land use and transportation
 - Note that transportation is assumed to rely upon the recently adopted Complete Streets Plan and apply these policies and principles to planning for 2040.

December

- Review policies for subareas and/or neighborhood planning
- Refine housing options

January

- Refine issues related to community character
- Review cultural interests and healthy lifestyle support
- Address equity provisions within the plan, balance of interests

February

- Define goals and principles for parks and open space needs
 - Note this is not a Parks Master Plan for detailed programming
- Review final environmental issues that remain, if any.

With this outline of topics, staff believes the necessary issues can be addressed in adequate detail with Council to complete a draft plan for public comment in the Spring. City Council is encouraged to identify any specific issues that are of interest that have not been discussed to ensure that RDG and staff are aware of any questions or issues that are foreseeable for the project. City Council could choose to reprioritize the order of the topics listed above or provide direction on adding or deleting specific topics.

STAFF COMMENTS:

The three items described in this report are important to effectively move forward on Plan 2040. The land use planning efforts with the scenarios are very important to understanding the future growth and patterns of the City and are still the priority work task for the next two months. Additionally, the team will start to address other issues in detail to prepare a complete draft plan.

Providing direction to staff on the style and format of the Plan described in Item #1 will set the tone for preparing the plan. Item #2 is also critical in understanding the role of the Comprehensive Plan and how it will be used by the City, especially in how to balance predictability vs. flexibility. Item #3 is confirmation that the approach and schedule for the next six months fits the City Councils interests for drafting the Plan. With the completion of the tasks described in this report, a draft Plan can be completed in the Spring of 2020 for public review and comment.

Champaign, Illinois



PLAN ORGANIZATION

- Introduction
- Vision and Guiding Principles
- Future Land Use

- Plan assumes continued enrollment growth at U of I.
- Overall Plan focus is on building a “complete community”
- **Fundamentally this is a land use plan**, with guiding principles addressing growth, sustainability, complete neighborhoods, community identity, health, and public facilities
- Cross-references other plans guiding other systems (transportation, etc.)
- Silent on campus planning, but calls for good working relationship with U of I.
- Land Use categories include “University Neighborhoods”

Structure:

Guiding principles addressing growth, sustainability, complete neighborhoods, community identity, health, and public facilities

Land Use:

Designates growth areas and tiers sequence.

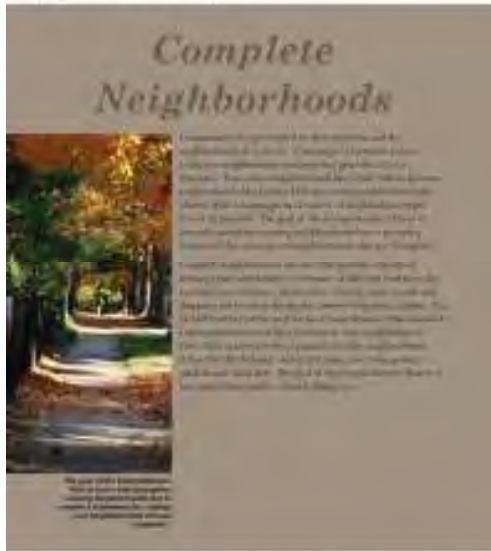
Pages: <100 pages

Leading example for content!



Champaign, Illinois

Background



Issues

Issues Considered:

- Newer residential subdivisions developed in Champaign have a limited range of housing types and prices. Each subdivision targets a specific segment of the market but few attempt to attract a range of market interests. The lack of diversity in housing choices within developments often contributes to a lack of diversity in that development's residents.
- Complete neighborhoods must be designed to promote connectivity. This includes streets that connect to adjacent neighborhoods and can safely accommodate cars, transit, bicycles and pedestrians.
- Neighborhood parks are an essential part of a complete neighborhood. However, the amount of open space being provided within their boundaries is often less than needed. It often is insufficient to create vibrant neighborhoods that incorporate both recreation, active transportation and gathering, providing residents with opportunities to play.
- The current lack of the economic and demographic diversity in housing patterns will exacerbate the issue of housing displacement and loss. This report examines how to create more diverse housing patterns and how to ensure that displacement is minimized or eliminated.



Vision Guiding Principles Measuring Success

Vision:

Champaign's neighborhoods are structured to ensure residents can attend school, shop, live and play within a short distance of their homes. The majority of "everyday needs," like convenience services and recreation can be found within neighborhood boundaries or in close proximity.

Guiding Principles:

Well-Planned Mix of Uses – Land uses are mixed in a way that provides for the needs of the neighborhood, with access to shops, services and employment within a short distance. Activity is concentrated at key centers, known as "Activity Centers."

Well-Designed Density – Residential density supports neighborhood commercial uses and fosters a more vibrant community.

Range of Housing Types – Neighborhoods offer a range of housing types, styles and price points to accommodate residents through many stages of life.

Connectivity – Neighborhood elements are integrated with other destinations through transit, trails, sidewalks, as well as through a grid street system.

Presence of Neighborhood Elements – Public parks, schools, convenience commercial areas and other elements are integrated into neighborhoods and can be accessed safely by walking or biking.

Measuring Success:

- Residents live within a mile of neighborhood commercial uses where they can satisfy most everyday needs.
- For residential development proposed on large tracts in the City's growth areas, analysis is provided demonstrating the proposed mix of housing types (single-family detached, townhomes, condominiums, apartments, etc.) and the overall density of the development.
- New residential subdivision developments achieve a gross density close to 4.0 dwelling units per acre or higher.
- New developments meet expectations for street connectivity and design. Walkways are granted only in extreme cases.
- Residential development is within a five to ten-minute walk of a park and is safely accessible.

Actions



Actions:

- 1. Establish a regular street maintenance schedule to ensure sidewalks are kept up and free of debris. This will help ensure that sidewalks are safe and accessible for all.
- 2. Establish a regular street maintenance schedule to ensure sidewalks are kept up and free of debris. This will help ensure that sidewalks are safe and accessible for all.
- 3. Establish a regular street maintenance schedule to ensure sidewalks are kept up and free of debris. This will help ensure that sidewalks are safe and accessible for all.
- 4. Establish a regular street maintenance schedule to ensure sidewalks are kept up and free of debris. This will help ensure that sidewalks are safe and accessible for all.
- 5. Establish a regular street maintenance schedule to ensure sidewalks are kept up and free of debris. This will help ensure that sidewalks are safe and accessible for all.



Des Moines, Iowa



PLAN ELEMENTS

- Vision Statement
- Land Use
- Transportation
- Housing
- Economic Development
- Public Infrastructure and Utilities
- Parks and Recreation
- Community Character and Neighborhoods
- Community Facilities
- Social Equity
- Implementation

- Adopted in April 2016
- 18-month update process
- **Relatively short** (85 pages)—nicely formatted and very readable and user-friendly
- Minimal narrative – Plan is supplemented by a background report
- Traditional structure with topical “elements” following IA Smart Growth guidelines
- Goal and Policy format
- Traditional Land Use Map and categories
- Anticipates 60,000 new residents between 2010 and 2040, mostly through infill
- Roll up of “action-oriented policies” in Implementation chapter and Appendix at end of document

Structure:

High-level goals and supporting policy statements. Identifies initiatives (or action-oriented) policies for study.

Land Use:

Designates areas and nodes, and precedence for new zoning code.

Pages: <100



Cedar Rapids, Iowa



- Moderate length (192 pages)—graphics rich!
- Four Themes: Health, Sustainability, Placemaking, and Efficiency
- Seven **Guiding Principles**
- Innovative structure, with six non-traditional elements
- Anticipates 14-33 K new residents (23 years)
- **Each Element includes several broad goals**, followed by specific “initiatives”—no policies
- Form-based Land Use Map uses “**typologies**” instead of traditional categories (e.g., “Urban Low Intensity” includes single family, schools, neighborhood commercial.)
- Implementation matrix includes schedule and lead agency for each initiative

Structure:

High-level goals and detailed actions.

Land Use:

Designates mixed use typologies and targeted yields. Lots of detail and new methodology for managing growth.

Pages: <200

PLAN ELEMENTS

- Strengthen
- Grow
- Connect
- Green
- Invest
- Protect



Council Bluffs, Iowa



PLAN ELEMENTS

- Land Use
- Transportation
- Parks, Open Space, and Environmental Features
- Community Facilities and Infrastructure
- Hazard Mitigation and Sustainability
- Community Character
- Subarea Plans
- Implementation

- **Relatively short** (114 pages), 11 x 17 format, organized by traditional elements
- “Community Profile” summarizes existing conditions and trends
- “Vision” includes **goals and objectives on key topics** (growth, neighborhoods, industry, etc.)
- Traditional land use map, plus “character maps” describing urban form
- Each Element describes existing system and planned improvements, along with Map
- No policies and actions—some “recommendations”
- Includes diagrams for 4 change areas
- Implementation chapter provides a menu of programs and procedures

Structure:

High-level goals and non-specific policy statements.

Land Use:

More of an atlas of the city’s taxonomy character.

Pages: ~100



Bloomington, Indiana



PLAN ORGANIZATION

- Community Profile
- Community Services and Economics
- Culture and Identity
- Environment
- Downtown
- Housing and Neighborhoods
- Transportation
- Land Use

- **Relatively short** (less than 100 pages)
- Strong focus on non-land use issues (services, arts, governance, equity)
- Anticipates 20,000 new residents over 25 years. Land Use Plan focuses on infill **rather than “new lands”**
- Goal-Policy format, with menu of action programs for each goal
- Each **goal includes outcomes and indicators to measure** progress
- **Form-based land use categories** (“Mixed Urban Residential,” etc)
- Does not address enrollment forecasts—plan shifts focus away from University toward non-student population
- Appendix includes matrices listing all actions, timelines, and responsibilities

2018 Plan

Structure:

Vision statement, goals, policies, programs, objectives, and indicators.
Lots of narrative, little visual aids.

Land Use:

Identifies pattern and character. Subject to broad flexibility, does not commit Council to growth allows developer options, not necessarily predictable for community.

Note-Bloomington is a Strong Mayor Form of Govt. rather than City Manager

Pages: ~100 pages



Manhattan, Kansas



PLAN ORGANIZATION

- Growth Vision
- Coordinated Efficient Growth
- Preserve Natural Resources/ Resilience
- Efficient Public Facilities and Services
- Community Involvement/Regional Cooperation
- Multi-modal Transportation
- Healthy, Livable Neighborhoods
- Quality of Life/ Strong Sense of Place
- Diversified Economic Base
- Special Planning Area Policies

- Anticipates 20,000 pop increase (2013-35), including 5,000 at KSU
- Elements follow “guiding principles”— growth, resilience, sense of place, diverse economy, etc.
- Includes chapter for “special areas” where policy guidance is needed—including campus edge, downtown, key corridors, and growth areas
- Traditional Land Use Map, with second map showing “areas of stability” and “areas of change.”
- Elements have Principles, Goals, and Policies. Policies include narratives.
- Focus on land use, community character, and growth management
- Includes an “Action Plan” at end listing actions, lead agencies, priority ranking

Structure:

Goals, principals, and objectives.
Lots of narrative, little visual aids.

Land Use:

Character/form identified for use types.
Application to map is too broad (<1 to 19 units per acre for categories).

Pages: ~200 pages

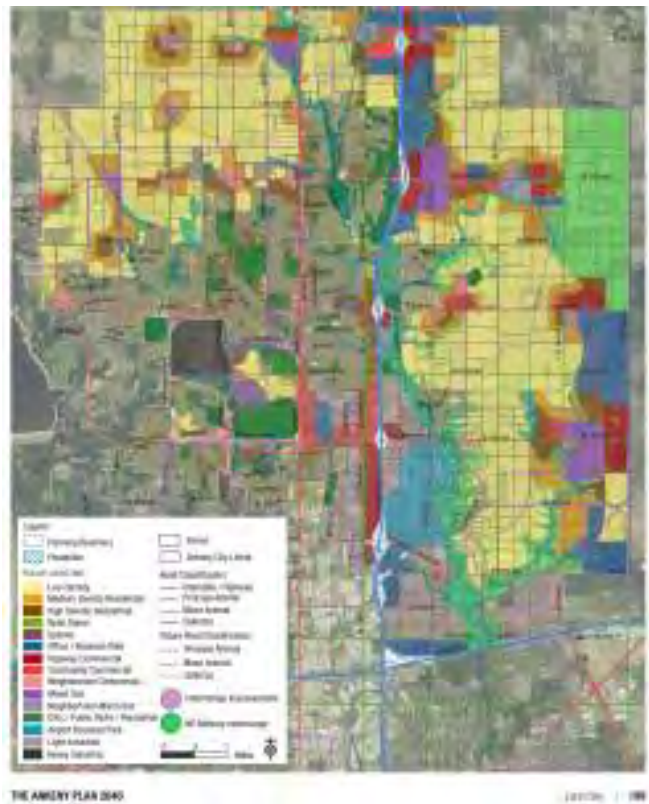
Not an ideal fit for Ames.



Ankeny, Iowa



- Anticipates significant growth rates and total population increase at a medium rate to 118,000 people.



2018 Plan Structure:
 Based upon a vision statement and goals. Each chapter has goals & polices, actions. Many visuals and graphics.

Land Use:
 Describes future demand and issues that need to be addressed with growth. Broad in planning for range of growth, uses building typologies. Map indicates planned densities of development.

Pages: ~300 pages, includes process and background info. ●●●

<u>PLAN Organization</u>	
Population/Growth	
Environment	Econ Dev.
Parks & Rec.	Hazards
Housing	Land Use
Community	Transportation
Facilities	Implementation
Infrastructure	