AMENDED
AGENDA
SPECIAL MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
DECEMBER 19, 2019

CALL TO ORDER: 6:00 p.m.

***Additional Item:** Motion to Reconsider decision made on December 17, 2019, regarding Downtown parking, specifically designating short- and long-term parking time limits, converting on-street meters to 3-hour limit, maintaining an Employee Hang-Tag System for Downtown in CBD Lot X only, and converting the remaining CBD Lots Y and Z to 3-hour free parking and 24-hour Reserved parking

1. Ames Plan 2040 Update:
    a. Review Development Scenarios
    b. Other Issues

COUNCIL COMMENTS:

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

ADJOURNMENT:

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

Mayor and Councilmen and Councilwomen:

Following last night's discussion on the Downtown Parking Study and your ultimate vote to "establish a policy that defines short-term time limits as 3-hours and a long-term limit as 10-hours: convert on-street meters to 3-hour limit, maintain an Employee Hang-Tag system for Downtown at $10/space/month in CBD Lot X only, thereby converting the remaining CBD lots (Y and Z) to 3-hour free parking and 24-hour Reserved," I feel it necessary to submit this letter asking you to consider a resolution to withdraw and reconsider your vote in the best interest of Downtown Ames businesses, visitors, residents, and employees.

As I stated at the meeting, Ames Main Street's preferred policy option was option 1C, which stated "establish a policy that defines short-term time limits as 3-hours and a long-term limit as 10-hours: convert on-street meters to 3-hour limit, abolish the Employee Hang-Tag program and establish CBD lots X, Y, and Z as 10-hour free parking on the southern half of the lots and 3-hour free parking on the northern half." This was a recommendation that had been vetted by many stakeholders and interested parties, but it was clear last night that option did not have the necessary support to move forward, which I understand and respect.

It is important to note that one key option was not even noted or offered as a potential solution: the status quo of 4-hours for short-term parking and a hangtag system at a cost of $10/tag that offers long-term parking on the south side of Y and Z, as well as in Lot X. This option is working very well, all users are used to it and understand it, and it provides additional revenue to the city via hangtags and enforcement of the parking restrictions.

Therefore, I formally ask, on behalf of Ames Main Street, that the Council move forward with a resolution to withdraw/reconsider their vote and instead consider retaining the status quo, which as previously noted is working well with few complaints and issues. If the new policy, as voted on last night, is to go into place it will perplex all people interested/having a stake in the issue because the current system is working well. Downtown Parking has been such a volatile issue over the last few years, and moving forward in the direction Council requested last night will only add to that volatility and be a disservice to a system and policy that is currently working well.

Thank you for your consideration of this request to maintain the status quo for designated short and long-term parking in Downtown Ames. I will look forward to additional conversations regarding this very important policy issue.

Sincerely,

Drew Kamp
Executive Director
Ames Main Street

TO: Mayor and City Council

FROM: Kelly Diekmann, Planning & Housing Director;
Cory Scott and Marty Shukert, RDG

DATE: December 17, 2019

SUBJECT: **Ames Plan 2040 Scenario Selection**

City Council directed RDG to prepare four independent directional growth scenarios that could accommodate a population of approximately 15,000 additional people within the City of Ames. RDG presented initial concepts to the City Council at a workshop on July 16th. The scenarios were geographically located to the west, north, east, and south. The scenarios included different land use patterns and highlights of growth opportunities and potential constraints. City Council tasked the Ames Plan 2040 Team to work on refining the scenarios and preparing detailed analysis of infrastructure and service issues for the areas. Additionally, Council asked for the team to look at flexibility of growth areas and identify readily developable areas and other "tiers" of growth that could be supported. **The complete evaluation of the growth scenarios and "tiers" will be the topic of discussion for the City Council's next workshop on December 19th.**

In preparation for this upcoming meeting, City Council asked for general feedback on what issues or priorities may help the Council evaluate the merits of the individual scenarios. The following is a list reflects considerations that RDG and staff have incorporated into our evaluation of the scenarios. City Council could utilize these same consideration in its evaluation of scenarios and options for the Ames Plan 2040 preferred land use discussion. The following list is in no particular order.

Planning and Housing Department

515.239.5400 *main*
515.239.5404 *fax*

515 Clark Ave. P.O. Box 811
Ames, IA 50010
www.CityofAmes.org

<u>Scenario Considerations</u>

- Infrastructure capacity and public service costs
    - Up-front investment costs by City
    - Long term total investment costs by the City
    - Is there overall value and desirability, not just a low cost to serve?

- Does development cause significant negative externalities to existing areas within the City, such as traffic patterns, sewer capacity utilization, etc.

- Would an area have comparatively fewer environmental impacts or have higher preforming sustainability attributes, for example:
    - Lower vehicle miles travelled (VMT) per person
    - Natural area buffering/protection
    - Flood plain risk/protection

- Does the planned level of growth create a complete neighborhood or district?
    - Can it accommodate public facilities, such as a school or parks, commercial development, housing variety?

- Would developing a growth area facilitate community improvements or additional amenities that otherwise may not be realized, for example:
    - Open Space/Recreation Areas
    - Expanded or commercial opportunities
    - Upgraded roadways

- Does an area identified for growth support a diverse development pattern and compliment the character of Ames?

- Does the transportation system support both automobiles and alternative modes of transportation?
    - Future transit service
    - Bicycling and walking connections

- Market interest and demand
    - How does an area fit into or serve regional needs and job locations?
    - Will the planned housing make Ames competitive in attracting new workforce households?
    - Does it support or reinforce economic development goals for expansion of private industry and business within the City?
    - Is an area marketable for developers for the identified uses?

- Future Expansion and Planning
    - Can an area be expanded in the future and build upon initial investments; does it support long-term growth to 2050 and 2075?
    - Preserve future expansion areas that are not initially developed

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GROW.
BELONG.

CITY OF
Ames™

AMES PLAN 2040

City Council Workshop #7
December 19, 2019

Agenda

1. Directional Scenario Evaluation

    a. North Growth

    b. East Growth

    c. South Growth

    d. West & Southwest Growth

2. Tiers Testing

    a. Review combinations of growth for many areas

3. Discussion and Next Steps for Selecting Preferred Land Use Plan Draft

    a. Directional or Tiered approach

    b. Prepare land use designations in selected area(s) and existing city for Draft Future Land Use Map, including housing and commercial development categories, uses, densities

Scenario Evaluation Task
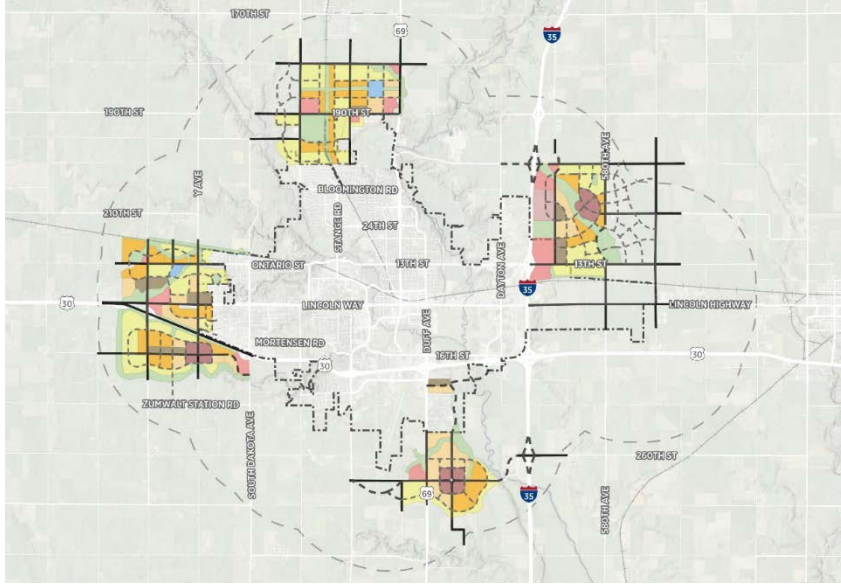
1. **Directional Scenario Evaluation**

    a. **Presented development concepts in July for 15,000+/- people in four areas**

        i. **Initial concepts intended to reflect various housing, environmental, and commercial interests**

    b. **Used City models to evaluate serviceability issues related to the <u>direction</u> of growth for specific needs:**

        a. **Water**

        b. **Sanitary Sewer**

        c. **Public Safety (Fire)**

        d. **Transportation**

Scenario Development Concepts
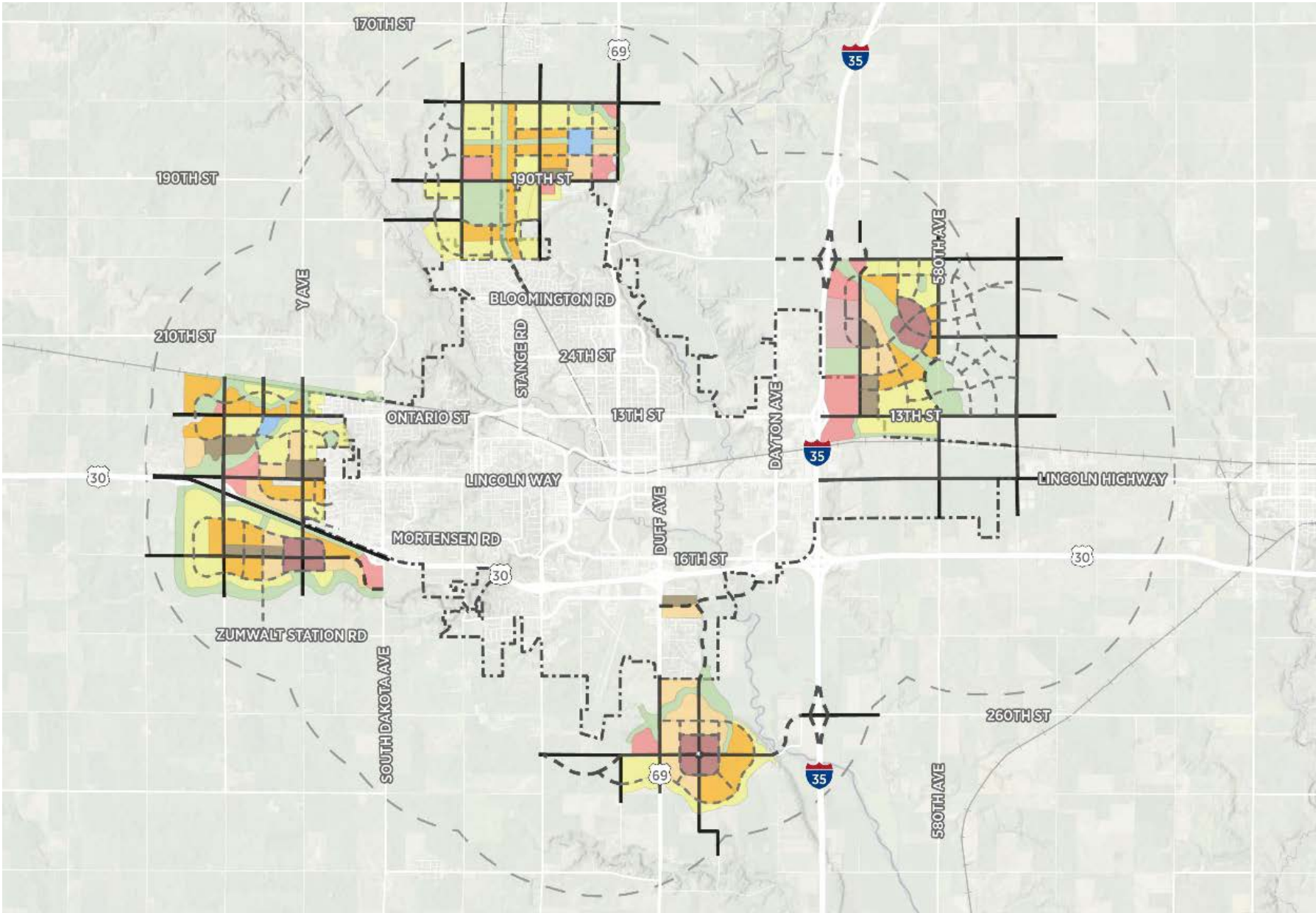
Concept Refinement
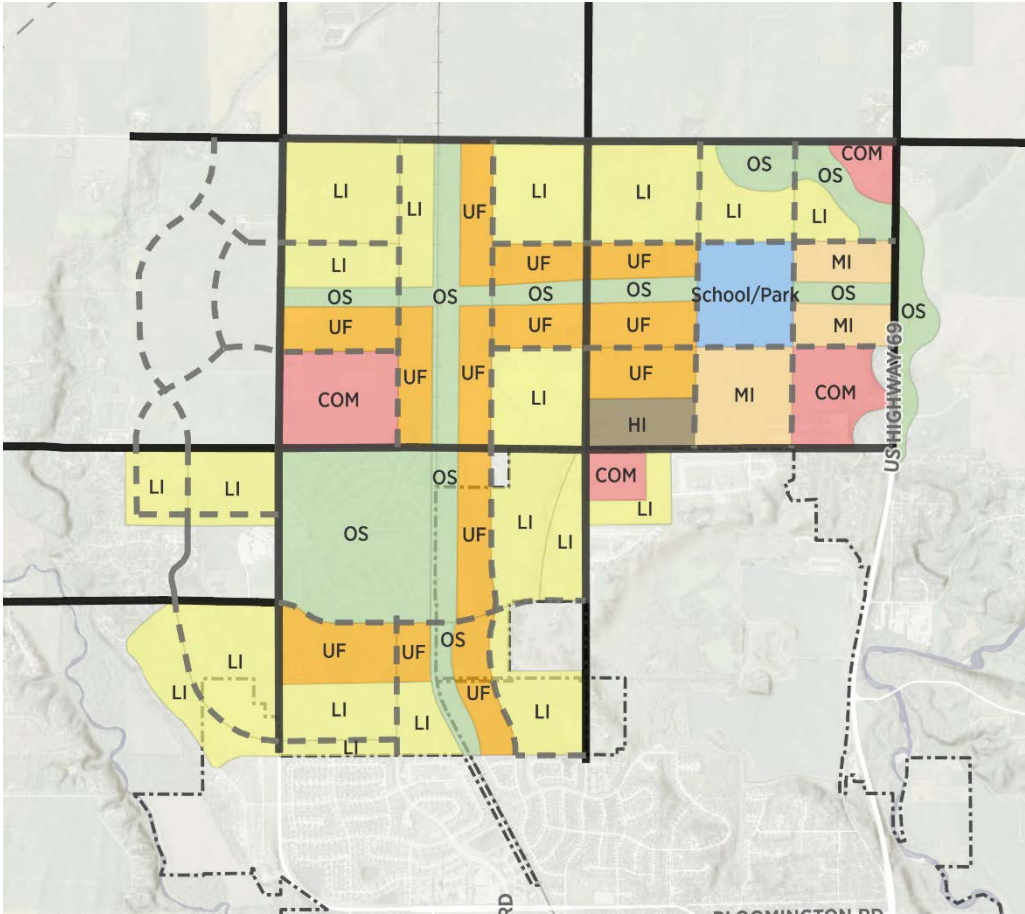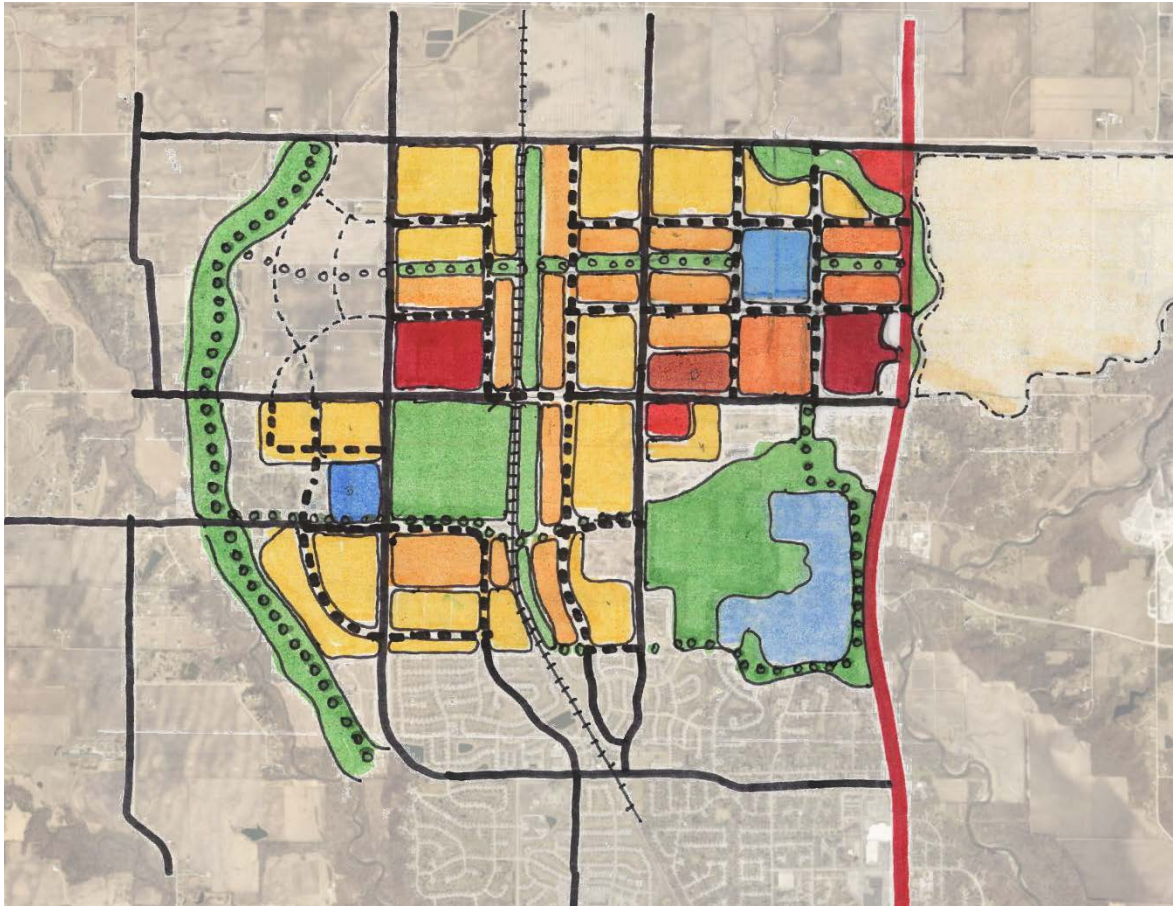
Scenario Evaluation Task

2. Tiers of Development Within Scenarios

a. Due to major infrastructure needs, divided areas into readily serviceable "Tiers"

b. Provided estimates of needed infrastructure for buildout of the Tiers in total

c. No revisions to the initial land use concepts were made to address Tiers at this time

Guiding Principles: Development Sequencing
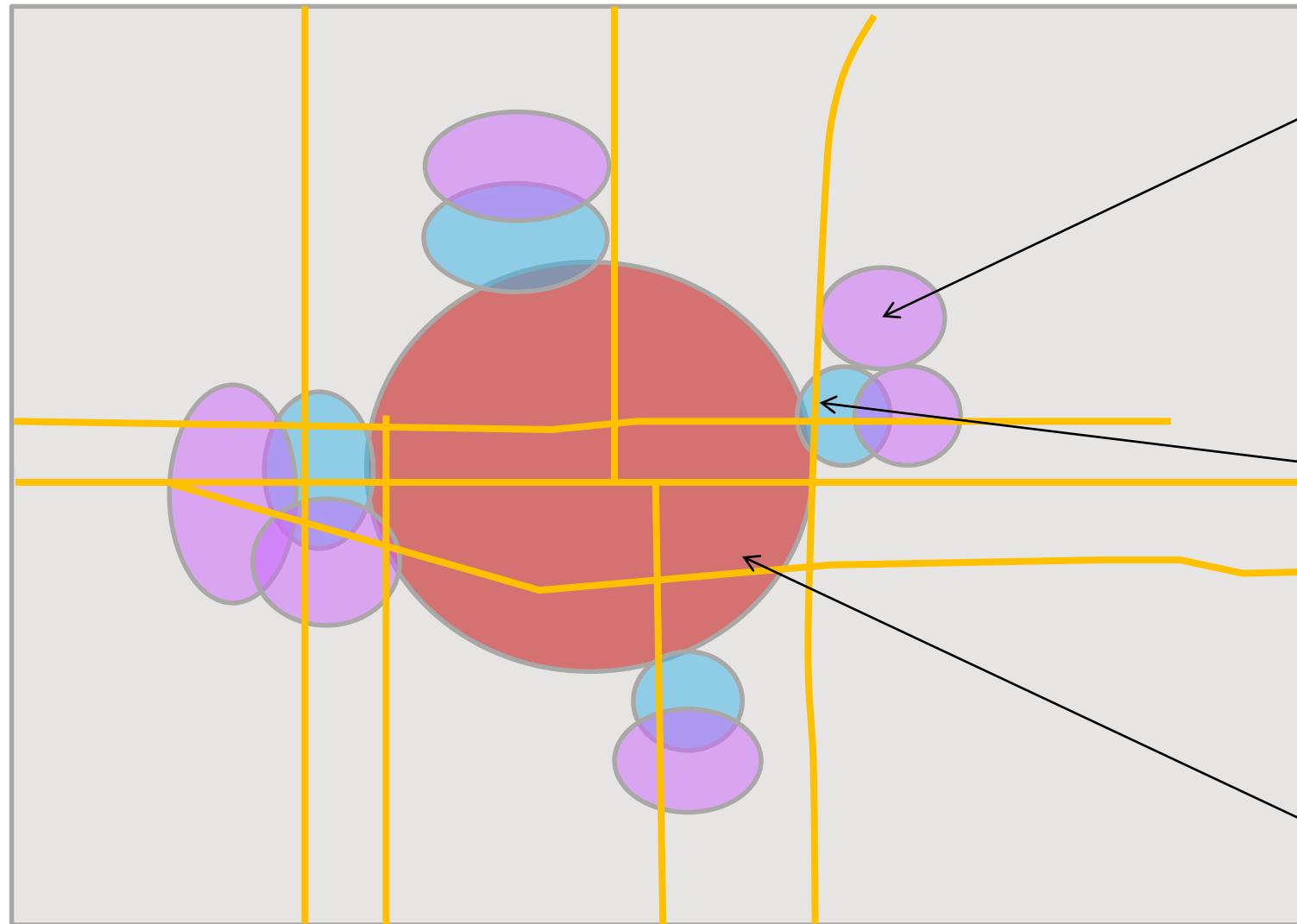
New development areas within urban services area requiring new infrastructure or substantial extensions

New development areas served by existing infrastructure or relatively low-cost incremental extensions

Infill sites surrounded by existing urban development

Development Tiers

Legend:
- Tier 1
- Tier 2
- Tier 3
- Tier 4
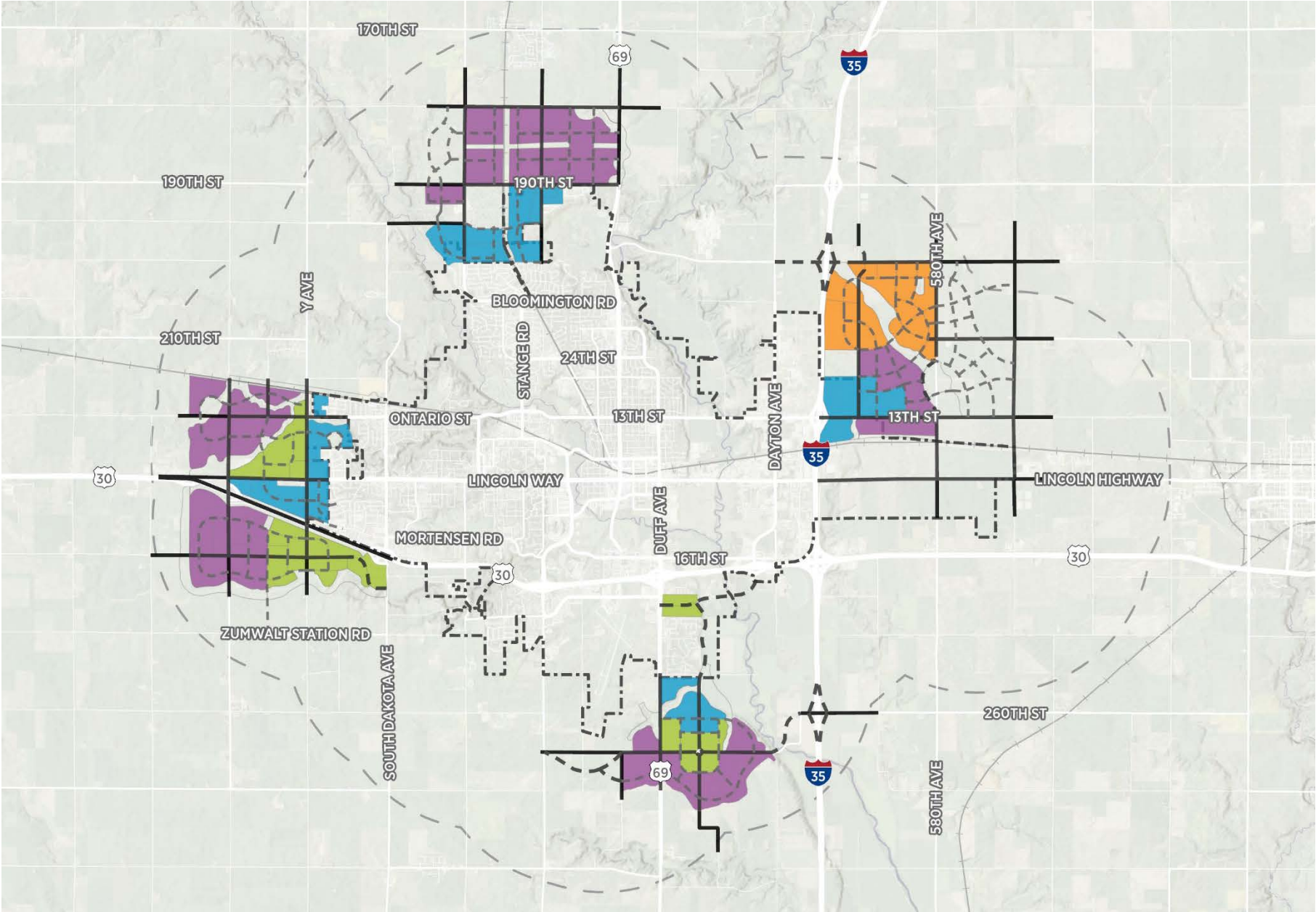
Guiding Principles: Development Tiers

TIER 1

- Infrastructure is immediately available or achievable with short, incremental extensions.
- Street and trail connections are immediately available.
- Market precedents are clearly established and demonstrated.
- Job centers and commercial support are immediately accessible.

TIER 2

- Infrastructure is available with extensions of existing lines under ½ mile.
- Existing street network or spine trails are accessible, but require substantial extensions.
- Job centers and commercial support are reasonably accessible, but not directly adjacent.
- Market support is demonstrable but some "pioneering" element is required.

TIER 3

- Within urban services area, but requires significant pioneer infrastructure.
- New street corridors are necessary to provide adequate service.
- Regional arterial and interstate routes are available, but require a major facility investment (e.g. interchange)
- Currently, relatively remote and not contiguous to existing urban development.
- Requires significant reach into a new geographic market.
- Consistency with long-term urban development goals.
- New community and commercial service centers are required.

TIER 4

- Ultimate very long-term development but outside of current urban services area.
- Requires major redirection of local land use or ownership patterns.
- New community and commercial service centers are required.

Tier Analysis

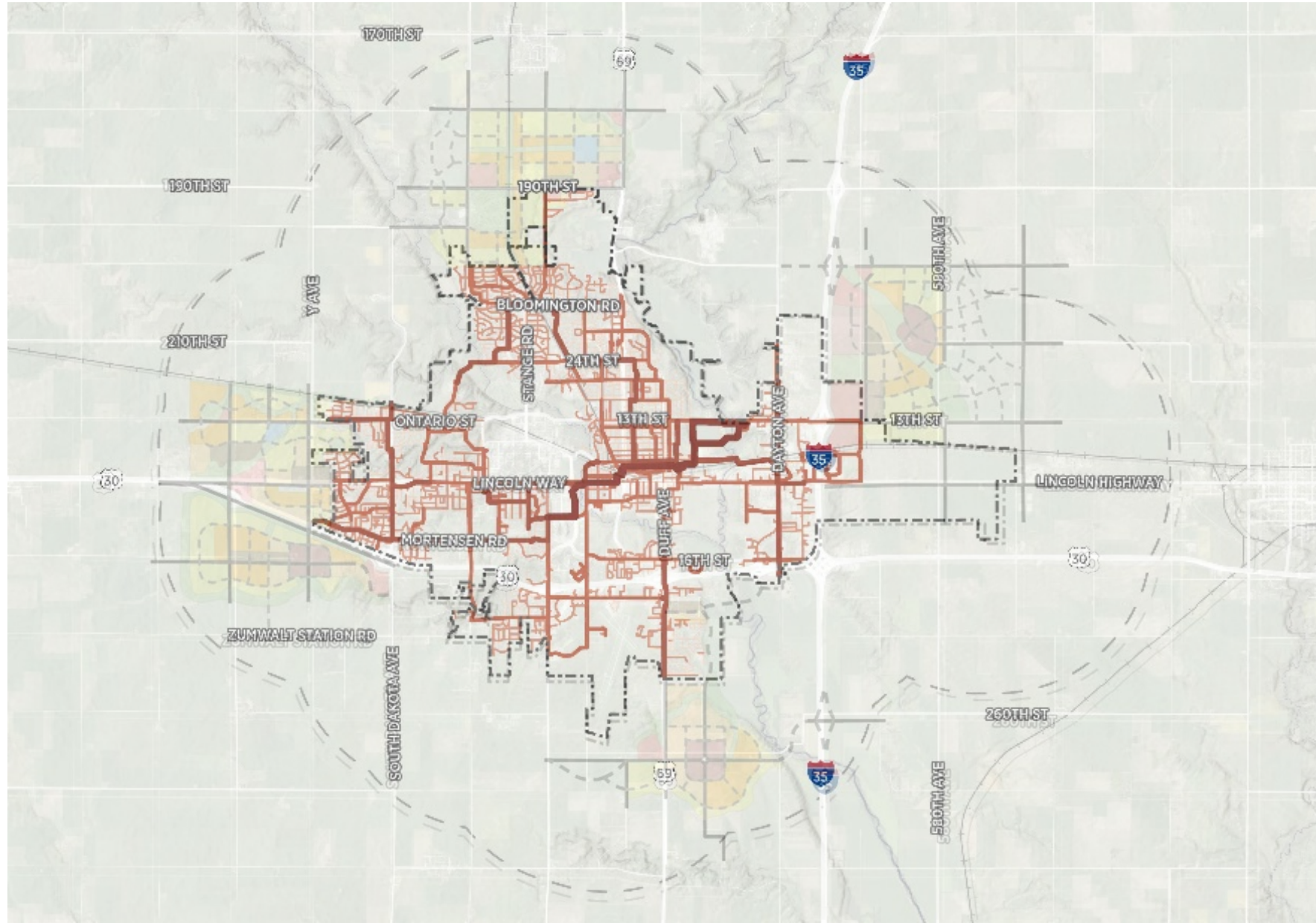Road Classifications

STREET TYPE MAP

Street types have been selected for existing public streets within the City of Ames, except for ISU's institutional streets. This map is intended to illustrate how street types will be applied and is not a regulatory document.
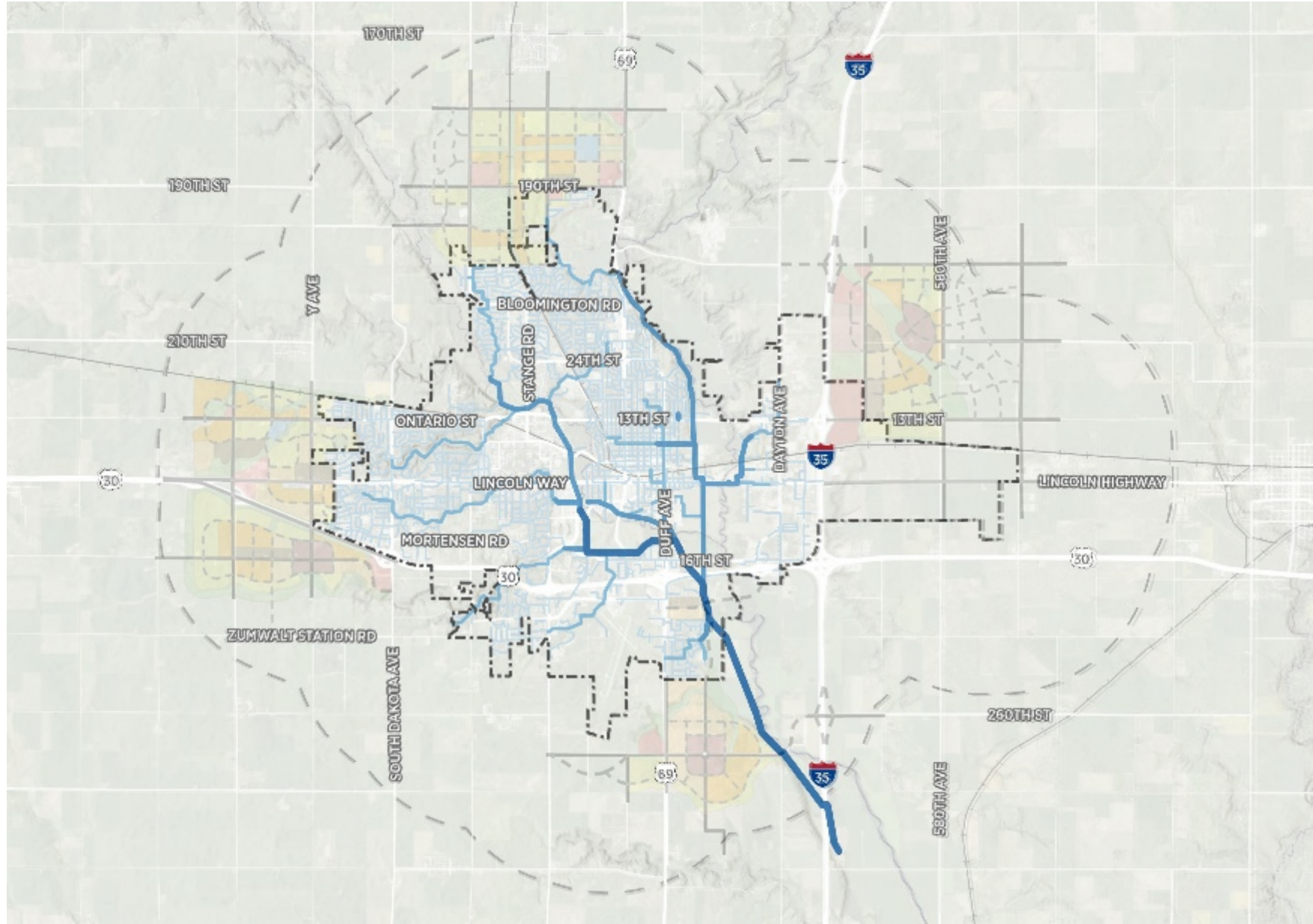

Legend:
- Mixed Use Street
- Neighborhood Street
- Industrial Street
- Avenue
- Mixed Use Avenue
- Thoroughfare
- Boulevard
- ISU Institutional Street

Complete Streets Ames
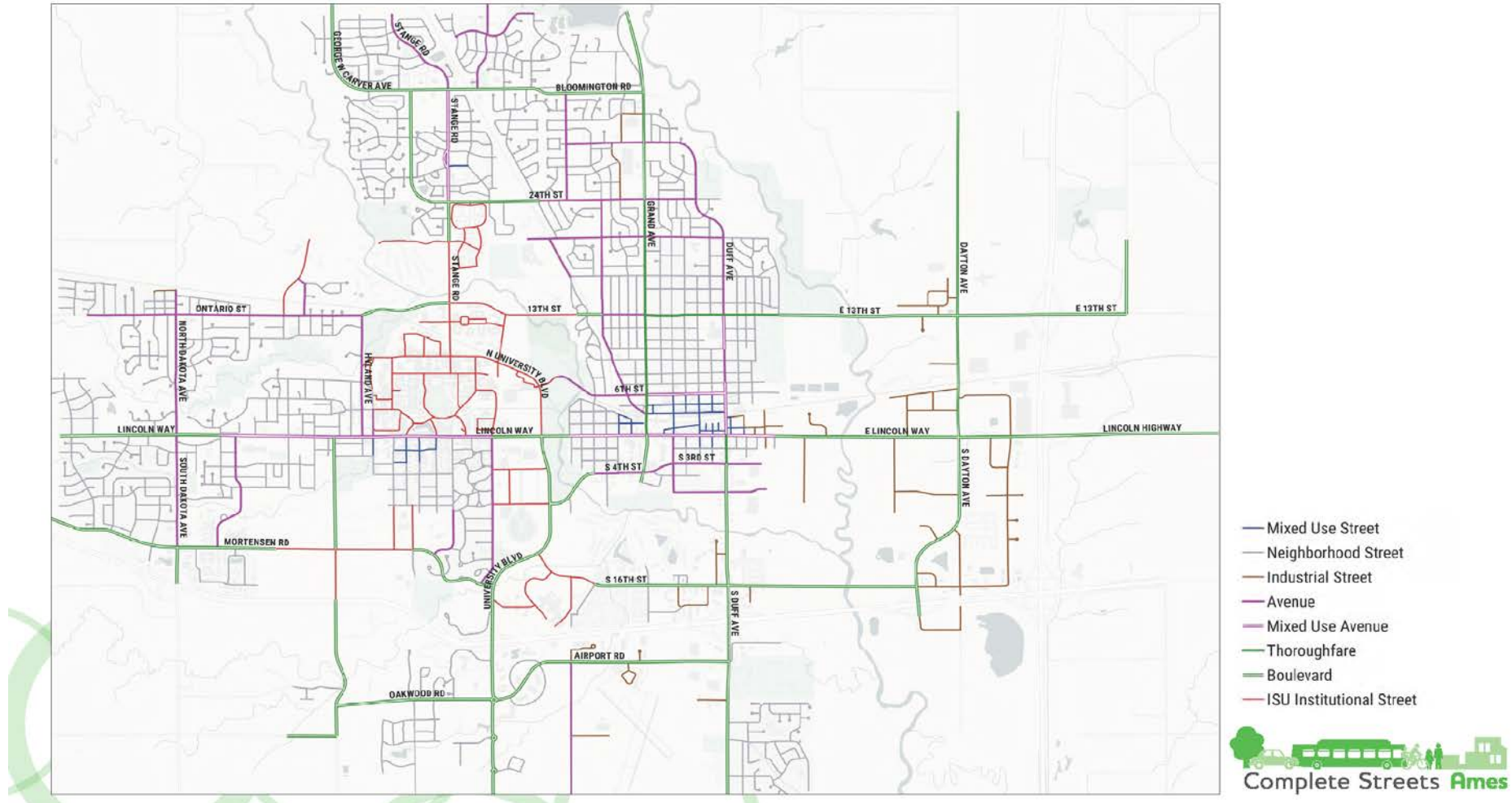
Tier Analysis

Existing Water Distribution

Tier Analysis

Existing Sanitary Sewer

Tier Analysis

Existing Storm Sewer
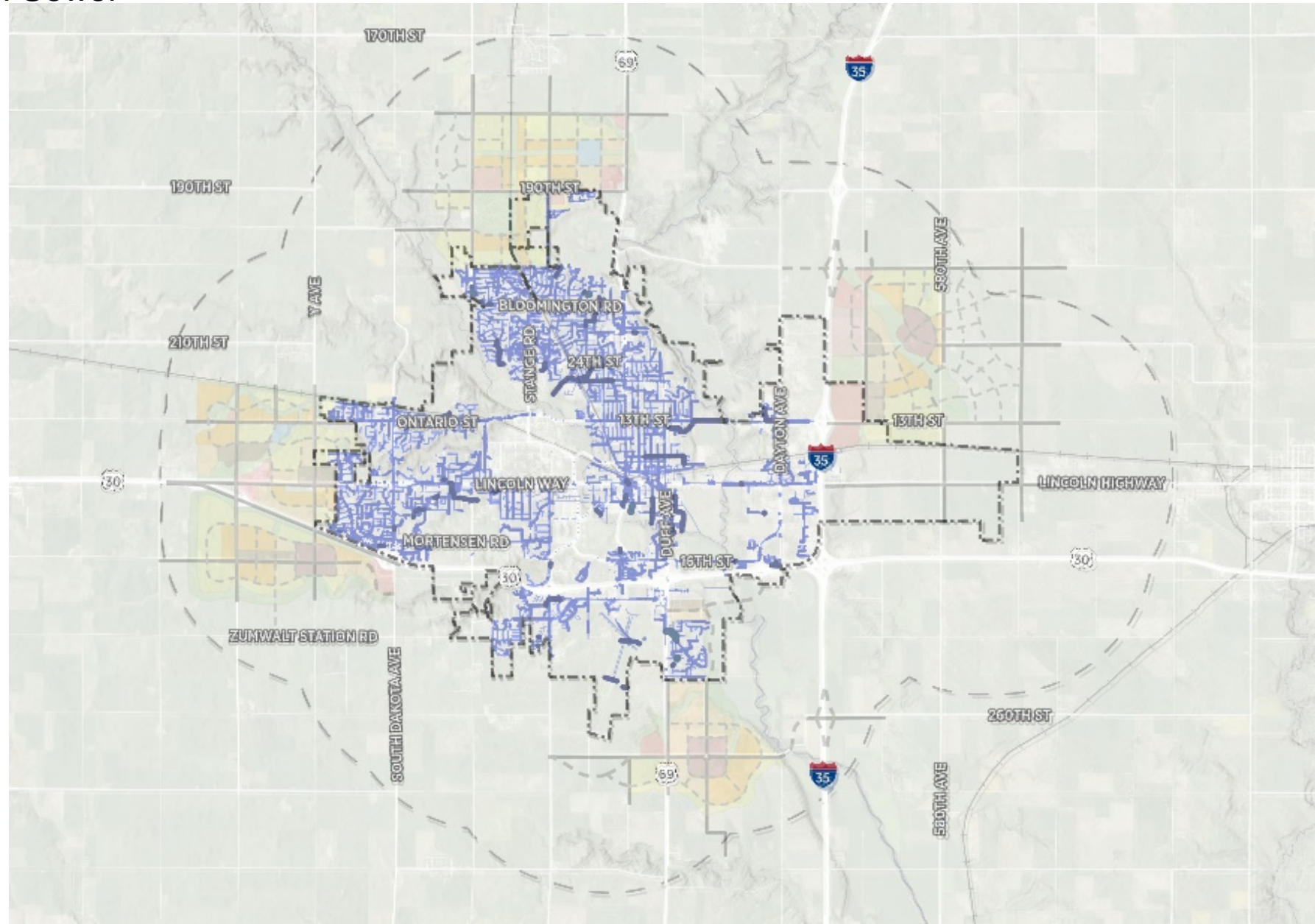
Notes For Scenario Tiers:

- Analysis and projects identified here are key components needed to serve identified growth areas.

- These projects are likely in addition to other necessary infrastructure or transportation system improvements that provide benefits to both existing areas and proposed new development areas.

- Growth in these areas may have impacts on the existing developed city, creating a need for other projects within the currently built-up area of Ames.

- **The projected costs do not indicate that the City of Ames would be responsible for identified costs. The City has certain policies in place regarding development and infrastructure costs that are not addressed as part of this evaluation of service needs.**

Notes For Scenario Tiers:

Technical Assumptions for modeling

o Assumed Industrial growth as a "background" condition, meaning scenario outcomes are on top of growth related to the industrial areas and other general growth in the area

o The traffic analysis relied upon the 2040 transportation model used for the current Long Range Transportation Plan by adding in modified growth assumptions for the identified scenarios, and deleting growth in the Northwest Area along North Dakota

o Water and Sewer models based on current conditions and growth was added or loaded into the model

o Fire response modeling assumed relocation of Station 2 to the west would occur regardless of growth direction per previous discussions, response time standard applied was for 85% of citywide calls as a Fire Department performance goal

o Projected costs are in 2019 dollars

Tier Analysis-Transportation Map with Population Estimates Served

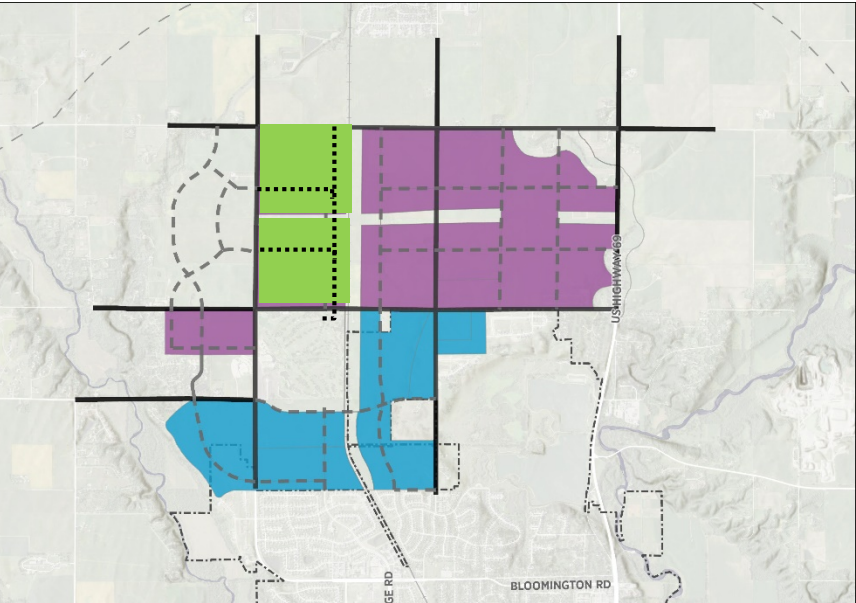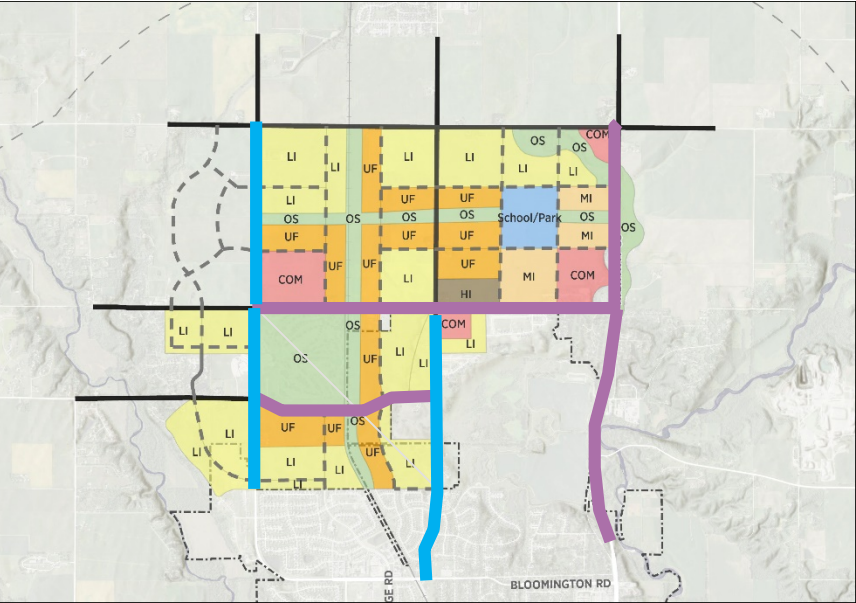# North Growth Area Summary

	Tier 1	Tier 2	Tier 3
Water	Distribution mains throughout Tier 1. ($1.0M)	Distribution mains throughout Tier 3. ($1.5M)	Distribution mains throughout Tier 3. ($4.3M) May require pressure boost to support higher service elevations. Does not have negative impact on existing distribution system. ($4.0M for water tower)
Sanitary	Collection mains throughout Tier 1. ($2.1M)	Collection mains throughout Tier 2. ($2.5M)	Collection mains throughout Tier 3. ($7.3M) **Reduces available capacity in 36" trunk line on Access to City Wells between Lincoln Way and Hwy 30***. The future growth with East and North will have a compounding effect on this area.

Note: Green dash lined shown as proposed alternative, not needed to support projected growth
* Will discuss implications more in presentation

North Growth Area Summary

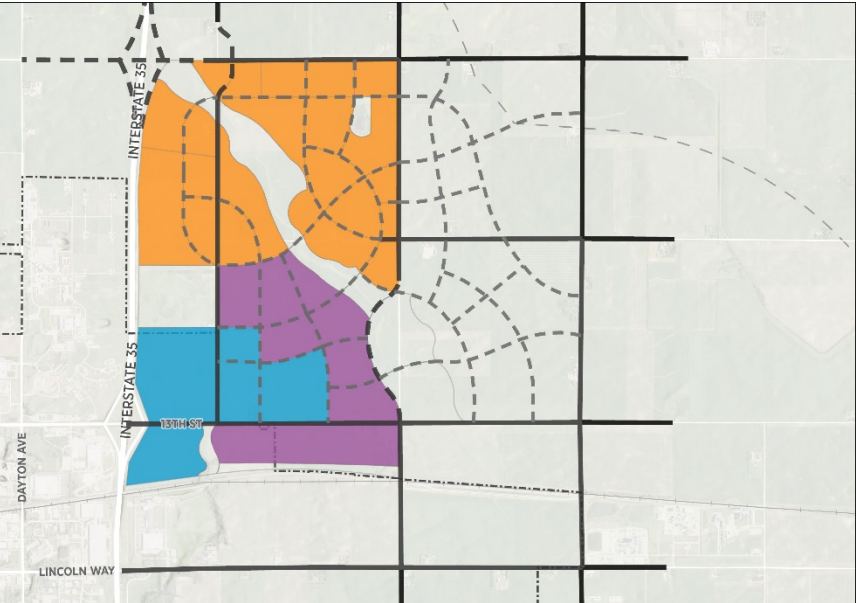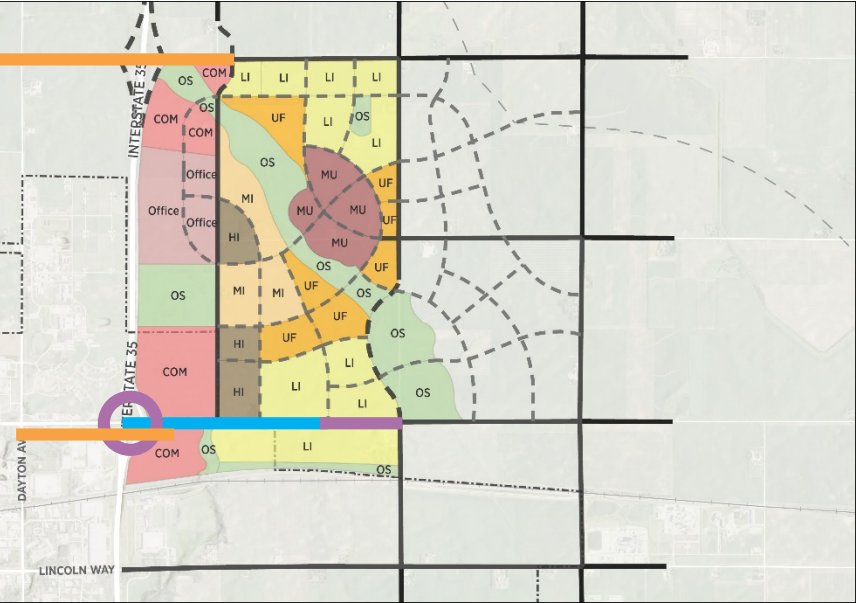|	Tier 1	Tier 2	Tier 3
Storm	New storm along GW Carver extension	New storm for transportation improvements	New storm for transportation improvements
Transportation	Traffic Calming on Hyde Ave Corridor ($1M) Extend 3-lane GW Carver through growth area ($6M)		Extend 4-lane urban widening on Grand / US 69 through growth area ($12M) 3-lane widening: • 190th St ($15M) • Riverside (Grand to Dayton) ($15M) • Dayton (Riverside to Lincoln Way) ($18M) Alternate route to Hyde (neighborhood impacts) ($6M)
Public Safety	Need Fire Station to meet citywide goals $6 million for constructing and equipping station, plus personnel		

East Growth Area
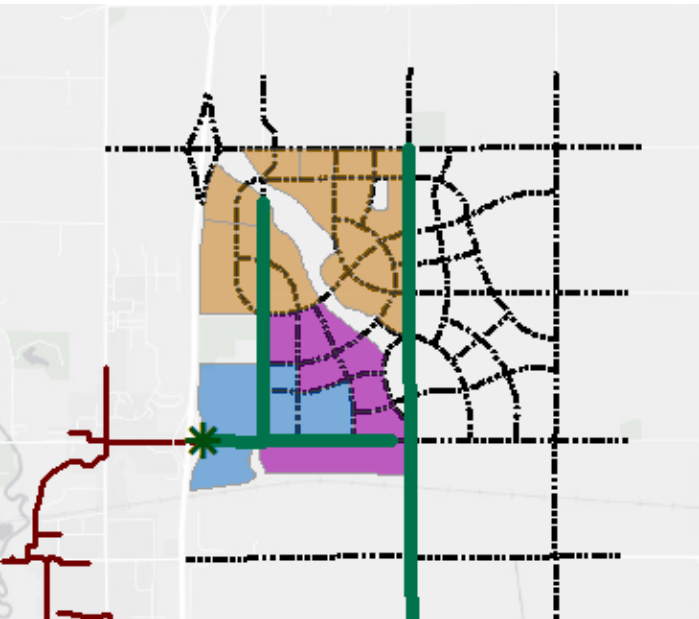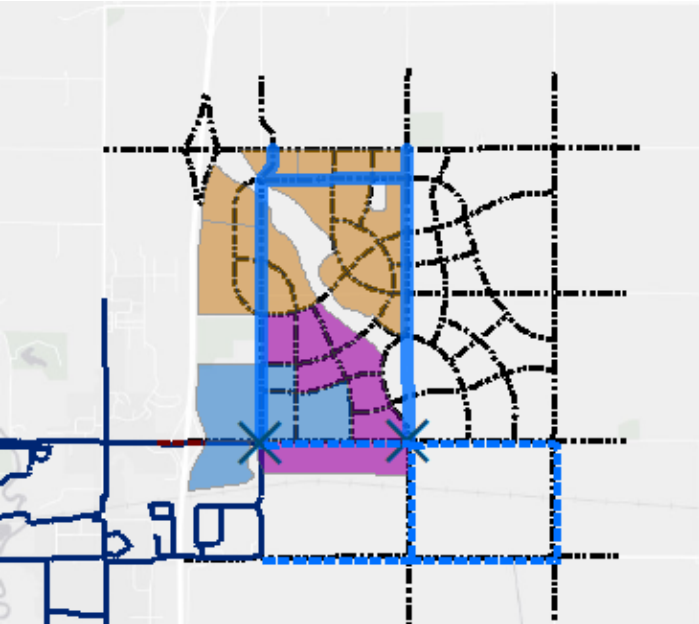
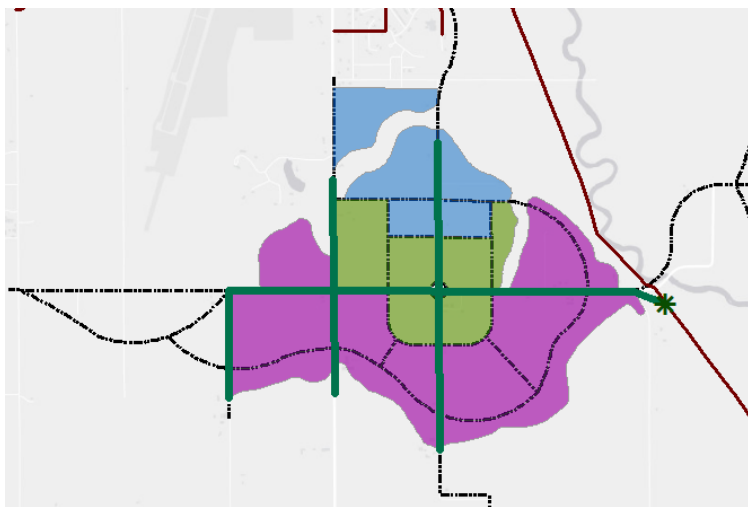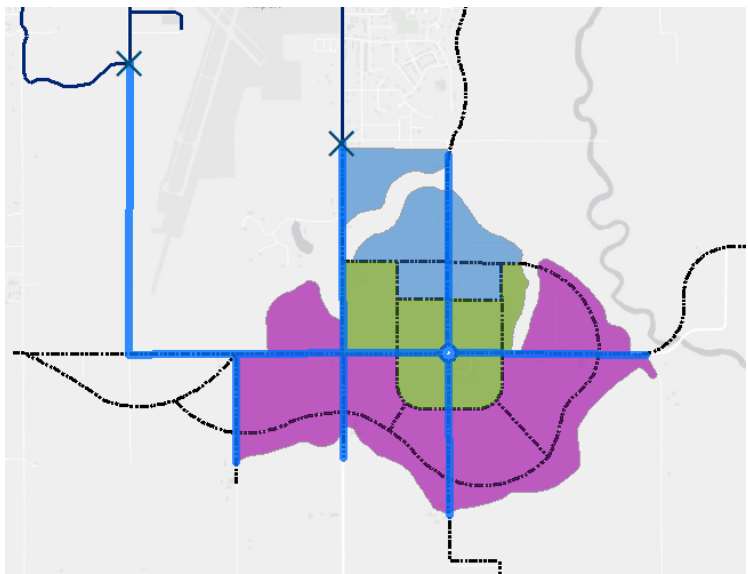|	Tier 1 🟦	Tiers 3 and 4 🟪 🟧
Water	Distribution mains throughout Tier 1. ($0.5M)	Distribution mains throughout Tiers 3 and 4. ($4.0M) Observed head-loss in transmission lines to new growth area. May require new water tower or pressure boost to support new service elevations. Filling tank in off peak hours may alleviate observed head-loss concerns in existing system. ($4.0M for water tower)
Sanitary	Collection mains throughout Tier 1. ($2.1M)	Collection mains throughout Tiers 3 and 4. ($9.0M) Reduces available capacity in 36" trunk line on Access to City Wells between Lincoln Way and Hwy 30. Full build out (depending on industry loading) may require new trunkline south to the treatment plant. ($21.0M)

East Growth Area

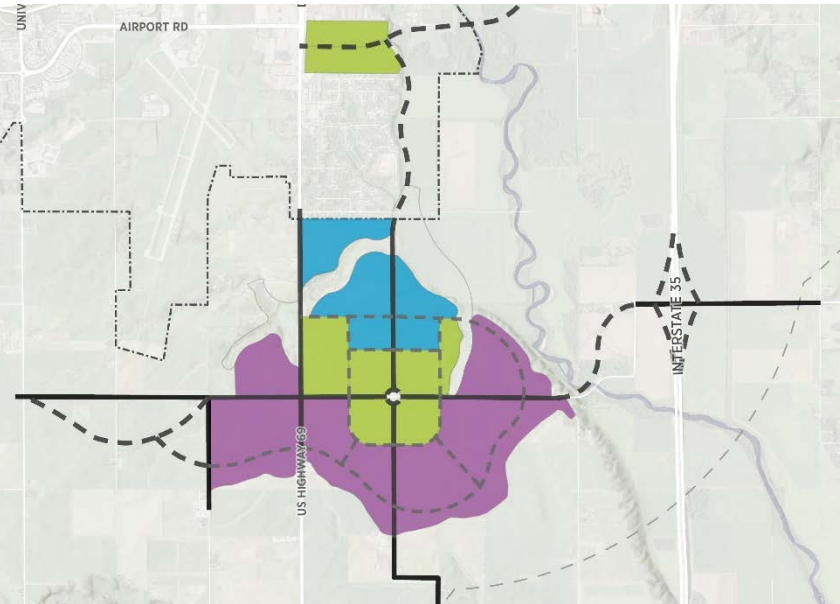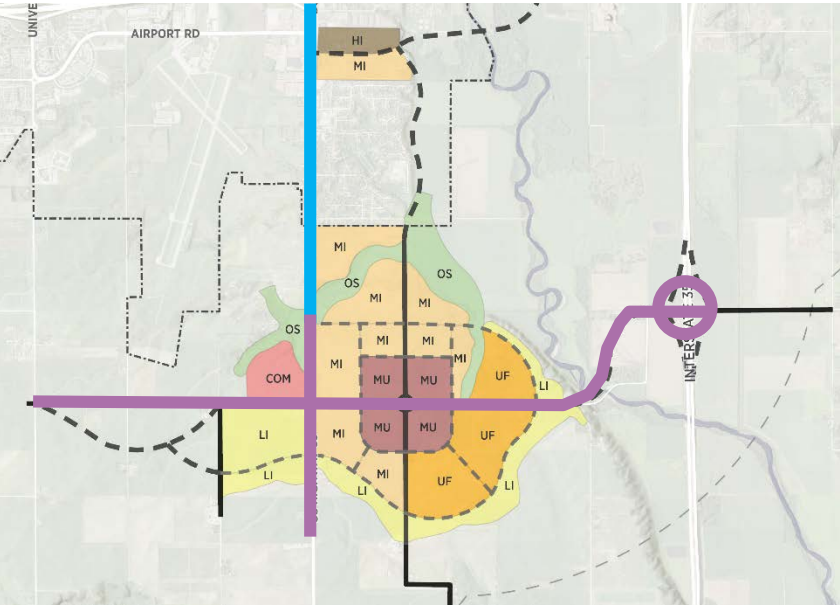|	Tier 1	Tier 3	Tier 4
Storm	Extend storm sewer along 13th Street	Extend storm sewer along 13th Street	Maintain drainage way as flowage easement
Transportation	Extend 4-lane 13th Street to Tier 1 growth area ($8M)	Extend 4-lane 13th Street farther east to Tier 3 growth area ($16M) Reconstruct I-35 / 13th Street interchange ($18M)	Widen 13th Street to 6-lane divided from Dayton to east of I-35 interchange ($8M) Consider new Riverside / 200th Street corridor and overpass of I-35 ($9M)
Public Safety		No station directly required to meet overall city goals. However, most if not all of the area is outside of 5 min. 30 sec. response time	

South Growth Area

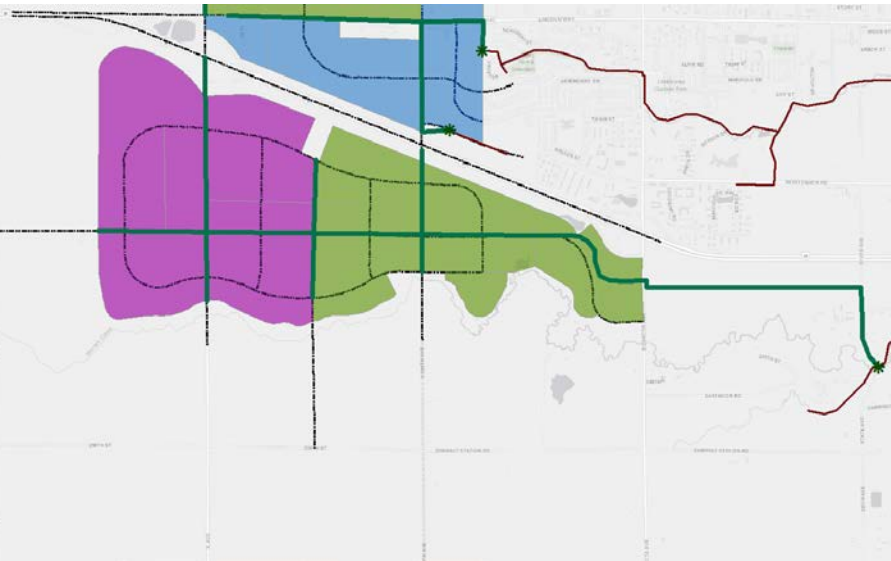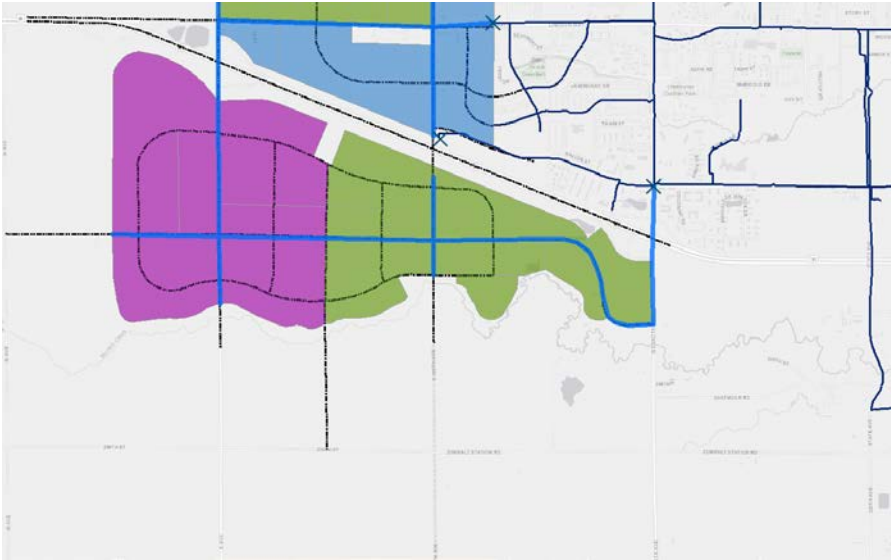|	Tier 1	Tiers 2 and 3
Water	Distribution mains throughout Tier 1. ($1.1M)	Distribution mains throughout Tier 2. ($3.8M) Distribution mains throughout Tier 3. ($1.9M) Full build out creates velocity concerns in the 14" main along S Duff avenue from Airport Rd to the connection point for the future growth area. Larger diameter transmission or redundant connection points would alleviate stress on existing distribution system.
Sanitary	Collection mains throughout Tier 1. New connection point to existing trunkline. ($3.2M)	Collection mains throughout Tier 2. ($2.3M) Collection mains throughout Tier 3. ($3.3M)

South Growth Area

	Tier 1	Tier 2	Tier 3
Storm	New storm sewer with street extensions Maintain drainage way between US 69 and 550th Ave.	New storm sewer with street extensions	New storm sewer with street extensions
Transportation	Extend 4-lane divided Duff Avenue to Tier 1 Growth area ($16M)	Widen Duff Ave to 6-lanes from S 16th Street to Airport Road ($6M) Reconstruct US 30 / Duff Ave Interchange ($18M) Consider extension of Grand Avenue to Airport Road to relieve Duff Avenue congestion between Airport Road and South 16th St ($16M)	Extend 6-lane Duff Ave to approximately Jewel Drive (~1 mile of 6-lane) ($12M) Widen County E57 as 3-lane roadway and extend to 260th Street ($18M) Add I-35 / E57 (260th Street) Interchange Ramps ($4M)
Public Safety	Good coverage due to existing Station 3		

Southwest Growth Area

	Tier 2	Tier 3
Water	Distribution mains throughout Tier 2. ($2.6M)	Distribution mains throughout Tier 3. ($1.8M) Great pressure and service due to proximity to MAC Tank.
Sanitary	Requires 7,400' sewer extension into Tier 2 to connect to existing system along Worrell Creek. ($2.8M) Collection mains throughout Tier 2. ($6.3M)	Collection mains throughout Tier 3. ($4.8M) Does not create capacity concerns.

Southwest Growth Area
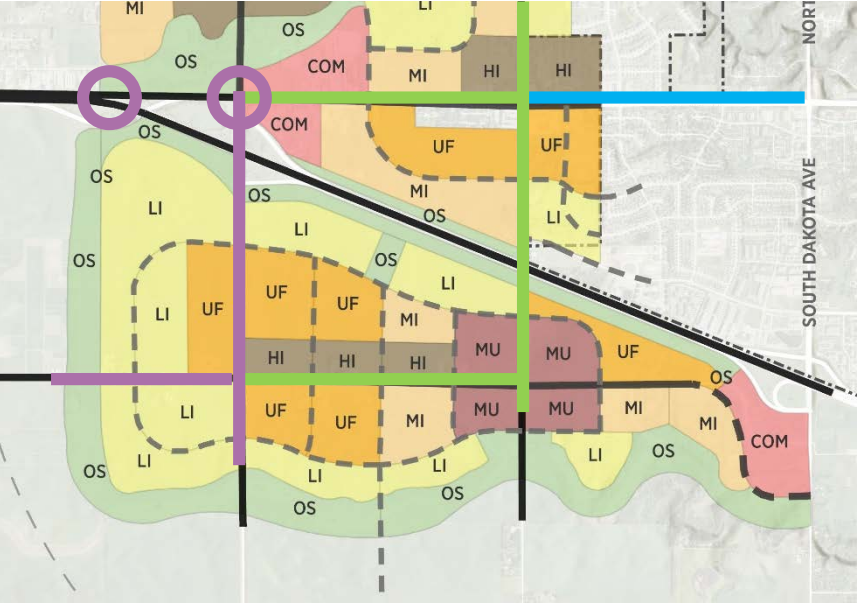
	Tier 2	Tier 3
Storm	Maintain Worrell Creek drainage way New storm sewers for street conversions	Maintain Worrell Creek drainage way New storm sewers for street conversions
Transportation	3-lane urban conversion of Y Avenue and 240th Street in Tier 2, maintaining existing Highway 30 overpass ($9M) Turn lanes and improved intersection control at US 30/Lincoln Way/X Ave intersections ($3M)	3-lane urban conversion of X Avenue and 240th Street in Tier 3 ($15M) Reconstruct US 30 / Lincoln Way and US 30 / X Ave interchanges ($20M)
Public Safety	No additional station needed with relocation of Station 2	

West Growth Area

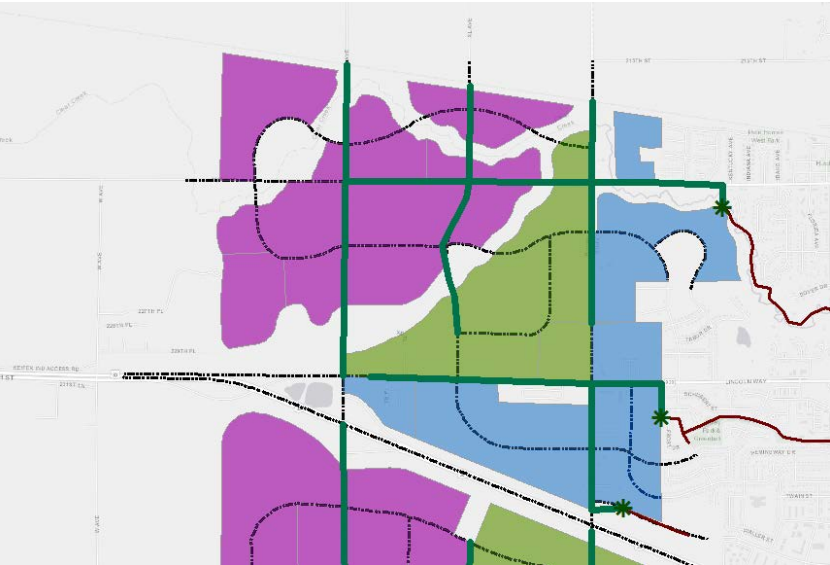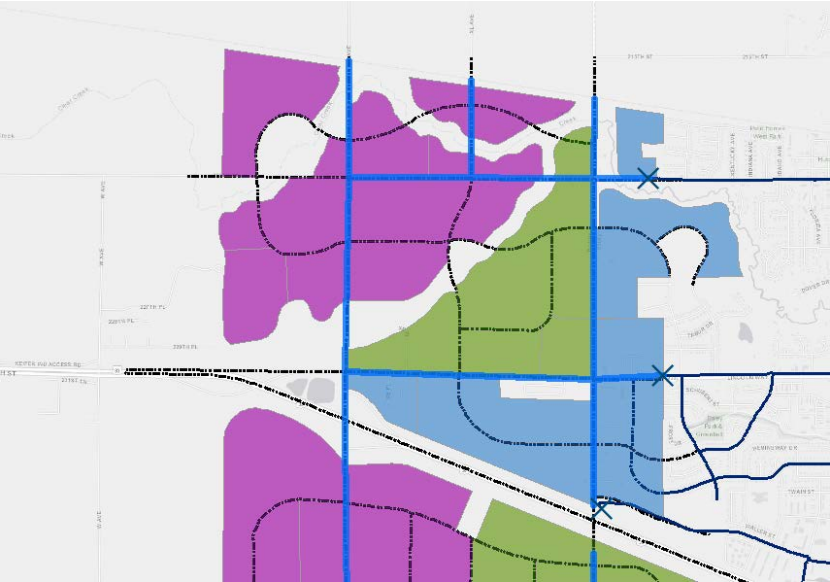|	Tier 1 ▉	Tiers 2 and 3 ▉ ▉
Water	Distribution mains throughout Tier 1. ($1.0M)	Distribution mains throughout Tier 2. ($2.1M) Distribution mains throughout Tier 3. ($2.6M) Great pressure and service due to proximity to MAC Tank.
Sanitary	Collection mains throughout Tier 1. ($4.5M) Current project to address I/I concerns in downstream of Munn Woods.	Collection mains throughout Tier 2. ($3.4M) Collection mains throughout Tier 3. ($5.4M) Capacity concerns may be address with these improvements, at current conditions the additional loading will cause surcharge conditions.

West Growth Area

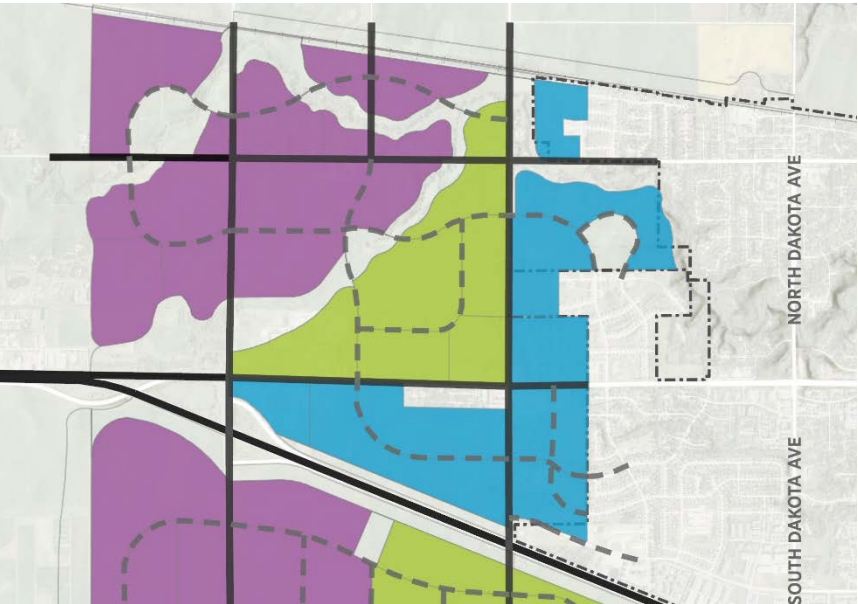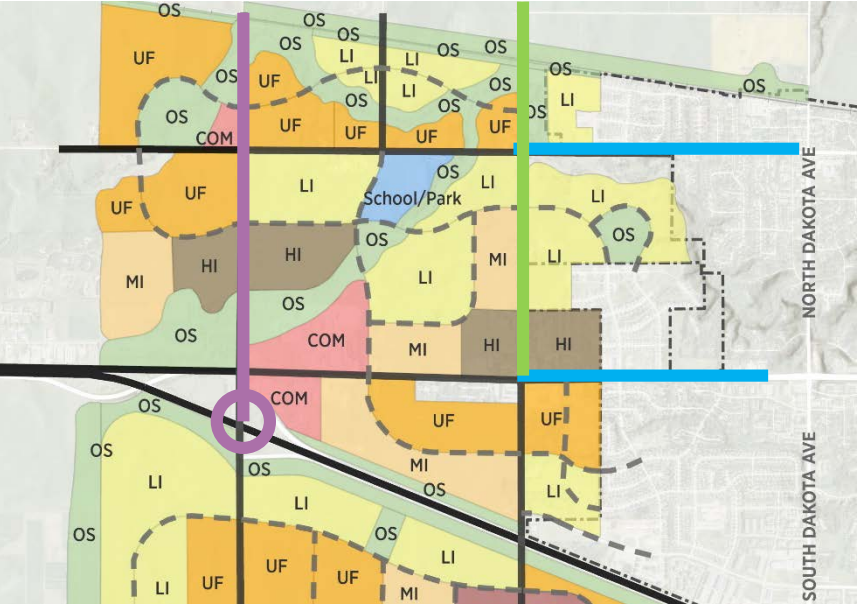|	Tier 1	Tier 2	Tier 3
Storm	Maintain drainage way and wetlands east of Y Avenue New storm sewer with street extensions	Maintain drainage way between Y Avenue and X Avenue New storm sewer for street widening and extensions	Maintain drainage way north of Ontario Street New storm sewer for street widening and extensions
Transportation	Extend 4-lane divided Lincoln Way west to Tier 1 Growth area ($8M) Extend 3-lane Ontario west to Tier 1 Growth area ($6M)	Widen Y Avenue to 3-lanes from Ontario to Tier 2 Growth area south boundary (south of 240th St) ($12M) Widen 240th Street to 3-lanes through Tier 2 Growth Area (~1.5 miles) ($9M) Extend 4-lane divided Lincoln Way west to Tier 2 Growth area ($16M)	Extend 4-lane divided Lincoln Way west to Tier 3 Growth area ($2M) Widen X Avenue to 4-lanes through Tier 3 Growth Area ($12M) Reconstruct US 30 / Lincoln Way and US 30 / X Ave interchanges ($20M)
Public Safety		No additional station needed with relocation of Station 2	

For Comparison: All 2040 Growth in One Center

$95.7m

$99.6m

$104.0m

$65.3m

$105.6m
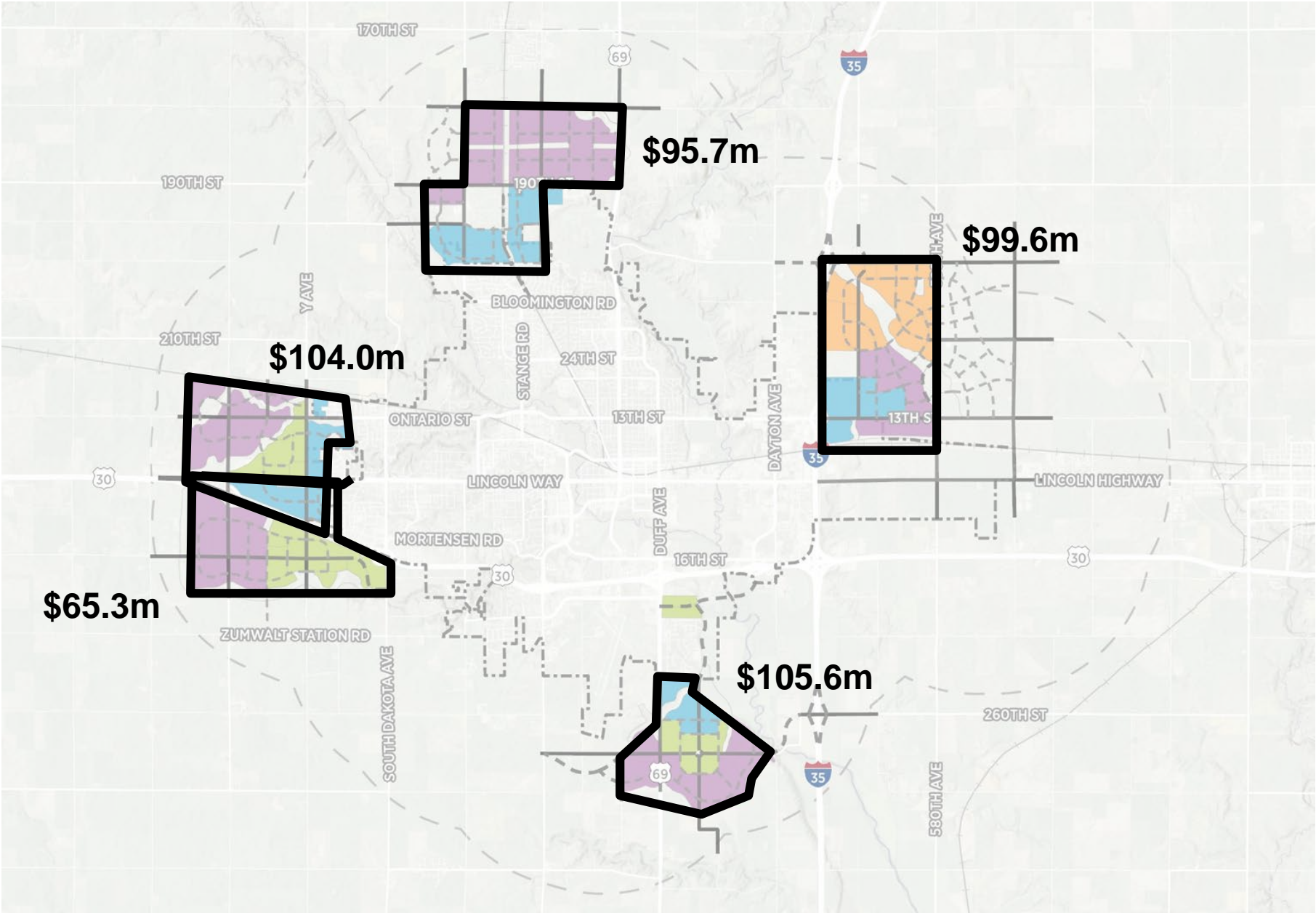
Tier 1
Tier 2
Tier 3
Tier 4

Infrastructure Cost Comparison of Scenarios by Infrastructure

	North	East	South	Southwest	West
Water	$10.8	$8.5	$6.8	$4.4	$5.7
Sanitary	$11.9	$32.1	$8.8	$13.9	$13.3
Transportation	$73.0	$59.0	$90.0	$47.0	$85.0
Fire Station	$6.0				
Total	**$101.7**	**$99.6**	**$105.6**	**$65.3**	**$104.0**

Note: Costs in millions 2019.

Infrastructure Cost Comparison by Tier

Area	Tier 1	Tier 2	Tier 3	Tier 4	TOTAL
North	$ 16.1	$ 4.0	$ 81.6		$ 95.7
East	$ 10.6		$ 72.0	$ 17.0	$ 99.6
South	$ 20.3	$ 46.1	$ 39.2		$ 105.6
Southwest		$ 23.7	$ 41.6		$ 65.3
West	$ 19.5	$ 42.5	$ 42.0		$ 104.0
TOTAL	**$ 66.5**	**$ 116.3**	**$ 276.4**	**$ 17.00**	**$ 470.2**

Note: Costs in millions 2019.

Traffic Modeling Outcomes

Area	Scenario	Total Population	Total Households	Change from 2040 Baseline		Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Total System Delay	Daily VMT per Person	Daily VHT per Person	Daily Delay per Person (Minutes)
				Households	Employment						
	Original 2040	85,100	32,250	-	-	1,666,949	38,970	1,713	19.59	0.46	1.21
North	2040 Scenario 1	93,315	35,984	3,734	2,820	1,781,491	42,752	2,660	19.09	0.46	1.71
East	2040 Scenario 2	97,328	37,808	5,558	3,030	1,795,314	43,464	3,253	18.45	0.45	2.01
South	2040 Scenario 3 (no I-35 Interchange)	97,913	38,074	5,824	2,850	1,758,245	45,108	5,698	17.96	0.46	3.49
	2040 Scenairo 3 (with I-35 Interchange)	97,913	38,074	5,824	2,850	1,818,962	43,153	2,896	18.58	0.44	1.77
West	2040 Scenario 4	99,543	38,815	6,565	3,315	1,841,714	43,221	2,397	18.50	0.43	1.44

Note: Addresses travel on primary streets that are part of the Transportation Model network, does not include local streets
Scenario 4 is a compilation of West and Southwest as one scenario

Public Feedback-Online Commenting Tool

North

- Concern about traffic congestion and access to highways.
- Already growing towards the north.
- Like greenway connections.
- Concern on influence to watersheds/ wetlands/ erosion/ farmland/ prairie.
- Not Ames School District

East

- Comments for and against growth in this area.
- Too far away from existing city
- Like the village concept. Also heard that it was too suburban.
- Good access to interstate.
- Concern about environmental impacts.

South

- Mostly favorable responses.
- Positioned well to commute to Des Moines and Ankeny.
- Concern about parallel road to Duff and adjacency to greenspace.
- Desire to retain nursery.
- Concern about proximity to airport.
- Concern about connection to interstate and environment.

Southwest

- Comments for and against growth in this area.
- Concern about proximity to ISU farms.
- Concern about crossing over to Boone County.
- Good access to highway.

West

- Generally favorable responses.
- Concern about crossing over to Boone County.
- Good access to highway.

Tier Options

1. Review of different combinations of Tiers

   a. Based upon modeling analysis of each scenario

   b. Calculated population served based upon original land use scenarios

2. Note that for multi-directional growth, a fourth fire station will be required ($6 million) and would be added to estimated costs for each option
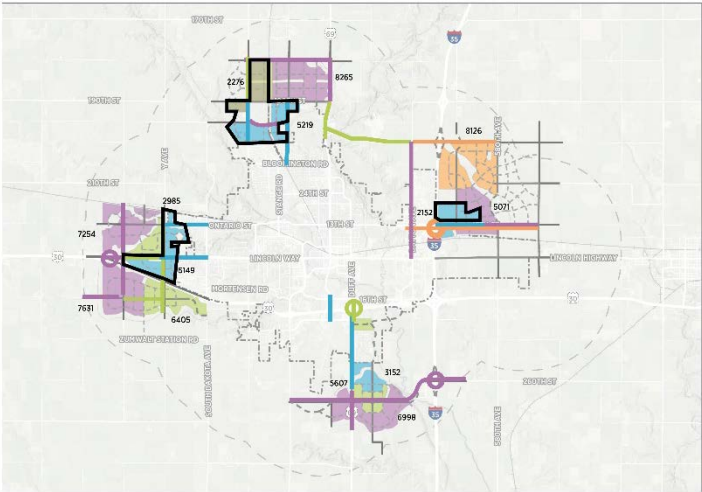
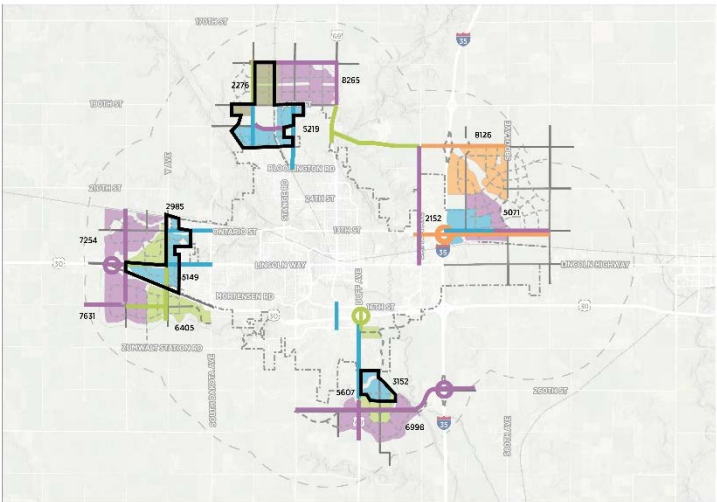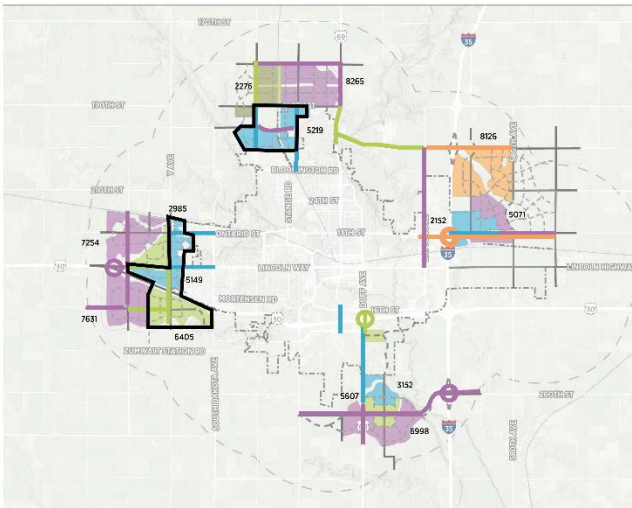# Tier Combination Options
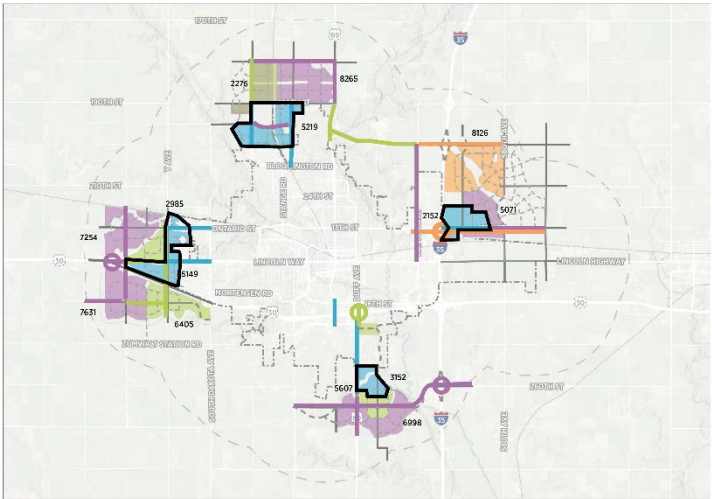
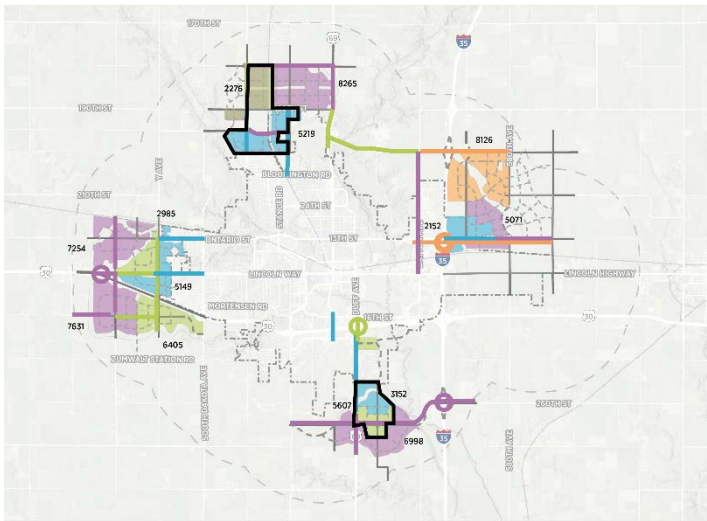Population Yield: 15,673
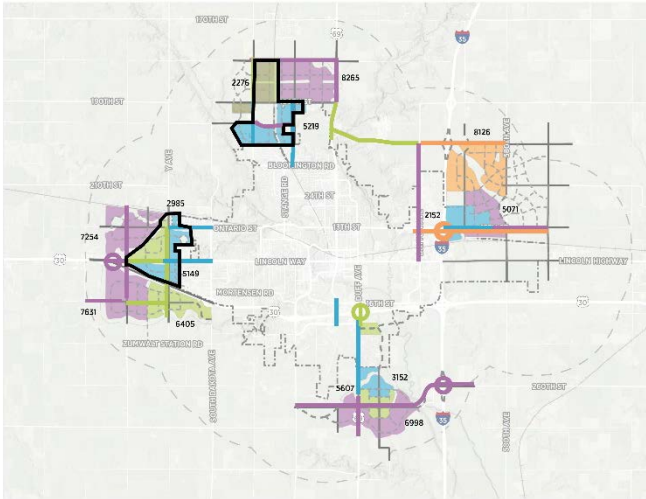
Population Yield: 15,629

Population Yield: 14,796

Population Yield: 15,796

Population Yield: 16,773

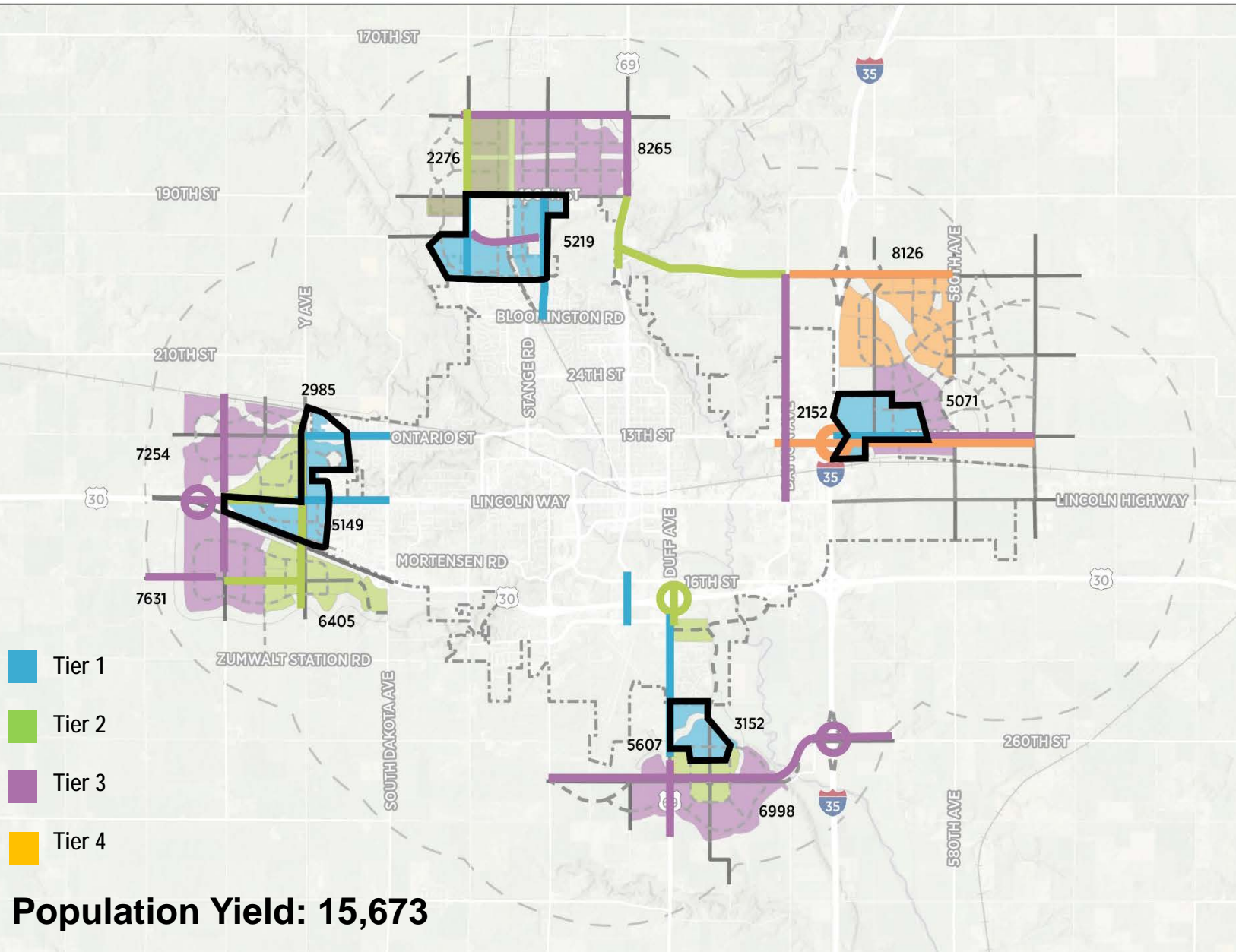Population Yield: 16,254

Tier 1
Tier 2
Tier 3
Tier 4

Scenario Evaluation. S1: Multi-Directional Tier 1

North (T1)	
Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$10.1**

East (T1)	
Dist Mains	$ 0.5
San Collection Mains	$ 2.1
13th St extension	$ 8.0
Subtotal	**$10.6**

South (T1)	
Water dist mains	$1.1
San connection mains a nd connection point	$3.2
Duff 4-lane extension	$16.0
Subtotal	**$28.3**

West	
Water dist mains	1
San collection mains	4.5
4-lane Lincolnway	8
3 lane ontario	6
Subtotal	**19.5**

Total	**$60.5**

Population Yield: 15,673

Legend:
- Tier 1
- Tier 2
- Tier 3
- Tier 4

Scenario Evaluation. S1: Multi-Directional Tier 1 with Potential Infill Areas

Population Yield: 15,673

Legend	
Tier 1	
Tier 2	
Tier 3	
Tier 4	

North (T1)

Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$10.1**

East (T1)

Dist Mains	$ 0.5
San Collection Mains	$ 2.1
13th St extension	$ 8.0
Subtotal	**$10.6**

South (T1)

Water dist mains	$1.1
San connection mains a nd connection point	$3.2
Duff 4-lane extension	$16.0
Subtotal	**$28.3**

West

Water dist mains	1
San collection mains	4.5
4-lane Lincolnway	8
3 lane ontario	6
Subtotal	**19.5**

Total	**$60.5**

Population Yield: 15,629

Legend:
- Tier 1
- Tier 2
- Tier 3
- Tier 4

North (T1)	
Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$10.1**

West (T1+T2)	
Dist Mains	$ 3.1
San Collection Mains	$ 7.9
Lincolnway T1 ext	$ 8.0
Ontario	$ 6.0
Y Ave	$12.0
240th widening	$ 9.0
Lincolnway T2 extension	$16.0
Subtotal	**$62.0**

North T2	
Dist mains	$ 1.5
Water tower	$ 4.0
San Collection Mains	$ 2.5
Subtotal	**$ 8.0**

| **Total** | **$80.1** |

North (T1)

Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$10.1**

West (T1+T2)

Dist Mains	$ 3.1
San Collection Mains	$ 7.9
Lincolnway T1 ext	$ 8.0
Ontario	$ 6.0
Y Ave	$12.0
240th widening	$ 9.0
Lincolnway T2 extension	$16.0
Subtotal	**$62.0**

North T2

Dist mains	$ 1.5
Water tower	$ 4.0
San Collection Mains	$ 2.5
Subtotal	**$ 8.0**

Total	**$80.1**

Tier 1
Tier 2
Tier 3
Tier 4

Population Yield: 15,629

Scenario Evaluation. S3: North + West + East

Population Yield: 14,796

| Tier 1 | Tier 2 | Tier 3 | Tier 4 |

North (T1)	
Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$10.1**

West (T1)	
Water dist mains	$ 1.0
San collection mains	$ 4.5
4-lane Lincolnway	$ 8.0
3 lane ontario	$ 6.0
Subtotal	**19.5**

North T2	
Dist mains	$ 1.5
Water tower	$ 4.0
San Collection Mains	$ 2.5
Subtotal	**$8.0**

East	
Dist Mains	$ 0.5
San Collection Mains	$ 2.1
13th St extension	$ 8.0
Subtotal	**$10.6**

| **Total** | **$48.2** |

North (T1)	
Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$10.1**

West (T1)	
Water dist mains	$ 1.0
San collection mains	$ 4.5
4-lane Lincolnway	$ 8.0
3 lane ontario	$ 6.0
Subtotal	**19.5**

North T2	
Dist mains	$ 1.5
Water tower	$ 4.0
San Collection Mains	$ 2.5
Subtotal	**$8.0**

South	
Water dist mains	$1.1
San connection mains a nd connection point	$3.2
Duff 4-lane extension	$16.0
Subtotal	**$20.3**

Total	**$57.9**
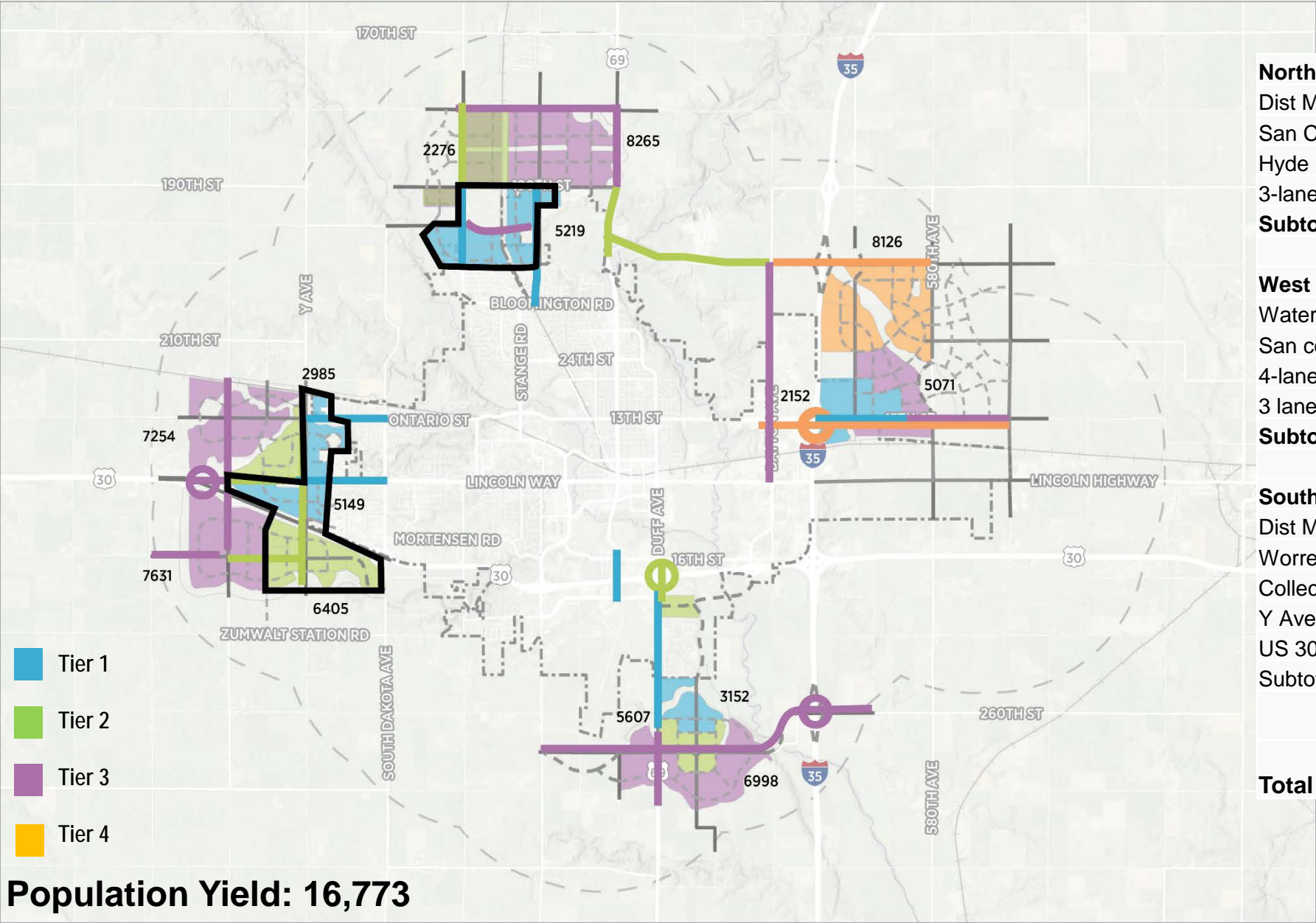
Legend:
- Tier 1
- Tier 2
- Tier 3
- Tier 4

Population Yield: 15,796

North (T1)

Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	**$ 10.1**

West (T1)

Water dist mains	$ 1.0
San collection mains	$ 4.5
4-lane Lincolnway	$ 8.0
3 lane ontario	$ 6.0
Subtotal	**$ 19.5**

Southwest T2

Dist Mains	$ 2.6
Worrell Crk San ext	$ 2.8
Collection mains	$ 6.3
Y Ave conversion	$ 15.0
US 30 intersections	$ 3.0
Subtotal	$ 29.7
Total	**$ 59.3**
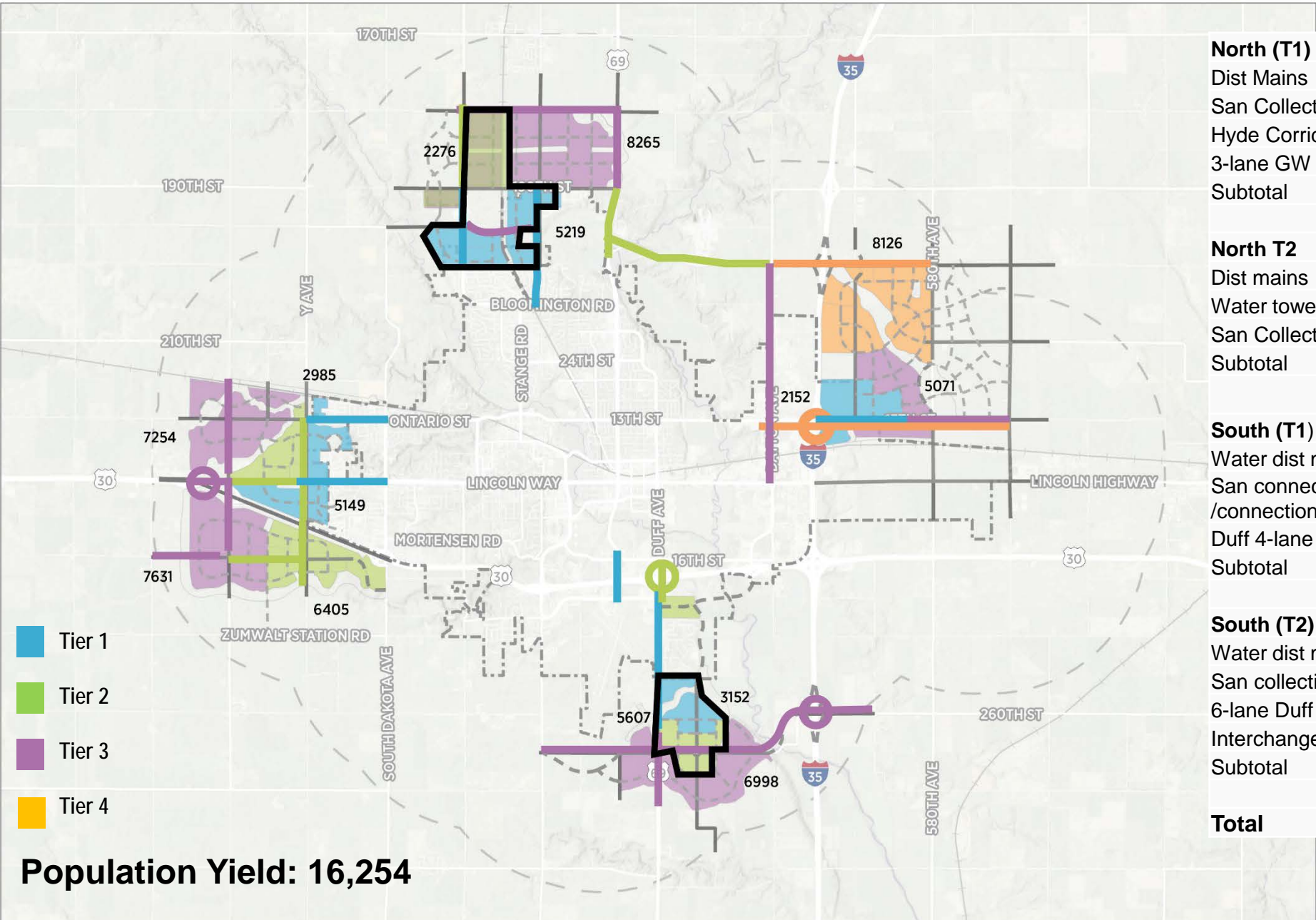
Tier 1
Tier 2
Tier 3
Tier 4

Population Yield: 16,773

Population Yield: 16,254

Legend:
- Tier 1
- Tier 2
- Tier 3
- Tier 4

North (T1)

Dist Mains	$ 1.0
San Collection Mains	$ 2.1
Hyde Corridor Calming	$ 1.0
3-lane GW Carver	$ 6.0
Subtotal	$10.1

North T2

Dist mains	$ 1.5
Water tower	$ 4.0
San Collection Mains	$ 2.5
Subtotal	$8.0

South (T1)

Water dist mains	$ 1.1
San connection mains /connection point	$ 3.2
Duff 4-lane extension	$16.0
Subtotal	$20.3

South (T2)

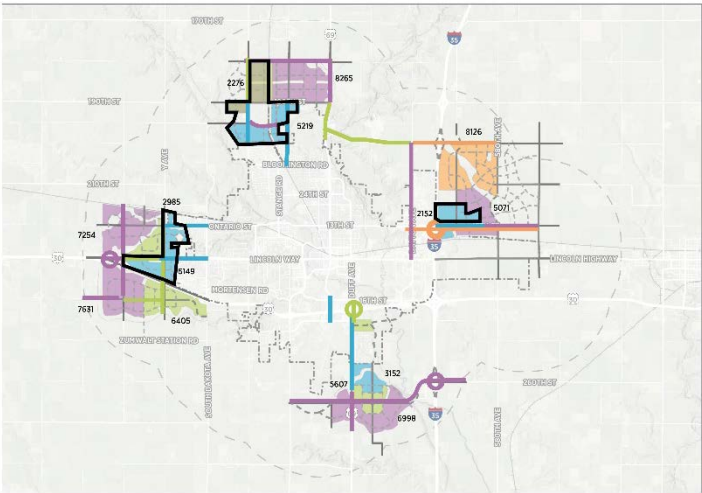|	
Water dist mains	$ 3.8
San collection mains	$ 2.3
6-lane Duff	$ 6.0
Interchange	$18.0
Subtotal	$30.1

Total	**$68.5**

Recap of Tiers
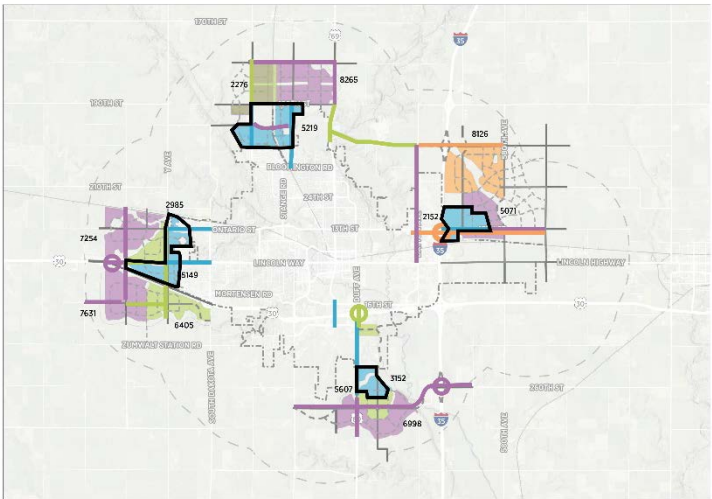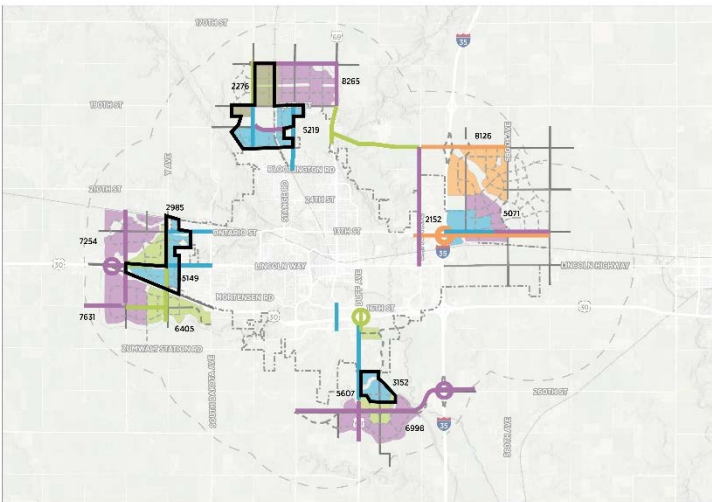

$68.5m 15,673
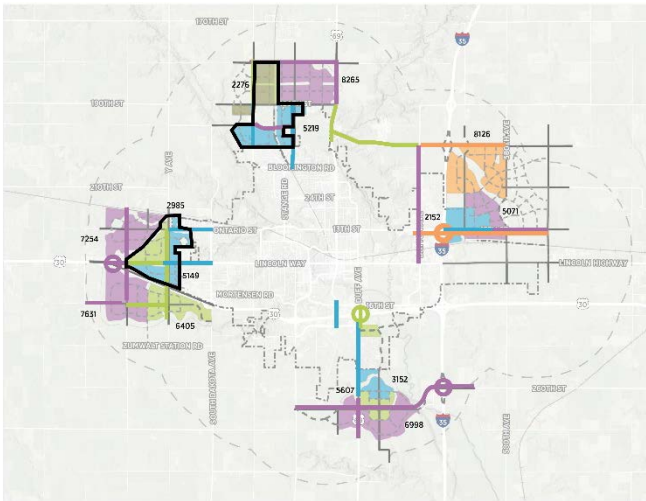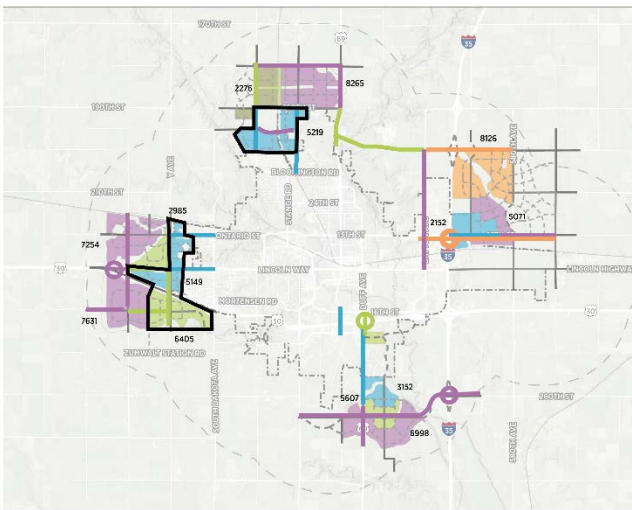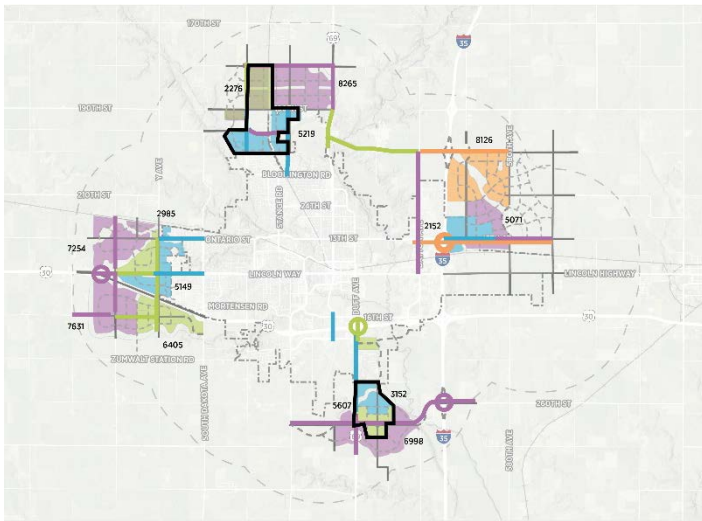
$80.1m 15,629

$48.2m 14,796

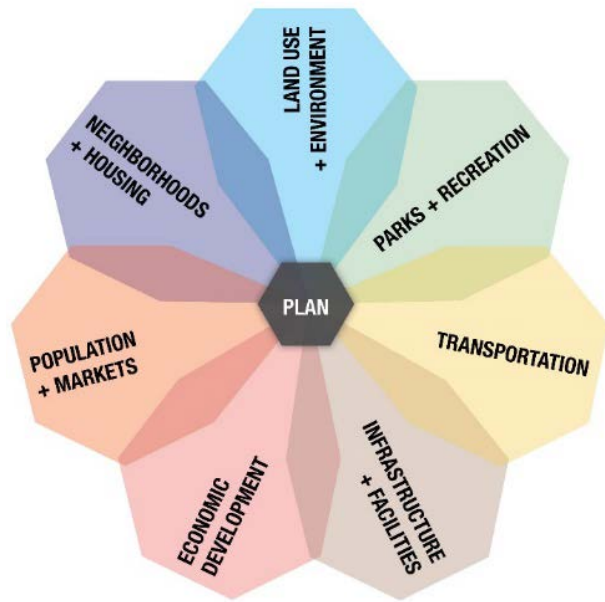**$65.9m** 15,796

$59.3m 16,773

$76.5m 16,254

Tier 1
Tier 2
Tier 3
Tier 4

Discussion and Next Steps

Summary

1. Ames has **more than one direction to grow**.

2. **Include strategies that plan for both short- and long-term growth, including preserving future growth areas that are not selected initially.**

3. The **lowest cost option may not be the best option** for the City's vision overall.

4. **Preferences for individual areas, include regional access, marketability, sustainability, cost to serve, provision for long term growth solutions, infill, etc.**

5. **Updating the future land use map concept may need to occur** to address the balance of housing and commercial needs with selected area.

Discussion and Next Steps

Next Steps

- Feedback on growth concepts for drafting a Preferred Land Use Map

- Land Use/Transportation Principles Feedback (Comments to staff, January 10th)

- Next Discussion Issues:

  - Future Land Use Map and designations

  - Housing, Neighborhoods, Sub-Areas-Vision and Principles

City Council Workshop

December 19, 2019