

AGENDA
MEETING OF THE AMES AREA METROPOLITAN
PLANNING ORGANIZATION POLICY COMMITTEE
AND REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
SEPTEMBER 10, 2013

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

AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE MEETING

CALL TO ORDER: 7:00 p.m.

1. Public hearing on proposed FY 2014 Transportation Improvement Program (TIP) Amendment:
 - a. Motion approving Amendment

COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING*

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

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

1. Motion approving payment of claims
2. Motion approving Minutes of Regular Meeting of August 27, 2013
3. Motion approving Report of Contract Change Orders for August 16-31, 2013
4. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class C Liquor - Corner Pocket/DG's Taphouse, 125 Main Street
 - b. Class B Liquor & Outdoor Service - Hilton Garden Inn Ames, 1325 Dickinson Avenue
 - c. Class C Liquor - Whiskey River, 132-134 Main Street
 - d. Class C Liquor & Outdoor Service - Wallaby's Grille, 3720 West Lincoln Way
 - e. Class C Liquor - La Fuente Mexican Restaurant, 217 South Duff Avenue
 - f. Class C Liquor & Outdoor Service - Hickory's Hall, 300 South 17th Street
5. Resolution renewing 28E Agreement with Iowa Alcoholic Beverages Division for enforcement of underage tobacco laws

6. Resolution approving revisions to Records Retention Schedule
7. Resolution approving preliminary plans and specifications for 2012/13 Flood Response and Mitigation Project (Northridge Parkway Subdivision) & 2009/10 Storm Water Facility Rehabilitation Program (Moore Memorial Park); setting October 2, 2013, as bid due date and October 8, 2013, as date of hearing
8. Resolution approving preliminary plans and specifications for Sunset Ridge Subdivision, 5th Addition HMA Paving Project; setting September 18, 2013, as bid due date and September 24, 2013, as date of public hearing
9. Resolution waiving formal bidding procedures and awarding contract to Detroit Stoker Company of Monroe, Michigan, in the amount of \$76,476.16, plus freight, for Unit No. 8 Dump Grate Parts
10. Resolution awarding contract to Generator & Motor Services of Turtle Creek, Pennsylvania, in the amount of \$225,400 for Unit 8 Generator Repairs/Re-Wedging Stator
11. Resolution awarding contract to ODB of Richmond, Virginia, in the amount of \$53,578 for two leaf vacuums
12. Resolution approving revised awards for water meters and related parts for Water and Pollution Control
13. Resolution approving contract and bond for 2013/14 CDBG Public Facilities Neighborhood Infrastructure Improvements Program (South Maple Avenue)
14. Resolution approving contract and bond for 2010/11 Stormwater Facility Rehabilitation Program (Spring Valley) and 2012/13 Flood Response and Mitigation (Clear Creek)
15. Resolution approving contract and bond for 2013 Softball Field Fencing and Lighting for South River Valley Park (Lighting Project)
16. Resolution accepting completion of Unit No. 8 Feedwater Heater Replacement Project
17. Resolution accepting completion of Steam Turbine No. 8 Overhaul Project
18. Resolution accepting completion of Wastewater Treatment Plant Diesel Tank Replacement

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

PERMITS, PETITIONS, AND COMMUNICATIONS:

19. Staff report on improvements to bicycling in Campustown
20. Funding request from Ames Convention & Visitors Bureau for analysis of hotel market and potential funding sources for flat space project
21. Staff report regarding funding for Ames Community Preschool Center playground equipment:
 - a. Motion directing City Attorney to prepare agreement
22. Staff report on request to allow club houses in High-Density Zone
23. Motion approving 8-month Special Class C Liquor License for Café Diem, 229 Main Street
24. Motion approving 5-day Special Class C Liquor License (September 18-22) for Olde Main Brewing at Reiman Gardens, 1407 University Boulevard
25. Motion approving Outdoor Service Area extension on September 14 for West Towne Pub, 4518 Mortensen Road, Suite 101
26. Motion approving sign encroachment permit for Whimze Boutique, 429 Douglas Avenue

HEARINGS:

27. Hearing on Zoning Text Amendment to Section 29.401(5) to eliminate provision (c) pertaining to more than one single-family or two-family structures on same lot (continued from August 27, 2013):
 - a. First passage of ordinance
28. Hearing on vacating public utility easements at 1606, 1610, and 1614 South Kellogg Avenue:
 - a. Resolution vacating easements
29. Hearing on Water Pollution Control Trickling Filter Pumping Station Check Valve Replacement:
 - a. Resolution approving final plans and specifications and awarding contract to Story Construction Company of Ames, Iowa, in the amount of \$62,900.00
30. Hearing on Control Panels for Ames Plant Switchyard:
 - a. Resolution approving final plans and specifications and awarding contract to Schweitzer Engineering Laboratories, Inc., of Pullman, Washington, in the amount of \$198,469.55

ADMINISTRATION:

31. Xenia Rural Water Update
32. Intermodal Facility Operating Subsidy:
 - a. Resolution approving allocation of \$13,986.69 from Council Contingency for City's share of operating deficit
33. Resolution endorsing Iowa Economic Development Authority Application for Financial Assistance for Advanced Analytical Technologies, Inc., with local match to be determined at a later date
34. Chapter 14 revisions recommended by the Ames Human Relations Commission:
 - a. Motion directing City Attorney to draft ordinance
35. Resolution approving revised ASSET Policies and Procedures

PUBLIC WORKS:

36. Resolution approving Easement Agreements for the 2008/09 Water System Improvements East Pressure Zone Loop

ORDINANCES:

37. Second passage of ordinance revising Municipal Code Section 29.1503(4) (b) (iii) pertaining to the weight of trucks serving Special Use Permit Uses in residential zones
38. Second passage of ordinance revising Appendix Q pertaining to Water Meter Fees

COUNCIL COMMENTS:**ADJOURNMENT:**

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

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

SUBJECT: AMENDMENT TO FY 2014 TRANSPORTATION IMPROVEMENT PLAN

BACKGROUND:

On August 13, 2013, the Policy Committee approved consideration of amendments to the FY 2014 - 2017 Transportation Improvement Program (FY 14 TIP). The amendments added three projects to the FY 14 TIP that were programmed in the Central Iowa Regional Transportation Planning Agency's FY 14 TIP when they should have been included in the AAMPO's FY 14 TIP. Due to the recent changes to the AAMPO's Metropolitan Planning Area (MPA) boundary, the project sponsors were unaware these projects are now within the AAMPO's MPA boundary and should have been programmed as such. The three projects are as follows:

- **TPMS # 21264 North Dakota Avenue over Onion Creek Bridge Replacement** - Project Sponsored by **Story County Secondary Roads Department**. (FY14)
- **TPMS # 22016 I-35: U.S. 30 Interchange in Ames New Bridge Construction, Grading, ROW** - Project Sponsored by **Iowa Department of Transportation District 1**. This is a complete reconstruction of the Interstate 35 and US Highway 30 interchange. (FY 15/17)
- **TPMS # 15628 Gilbert to Ames Trail: Trail connection from Gilbert, IA to Ames, IA** - Project Sponsored by **Story County Conservation Board**. This project will consist of a combination of trail and bike lanes along Grant Avenue between the Ames City Limits (190th Street) and the Gilbert City Limits (Prairie View Drive). (FY 14)

Requirements to amend the TIP include an opportunity for public review and comment, as well as approval by the Policy Committee. A public comment period was open from August 13 to September 10, 2013. In addition, a public meeting was held on August 22 to provide an opportunity for the public to review and discuss the amendment with AAMPO staff. **No comments were received from the public regarding the amendment.** The amended FY 14 TIP document is attached with the proposed projects included.

ALTERNATIVES:

1. Approve the amendment to the FY 2014 TIP to include the three projects listed above.

2. Approve the amendment to the FY 2014 TIP to include the three projects listed above with Policy Committee modifications.

ADMINISTRATOR'S RECOMMENDATION:

These projects should appropriately be included in AAMPO's 2014 Transportation Improvement Plan.

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the amendment to the FY 2014 TIP to include the three projects listed above.



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2014 – 2017

FINAL
September 10, 2013

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Federal Highway Administration Section

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) uses an informal project selection criteria system as a means of prioritizing submitted projects. All projects submitted to the AAMPO for inclusion in the Transportation Improvement Program (TIP) are reviewed by staff and the Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC). Projects are programmed in the TIP by approval of the TPC based on the recommendation of the TTC and staff.

Projects are prioritized based on public input, need and financial availability. Factors identified in the Long Range Transportation Plan (LRTP) will be used as tools to help determine those projects selected and their respective priority. In addition to the LRTP tools, highway capacity improvement projects are selected using Level of Service criteria; rehabilitation and reconstruction projects are selected based upon pavement condition index and field review. A STP application form shall be submitted along with all STP projects to be considered to receive federal-aid funding. This form can be requested from the AAMPO staff or downloaded from the AAMPO website.

Transportation Alternative projects consist mainly of open space trails that have been developed during the public involvement process for the Long Range Transportation Plan (LRTP) update; new trail segments are identified and ranked by the users and the Parks and Recreation Commission. Trail segments shown in the plan are sized proportionately based upon estimated construction costs. A TAP application form shall be submitted along with all TAP projects to be considered to receive federal-aid funding. This form can be requested from the AAMPO staff or downloaded from the AAMPO website.

Bridge projects consist of necessary repairs recommended by the biennial Iowa Department of Transportation (IDOT) bridge inspections. The IDOT requires these inspections for bridges within the local jurisdictions of the AAMPO. A Candidate List is created by the IDOT Office of Systems Planning based on priority points ranking. Local agencies and the AAMPO work with the IDOT on programming necessary bridge projects based on priority and available funding.

All highway, transportation alternative, and bridge projects are also available for public review and comment through the City of Ames Capital Improvement Plan (CIP) process. This involves public presentations and a formal public hearing before the Ames City Council.

The Transit Board selects operating projects for CyRide as identified in the approved Passenger Transportation Plan (PTP), which serves as a needs assessment for all regional human and health service agencies. The Transit Board also approves matching funds for capital projects based upon identified route expansions.

All projects are consistent with the approved 2035 Long Range Transportation Plan adopted on Oct. 12, 2010.

AAMPO FY 2014 – 17 Transportation Improvement Program

FY 2013 Project Status Report

<i>TPMS #</i>	<i>Project Number</i>	<i>Location</i>	<i>Type of Work</i>	<i>Status</i>	<i>Total Project Cost</i>	<i>Total Federal Aid</i>	<i>Sponsor</i>
9590	RGPL-PA22(PMS)--ST-85	VARIOUS: PAVEMENT MANAGEMENT	Miscellaneous	FHWA Approved / Remove from Programming	\$ 6,000	\$ 5,000	AAMPO
9589	RGPL-PA22(UDS)--ST-85	VARIOUS: STATEWIDE URBAN DESIGN STANDARDS	Miscellaneous	FHWA Approved / Remove from Programming	\$ 5,000	\$ 4,000	AAMPO
18655	STP-U-0155(STATE)--70-85	State Avenue (Oakwood Road to US HW 30)	Pavement Rehab	FHWA Approved / June 18, 2013 Letting	\$ 1,500,000	\$ 1,062,000	City of Ames
21261	STP-U-0155(SHELDON)--70-85	Sheldon Avenue: Lincoln Way to Hyland Avenue	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,480,000	\$ 1,060,000	City of Ames
19248	STP-U-0155()-70-85	24th St. (UPRR to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,955,000	\$ 1,062,000	City of Ames
21262	STP-U-0155(Meadow)--70-85	Meadowlane Avenue (Carr Drive to E 20th St) / E 20th Street (Duff Ave to Meadowlane Ave)	Pavement Rehab	FHWA Approved / Remove from Programming	\$ 1,530,000	\$ 1,060,000	City of Ames
14982	STP-E-0155(LW)--8V-85	Skunk River Trail: East Lincoln Way to S. River Valley Park	Ped/Bike Grade & Pave	FHWA Approved / Rolling Over Funding	\$ 860,000	\$ 160,000	City of Ames
21260	STP-E-0155(SE 16TH)--8V-85	Skunk River Trail: SE 16th Street to East Lincoln Way	Ped/Bike Structures, Misc.	FHWA Approved / Rolling Over Funding	\$ 860,000	\$ 160,000	City of Ames
16103	RGPL-PA22()-PL-85	Ames MPO Planning: PL Funds for Transportation Planning	Trans Planning	FHWA Approved / Rolling Over Funding	\$ 400,000	\$ 320,000	AAMPO
22052	BRFN()-39-85	US 30: US 69 in Ames (EB)	Bridge Deck Overlay	FHWA Approved / Rolling Over Funding	\$ 477,000	\$ -	DOT District 1
16032	ILL-0155(Grand3)--93-85	Grand Avenue: South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection	Grade and Pave, Bridge New	FHWA Approved / STP funding applied to project	\$ 12,650,000	\$ -	City of Ames
18659	ILL-0155()-93-85	North Dakota Avenue: Toronto Street to 215th Street	Bridge New	FHWA Approved / Remove from Programming	\$ 6,600,000	\$ -	City of Ames

Fiscal Constraint

The AAMPO FY 2014 programming targets are \$1,530,877 for STP, \$86,363 for TAP, and \$65,772 for TAP Flex. The project costs shown in the TIP are in year of expenditure dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of 4% per year. The Ames City Council has programmed these projects in the City of Ames 2013-2018 CIP for the local funding allocation. These funds are generated from the City's annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

Financial Constraint Summary Tables

Table 1 Summary of Costs and Federal Aid								
Federal Aid Program	2014		2015		2016		2017	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
Surface Transportation Program (STP)	\$1,880,000	\$1,380,000	\$1,867,000	\$1,292,000	\$6,780,000	\$1,760,000	\$8,367,000	\$2,592,000
Transportation Alternatives Program (TAP)	\$2,214,000	\$672,000	\$100,000	\$70,000	\$835,000	\$160,000	\$521,000	\$160,000
Demonstration Funds (DEMO)	\$423,000	\$96,567	\$0	\$0	\$0	\$0	\$0	\$0
STP - Bridge Program (STP-HBP)	\$350,000	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0
National Highway Performance Program (NHPP)	\$0	\$0	\$100,000	\$0	\$0	\$0	\$9,500,000	\$8,550,000
Primary Road Funds (PRF)	\$0	\$0	\$456,000	\$0	\$0	\$0	\$0	\$0

Table 2 STP Fiscal Constraint Table				
	2014	2015	2016	2017
Unobligated Balance (Carryover)	\$2,927,354	\$3,144,003	\$3,457,003	\$3,302,003
Region STP Target	\$1,530,877	\$1,538,000	\$1,538,000	\$1,538,000
Region TAP Flex Target	\$65,772	\$67,000	\$67,000	\$67,000
Subtotal	\$4,524,003	\$4,749,003	\$5,062,003	\$4,907,003
Transfer to TAP (STP and Flex)	\$0	\$0	\$0	\$0
Programmed STP Funds	\$1,380,000	\$1,292,000	\$1,760,000	\$2,592,000
Balance	\$3,144,003	\$3,457,003	\$3,302,003	\$2,315,003

Table 3 TAP Fiscal Constraint Table				
	2014	2015	2016	2017
Unobligated Balance (Carryover)	\$707,047	\$183,410	\$201,410	\$129,410
Region TAP Target	\$86,363	\$88,000	\$88,000	\$88,000
STP and Flex Transfer Credit	\$0	\$0	\$0	\$0
Subtotal	\$793,410	\$271,410	\$289,410	\$217,410
Programmed TAP Funds	\$610,000	\$70,000	\$160,000	\$160,000
Balance	\$183,410	\$201,410	\$129,410	\$57,410

Table 4 Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System Table						
Source: 2012 City Street Finance Report						
	2012	2013	2014	2015	2016	2017
City of Ames Total Operations	\$295,696	\$307,524	\$319,825	\$332,618	\$345,922	\$359,759
City of Ames Total Maintenance	\$1,110,430	\$1,154,847	\$1,201,041	\$1,249,083	\$1,299,046	\$1,351,008
City of Gilbert Total Operations	\$1,023	\$1,064	\$1,106	\$1,151	\$1,197	\$1,245
City of Gilbert Total Maintenance	\$11,990	\$12,470	\$12,968	\$13,487	\$14,027	\$14,588
Total O&M	\$1,419,139	\$1,475,905	\$1,534,941	\$1,596,338	\$1,660,192	\$1,726,600

Table 5 Forecasted Non-Federal Aid Revenue Table						
Source: 2012 City Street Finance Report						
	2012	2013	2014	2015	2016	2017
City of Ames Total RUTF Receipts	\$5,592,895	\$5,816,611	\$6,049,275	\$6,291,246	\$6,542,896	\$6,804,612
City of Ames Total Other Road Monies Receipts	\$4,779,729	\$4,970,918	\$5,169,755	\$5,376,545	\$5,591,607	\$5,815,271
City of Ames Total Receipts Service Debt	\$13,659,563	\$14,205,946	\$14,774,183	\$15,365,151	\$15,979,757	\$16,618,947
City of Gilbert Total RUTF Receipts	\$102,629	\$106,734	\$111,004	\$115,444	\$120,061	\$124,864
City of Gilbert Total Other Road Monies Receipts	\$3,003	\$3,123	\$3,248	\$3,378	\$3,513	\$3,654
City of Gilbert Total Receipts Service Debt	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-Federal Aid Road Fund Receipts	\$24,137,819	\$25,103,332	\$26,107,465	\$27,151,764	\$28,237,834	\$29,367,348

Network Operations and Maintenance

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO LRTP. In addition to STP funding, the City of Ames utilizes RUTF, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2013-2018 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of Level of Service (LOS) C.

Public Participation Process

A notice advising the public about the draft TIP and Transportation Planning Work Program (TPWP) reviewed by the AAMPO Technical Committee will be mailed to 43 neighborhood organization chairpersons, representatives of the Ames Main Street District, Campustown Action Association, NAACP, Friends of Central Iowa Biking, International Student Council at Iowa State University (ISU), League of Women Voters, and others in accordance with our approved Public Participation Plan (PPP). In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process. A public input session was held on May 2nd, 2013 to discuss the TIP and receive comments. No comments were received.

Title VI Compliance

The Ames Area MPO adheres to the City of Ames's Title VI of the Civil Rights Act of 1964 Compliance Plan. The AAMPO carries out its transportation planning processes without regard to race, color, or national origin. The Compliance Plan provides information on the Ames Area MPO Title VI compliance policies, complaint procedures, and a form to initiate the complaint process for use by members of the public. For more information or to file a complaint or concern, please contact the AAMPO Administrator at the City of Ames Public Works Administration Office at 515-239-5160.

Self Certification

The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was at the meeting on March 26, 2013 (a copy of the document is attached in Appendix C).

Revising the TIP

Often after development and subsequent adoption of the TIP, changes may need to be made to the list of programmed projects. Examples of changes might be adding or deleting projects, moving a project between years in the TIP, adjusting project cost, or changing the vehicle numbers of transit vehicles.

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program (STIP). Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant or earmark for a project, which can happen throughout the year.

Changes to the TIP are classified as either “administrative modifications” or “amendments”.

Administrative Modifications

Administrative Modifications are minor changes involving the following:

- **Project Cost** – changes that do not increase federal-aid by more than 30% or do not increase total federal-aid by more than \$2 million from the original amount.
- **Schedule Changes** – changes in schedules to projects included in the first four years of the TIP
- **Funding Source** – changes to funding from one source to another
- **Scope Changes** – all changes to the project’s scope

Amendments

Amendments are major changes involving the following:

- **Project Cost** – changes that increase federal-aid by more than 30% or increase total federal-aid by more than \$2 million from the original amount.
- **Schedule Changes** – projects added or deleted from the TIP.
- **Funding Source** – projects receiving additional federal funding sources.
- **Fiscal Constraint** – changes that result in the TIP no longer being fiscally constrained.
- **Scope Changes** – changing the project termini, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Administrative modifications and amendments are subject to different AAMPO Policy Committee and public review procedures. Administrative modifications are processed internally and are shared with the Policy Committee and the public as informational items. Amendments are presented to the Policy Committee and a public comment period is opened, which lasts until the next Policy Committee meeting (the Policy Committee meets on an as needed basis, giving a 3-4 week public comment period). Public comments are shared at this meeting with the Policy Committee and action is taken to approve the amendment.

Federal Transit Administration Section

FY 2014 TIP FTA Project Justification

The following transit projects identified within the draft FY2014-2017 TIP were included within the 2014 Passenger Transportation Plan (PTP) Update, meeting the requirements to have all federal and state transit funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

General Operations: This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames’ urbanized area federal apportionment, Transit Intensive Cities, and State Transit Assistance funding.

Contracted Paratransit (Dial-A-Ride) Service: According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a ¼ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

Associated Transit Improvements: CyRide developed a Bus Stop Plan that recommended an implementation plan for bus stop amenities along CyRide's fixed-route system. From the prioritization of recommended stop improvements, concrete pads will be added for easier boarding/alighting during inclement weather as well as replacing bus shelters with lighted bus shelters to improve the accessibility for patrons and CyRide's image throughout the Ames community. In February 2013, CyRide launched NEXTbus allowing passengers to obtain real-time information of the next buses coming to a particular bus stop. The information can be obtained on CyRide's website, by texting or calling or via LED digital signs at the bus stop. CyRide envisions additional LED digital signage signs next to high ridership stops throughout the Ames community.

Heavy Duty Bus Replacement: Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00147, 00716, 00715, 00711, 00712, 00713, 00717 and 00743. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Appendix A: FY 2014 – 17 TIP TPMS Printouts

MPO-22 / AAMPO

2014 - 2017 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				PA: CO: SEQ
				FY14	FY15	FY16	FY17	STIP#
STP - Surface Transportation Program								
Story - 85								
21261 Ames	STP-U-0155(681)--70-85 DOT Letting: 01/22/2014 SHELDON AVENUE: From Lincoln Way to Hyland Avenue	0.4 MI --	Project Total Federal Aid	1,480 1,060	0 0	0 0	0 0	0 : 85 : 193
DP Approved	Pavement Rehab	--	Regional FA	1,060	0	0	0	--
16032 Ames	STP-U-0155(Grand3)--70-85 GRAND AVE: S Grand Ave: 0.1 miles north of S. 16th Street to Squaw Creek Dr / S 5th St:S Grand Ave to S Duff Ave / S 16th & S Duff Ave Intersection	1.21 MI --	Project Total Federal Aid	396 96	0 0	4,650 700	6,500 1,300	22 : 85 : 143
DP Approved	Grade and Pave,Bridge New	0:0:0	Regional FA	0	0	700	1,300	--
PA NOTE: DEMO ID IA115								
16103 MPO-22 / AAMPO	RGPL-PA22(RTP)--ST-85 Ames MPO Planning: STP Funds for Transportation Planning	0 MI --	Project Total Federal Aid	400 320	0 0	0 0	0 0	22 : 85 : 145
DP Approved	Trans Planning	--	Regional FA	320	0	0	0	--
19248 Ames	STP-U-0155(--70-85 24TH ST AND BLOOMINGTON RD: 24th St. (UPRR tracks to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	0.54 MI --	Project Total Federal Aid	0 0	1,867 1,292	0 0	0 0	0 : 85 : 162
DP Approved	Pavement Rehab	0:0:0	Regional FA	0	1,292	0	0	--
17023 Ames	STP-U-0155(ELW)--70-85 E LINCOLN WAY: From South Duff Avenue to and including South Skunk River Bridge	1.11 MI --	Project Total Federal Aid	0 0	0 0	2,130 1,060	0 0	22 : 85 : 147
DP Approved	Pavement Rehab,Bridge Rehabilitation	0:0:0	Regional FA	0	0	1,060	0	--
19961 Ames	STP-U-0155(S 3RD / S 4TH)--70-85 S 3RD ST / S 4TH ST: From Squaw Creek to South Duff Avenue	2.02 --	Project Total Federal Aid	0 0	0 0	0 0	1,867 1,292	0 : 85 : 0
DP Approved	Pavement Rehab	0:0:0	Regional FA	0	0	0	1,292	--
STP-HBP - Surface Transportation Program - Bridge Program								
Story - 85								
21264 Story CRD	BROS-C085(116)--5F-85 DOT Letting: 02/18/2014 North Dakota Ave: Over Onion Creek	0.1 MI 315670	Project Total Federal Aid	350 280	0 0	0 0	0 0	0 : 85 : 190
DP Approved	Bridge Replacement	32:84:24	Regional FA	0	0	0	0	--
NHPP - National Highway Performance Program								
Story - 85								
22016 DOT-D01-MPO22	IM-035(--13-85 I-35: US 30 INTERCHANGE IN AMES	0 --	Project Total Federal Aid	0 0	100 0	0 0	9,500 8,550	11 : 85 : 183
DP Approved	Bridge New,Grading,Right of Way	--	Regional FA	0	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				PA: CO: SEQ
				FY14	FY15	FY16	FY17	STIP#
TAP - Transportation Alternatives								
Story - 85								
14980 Ames	STP-E-0155(ADA)--8V-85 Skunk River Trail: From Bloomington Road to Ada Hayden Park	0.5 MI --	Project Total Federal Aid	441 250	0 0	0 0	0 0	22 : 85 : 125
DP Approved	Ped/Bike Grade & Pave	--	Regional FA	250	0	0	0	--
14982 Ames	STP-E-0155(682)--8V-85 Local Letting: 02/18/2014 Skunk River Trail: From East Lincoln Way to S. River Valley Park	0.94 MI --	Project Total Federal Aid	790 360	0 0	0 0	0 0	22 : 85 : 127
DP Approved	Ped/Bike Grade & Pave	--	Regional FA	360	0	0	0	--
15628 Story CCB	STP-E-C085(100)--8V-85 Local Letting: 12/21/2021 Gilbert to Ames Trail: Trail connection from Gilbert, Iowa to Ames, Iowa	2.5 MI --	Project Total Federal Aid	983 62	0 0	0 0	0 0	11 : 85 : 141
DP Approved	Ped/Bike ROW	--	Regional FA	62	0	0	0	--
PA NOTE: STP = \$61,579								
DOT NOTE: Project funded using CIRTPA TAP funds								
1948 Ames	STP-E-0155(S DUFF)--8V-85 S DUFF AVE: From Squaw Creek to South 5th Street	0.16 MI --	Project Total Federal Aid	0 0	100 70	0 0	0 0	22 : 85 : 0
DP Approved	Ped/Bike Grade & Pave	0:0:0	Regional FA	0	70	0	0	--
21260 Ames	STP-E-0155(SE16TH)--8V-85 Skunk River Trail: From SE 16th Street to East Lincoln Way	1 MI --	Project Total Federal Aid	0 0	0 0	835 160	0 0	0 : 85 : 192
DP Approved	Ped/Bike Structures,Ped/Bike Miscellaneous	--	Regional FA	0	0	160	0	--
14983 Ames	STP-E-0155(SE16th)--70-85 Skunk River Trail: From SE 16th Street to East Lincoln Way	1 MI --	Project Total Federal Aid	0 0	0 0	0 0	521 160	22 : 85 : 128
DP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	0	0	160	--
PRF - Primary Road Funds								
Story - 85								
22052 DOT-D01-MPO22	BRFN-030()-39-85 US30: US 69/BIKE PATH IN AMES (EB)	0 MI 48710	Project Total Federal Aid	0 0	456 0	0 0	0 0	22 : 85 : 179
DP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	--

MPO-22 / AAMPO (59 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
STA, 5307	CyRide	914 Operations Misc	General Operations	Total	8,285,462	8,534,026	8,790,047	9,053,748
				FA	2,000,000	2,060,000	2,121,800	2,185,454
				SA	586,171	603,756	621,869	640,525
STA	CyRide	915 Planning Misc	I-35 Ames - Des Moines Corridor Planning	Total		100,000		
				FA				
				SA		80,000		
5310	CyRide	919 Operations Misc	Contracted Paratransit Service	Total	228,580	237,724	247,232	257,121
				FA	182,864	190,179	197,786	205,697
				SA				
5310	CyRide	920 Capital Replacement	Associated Transit Improvements	Total	50,000	50,000	50,000	50,000
				FA	40,000	40,000	40,000	40,000
				SA				
5339	CyRide	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total		56,660		
				FA		45,328		
				SA				
5339	CyRide	946 Capital Rehabilitation	Electric distribution rehabilitation	Total		30,000		
				FA		24,000		
				SA				
5339	CyRide	951 Capital Expansion	Automatic passenger counters	Total		500,000		
				FA		400,000		
				SA				
5339	CyRide	953 Capital Replacement	Re-roof Maintenance facility	Total		500,000		
				FA		400,000		
				SA				
5339	CyRide	954 Capital Expansion	Maintenance Facility Expansion	Total		760,000	760,000	
				FA		608,000	608,000	
				SA				
5339	CyRide	957 Capital Rehabilitation	Resurface ISC Commuter Parking	Total			1,000,000	
				FA			720,000	
				SA				
5339	CyRide	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00970	Total			449,821	
				FA			382,348	
				SA				
5339	CyRide	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00972	Total			449,821	
				FA			382,348	
				SA				
5339	CyRide	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00973	Total				463,315
				FA				393,818
				SA				
5339	CyRide	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00974	Total			449,821	
				FA			382,348	
				SA				
5339	CyRide	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00975	Total				463,315
				FA				393,818
				SA				

MPO-22 / AAMPO (59 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
5339	CyRide	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00976	Total FA SA			449,821 382,348	
5339	CyRide	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00977	Total FA SA			449,821 382,348	
5339	CyRide	1902 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00711	Total FA SA	424,000 360,400			
5339	CyRide	1903 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00712	Total FA SA	424,000 360,400			
5339	CyRide	1904 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00713	Total FA SA	424,000 360,400			
5339	CyRide	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00714	Total FA SA		436,720 371,212		
5339	CyRide	1906 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00715	Total FA SA	424,000 360,400			
5339	CyRide	1908 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00147	Total FA SA	424,000 360,400			
5339	CyRide	1909 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00716	Total FA SA	424,000 360,400			
5339	CyRide	1910 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00742	Total FA SA		436,720 371,212		
5339	CyRide	1911 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00743	Total FA SA	424,000 360,400			
5339	CyRide	1912 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00717	Total FA SA	424,000 360,400			
ICAAP	CyRide	1913 Capital Expansion	Nextbus Signage/bus stop signage	Total FA SA		100,000 80,000		
5339	CyRide	2434 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00953	Total FA SA		436,720 371,212		
5339	CyRide	2435 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 954	Total FA SA		436,720 371,212		

MPO-22 / AAMPO (59 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
5339	CyRide	2436 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00955	Total FA SA			449,821 382,348	
5339	CyRide	2437 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00956	Total FA SA		436,720 371,212		
5339	CyRide	2438 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00957	Total FA SA			449,821 382,348	
5339	CyRide	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00958	Total FA SA		436,720 371,212		
5339	CyRide	2440 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		726,150 617,228		
5339	CyRide	2442 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		726,150 617,228		
5339	CyRide	2443 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		726,150 617,228		
5339	CyRide	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		436,720 371,212		
5339	CyRide	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		436,720 371,212		
5339	CyRide	2446 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		436,720 371,212		
5339	CyRide	2447 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		436,720 371,212		
5339	CyRide	2448 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00334	Total FA SA		104,031 88,426		
5339	CyRide	2449 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00335	Total FA SA		104,031 88,426		
5339	CyRide	2450 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00336	Total FA SA		104,031 88,426		
5339	CyRide	2451 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00333	Total FA SA		104,031 88,426		

MPO-22 / AAMPO (59 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
5339	CyRide	2452 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00337	Total FA SA		98,880 84,048		
5339	CyRide	2453 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00338	Total FA SA		98,880 84,048		
5339	CyRide	2454 Capital Replacement	Vehicle Surveillance Systems - 15 units	Total FA SA		120,000 96,000		
5339	CyRide	2833 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		726,150 617,228		
5339	CyRide	2834 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00740	Total FA SA		436,720 371,212		
5339	CyRide	2835 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00739	Total FA SA		436,720 371,212		
5339	CyRide	2836 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00971	Total FA SA			449,821 382,348	
5339	CyRide	2837 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00950	Total FA SA				463,315 393,818
5339	CyRide	2838 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00951	Total FA SA				463,315 393,818
5339	CyRide	2839 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00952	Total FA SA				463,315 393,818
5339	CyRide	2840 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00949	Total FA SA				463,315 393,818
5339	CyRide	2841 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00504	Total FA SA				463,315 393,818
5339	CyRide	2842 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00502	Total FA SA				463,315 393,818
5339	CyRide	2843 Capital Replacement	Light Duty Bus (176" wb) Diesel Unit #: 7640	Total FA SA	88,000 74,800			

Appendix B: FY 2014 – 17 TIP Roadway Project Information

AAMPO FY 2014 – 17 Transportation Improvement Program

TPMS #	21261	19248	17023	16032	19961	14980	14982	1948	21260	14983	16103	22052	21264	22016	15628
Project Sponsor Government	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	Ames Area MPO	DOT - District 1	Story County	DOT - District 1	Story County
Federal Funding Source	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Transportation Alternatives Program	Transportation Alternatives Program	Transportation Alternatives Program	Transportation Alternatives Program	Transportation Alternatives Program	Metropolitan Planning Funds	Primary Roads Funds	Surface Transportation Program - Bridge Program	National Highway Performance Program	Transportation Alternatives Program
Federal Fiscal Year	2014	2015	2016	2014, 2016-2017	2017	2014	2014	2015	2016	2017	2014	2015	2014	2015, 2017	2014
Route or Street Name	Sheldon Avenue	24 th Street and Bloomington Road	East Lincoln Way	Grand Avenue	South 3rd Street / South 4th Street	Skunk River Trail	Skunk River Trail	South Duff Avenue	Skunk River Trail	Skunk River Trail	Ames Area MPO Transportation Planning	US Highway 30	North Dakota Ave	Interstate 35	Gilbert to Ames Trail
Termini	Lincoln Way to Hyland Avenue	UPRR tracks to Northwestern Avenue and Eisenhower Avenue to west 500 feet	South Duff Avenue to and including South Skunk River Bridge	Grand Ave: 0.1 miles north of S. 16th St. to Squaw Creek Dr. / S. 5th St.; Grand Ave to S. Duff Ave / S 16th St and S. Duff Ave Intersection	Squaw Creek to South Duff Avenue	Bloomington Road to Ada Hayden Park	East Lincoln Way to South River Valley Park	Squaw Creek to South 5th Street	Southeast 16th Street to East Lincoln Way	Southeast 16th Street to East Lincoln Way	Long Range Transportation Plan Update	US 69/Bike Path in Ames (EB)	Over Orion Creek	US 30 Interchange in Ames	Trail connection from Gilbert, IA to Ames, IA
Bridge Number	-	-	-	New	-	-	-	-	-	-	-	48710	315670	-	-
Length in miles	0.40	0.54	1.11	1.21	2.02	0.5	0.94	0.2	1	1	-	-	0.1	-	2.5
Type of Work	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation, Bridge Rehabilitation	Grade and Pave, New Bridge	Pavement Rehabilitation	Ped / Bike Grade & Pave	Ped / Bike Grade & Pave	Ped / Bike Grade & Pave	Ped/Bike Structures, Ped/Bike Miscellaneous	Ped / Bike Grade & Pave	Transportation Planning	Bridge Deck Overlay	Bridge Replacement	Bridge New, Grading, ROW	Ped/Bike ROW
Map Included	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Total Estimated Cost	\$1,480,000	\$1,867,000	\$2,130,000	\$4,650,000	\$1,867,000	\$395,000	\$790,000	\$100,000	\$835,000	\$521,000	\$400,000	\$456,000	\$350,000	\$9,600,000	\$983,000
Federal Aid	\$1,060,000 STP	\$1,292,000 STP	\$1,060,000 STP	\$700,000 STP	\$1,292,000 STP	\$151,000 TAP	\$360,000 TAP	\$70,000 TAP	\$160,000 TAP	\$160,000 TAP	\$320,000 PL	\$0	\$280,000	\$8,550,000	\$62,000
Local Match	\$420,000 G.O. Bond	\$525,000 G.O. Bond	\$970,000 G.O. Bond	\$1,530,000 G.O. Bond	\$525,000 G.O. Bond	\$244,000 LOST	\$430,000 LOST	\$30,000 LOST	\$675,000 LOST	\$361,000 LOST	\$80,000 RUTF	\$0	\$70,000	\$1,050,000	\$921,000
	\$0	\$50,000 EUF	\$100,000 EUF	\$2,420,000 Other	\$50,000 EUF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Program Key

GO Bond General Obligation Bond

EUF Electric Utility Fund

STP Surface Transportation Program

LOST Local Option Sales Tax

RUTF Road Use Tax Fund




Appendix C: AAMPO Self Certification

AMES AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:


Ann Campbell, Chair
Transportation Policy Committee

3-26-13
Date

***Appendix D: Transportation Policy Committee Meeting
Minutes***

**MINUTES OF THE MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE
COUNCIL CHAMBERS - CITY HALL**

AMES, IOWA

JULY 9, 2013

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

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee met at 7:00 p.m. on the 9th day of July, 2013, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with the following voting members present: Ann Campbell, Wayne Clinton, Jeremy Davis, Matthew Goodman, Jami Larson, Peter Orazem, Victoria Szopinski, and Tom Wacha. AAMPO Administrator John Joiner, City of Ames Transportation Engineer Damion Pregitzer, and Iowa State University representative Cathy Brown were also present. Voting Members Chet Hollingshead, Boone County Supervisor; Jonathan Popp, Gilbert City Council representative; and Dan Rediske, Transit Board representative were absent.

FISCAL YEAR 2014-17 (FY 2014-17) TRANSPORTATION IMPROVEMENT PROGRAM (TIP): Ms. Campbell opened the public hearing. No one wished to speak, and the hearing was closed.

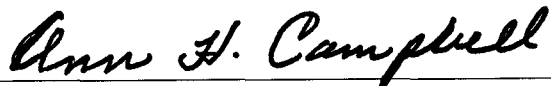
Moved by Davis, seconded by Clinton, to approve the proposed FY 2014-17 TIP.

Vote on Motion: 8-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Davis, seconded by Clinton, to adjourn the AAMPO Transportation Policy Committee meeting at 7:04 p.m.



Diane R. Voss, City Clerk



Ann H. Campbell, Mayor

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

AUGUST 27, 2013

Mayor Ann Campbell called the Regular Meeting of the Ames City Council to order at 7:00 p.m. with Council Members Jeremy Davis, Matthew Goodman, Jami Larson, Peter Orazem, and Victoria Szopinski present. Council Member Tom Wacha was absent. *Ex officio* Council Member Alexandria Harvey was also present.

Mayor Campbell announced that the Council would be working from an Amended Agenda. Item No. 23, approval of a new liquor license for Blue Owl Bar, would be pending receipt of a Certificate of Occupancy; and Item 26b, a 5-day liquor license for Olde Main Brewing Company at 228 Gray Avenue, had been pulled by the applicant. The Mayor also advised that late this afternoon, staff had been advised to pull Item No. 29, the requests from KHOI Radio for Chili Rock-a-Billy; the event will not occur.

At the request of Mayor Campbell, Electric Services Director Donald Kom gave an update on the City's peak electric load demands during the recent periods of extreme heat. He thanked Ames residents for their cooperation in trying to conserve electricity as much as possible during those times. Mr. Kom emphasized that the City's system is equipped to handle its immediate needs; however, it is crucial that all residents do what they can to help control the peak demand. He requested that residents put off all non-essential uses of electricity between the hours of 2:00 to 6:00 PM while there are periods of extremely hot temperatures. Director Kom explained that every time a new peak is reached, it increases the City's requirement to provide a higher load.

PROCLAMATION FOR NATIONAL RECOVERY MONTH: Mayor Campbell proclaimed the month of September, 2013, as National Recovery Month. Accepting the Proclamation were Jason Haglund, Director of Treatment at Youth and Shelter Services, and Craig Soesby, representing Community and Family Resources.

PROCLAMATION FOR SCHOOL ATTENDANCE AWARENESS MONTH: September 2013 was proclaimed by Mayor Campbell as School Attendance Awareness Month. Accepting the Proclamation were Mandy Ross, Curriculum Director and Associate Superintendent of Schools; Jean Kresse, United Way of Story County President and CEO; Carol Page, Principal at Fellows Elementary School; Troy Winchester, sixth-grader at Ames Middle School; Kathy Hanson, Ames Community School District Community Relations Director; Carolyn Jons, Raising Readers of Story County; and Geri Hyde, Ames Public Library.

CONSENT AGENDA: Moved by Davis, seconded by Goodman, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving Minutes of Regular Meeting of August 13, 2013, and Special Meeting of August 21, 2013
3. Motion approving certification of civil service applicants
4. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class E Liquor, C Beer, & B Wine - HyVee Drugstore, 500 Main Street
 - b. Class C Liquor & Outdoor Service - Indian Delights, 127 Dotson Drive
 - c. Class C Liquor - Mandarin Restaurant of Ames, 415 Lincoln Way
 - d. Special Class C Liquor & Outdoor Service - Noodles & Company, 414 South Duff Avenue
 - e. Class E Liquor, C Beer, & B Wine - Cyclone Liquors, 626 Lincoln Way

5. RESOLUTION NO. 13-391 approving appointment of Kerry Dixon-Fox and Curtis Engelhardt to fill vacancies on Public Art Commission
 6. RESOLUTION NO. 13-392 approving Public Art Commission's request to carry over funding to FY 2013/14
 7. RESOLUTION NO. 13-393 approving Memorandum of Understanding (MOU) authorizing Ames Police Department's participation in Story County Safe Seat Program
 8. RESOLUTION NO. 13-387 proposing vacation of public utility easement at 1606, 1610, and 1614 South Kellogg Avenue and setting date of public hearing for September 10, 2013
 9. RESOLUTION NO. 13-394 approving preliminary plans and specifications for Replacement Superheater Attenuator; setting September 11, 2013, as bid due date and September 24, 2013, as date of public hearing
 10. RESOLUTION NO. 13-395 awarding contracts to Baldwin Pole & Piling, Inc., of Des Moines, Iowa, for purchase of Electric Distribution Utility Poles in accordance with unit prices bid, and to McFarland Cascade of Tacoma, Washington, for purchase of Electric Transmission Utility Poles in accordance with unit prices bid
 11. RESOLUTION NO. 13-396 awarding single-source contract for Radar Detection Equipment for 2013/14 Traffic Signal Program to Brown Traffic Products, Inc., of Davenport, Iowa, in the amount of \$58,856
 12. RESOLUTION NO. 13-397 revising payment authorization to Veenstra & Kimm, Inc., pertaining to Engineering Services for 2013/14 Concrete Street Pavement Improvements (Lynn Avenue and Knapp Street)
 13. RESOLUTION NO. 13-398 approving contract and bond for Substation Electrical Materials – Bid No. 1 (69 kV Switches)
 14. RESOLUTION NO. 13-400 approving contract and bond for Substation Electrical Materials – Bid No. 4 (Steel Structures)
 15. RESOLUTION NO. 13-401 approving contract and bond for 2013 Softball Field Fencing & Lighting - South River Valley Park (Fencing Project)
 16. RESOLUTION NO. 13-402 approving Change Order No. 8 in the amount of \$9,979.87 with Henkel Construction Company of Mason City, Iowa, for CyRide Bus Facility Expansion
 17. RESOLUTION NO. 13-403 approving Change Order No. 7 in the amount of \$78,121.00 with NAES Corporation of Houston, Texas, for Steam Turbine No. 8 Overhaul
 18. RESOLUTION NO. 13-404 approving Change Order No. 4 in the amount of \$15,029 with Abatement Specialties, LLC, of Cedar Rapids, Iowa, for Library Renovation and Expansion Abatement Work
 19. RESOLUTION NO. 13-405 approving Change Order No. 1 for Emergency Communications Center project
 20. RESOLUTION NO. 13-399 approving Plat of Survey for 227, 231, and 233 South Kellogg Avenue
- Roll Call Vote: 5-0. Resolutions/Motions declared adopted/carried unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: No one spoke during this time.

NEW CLASS C LIQUOR LICENSE (LC) & OUTDOOR SERVICE FOR BLUE OWL BAR:

Moved by Goodman, seconded by Davis, to approve a new Class C Liquor License (LC) & Outdoor Service for Blue Owl Bar, 223 Welch Avenue, pending receipt of Certificate of Occupancy.

Vote on Motion: 5-0. Motion declared carried unanimously.

NEW 5-DAY LIQUOR LICENSE & OUTDOOR SERVICE FOR GATEWAY HOTEL & CONFERENCE CENTER: Moved by Davis, seconded by Szopinski, to approve a new 5-Day (September 14 - 18) Special Class C Liquor License (BW) & Outdoor Service for Gateway Hotel & Conference Center for Jack Trice Stadium, Tent 27.

Vote on Motion: 5-0. Motion declared carried unanimously.

TEMPORARY LIQUOR LICENSES/BEER & WINE PERMITS FROM CHRISTIANI'S EVENTS: Moved by Goodman, seconded by Davis, to approve the:

1. New 5-Day (August 26 - 30) Class C Liquor License (LC) at 420 Beach Avenue
2. New 5-Day (September 21 - 25) Class C Liquor License (LC) at 420 Beach Avenue

Vote on Motion: 5-0. Motion declared carried unanimously.

REQUESTS FOR TEMPORARY LIQUOR LICENSES/BEER & WINE PERMITS FROM OLDE MAIN BREWING COMPANY: Moved by Davis, seconded by Goodman, to approve the:

1. New 5-Day (September 5 - 9) Special Class C Liquor License (BW) at 420 Beach Avenue
2. New 5-Day (September 10-14) Special Class C Liquor License (BW) at 420 Beach Avenue
3. New 5-Day (September 16 - 20) Class C Liquor License (LC) at 420 Beach Avenue
4. New 5-Day (September 21 - 25) Special Class C Liquor License (BW) at 1407 University Boulevard

Vote on Motion: 5-0. Motion declared carried unanimously.

ART FESTIVAL ON SEPTEMBER 22, 2013: Heather Johnson, Executive Director of the Octagon Center for the Arts, advised that this is the 43rd year of the Festival and the 11th year that it has been held Downtown. She said that the events are free and open to the public.

Moved by Davis, seconded by Szopinski, to adopt RESOLUTION NO. 13-407 approving closure of portions of Main Street, Burnett Avenue, Kellogg Avenue, and Douglas Avenue from 6:00 a.m. to 6:00 p.m.; waiver of fee for usage of electricity; and waiver of fee for Blanket Vending License.

Roll Call Vote: 4-0-1. Voting aye: Davis, Larson, Orazem, Szopinski. Voting nay: None. Abstaining due to a conflict of interest: Goodman. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Davis, seconded by Szopinski, to approve the:

1. Blanket Temporary Obstruction Permit for the Central Business District
2. Blanket Vending License

Vote on Motion: 5-0. Motion declared carried unanimously.

AMES HIGH HOMECOMING PARADE ON SEPTEMBER 23, 2013: Miranda Maher, 2419 Ridgetop Circle, Ames; Laura Friedrich, 3414 Honeysuckle Road, Ames; and, Jennifer Berg, 5339 Cervantes Drive, Ames, thanked the City and Main Street Cultural District for helping to facilitate the events for Ames High School Homecoming activities.

Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 13-408 approving:

1. Closure of Parking Lot MM and the south half of Parking Lot M and portions of Main Street, Douglas Avenue, Fifth Street, Burnett Avenue, Kellogg Avenue, Clark Avenue, and Pearle Avenue from 5:30 p.m. to approximately 7:30 p.m.

2. Waiver of parking meter fees in Main Street Cultural District from 5:30 to 6:00 p.m.
3. Waiver of parking meter fees for Parking Lot N from 5:00 to 6:00 p.m.
4. Waiver of fee for Fireworks Permit

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

Moved by Davis, seconded by Orazem, to approve a Fireworks Permit for display after the football game (approximately 9:15 p.m.) on September 27, 2013.

Vote on Motion: 5-0. Motion declared carried unanimously.

REQUESTS FROM KHOI RADIO FOR CHILI ROCK-A-BILLY ON SEPTEMBER 28, 2013:

This item had been pulled by the applicant.

NCAA MIDWEST REGIONAL CROSS COUNTRY MEET ON NOVEMBER 15, 2013: Moved by Davis, seconded by Szopinski, to adopt RESOLUTION NO. 13-410 approving closure of a portion of Hayward Avenue for the NCAA Midwest Regional Cross Country meet on November 15, 2013.

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

DONATION OF LAND FROM AMES COMMUNITY SCHOOL DISTRICT FOR NEIGHBORHOOD PARK:

Parks and Recreation Director Keith Abraham confirmed that the Ames Community School District (ACSD) had agreed to transfer 1.3 acres of the former Roosevelt School property to the City of Ames for use as a neighborhood park. He reminded the City Council that, during the 2013/14 Budget hearings, the City Council had committed \$80,000 in the 2014/15 Capital Improvements Program for developing the former school playground site as a neighborhood park. Mr. Abraham reported that Parks and Recreation staff had begun meeting with the Friends of Roosevelt Park to gather input on the development of the park for construction in 2014/15.

Stacey Ross, 1121 Marston Avenue, representing the Friends of Roosevelt Park, thanked the City for its support of the development of the new Roosevelt Park.

Moved by Goodman, seconded by Davis, to adopt RESOLUTION NO. 13-411 accepting the donation of 1.3 acres of land on Roosevelt Avenue from the Ames Community School District for the purpose of a neighborhood park.

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

Due to the number of interested persons present for Item Nos. 33 and 34, Mayor Campbell announced that those two items would be discussed prior to Item No. 32.

ADAPTIVE REUSE PLAN FOR CONVERSION OF FORMER ROOSEVELT SCHOOL LOCATED AT 921-9TH STREET:

Planner Ray Anderson provided a summary of the project. The project had been presented to the Planning & Zoning Commission and Historic Preservation Commission and had been unanimously supported by both groups. According to Mr. Anderson, the project met the criteria to qualify for Adaptive Reuse and was being recommended for approval by the City Council.

Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 13-412 approving the Adaptive Reuse Plan for conversion of the former Roosevelt School located at 921-9th Street to a multiple-family residential dwelling.

Sharon Wirth, 803 Burnett, Ames, representing the Historic Preservation Commission (HPC), informed the Council that the HPC is fully in support of the Adaptive Reuse Plan. She believed this had been a model process for a developer working with many community groups and an excellent example of preservation planning.

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

URBAN REVITALIZATION AREA FOR FORMER ROOSEVELT SCHOOL PROPERTY:

Planner Anderson explained that the proposed Urban Revitalization Area would include the Roosevelt School site that had been sold to the developer by the School District and the portion of land that had been deeded to the City for a park. Mr. Anderson reminded the Council members that they had established criteria for the Area in June 2013, and the project had met the three criteria that had been set.

Luke Jensen, RES Development, 2519 Chamberlain, Ames, gave a presentation of before pictures and conceptual drawings of what the building and grounds will look like after conversion to residential properties.

Moved by Davis, seconded by Szopinski, to determine that the proposed Adaptive Reuse project meets the criteria for designating the former Roosevelt School site as an Urban Revitalization Area.

Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 13-406 directing staff to prepare the Urban Revitalization Plan and setting the date of public hearing for October 8, 2013. Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

KINGLAND SYSTEMS CAMPUSTOWN REDEVELOPMENT PROJECT:

City Manager Steve Schainker recalled that, on March 26, 2013, the Council heard a presentation from representatives from Kingland Systems regarding its proposed redevelopment project along Lincoln Way in the Campustown Business District. At that time, they were seeking a modification to the step-back requirement in the Zoning Code for their properties along Lincoln Way and Welch Avenue. Mr. Schainker reminded the Council that it had asked Kingland officials to first accomplish three tasks:

1. Come back to Council with a more thorough explanation of what the project would entail
2. Meet with the Historic Preservation Commission (HPC) to receive its feedback
3. Meet with the Campustown Action Commission (CAA) to gain its input.

Mr. Schainker also pointed out that, at that meeting, Warren Madden, Vice-President of Business and Finance at Iowa State University, expressed the University's support for the project and indicated its intention to lease office space in the new building as well as to consider the

possibility of University student housing on the upper floors. The Council was advised by City Manager Schainker that the University had now expressed its desire to only lease office space in the proposed new development. In addition, Kingland representatives met with the CAA and the HPC to obtain feedback regarding the project.

City Manager Schainker reported that Kingland officials have now solidified their development concept. He noted that Kingland representatives were present to share information about their development concept and report on the meetings with neighborhood groups.

According to Mr. Schainker, Kingland officials were now seeking approval regarding two issues before they incur the costs of developing final plans and construction drawings. The issues were as follows:

1. Modification of the step-back requirement in the Zoning Ordinance.
2. City incentives totaling \$2,064,530 (\$1,575,000 principal and \$489,530 interest)

City Manager Schainker advised that the City Council would not be able to completely approve either of those issues at this meeting. The Council would only be able to pass a motion directing staff to prepare a draft modification to the Ordinance, which would then need to be sent through the Planning and Zoning Commission for recommendation before a final decision is made by the Council. If the Council chooses to offer incentives, it would also take direction from Council to staff to set up an Urban Renewal Area.

Step-Back Requirement. Planning and Housing Director Kelly Diekmann provided information on the City's current step-back standard. He explained that the request of Kingland was to consider allowing a three-story building with no 15-foot step-back above the second floor for its site at Lincoln Way and Welch Avenue. Mr. Diekmann explained each of the options available to the City Council. He reported that staff believed that the best option was to eliminate the step-back provision for commercial buildings up to three stories in height for properties along Lincoln Way. The reason was that staff believed that Lincoln Way has a different context and character than the rest of Campus Town; it is not as confined in terms of the right-of-way and building separations throughout the rest of Campustown. Staff was recommending that properties that have frontage on Lincoln Way would be able to extend back on side streets, e.g., Welch and Stanton; thus, the corner properties would have the option of having a little more height along the side streets. Mr. Diekmann advised that staff was asking the City Council for general direction to pursue amending the Zoning Code.

Financial Incentives. City Manager Schainker provided information on the financial commitment from the City that Kingland is seeking that would allow them to borrow \$1,575,000 to be used for the funding gap that they have identified to make its project financially viable before they move ahead to develop final construction design documents. It was noted by Mr. Schainker that Kingland representatives had stated that their latest estimates reflect construction costs of \$10,925,000 with an overall project cost of \$18,740,000. After accounting for an equity contribution from the company, proceeds from a conventional loan and benefits from various federal tax credit programs, the funding gap for the Kingland project is \$1,575,000. According to City Manager Schainker, Kingland officials have suggested that the City provide the requested \$1,575,000 incentive through a Tax Increment Financing (TIF) rebate agreement.

City Manager Schainker presented four options to the City Council regarding financial incentives:

1. Deny the request to provide incentives to the Kingland project.
2. Provide the standard property tax abatement to the Kingland project.
3. Provide a TIF Rebate Incentive that splits the incremental property taxes generated from the Kingland project among the taxing entities and the developers over the next ten years.
4. Provide a 100% TIF rebate with a cap of \$2,064,530 up until the time the cap is reached or ten years have passed from the time of the development agreement, whichever comes first.

The Council was told by City Manager Schainker that, under the City's traditional incentive program, the City could grant up to \$1,260,335 in tax abatement if the project fits the matrix and the developer selected the ten-year option. He said that the difficult policy decision before the Council would be whether the project is worthy of an incentive amount greater than the standard partial tax abatement program. Mr. Schainker advised that staff believes that a case can be made that this is a project worthy of uncommon incentives from the City, which most likely will not be replicated in the Campustown area because of its size and relationship to job creation/retention. He said that, if the City Council agrees with that assessment, a TIF reimbursement project with a cap of \$1,575,000 for the principal plus interest up to ten years might be warranted. Mr. Schainker emphasized that, under that proposal, the City's obligation to provide an incentive would end when the TIF rebate reaches the cap or when ten years have elapsed from the beginning of the contract, whichever is sooner.

City Manager Schainker emphasized that, under the proposal, no debt would be incurred by the City; rather, a development agreement would be finalized and a TIF Ordinance passed that would obligate the City to transmit all TIF-qualified property tax revenue generated for the City, Ames School District, and Story County from the incremental assessed value of the new project to Kingland over ten years. Mr. Schainker said that staff believes that the level of incentives will actually be satisfied in fewer than ten years.

Mr. Schainker emphasized that the TIF rebate does not provide up-front funding to the developers for the project. The guarantee of a TIF rebate will allow them to borrow \$1,575,000 for the project and use the rebated taxes to pay the principal and interest on the debt. Therefore, Kingland's request would require an incentive total of \$2,064,530 (\$1,575,000 principal and \$489,530 interest).

City Manager Schainker reported that staff believes that the Kingland proposal is worthy of an incentive package in excess of the City's traditional incentives because (1) the developers are offering the most significant redevelopment project in Campustown since the City Council placed a high priority on identifying a catalyst project, and (2) the project allows Kingland Systems to retain and expand a number of high-paying non-retail jobs in the Commercial District as well as a large number of part-time technical positions to be filled by ISU students. Mr. Schainker recalled that staff had consistently cautioned the City Council about using TIF financing as a development incentive and that it should be utilized sparingly; however, because of the unique set of circumstances involved with the Kingland project, staff believes that the project warrants support to provide 100% TIF rebate with a cap.

Council Member Larson noted that there are a number of good things, e.g. jobs, etc.; however, he would like to see a number of things put into the developer's agreement, such as additional parking and perhaps a grocery store and/or a pharmacy in the retail space. Mr. Larson said he

would like to see retailers in the space that would provide the types of goods and services that students and a growing residential area need. City Manager Schainker asked that the Council give direction to staff as to what they would like to include in a developer's agreement.

Council Member Orazem cautioned that it would not necessarily be a good idea to micro-manage whom the retailers are going to be. He advised that the developer might not have that much control over who will actually be a tenant in the building; making it too restrictive could cause it to fail.

Ex officio Member Alexandria Harvey asked if students had been invited to meet with Kingland and provide their opinions. She noted that students make up half of the population of Ames and are also citizens of Ames. Mr. Schainker recommended that representatives of Kingland Systems speak to that question.

Todd Rognes, President of Kingland Systems Corporation, introduced Randy Cram, Bergland & Cram, the architects for the project; and Ron Fiscus, Planscape Partners, who is the financial analyst for the project.

A presentation on Kingland Systems and its plan was given by Mr. Rognes. Kingland Systems Corporation is a software and services company based in Clear Lake, Iowa. Most of its customers are national in nature. Its applications are compliance- and regulatory-based. Kingland Systems was founded in 1992. In 2001, Kingland opened its office in Ames. In 2004, Kingland renovated the former Ames Theater. A pictorial view was shown of the interior of the property as it was in its former state and as it is currently. Currently, approximately 100 students are employed part-time by Kingland Systems performing data research on companies, their organization structures, and securities that they issue. Since 2001, over 1,000 students have worked for Kingland. There are 30 full-time employees. Mr. Rognes advised that Kingland Systems has grown and now has a need to expand beyond its current footprint. Kingland wants to remain in Campustown.

Mr. Rognes provided an update on the meetings that Kingland had had with several different groups: Campustown Action Association and Ames Historic Preservation Commission. Based on the input received, Kingland changed its conceptual plan. In answer to Ms. Harvey's question, Mr. Rognes pointed out that there is a student representative on the Campustown Action Association; that person was present at the meetings and heard the presentation.

According to Mr. Rognes, there are some known structural problems that restrict Kingland's growth at its current location. Handicapped accessibility is inadequate; there are five different floor elevations across the eight or nine different buildings. The space would be inadequate for the larger tenants that Kingland is hoping to attract to the project. Sanitary sewer, water, and storm sewer systems are significantly dated and need to be updated. It is Kingland's vision to redevelop the site. It is sensitive to the history of Campustown; however, at the same time, it wants to have a project that will benefit the community well into the future and be home to Kingland Systems for very long period of time. It is believed that the project would be a catalyst for future investment in the Campustown area.

Mr. Rognes advised that the project would cost approximately \$19 million. It would be a three-story building comprised of approximately 75,000 square feet to be a mixture of office and retail space: 25,000 square feet of the proposed building would be required by Kingland Systems; 25,000 square feet would be used for other office tenants targeting Iowa State University, 15,000

square feet would be used for a large ground floor anchor retailer, and up to 10,000 square feet would be used for other ground floor retail uses. He gave a proposed project time line, starting the project in 2014 and concluding it in 2015. The proposed redevelopment plan was described by Mr. Rognes. The business would have to temporarily relocate to 114 Welch Avenue. That creates some challenges, but also allows the project to be constructed in one phase and more efficiently. Forty-one parking spaces would be added.

Randy Cram showed the Council a conceptual rendering of the project. He noted that the storm sewer system is currently at capacity. Their plan is to pipe the water into the Stanton storm sewer system and take the load off the Welch system, which will help the neighborhood. Their plan for the three-story building is to keep it in scale with the neighborhood. He shared input regarding building design that they had received from the groups that they had met with and explained changes Kingland had made to the project concept based on that input. City Manager Schainker told the Council that the concept being shared was not the final design; it needs a formal review by City staff.

Ron Fiscus, Planscape Partners, commented on the step-back issue. He noted that, by varying the front facades, good design can be achieved in lieu of the step-back requirement. Mr. Fiscus told the Council that the developer prefers Option No. 5 in regards to the request to modify the step-back requirement.

Regarding financial assistance, Mr. Fiscus told the Council that this project would qualify for the Iowa Economic Development Authority Brownfield Tax Credit because the building being redeveloped contains lead-based paint and asbestos. He noted that the developer will be asking for the City's sponsorship of its application for the Brownfield Tax Credit at some point in the future. He also stated that the developer is in agreement with the City Manager's opinion that this project warrants a unique incentive package because of the additional benefits, i.e., a unique combination of economic development with great jobs and needed neighborhood redevelopment. Mr. Fiscus reiterated that Kingland looks at this location as its long-term home, and it believes that this project will be a catalyst for rejuvenation and continued investment in Campustown. It is anticipated that the entire project will employ 200 to 300 persons. Kingland hopes to double its full-time base from 30 to 60 in the next few years; however, that depends on how its business increases.

Mr. Fiscus reported that, after the project is complete, the assessed value of the property would increase from \$3.5 million to \$12.1 million, and generate an additional \$210,000 in incremental tax each year. He respectfully asked the City Council to approve the City Manager's recommendation of TIF with a ten-year schedule to help offset the extraordinary cost of redevelopment that Kingland Systems will incur.

Ex officio Member Harvey pointed out that, as a result of the Kingland project, students and Ames residents had lost four independently-owned restaurants. She asked if Kingland had plans to meet the needs of the consumer to replace those restaurants. Mr. Rognes replied that the Campustown Action Association had brought those concerns to their attention. Initially, Kingland had focused on the project being mainly office space; however, that has been modified to include retail space. Kingland plans to focus on retail space occupying the ground-level floor, which could be a mixture of small and large tenants.

Zoe Kustritz, 3238 Frederikson Court, Ames, identified herself as a sophomore at Iowa State. It was her opinion that student input regarding this project has not been adequate. For students, Campustown is the focal point of Ames; it is an integral part of the student experience. Ms. Kustritz does not believe that the Kingland concept maintains the current buildings' historical integrity since it plans to dramatically alter the aesthetics of the southeast corner of Lincoln Way and Welch Avenue. She thinks that Campustown is the place that should cater to students' interests, not to corporations like Kingland Systems. In her opinion, the lack of communication with students and the lack of clarity in regard to the project is unacceptable. She urged the Council to consider Option 1 of the tax incentive proposal (to deny incentives).

Krista Johnson, 5214 Frederiksen Court, Ames, identified herself as a senior majoring in Political Science and International Studies at ISU. She said this was the fourth year she had been involved in student government, currently serving as a Government of the Student Body (GSB) Senator for the College of Liberal Arts and Sciences. Ms. Johnson said she believes that Campustown has long been the hub for students to relax and go for entertainment. She felt that student opinion had not been requested; student feedback is needed on such a large project in Campustown. It was noted by Ms. Johnson that there are 32,000 students, but only one student on the Campustown Action Association. Kingland should have approached the GSB and other student groups to ask for feedback on the proposal. Ms. Johnson believes that there is still time for Kingland to receive student comments on the proposed project. She urged the Council to choose Option 1, consult students further, and then make the decision. Ms. Johnson wants the City to absolutely continue working on the redevelopment of Campustown, improving Campustown, and making it a safer, more entertaining, and more economic-productive place to be, but making sure that student input plays a central role.

Jason Dietzenbach, 203 South Maple, Ames, spoke as Vice-Chairperson of the Historic Preservation Commission (HPC). He advised that, at its Special Meeting of August 19, 2013, the HPC had voted to provide input in response to the proposed Kingland project and that the HPC wanted it noted that there are two buildings of historical significance that are planned to be demolished as part of this project: 2424 Lincoln Way and 2420 Lincoln Way. He described the building at 2424 Lincoln Way as the Champlin Building, which was the first brick structure in Campustown. The building at 2420 Lincoln Way was the historical Ames Theater. According to Mr. Dietzenbach, if the two buildings are demolished, the HPC recommended that the buildings be documented prior to demolition, plaques of the two buildings and their significance to the community be included in the new project, and existing materials be utilized into the new project, which has been proposed by the design team.

Sharon Wirth, 803 Burnett, Ames, spoke of preservation planning, as Chairperson of the Historic Preservation Commission. Ms. Wirth said that the HPC works to shape the future, while respecting the past. It recognizes that all historically significant buildings won't be preserved; however, community conversations should be held to receive input, which, together with information from preservation consultants and studies, would guide which buildings should or would be preserved. Then, preservation should be considered including plans to deal with structural issues of the most-significant buildings. Ms. Wirth reported that, on October 27, 2009, the City Council had approved the Ames Historic Preservation Plan. She read the six goals of that Plan, four of which were relevant to the situation in question. Ms. Wirth noted that there was still much work to be done to implement the Historic Preservation Plan. She urged the Council to move ahead with its implementation and to allocate the needed staff time to the planning process.

so that, in the future, the City could avoid situations similar to the one that is currently being discussed.

Council Member Larson asked what the recommendation was from HPC related to the specific project. He had not read anything in the letter that had been submitted by HPC to indicate that it was recommending to save the two buildings. Ms. Wirth clarified that HPC was not telling the Council to save the buildings. She was not present at the August 19, 2013, HPC Special Meeting; however, Ms. Wirth believes that there is a big difference between practical acknowledgment that demolition is likely to occur and supporting demolition. According to Ms. Wirth, HPC realizes that there are some structural issues with the two buildings; however, it also wants to point out that two of the four buildings are probably some of the most significant, if not the most significant, buildings historically in the Campustown commercial area. She believes that it is important to just acknowledge what is being talked about: demolishing some historically significant buildings – architecturally significant buildings – and altering the architectural character of Campustown. Mr. Larson agreed that it was important to recognize the historical significance of the buildings and to encourage the developers to do whatever they can to work in the historically significant portions to their building design. Ms. Wirth advised that the HPC would like to stay involved in the project, i.e., working with the design elements to reuse some of the materials of the current buildings.

Dickson Jensen, 4611 Mortensen, Suite 106, Ames, advised that he was fully supportive of the project as far as individuals purchasing property and redeveloping it. He said he was confused by the request of Kingland in that it is not becoming a developer. The fact that Kingland is bringing more jobs to Ames is not reason for the City of Ames to give \$2 million to a developer. Mr. Jensen noted that he has been developing property in Ames for 30 years and has not once come to the City Council and asked for money. He said he brings many more jobs to the Ames community and just finished with a \$19 million project, but did not ask for \$2 million in tax relief. Mr. Jensen noted that there are a lot of local developers who have built the City of Ames; there should be a fair playing field for developers. Mayor Campbell explained that the City Council has had a goal of redevelopment of Campustown for a very long time. However, proposals have been few and far between; this is the first proposal that had gotten this far. Mr. Jensen replied that there are a lot of properties in Campustown that need to be redeveloped, so this is a policy that should be offered to all developers. Council Member Goodman pointed out that there are not a lot of properties in Campustown that would be eligible for abatement.

Gabrielle Williams, 425 Welch Avenue, Ames, identified herself as the President of the Campustown Student Association and as Speaker of the Senate for the GSB. She extended her support for the Kingland Systems and told the Council that Kingland did reach out to the community and students for their opinions on the project. They were very open to hearing the students' perspectives. Ms. Williams acknowledged that a lot of the discussion had occurred during the summer; however, the *Iowa State Daily* had published an article on Kingland Systems in October 2012, and there have been many avenues for people to receive information about the project. Because of what had been reported tonight concerning the lack of communication, Ms. Williams said she would take it upon herself to make sure that more students and organizations know about the project. She noted the benefits to students provided by Kingland Systems in hiring them for part-time jobs and the contributions made to ISU clubs and organizations. Ms. Williams advised that she had been a part of this project from the beginning and would like to see it go through.

Joe Rippetoe, 419 Pearson Avenue, Ames, said that he had read tonight's *Ames Tribune*, which highlighted the Kingland project. Two of the words used in the article were "drive thru," and to him, a drive thru is not compatible with being pedestrian-friendly. Mr. Rippetoe would prefer that the City Council get written developer's assurances that, if there is drive thru service, it be very well-designed and that the retailer not be one with a liquor or beer license. He would like the Council to receive oral assurances of that by the developer at this meeting.

Ryan Jeffrey, 2712 Lincoln Way, Ames, identified himself as the President of Campustown Action Association and stated that the CAA believes that the Kingland Systems project would provide direct benefit to the Campustown area and would have the potential of being a catalyst for further improvement and development. He acknowledged that Kingland had worked well with the CAA Board and integrated suggestions on both design and usage into its plan. With those changes, the CAA supports the Kingland Systems' project. In regards to tax incentives, the CAA had developed a list of ten priorities that it considers most important to new development in the Campustown area. He noted that the City Council had already received that list via e-mail; the list is also published on the CAA's Website. Mr. Jeffrey said that Campustown is hoping to capitalize on the potential catalytic effects of the Kingland project, and the CAA is currently working on a proposal to provide grants and/or tax incentives similar to the programs in existence for the Downtown for smaller-scale development by individual property owners of businesses. The proposal will be presented to the City Council in the future.

David Peterson, 614 Billy Sunday Road, Ames, expressed his support for the Kingland Systems project. He said that he will be a junior at Iowa State, has many friends who work at Kingland Systems, and acknowledged the flexibility of scheduling offered to the students. Mr. Peterson also noted that Kingland has made donations to many student organizations. He believes that the Campustown area will benefit from the Kingland project, and it will send a strong message that Ames is looking for people who will redevelop in Campustown and help grow the retail and small businesses in that area.

Mr. Rognes addressed comments concerning lack of student interaction. He pointed out that representatives from Kingland Systems had initially presented their preliminary proposal to Council in March 2013, and it felt that they were addressing students through the *ex officio* student representative on the City Council at that time. Mr. Rognes reported that Kingland had employed over 1,000 students since establishing its business in Ames, and it is definitely important for them to get input from students.

Council Member Orazem said it was nice to see a viable redevelopment project being proposed in Campustown. He feels that Ames must provide more part-time jobs off Campus; having part-time jobs in proximity to the Campus is especially beneficial. Mr. Orazem voiced his support for the project. He also agreed with Mr. Jensen's comments and stated that, if there are additional requests for redevelopment, the City needs to be prepared to offer equal incentives.

Addressing the alleged lack of communication to students about the proposed project, Council Member Davis noted that, in late 2012, *Iowa State Daily* ran an article about Kingland and its plans to expand. On January 30, 2013, *Iowa State Daily* published another article on the Kingland Systems' project. It was his contention that this is not a project that had gone "under the radar," so he was shocked by the students' comments that they had never heard of the project. Mr. Davis said that he sees this project as a catalyst project and is excited to see what spurs off of it. In Mr.

Davis's opinion, Kingland employs a lot of students and is sensitive to students' opinions and desires.

Ex officio Member Harvey acknowledged a letter that had been emailed to the City Council from Spencer Hughes, President of the GSB. In his letter, Mr. Hughes requested that the City Council delay action on this item until Iowa State University students had more opportunities to share their feedback on the proposal.

Council Member Goodman wanted it to be known that he is not against Kingland Systems, which has done great things for Campustown. He also said that he is not against jobs and he is not against demolishing buildings. Mr. Goodman said that he believed that this project probably will bring more dollars to Campustown. He advised that he did not support the TIF project because it will remove pieces of Campustown that are the core of what makes a great commercial district. He gave examples of other cities that have revitalized commercial districts while maintaining historical integrity. Mr. Goodman said that he would like to have at least one of the historical buildings saved.

Council Member Szopinski believes that the Council might have been remiss in not asking Kingland Systems to meet with students when it directed that it meet with the CAA and HPC. She would like the Council to consider directing that more input be received from students. Ms. Szopinski also thinks that the HPC needs to clarify its recommendation to the Council.

In the opinion of Council Member Orazem, one of the problems that the City has not had is for too many people to ask for incentives to redevelop Campustown. He said that he sees the Kingland project as providing great public good to the community.

Council Member Larson agreed, but said that he was not concerned that there will be many TIF requests. He could only recall one TIF project, which was approximately 15 years ago. It had been successful and was paid off prior to ten years. Mr. Larson pointed out that it had been a goal of the City Council for years and years to revitalize Campustown.

Council Member Goodman pointed out that there is still time for the GSB and students to register opinions to the City Council and to Kingland. He also voiced his disagreement that TIF projects are necessary for the redevelopment of Campustown.

Moved by Goodman, seconded by Davis, to direct staff to initiate a zoning text amendment revising the step-back standard to three stories for all buildings on sites that have frontage on Lincoln Way and prohibiting residential units on the third floor.

Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Orazem, seconded by Larson, to provide a 100% TIF rebate with a cap of \$2,064,530 (\$1,575,000 principle and \$449,530 interest) up until the time the cap is reached or ten years have passed from the time of the development agreement, whichever comes first.

Vote on Motion: 4-1. Voting aye: Davis, Larson, Orazem, Szopinski. Voting nay: Goodman. Motion declared carried.

The meeting recessed at 9:26 p.m. and reconvened at 9:35 p.m.

PRESENTATION OF SUSTAINABILITY COORDINATOR ANNUAL REPORT: Merry Rankin, the City's Sustainability Coordinator, presented a review of the Sustainability Task Force Charge and provided an update on the progress of completing Task Force recommendations under the 2012/13 Sustainability Contract. She also discussed the goals and proposed activities to be completed during the 2013/14 contract.

Discussion ensued about one of the programs, i.e., develop a program for businesses, non-profit and civic facilities entitled, "Five Ways to Start Saving Energy." As part of that program, an awards/recognition component will be developed and branded around the City's Sesquicentennial.

Council Member Orazem asked if there was a way for the City to get information out to the public more expeditiously. Ms. Rankin said social media is the way to communicate information the quickest. She qualified that that is what works the best for students, but she is not as familiar with the City's usage of social media.

AGREEMENT FOR LAW ENFORCEMENT SERVICES TO UNIVERSITY-LEASED RESIDENTIAL HOUSING PROPERTY IN AMES: Police Chief Chuck Cychosz explained that Iowa State University (ISU) had leased housing units on Stanton Avenue and Maricopa Drive in response to its growing enrollment. ISU officials have recommended that having the University provide law enforcement services to those locations would be consistent with their goal of trying to provide a living environment that is substantially similar to what is provided on Campus. State law provides authority to the ISU Police when acting in the interests of the institution, which is clearly the case in this arrangement.

Moved by Davis, seconded by Szopinski, to adopt RESOLUTION NO. 13-413 approving the Memorandum of Understanding between Iowa State University and the City regarding the provision of law enforcement services to University-leased residential housing property in Ames. Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

CHANGE ORDER TO AGREEMENT WITH FOX ENGINEERING FOR NEW WATER PLANT DESIGN: Water and Pollution Control Director John Dunn reported on efforts by staff and the City's consulting engineer to apply value engineering (VE) principles to the new Water Treatment Plant. The Council was told that the effect of those efforts will result in an estimated net savings to the project of approximately \$4,000,000.

Director Dunn provided an updated cost estimate for the new Plant. The May 2011 estimate was \$67,633,000; the October 2012 estimate was \$70,157,000; and the November 2012 estimate was \$68,118,000 after staff review and removal of some items and inclusion of others. It was noted that the cost estimates for the project up to that time had been prepared based on limited information. The cost estimate was essentially a parametric estimate with some budget-level pricing from vendors included for major materials and equipment. It was also pointed out that the cost estimate used in the 2013-2018 Capital Improvements Plan was simply an inflation adjustment from the prior year's estimate. In April 2013, the design work reached the 40% threshold, and the design team undertook the first cost opinion based on an actual set of working plans and specifications. To obtain the total project cost, the 40% cost opinion was combined with the cost of engineering services, land acquisition, environmental assessments, easements,

and other non-construction expenses. The resulting total project cost estimate is now \$77,795,000.

Mr. Dunn explained that, after receiving the 40% cost estimate, staff determined that it was necessary to begin a comprehensive re-evaluation of the design immediately, looking for ways to reduce the cost without sacrificing the fundamental mission of the facility. An internal value engineering process was developed and facilitated by the senior staff team spearheading the project. Nearly all of the cost-saving ideas that made it to the end of the value engineering process were recommended by staff for adoption into the final design of the new facility, with an estimated gross reduction of \$3,474,855 from the 40% cost opinion. A more precise cost estimate will be developed at the end of the calendar year and will be reflected in the CIP presented in January. By developing a value engineering process utilizing internal resources to identify cost-saving design modifications instead of hiring outside consultants, the process immediately saved the \$500,000 included in the 40% cost opinion estimate for independent VE consulting. The overall gross project savings generated by that process was an estimated \$3,974,600.

Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 13-414 approving a Change Order to Task Order 4.1 under the Master Agreement with Fox Engineering for the design, bidding, and construction of the new Water Treatment Plant in an additional lump sum of \$529,745.

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

HEARING ON SALE OF 3317 MORNINGSIDE STREET: Mayor Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Davis, seconded by Szopinski, to adopt RESOLUTION NO. 13-409 approving the sale of 3317 Morningside Street to Shaun Strader and Megan Louis, as part of the 2013 Community Development Block Grant Neighborhood Sustainability Program.

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

HEARING ON WATER POLLUTION CONTROL FACILITY METHANE ENGINE-GENERATOR SET NO. 2 REHABILITATION: The hearing was opened by the Mayor. No one came forward to speak, and the hearing was closed.

Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 13-415 approving final plans and specifications and awarding a contract to Ziegler Power Systems of Altoona, Iowa, in the amount of \$176,608.00.

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

HEARING ON 2010/11 STORM WATER FACILITY REHABILITATION PROGRAM - SPRING VALLEY SUBDIVISION (UTAH DRIVE/OKLAHOMA DRIVE) AND 2012/13 FLOOD RESPONSE AND MITIGATION (CLEAR CREEK - UTAH DRIVE): The hearing was opened by Mayor Campbell and closed after no one asked to speak.

Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 13-416 approving final plans and specifications and awarding a contract to Con-Struct, Inc., of Ames, Iowa, in the

amount of \$336,630.00.

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

HEARING ON UNIT 8 GENERATOR REPAIRS/RE-WEDGING STATOR PROJECT: The Mayor opened the public hearing and closed same when no one came forward to speak.

Moved by Davis, seconded by Szopinski, to approve the report of bids and delay the award of contract.

Vote on Motion: 5-0. Motion declared carried unanimously.

HEARING ON 2013/14 CDBG PUBLIC FACILITIES NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS PROGRAM (SOUTH MAPLE AVENUE): Mayor Campbell opened the hearing. There being no one who wished to speak, the hearing was closed.

Moved by Goodman, seconded by Davis, to adopt RESOLUTION NO. 13-417 approving final plans and specifications and awarding a contract to Con-Struct, Inc., of Ames, Iowa, in the amount of \$367,803.20.

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

HEARING ON ZONING TEXT AMENDMENT TO SECTION 29.1503(4) (b) (iii) PERTAINING TO THE WEIGHT OF TRUCKS SERVING SPECIAL USE PERMIT USES IN RESIDENTIAL ZONES: The public hearing was opened by Mayor Campbell. She closed the hearing after no one came forward to speak.

Moved by Davis, seconded by Szopinski, to pass on first reading an ordinance revising Section 29.1503(4)(b)(iii) and allowing the exemption of food delivery vehicles from the weight requirement as one of the criteria for consideration of a Special Use permit in a residential zone and inserting the word “pounds” after 26,000 for clarity.

Roll Call Vote: 5-0. Motion declared carried unanimously.

HEARING ON ZONING TEXT AMENDMENT TO SECTION 29.401(5) TO ELIMINATE PROVISION (c) PERTAINING TO MORE THAN ONE SINGLE-FAMILY OR TWO-FAMILY STRUCTURES ON THE SAME LOT: Mayor Campbell opened the hearing. Planning and Housing Director Kelly Diekmann advised that the Planning and Zoning Commission had voted to continue the request for a Zoning Ordinance Text Amendment for Section 29.401(5) to remove provision C relating to the allowance for multiple single-family and two-family structures on a lot larger than one acre. The Commission felt that it needed more information regarding the background of the proposal and to review any implications to the proposed change to the Code. This item will be placed on the Commission’s agenda for September 4, 2013.

Moved by Davis, seconded by Larson, to continue the hearing to the September 10, 2013, City Council meeting.

Vote on Motion: 5-0. Motion declared carried unanimously.

ORDINANCE REVISING APPENDIX Q FOR WATER METER SETTING FEES: Moved by Goodman, seconded by Davis, to pass on first reading an ordinance revising Appendix Q pertaining to water meter fees.

Roll Call Vote: 5-0. Motion declared carried unanimously.

ORDINANCE REZONING PROPERTY LOCATED AT 4130 LINCOLN SWING: Moved by Davis, seconded by Orazem, to adopt ORDINANCE NO. 4157 rezoning property located at 4130 Lincoln Swing from Residential Low Density “RL” to Residential High Density “RH”. Roll Call Vote: 4-1. Voting aye: Davis, Goodman, Larson, Orazem. Noting nay: Szopinski. Ordinance declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE REVISING PARKING REGULATIONS ON BURNHAM DRIVE: Moved by Goodman, seconded by Davis, to adopt ORDINANCE NO. 4158 revising parking regulations on Burnham Drive. Roll Call Vote: 5-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

COUNCIL COMMENTS: Moved by Orazem, seconded by Davis, to refer to staff the request from Sue Wuhs, on behalf of Ames Community Preschool Center (ACPC), dated August 23, 2013, pertaining to the playground structure at 920 Carroll Avenue .

Council Member Goodman said that he would like to know more information about the new proposal from ACPC. Council Member Larson said that he has some concerns and would like a report detailing the ramifications of the ACPC proposal. City Manager Schainker stated that staff would bring back a report to the Council.

Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Orazem, seconded by Larson, to refer to staff, for a report, the request of the Ames Convention & Visitors Bureau for the City to fund 1/6th of the analysis to be performed by Conventions, Sports & Leisure International pertaining to convention space. Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Davis, seconded by Orazem, to refer to staff the letter dated August 22, 2013, from Scott Renaud, Fox Engineering, pertaining to allowing a clubhouse in a Residential High Density Zoning District (Copper Beach at 712 S. 16th Street) for a report back to Council. Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Davis, seconded by Orazem, to refer to staff, for a memo, the letter dated August 22, 2013, from Scott Renaud, Fox Engineering, pertaining to its request for a LUPP text and map amendment for 205 S. Wilmoth Avenue.

Planning and Housing Director Diekmann explained that the request pertains to the north parcel of the former Middle School Site.

Council Member Goodman specified that he did not want this put on a future agenda, but did want staff to provide feedback to the Council via a short memo. Council Member Larson offered the suggestion that the information be in the form of a staff report so it could be discussed at a future meeting.

Vote on Motion: 4-1. Voting aye: Davis, Larson, Orazem, Szopinski. Voting nay: Goodman. Motion declared carried.

ADJOURNMENT: Moved by Davis to adjourn the meeting at 10:48 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input type="checkbox"/>	1 st – 15 th
	<input checked="" type="checkbox"/>	16 th – end of month
Month and year:	August 2013	
For City Council date:	September 10, 2013	

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 Person/Buyer
Electric Services	Substation Electrical Materials Bid No. 2 - Instrument Transformers	1	\$66,160.70	RESCO	\$0.00	\$(381.11)	D. Kom	CB
Electric Services	Substation Electrical Materials Bid No. 3 - Lightning Arresters	1	\$11,273.52	Fletcher-Reinhardt	\$0.00	\$35.31	D. Kom	CB
Human Resources	Professional Services For Safety and Training	1	\$116,000.00	IA Assoc Municipal Utilities	\$0.00	\$(4,345.25)	L. Vander Zwaag	MA
Electric Services	Steam Turbine No. 8 Overhaul	8	\$807,800.00	NAES Corporation	\$408,743.34	\$5,468.47	B. Trower for D. Kom	CB
Electric Services	Unit 8 Feedwater Heater Replacement	2	\$752,007.00	SPX Heat Transfer LLC	\$2,117.00	\$(3,000.00)	D. Kom	CB
			\$		\$	\$		



MEMO

*Caring People
Quality Programs
Exceptional Service*

4 a-f

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Commander Geoff Huff – Ames Police Department

DATE: September 4, 2013

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
September 10, 2013

The Council agenda for September 10, 2013, includes beer permits and liquor license renewals for:

- Class C Liquor – Corner Pocket/DG’s Taphouse, 125 Main Street
- Class B Liquor & Outdoor Service – Hilton Garden Inn Ames, 1325 Dickinson Avenue
- Class C Liquor – Whiskey River, 132-134 Main Street
- Class C Liquor & Outdoor Service – Wallaby’s Grille, 3720 W. Lincoln Way
- Class C Liquor – La Fuente Mexican Restaurant, 217 South Duff Avenue
- Class C Liquor & Outdoor Service – Hickory’s Hall, 300 S. 17th Street

A routine check of police records found no violations for Hilton Garden Inn, Wallaby’s Grille, La Fuente Mexican Restaurant, or Hickory’s Hall.

On June 13, 2013, officers responded to a report of a fight at Corner Pocket. Two individuals were arrested on multiple charges. The initial call came from an employee.

On March 17, 2013, officers responded to a report of a fight at Whiskey River. One individual was arrested for public intoxication and disorderly conduct.

The Police Department would recommend renewal of all six licenses.

COUNCIL ACTION FORM

SUBJECT: INTERGOVERNMENTAL AGREEMENT FOR POLICE ENFORCEMENT
OF TOBACCO REGULATIONS

BACKGROUND:

The Police Department is requesting permission to renew a 28E intergovernmental agreement with the Iowa Alcoholic Beverages Division for enforcement of tobacco laws. This agreement provides that the Alcoholic Beverages Division will pay the City \$50 for each compliance check conducted by the Police Department.

The Police Department will use this funding to continue underage tobacco enforcement activities and compliance checks with local retailers.

No matching funds from the City are required with this grant.

ALTERNATIVES:

1. Approve the renewed Underage Tobacco Enforcement 28E Agreement between the Police Department and the Iowa Alcoholic Beverages Division.
2. Do not approve the renewed Underage Tobacco Enforcement 28E Agreement between the Police Department and the Iowa Alcoholic Beverages Division.

MANAGER'S RECOMMENDED ACTION:

This state grant provides an outside source of funding to facilitate compliance with tobacco laws within the community. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby authorizing the 28E intergovernmental agreement between the Ames Police Department and the State of Iowa's Alcoholic Beverages Division.

COUNCIL ACTION FORM

SUBJECT: RECORDS RETENTION SCHEDULE AMENDMENTS

BACKGROUND:

The City's Records Retention Schedule, originally adopted in 1998, was revised in its entirety and adopted by Council resolution on July 12, 2011. The purpose of mandatory compliance with the Records Retention Schedule is to enable the City's Records Stewards to provide requested documents to the public and to internal customers in the most accurate and cost-efficient manner. Therefore, it is crucial that the Schedule be revised whenever records are added or deleted from a department or division's inventory.

The attached table lists the additions, deletions, and/or revisions that are being presented to the City Council for approval at this time.

ALTERNATIVES:

1. Adopt a resolution approving the amendments to the City's Records Retention Schedule as listed on the attached table.
2. Do not approve the amendments listed on the attached table, to the City of Ames Records Retention Schedule.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby adopting a resolution approving the amendments to the City's Records Retention Schedule as listed on the attached table.

DEPARTMENT/DIVISION	ADDITION/DELETION/ REVISION	CATEGORY/RECORD TITLE	CHANGE
Electric	Addition	Environmental Miscellaneous – Federal	Mercury and Air Toxics Standards (M.A.T.S.)
	Addition	Environmental Miscellaneous – Federal	Cross State Air Pollution Rule (C.S.A.P.R.)
	Addition	Environmental Miscellaneous – Federal	COA – Sep Ash Site Assessment (August 20, 2012)
	Addition	Environmental Miscellaneous – Federal	Miscellaneous EPA Correspondence
	Addition	Environmental – Miscellaneous - State	N.O.V.
	Addition	Environmental – Miscellaneous -State	Miscellaneous DNR Correspondence
	Addition	Environmental – Miscellaneous -State	Fuel Oil Spill, Dayton Avenue Substation (September 2010)
	Addition	MISO – MAPP	AMES Load at MISO Peak.xls
	Addition	Miscellaneous	Miscellaneous Inquiries & Submittals
	Revision	Environmental Reports – State – DNR-Ash system baghouse test	Change Retention Period to Life of Plant
	Deletion	Contracts – Miscellaneous	IAMWIND
	Deletion	MISO – MAPP	MAPP reserve capacity obligation study
	Deletion	NERC – MRO	MRO load serving entity funding & supporting documents
	Deletion	Radiation Safety & Reporting	Equipment instruction manuals

	Deletion	Utility Reports – Fed Gov	EIA 906, power plant report & supporting documents

COUNCIL ACTION FORM

**SUBJECT: 2012/13 FLOOD RESPONSE AND MITIGATION PROJECT
(NORTHRIDGE PARKWAY SUBDIVISION) & 2009/10 STORM WATER
FACILITY REHABILITATION PROGRAM (MOORE MEMORIAL PARK)**

BACKGROUND:

During the past three years, Public Works staff and Clapsaddle-Garber Associates (CGA) have held numerous neighborhood project meetings, have met with the Parks and Recreation Commission twice, and have come before City Council on several occasions to give updates on progress in working to address localized flooding in the Northridge Parkway area. At the May 14, 2013 City Council meeting, Council unanimously agreed to move forward with a mitigation project using local funds.

The resulting project includes installing new storm sewer pipes/culvert/intakes, creating a vegetated swale between the two electrical sub-stations, grading to create overland flow paths in the backyards of 2406 & 2412 Ridgetop Circle, and modifying the storm sewer in existing Basin 2. Additionally, the Moore Memorial Park Pond will be drained, cleaned of excess silt, and reshaped to accommodate additional flood storage, and existing trees within the water line of the pond will be removed. In addition, the outlet will be modified to reduce current flows, and an inlet forebay will be created and native landscaping planted to improve water quality.

One "Add Alternate" includes material and installation of filtration systems made of sand and iron filings is also included for consideration. This type of water quality improvement has been shown to reduce phosphorus run-off from fertilizers used in the area into bodies of water. Filtration systems such as these have been installed in Minnesota and in Storm Lake, Iowa. The estimated cost of this alternative is \$3,000.

A second "Add Alternate" includes material and installation of limestone blocks, limestone slabs, and emergent (aquatic) plants. This alternate would bring some additional features into the park pond area like have been created in other parks around Ames. The estimated cost of this alternative is \$9,500.

During a meeting between Parks and Recreation staff, Public Works staff and CGA, the construction project along with long-term maintenance and future opportunities that may be available following this project were discussed. One idea that was discussed at the meeting was the option for future use of the pond for fish habitat. Parks and Recreation staff along with CGA met with Department of Natural Resources (DNR) Fisheries staff to discuss the improvements and what additional considerations would need to be implemented to also create a healthy fish habitat. There are only subtle changes to the original planned project that have been incorporate, which will create this habitat. The

Parks and Recreation Commission members have been supportive of the planned improvements within Moore Memorial Park. During that meeting, DNR said that they would stock the pond with fish at a time in the future if the City desires.

CGA has completed plans and specifications for the project with estimated construction costs of \$522,860, which includes the two add alternates for installation of the sand/iron filings filtration system as well as the limestone block/slabs and emergent plants. Engineering and administration costs are estimated to be \$78,500 bringing total estimated costs to \$601,360.

Included in the 2012/13 Capital Improvements Plan (CIP) is a program entitled Flood Response and Mitigation Projects that includes \$820,000 in General Obligation Bonds and \$325,000 in Storm Sewer Utility Funds for total program funding of \$1,145,000. As part of the 2009/10 CIP, Moore Memorial Park basin improvements were included in the Storm Water Facility Rehabilitation Program with funding in the amount of \$100,000 from Storm Sewer Utility Funds. The unspent portion of these funds (\$98,998) continues to be carried forward with budget amendments in anticipation of still making the necessary maintenance improvements to the basin once the flood mitigation project solution is finalized. These maintenance improvements are noted above. This funding can be combined with this flood mitigation project to make all of the improvements at one time.

Below is a **summary of expenses** in the Flood Response and Mitigation CIP Program:

Projects Currently Proposed	City Cost
Utah Drive Landslide (combined with 2010/11 Storm Water Facility Rehabilitation Program – Spring Valley Subdivision) (Contract award amount)	\$175,000
Trail Ridge Landslide (estimated cost)	\$420,000
Stuart Smith Park Bank Stabilization Project – (Total project estimated at \$695,000)	\$120,000 (Local Match)
2012/13 Flood Response and Mitigation (Northridge Parkway Subdivision) & 2009/10 Storm Water Facility Rehabilitation Program (Moore Memorial Park) (Estimated cost for this project w/ Engineering/Contract Admin.)	\$601,360
North Riverside Water Main (actual cost)	\$ 66,882 (Local Match plus Engineering Inspection)
TOTAL ESTIMATED EXPENSES	\$1,383,242

Below is a **summary of funding** for this program:

Funding Source	Funding Amount
2009/10 Storm Water Facility Rehabilitation Program (Storm Sewer Utility Funds)	\$98,998
2011/12 Storm Sewer Improvement Program (Storm Sewer Utility Funds)	\$70,000
2011/12 Low Point Drainage Program (Storm Sewer Utility Funds)	\$70,000
2012/13 Flood Response and Mitigation Projects (G.O. Bonds)	\$820,000
2012/13 Flood Response and Mitigation Projects (Storm Sewer Utility Funds)	\$325,000
TOTAL FUNDING	\$1,383,998

ALTERNATIVES:

1. Approve the 2012/13 Flood Response and Mitigation (Northridge Parkway Subdivision) & 2009/10 Storm Water Facility Rehabilitation Program (Moore Memorial Park) by establishing October 2, 2013, as the date of letting and October 8, 2013, as the date for report of bids.
2. Do not proceed with this project.

MANAGER'S RECOMMENDED ACTION:

Public Works staff and CGA have put forth great effort to work with Northridge Parkway residents, Arbor on the Green residents, the Parks and Recreation Commission, other City departments, private utility companies, and DNR Fisheries staff on this project. The project will be effective in mitigating neighborhood flooding, will improve water quality from the storm water runoff, and is acceptable to area residents. As shown above, adequate local funding is available for this project. Construction is anticipated during winter/spring with a May 31, 2014 completion date. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.**

COUNCIL ACTION FORM

SUBJECT: SUNSET RIDGE SUBDIVISION – 5th ADDITION HMA PAVING PROJECT

BACKGROUND:

Sunset Ridge Subdivision is the residential development located north of Lincoln Way at the west corporate limits. As part of the original Developer's Agreement approved by City Council in 2005, the developer assumed responsibility for costs associated with utility and street extensions within the subdivision, while the City agreed to bear the costs of the extra width and thickness of the pavement for the Collector Streets within the subdivision (Wilder Avenue and Westfield Road). Since approval of this agreement, Iowa bid laws have been updated to require projects having any City funding to be bid by the City. This has led the City to work with developers to come up with comparable trade-off projects that meet the intended financial obligations at the least overall cost.

On October 23, 2012, City Council approved a supplemental agreement that includes an updated means for the City to meet its financial obligations under the 2005 agreement. An option within the agreement is for the parties to mutually agree for the City to construct a single public improvement project at a cost equal to the total cost of the extra width and extra thickness for the collector streets (beyond that of a local street). A project that fulfills this obligation involves construction of the asphalt pavement within the Sunset Ridge Subdivision 5th Addition project.

Fox Engineering has completed plans and specifications for this project with estimated construction costs of \$169,420. The project will be financed with unobligated G.O. Bonds remaining from the completed 2010/11 Concrete Street Pavement Improvements Program. Construction administration is estimated in the amount of \$10,000, bringing total estimated costs to \$179,420. This amount is equal to the estimated costs of the extra width and depth of collector street paving that the City was obligated to finance under the original Developer's Agreement.

ALTERNATIVES:

1. Approve the Sunset Ridge Subdivision – 5th Addition HMA Paving project by establishing September 18, 2013, as the date of letting and September 24, 2013, as the date for report of bids.
2. Do not proceed with this project.

MANAGER'S RECOMMENDED ACTION:

By moving forward with this project at this time, these street improvements will be completed during this calendar year. This will fulfill the City's financial commitment outlined in the second Supplemental Agreement, and will facilitate the development of additional residential lots in west Ames.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the Sunset Ridge Subdivision – 5th Addition HMA Paving by establishing September 18, 2013, as the date of letting and September 24, 2013, as the date for report of bids.

COUNCIL ACTION FORM

SUBJECT: **POWER PLANT UNIT # 8 DUMP GRATE PARTS**

BACKGROUND:

The Power Plant needs to rebuild the grate support system located in the Unit 8 Boiler. There are four grates in the boiler on which refuse derived fuel (RDF) is burned. The supports for these grates have sagged to the point of seeing fire between the structural members and the bottom waterwall headers, resulting in air leakage and grate misalignment. The headers actually cool the support structure and the gap causes the sagging to increase with time due to lack of contact cooling. During each outage, staff adjusts the grates to get by. The air leakage lowers plant efficiency. **The grates' structural and mechanical operating mechanisms now need to be rebuilt in order to continue burning RDF reliably.**

The grate support system was supplied by Detroit Stoker Company, the Original Equipment Manufacturer (OEM) for the boiler. There are no detail drawings available on the various items required to rebuild the system. Only general arrangement drawings are available. As the OEM, Detroit Stoker Company would be the only company that can supply these replacement parts without having to hire an engineering firm to redesign the support structure and connecting operating devices. It is impractical to attempt to reverse engineer the components due to the number of pieces and the complexity of the moving grate system.

For these reasons, staff is requesting that this be considered a sole source procurement and that the City Council waive the City's purchasing policies requiring formal competitive bids and award a contract to Detroit Stoker Company, of Monroe, MI for this work. The cost would be \$76,476.16 (inclusive of Iowa Sales Tax) plus freight for the Unit # 8 dump grate parts.

The FY 2013/14 operating budget includes \$385,000 for grate parts and repair. The remaining portion of this funding allocation will be used to hire a contractor to carry out these repairs.

Work on these support structures will begin during the Spring Unit 8 outage next spring.

ALTERNATIVES:

1. Waive the purchasing policy requirement for formal bidding procedures, and award a contract to Detroit Stoker Company, Monroe, MI, for Unit # 8 dump grate parts in the amount of \$76,476.16 (inclusive of IA sales tax) plus freight. The City will reimburse the contractor for the actual delivery costs.

2. Do not waive the purchasing policy requirement and advise staff to budget for and bid and install a new grate system. This cost is substantial and the earliest installation would be Fall of 2014.

MANAGER'S RECOMMENDED ACTION:

Unit # 8 will not be able to burn RDF if the dump grates in the boiler fail. Alternative No. 1 will help ensure that the support structures and operating mechanisms of these grates are properly maintained to eliminate the risk of the grates failing.

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

COUNCIL ACTION FORM

SUBJECT: POWER PLANT UNIT 8 GENERATOR REPAIRS / RE-WEDGING STATOR

BACKGROUND:

On July 23, 2013, City Council approved preliminary plans and specifications for the Unit 8 Generator Repairs/Re-wedging Stator. The complete project is to re-wedge the stator and replace connection ring ties in the Unit 8 turbine generator.

Council may recall that the Unit 8 turbine and generator had a major overhaul in the spring of 2013. During that overhaul, generator testing was performed, and the results indicated loose wedges and increased "greasing" in critical locations within the generator. It was recommended by the testing firm that the City re-wedge the stator and replace connection ring ties in the near future. Unfortunately, that work could not be completed during the recent outage due to unavailability of generator repair crews. Based on the recommendation of General Electric, the original equipment manufacturer, the unit was reassembled and could be operated safely. However, it was recommended that the re-wedging be accomplished within the next two years. **Therefore, staff's recommendation was to perform the work during the next planned outage scheduled for this fall.**

Bid documents were issued to twenty-two firms. The bid was advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published in the Ames Tribune. The bid was also sent to four plan rooms. The engineer's estimated cost of this project was \$270,811.

On August 14, 2013, eleven bids were received as shown below:

BIDDER	LUMP SUM PRICE	SALES/USE TAXES INC.	EVALUATED TOTAL
Generator & Motor Services Turtle Creek, PA	\$225,400.00	\$4,600.00**	\$220,800.00
TurboCare, Inc. Houston, TX	\$230,881.00		\$230,881.00
Turbinepros Rogers, MN	\$260,243.00		\$260,243.00
HPI-LLC Houston, TX	\$280,960.00	\$16,040.54*	\$264,919.46
Power Plant Services Ball Ground, GA	\$379,319.00	\$24,483.00*	\$354,836.00

Power Generation Service, Inc. Anoka, MN	\$360,000.00	\$3,600.00*	\$356,400.00
National Electric Coil Company, L.P. Columbus, OH	\$393,020.00		\$393,020.00
NAES Corporation Houston, TX	\$460,289.00	\$30,113.00*	\$430,176.00
General Electric International, Inc. Omaha, NE	\$539,664.00		\$539,664.00
Mitsubishi Power Systems America, Inc. Orlando, FL	Non-responsive		
Keystone Specialty Services Company Turtle Creek, PA	Non-responsive		
* Evaluated Totals are less all applicable taxes to ensure fair evaluation of prices, since five bidders are not licensed to collect Iowa sales tax.			
**Generator & Motor Services is one of the bidders not licensed to collect Iowa sales tax. Their bid includes <u>use tax only</u> .			

After the initial evaluation, staff determined that the bids submitted by Mitsubishi Power Systems America, Inc. and Keystone Specialty Services Company were both non-responsive due to bid security not being submitted along with their bids.

As a result, nine bids remained for further evaluation. Staff reviewed the remaining bids and concluded that the apparent low bid submitted by Generator & Motor Services, Turtle Creek, PA, in the amount of \$225,400 is acceptable. This amount is inclusive of use tax only, so the City will pay applicable sales tax directly to the State of Iowa.

The approved FY 2012/13 Budget and Capital Improvements Plan included \$3,500,000 for the turbine generator overhaul, including parts, professional technical assistance, and contractor services. Funds in the amount of \$627,387.74 remain from that budget, which will be carried over to cover the costs associated with this project.

ALTERNATIVES:

1. Award a contract to Generator & Motor Services, Turtle Creek, PA, for the Unit 8 generator repairs / re-wedging stator in the amount of \$225,400.
2. Reject all bids and do not undertake this project at this time.

MANAGER'S RECOMMENDED ACTION:

This stator re-wedge work is critical because, if not completed, the risk of catastrophic failure will increase significantly for the Unit 8 generator.

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

COUNCIL ACTION FORM

SUBJECT: FLEET REPLACEMENT PROGRAM – LEAF VACUUMS

BACKGROUND:

The City has two diesel, trailer mounted powered leaf vacuums that were purchased new in 1998. They are used primarily to collect and load leaves from the right of ways in the autumn. Both vacuums are scheduled for replacement in FY 13/14, and bids have been received for new replacement units as follows:

<u>Vendor</u>	<u>Make</u>	<u>Qty</u>	<u>Unit Price</u>	<u>Total</u>	<u>Trade Allowance</u>	<u>Net Bid</u>
Bonnell Industries	Titan, Leaf Pro	2	\$25,918.00	\$51,836	(\$ 3,600)	\$48,236
ODB	ODB, LCT 650	2	\$26,789.00	\$53,578	(0)	\$53,578
Elliott Equipment	ODB, LCT 650	2	\$28,658.00	\$57,316	(\$ 2,500)	\$54,816
Trans-Iowa	Tarco, Windy 100	2	\$36,055.00	\$72,110	(\$15,000)	\$57,110

An evaluation of the bids and specifications determined that the equipment offered in the low bid by Bonnell Industries does not meet the City's required specifications. The three components that were not acceptable in their bid are as follows:

1. The impeller blades were smaller than specified and do not have serrated edges,
2. The fuel tank was not polyethylene and is 5 gallons smaller than required, and
3. The wear liners in the impeller housing are bolted in, not the slip design required.

The bid and equipment from the second low bidder, ODB, meet minimum specifications and therefore are acceptable.

The approved budget for this acquisition in FY 13/14 is \$50,000.

The fleet replacement fund will have a balance of \$45,939 on 11/30/13 when the new units are scheduled for delivery. Since the acceptable low bid does not provide a trade allowance, the retired vacuums will be sold at auction after the new units are delivered. These retired units are projected to sell for \$9,000, providing \$54,939 total in available funding.

ALTERNATIVES:

1. Award this bid for the purchase of two ODB, LCT 650 leaf vacuums to ODB of Richmond, VA, in the amount of \$53,578.
2. Reject all bids.

MANAGER'S RECOMMENDED ACTION:

Staff has evaluated these bids and believes that these units will provide the level of service desired by our citizens. **Therefore, it is the recommendation of the City Manager that City Council approve Alternative #1, thereby awarding this bid for the purchase of two ODB, LCT 650 leaf vacuums to ODB of Richmond, VA, in the amount of \$53,578.**

COUNCIL ACTION FORM

SUBJECT: PURCHASE OF WATER METERS AND RELATED PARTS

BACKGROUND:

On August 13, 2013, Council awarded two contracts for the purchase of water meters and related parts. One contract was awarded to Badger Meter in the amount of \$263,000, and the second was awarded to Elster AMCO in the amount of \$15,000.

It was subsequently discovered that the dollar amounts of the individual awards were incorrect. **The total amount of the award for the purchase of meters and parts remains unchanged at \$278,000.** However, the cost of the remote displays was incorrectly included in the Badger Meter contract. In fact, the displays are being purchased from Elster, and should have been included in their contract. Staff requests that Council revise the resolutions from August 13, 2013 to correct the dollar amount of the awards.

ALTERNATIVES:

1. A.) Revise the dollar amount of the award to Badger Meter of Milwaukee, WI to furnish water meters and related parts and services for the period of July 1, 2013 through June 30, 2014 at an estimated annual cost of \$205,000.

B.) Revise the dollar amount of the contract renewal with Elster AMCO of Ocala, FL to furnish water meters and related parts and services for the period of July 1, 2013 through June 30, 2014 at an estimated annual cost of \$73,000.
2. Take no action. The contract with Elster AMCO would be insufficient to fund the purchase of remote displays for water meters during the current fiscal year.

MANAGER'S RECOMMENDED ACTION:

The cost of purchasing remote displays for water meters was incorrectly included in the dollar amount awarded to Badger Meter on August 13, 2013. The displays will be purchased from Elster AMCO. The award to Elster needs to be increased to cover the cost of the displays, and the award to Badger needs to be reduced by the corresponding dollar amount. **This action will not result in a net change in the total dollar amount to be expended for meters and parts.**

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving alternatives 1A and 1B as described above.



MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: September 6, 2013

Subject: Contract and Bond Approval

There are no Council Action Forms for Item Nos. 13 through 15. Council approval of the contract and bond for these projects is simply fulfilling a *State Code* requirement.

/jr

COUNCIL ACTION FORM

SUBJECT: COMPLETION OF POWER PLANT UNIT 8 FEEDWATER HEATER REPLACEMENT PROJECT

BACKGROUND

On March 6, 2012, City Council approved preliminary plans and specifications for this project to supply and replace feedwater heaters on Power Plant Unit 8. On April 11, 2012, Council received a bid for the Unit 8 Feedwater Heater Replacement Project from SPX Heat Transfer, Inc. The amount of the contract as awarded on May 22, 2012, was \$752,007, plus applicable sales taxes to be paid directly by the City of Ames to the State of Iowa.

There were two change orders to this contract.

Change Order No. 1 was a \$2,117 increase to cover costs for arranging transport and delivery of the feedwater heaters using the same "Flatbed" style of trucks used to transfer the turbine for the Unit 8 Overhaul. **Change Order No. 2** was a \$3,000 deduct for labor and materials to correct leaks after heater start up. **The updated contract amount including these two change orders is \$751,124.00.**

The Engineer's estimate of the total contractor cost of this project for Unit 8 was \$875,000. The 2012/13 Capital Improvements Plan included this project.

All of the work included in the contract with SPX Heat Transfer, Inc. has now been completed, and the Power Plant Engineer has provided a certificate of completion.

ALTERNATIVES:

- 1) Accept completion of the contract for the Unit 8 Feedwater Heater Replacement with SPX Heat Transfer, Inc. at a total cost of \$751,124.00, and authorize final payment to the contractor.
- 2) Delay acceptance of this project.

MANAGER'S RECOMMENDED ACTION:

The contractor has completed this work as specified under the contract, the Power Plant Engineer has issued a certificate of completion for the work, and the City is legally required to make final payment to the contractor. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: COMPLETION OF POWER PLANT STEAM TURBINE NO. 8 OVERHAUL PROJECT

BACKGROUND

On September 25, 2012, City Council approved preliminary plans and specifications for the Steam Turbine No. 8 Overhaul Project. This project was required to repair or replace worn parts discovered after the opening and inspection of the Power Plant's Unit No. 8 turbine and generator for repairs needed to avoid serious future damage. Repairs and replacement of worn parts were completed as the inspection progressed and work was defined.

Bids were received for this project on October 31, 2012, Council awarded the contract to NAES Corporation on January 22, 2013 in the amount of \$807,800.00.

There were eight change orders to this contract.

Change Order No. 1 for \$171,482.00 was to increase funds to cover costs associated with turbine repairs that were more extensive than what was included in the base bid.

Change Order No. 2 for \$75,276.95 was for additional steam turbine shell repairs, a recommended hydrogen sealing modification and control valve rack repairs.

Change Order No. 3 for \$18,250.00 was for additional work related to the nozzle block which required significant field lapping to get 100% metal to metal contact between the nozzle block and the shell.

Change Order No. 4 for \$30,000.00 was for extra field labor hours and premium pay for the extended time required to clean and flush the turbine lube oil system and to complete the generator air test.

Change Order No. 5 for \$25,304.00 was for extra field labor hours and premium pay for the extended time for the removal of the stop valve fine screen.

Change Order No. 6 for \$10,309.39 was for additional work related to machining of packing butt caps and new thrust bearing shoes and additional disassembly requested for oil flush.

Change Order No. 7 for \$78,121.00 was for extra work to repair or replace seventeen components and equipment assemblies of Unit 8's turbine-generator.

Change Order No. 8 for \$5,468.47 was to account for the 7% Iowa Sales Tax applied to the \$78,121.00 on Change Order No. 7.

The net contract amount including these eight change orders is \$1,222,011.81.

Council should note that the actual project cost total is \$1,166,128.80, which is less than the total contract amount by \$55,883.01. This is due to the time and material charges associated with the change orders being less than were anticipated.

The engineer's estimate to perform the overhaul work with the original work scope, parts, and a reasonable amount of repair was \$2,585,000.00. The approved FY 2012/13 Budget and Capital Improvements Plan included \$3,500,000 for the turbine generator overhaul, including parts, professional technical assistance, and contractor services.

All of the work included in the contract with NAES Corporation has now been completed, and the Power Plant Engineer has provided a certificate of completion.

ALTERNATIVES:

- 1) Accept completion of the contract for the Steam Turbine No. 8 Overhaul with NAES Corporation at actual project cost total of \$1,166,128.80, and authorize final payment to the contractor.
- 2) Delay acceptance of this project.

MANAGER'S RECOMMENDED ACTION:

The contractor for the Steam Turbine No. 8 Overhaul Project has successfully completed the work under the contract, and the Power Plant Engineer has issued a certificate of completion on the work.

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

COUNCIL ACTION FORM

SUBJECT: COMPLETION OF WPC FACILITY DIESEL TANK REPLACEMENT PROJECT

BACKGROUND:

On August 28, 2012, the City Council awarded a contract to Acterra Group, Inc. of Marion, Iowa in the amount of \$188,000 to provide all labor, equipment, materials, and other components necessary to complete the Water Pollution Control Facility Diesel Tank Replacement Project. On November 2, 2012, Change Order #1 reduced the total contract amount to \$184,932.60.

As of August 26, 2013, work on this project was completed in accordance with the contract and the City's specifications.

ALTERNATIVES:

1. Accept completion and authorize payment in accordance with the contract awarded to Acterra Group, Inc. of Marion, Iowa in the amount of \$184,932.60.
2. Do not accept completion of the WPC Facility Diesel Tank Replacement Project.

MANAGER'S RECOMMENDED ACTION:

An Engineer's Statement of Completion has been prepared by Snyder & Associates, Inc., certifying that all work on the diesel tank replacement has been satisfactorily completed.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting completion of the WPC Facility Diesel Tank Replacement Project contract with Acterra Group, Inc. of Marion, Iowa and issuing payment in the amount of \$184,932.60.

Staff Report

IMPROVEMENTS TO BICYCLING IN CAMPUSTOWN

August 13, 2013

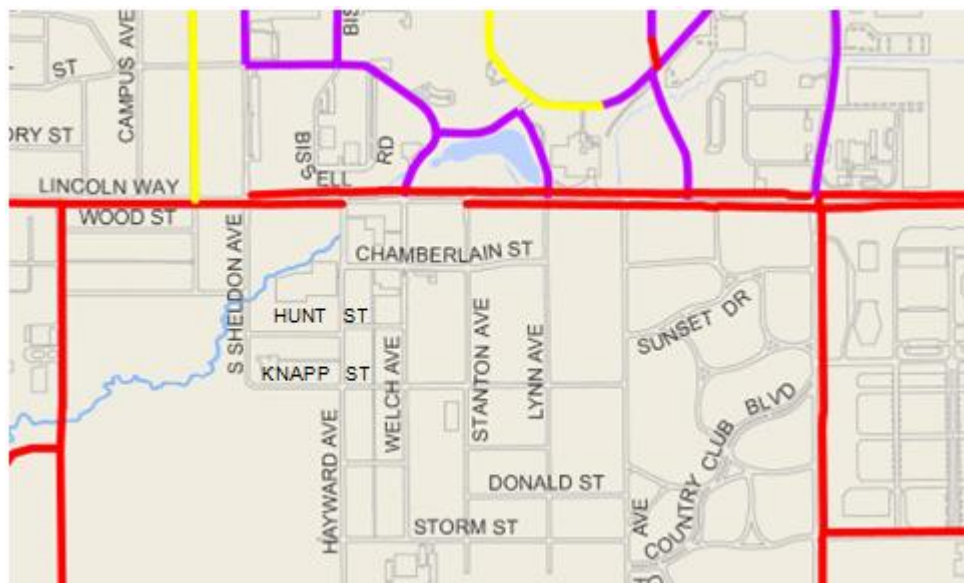
BACKGROUND:

In December 2012, the City Council directed staff to address a request from the Student Affairs Commission regarding bicycling in Campustown. The particular issues raised included ways to make Campustown more bike-friendly and reduction of bicycle/car and bicycle/pedestrian collisions.

CURRENT STATE OF BICYCLING IN CAMPUSTOWN:

Bicycling features in Campustown are limited. A shared-use path extends on the south side of Lincoln Way, but *Municipal Code* Sec 4.13 prohibits bicycling on sidewalks on the south side of Lincoln Way from Stanton Avenue to Hayward Avenue, on Welch Avenue north of Knapp Street, and on the east side of Hayward Avenue from Lincoln Way to Hunt Street.

This bicycle prohibition on the south side of Lincoln Way is due to the concentration of pedestrian traffic and the narrower building setback. On Lincoln Way, it is intended for bicyclists on the south side to cross Lincoln Way, use the shared-use path on the north side of the road, and then cross back to the south side of Lincoln Way to travel through this area.



Yellow = On Street Bike Lane

Purple = Bike Friendly Street

Red = Shared Use Path

The other existing alternative for bicyclists is to use the roadway. However, Lincoln Way presents hazards to bicyclists in the forms of vehicle speed, volume, parking, and

CyRide conflicts. In the Campustown commercial district south of Lincoln Way, traffic speeds are lower, although there are increased hazards from doors of parked cars opening in the path of bicyclists. Bicycling features such as dedicated lanes, sharrows, or shared-use paths are generally not available south of Lincoln Way in Campustown.

The Long-Range Transportation Plan (LRTP) visioning workshops identified the Lincoln Way corridor as an area of concern for the safety of crossing, non-motorized travelers. The Campustown portion of Lincoln Way has a somewhat greater proportion of bicycle-related crashes compared to most other locations in the City (see attachment). The Lincoln Way shared use path in Campustown is categorized by the LRTP as a Level of Service “D” based on the scale from Level of Service “A” (least hazardous) to Level of Service “F” (most hazardous).

IDEAL STATE OF BICYCLING IN CAMPUSTOWN:

The Lincoln Way corridor in Campustown is reflective of a time when parking adjacent to businesses, fewer cars, and slower speeds were characteristic of this roadway. As the traffic volume on Lincoln Way has exceeded 23,000 daily trips and speeds have increased, challenges have been created for all users of the road. For example, vehicles parallel parking on the south side of Lincoln Way can cause traffic backups as they exit or enter the traveling lanes. An attempt to parallel park near Welch Avenue may be mistaken by other eastbound traffic for a planned right turn onto Welch Avenue. Further, cars attempting to leave the parking spaces nearest the intersections may be blocked by cars waiting at a stoplight.

If Lincoln Way in Campustown was to be built from scratch today, it would not support parallel parking. Parking would be provided at lots behind businesses, on lower-volume side streets, or in area parking ramps/facilities. In place of the parallel parking, the sidewalk would be constructed wider to accommodate more pedestrians, allow more street furniture, and handle features such as sidewalk cafes or signs. The street itself would have the same number of vehicular traffic lanes, but would also have on-street painted bicycle lanes. Welch Avenue, in an ideal state, might also have less on-street parking, wider sidewalks, and dedicated bike lanes or sharrows.

COMMUNITY FEEDBACK:

Staff met with Campustown Action Association’s (CAA) Transportation Task Force to discuss cycling. With this group, staff issued a survey to Campustown cyclists. There were 491 survey responses. The results indicated that 41.4% of bicyclists feel somewhat unsafe or not safe at all when biking in Campustown. When asked to choose Campustown roads they felt least safe on, 77.3% selected Lincoln Way and 68.9% selected Welch Avenue. Respondents also felt strongly (74.2%) that if more bicycle parking was available, it should consist of several small bicycle racks on the sidewalk.

Campustown businesses were separately surveyed. Unfortunately, only seven responses were received. Although the low number of responses likely makes this survey’s results invalid, six of seven respondents had a negative feeling about bicyclists

on the sidewalks in Campustown. Six of seven also indicated they would support CAA and the City focusing on ways to increase bicycle traffic in Campustown, encouraging fewer people to drive and more people to bike. However, only three business owners supported reducing the number of parking spaces to provide bike lanes, wider sidewalks, and sidewalk cafes, while four were opposed.

Staff met with CAA members in June to discuss the survey and generate ideas to address bicycling safety. This meeting generated several ideas and discussion points, including the following:

1. Providing more signage and information directing motorists to the Intermodal Facility for parking
2. Encouraging bicycling in Campustown seems compatible with the “Healthy Ames” initiative
3. Develop a bicycling philosophy that is not a strategic plan, but identifies how bicycling can fit into future development proposals in a flexible manner
4. Study the parking on Lincoln Way to determine if the opportunity exists to repurpose parts of it for bike lanes and activities such as sidewalk cafes.

NEXT STEPS:

The survey and discussions have yielded two projects that staff feels comfortable recommending to the City Council for consideration. These projects will improve some minor amenities for both bicyclists and motorists:

1. **Install several smaller bicycle racks on the sidewalks throughout Campustown.** According to the survey, these upside-down U racks on the sidewalk are the preferred means of securing bikes and more of them are desired. These racks cost approximately \$150 each and staff believes that 4-6 more could be placed in the Campustown area. If directed by Council, staff would include funding for bike racks in the 2014/15 proposed budget and would work with CAA to identify locations that would minimize impact on sidewalk usage.
2. **Develop a public parking signage program throughout Campustown.** This signage may help direct motorists to the area parking facilities (Intermodal Facility, Memorial Union Parking Ramp) on the outskirts of the district rather than adding to traffic congestion in the center of the district. If this option is pursued, staff recommends that it be directed to work with CAA and Iowa State University to develop this program. Public parking signage that does not use standard highway signage but instead uses a theme tends to be more effective. CAA is currently working on a Campustown wayfinding program that may be complementary to a public parking signage effort.

RESOLVING PARKING AND BICYCLING PRIORITIES:

The two projects outlined above may improve the bicycling situation in Campustown. However, even if these are adopted by the City Council, there will still remain conflicts between pedestrians, bicyclists, and vehicles. Addressing these conflicts will require more significant changes. Staff has struggled up to this point to identify alternatives that will satisfy all stakeholders. It is evident from discussions that bicyclists would prefer the removal of parking for biking space, but most business owners responding to the survey see on-street parking as a valuable asset. **Council should understand that any attempt to provide more bicycle traveling space in Campustown will require the elimination of some on-street parking spaces.** There are 36 parking spaces on Lincoln Way between Hayward and Lynn and 22 spaces on Welch Ave. between Lincoln Way and Chamberlain. However, it should be noted that with the construction of the Intermodal facility and other area parking facilities, there are more off-street parking opportunities in Campustown than ever before.








Staff considered that a parking utilization study might be used to determine the use patterns of the on-street parking. However, staff feels that such a study would likely demonstrate that the on-street parking spaces have near-constant utilization during peak hours. While this indicates that they are in high demand, it also means that the supply of these spaces has nearly reached its limit. Unable to find a parking space during peak hours, some drivers might simply give up on their visit altogether. Other drivers will choose to park farther away and walk or bike to Campustown. As a result, the burden placed on the existing sidewalks will continue to create more pedestrian, bicyclist, and vehicle conflicts.

Because no clear solution has presented itself, City staff sees three potential alternatives for the City Council to move ahead in addressing the conflicts between bicycling and parking:



- 1. Determine that parking is the more important priority and take no further action.** If the City Council is satisfied with the current level of service for bicyclists in Campustown, or if the City Council believes that motor vehicle traffic is the higher priority for the Campustown district, the City Council can choose to take no action.
- 2. Determine that bicycling is the more important priority and direct staff to investigate modifications to remove parking on Lincoln Way and/or Welch Avenue in order to install bicycle lanes.** If it is determined that there is a willingness to shift parking to area parking facilities, these on-street spaces might be converted to a bike lane and wider sidewalks. In addition to improving the primary complaint of bicyclists, the loss of parking spaces to businesses could be offset by wider sidewalks that could host sidewalk cafes, sidewalk sales, or other activities that have previously been limited or not possible due to space constraints.

3. **Determine that balancing parking and bicycling needs is important and direct staff to form a task force to identify creative solutions to satisfy both needs.** If this alternative was selected, staff recommends that the task force consist of three community bicyclists, three student bicyclists, two Lincoln Way business owners, two Welch Avenue business owners, two CAA representatives, and be facilitated by City staff. This task force would be charged with identifying physical improvements to Campustown to address the safety of bicyclists and pedestrians while still respecting the needs of businesses to have public resources such as parking. City staff would facilitate discussion and provide cost and feasibility estimates. The task force would return to the City Council with recommendations, if any, to address the conflicts outlined by staff in this report.

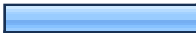



1. What is your age?

		Response Percent	Response Count
18 to 24		27.7%	135
25 to 34		21.4%	104
35 to 44		16.6%	81
45 to 54		14.6%	71
55 to 64		15.6%	76
65 to 74		3.3%	16
75 or older		0.8%	4
answered question			487
skipped question			4





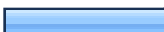
2. What is your gender?

		Response Percent	Response Count
Female		37.9%	183
Male		62.1%	300
answered question			483
skipped question			8








3. What is your affiliation to Ames or ISU?

		Response Percent	Response Count
ISU Student		28.8%	139
ISU faculty/staff		30.7%	148
Ames resident (not affiliated with ISU)		35.7%	172
Non - resident		4.8%	23
answered question			482
skipped question			9




4. How long have you lived, worked, or gone to school in Ames?

		Response Percent	Response Count
<1 year		5.6%	27
1 - 5 years		31.3%	151
6 - 10 years		16.4%	79
11 - 20 years		23.0%	111
21+ years		23.8%	115
answered question			483
skipped question			8




5. Where do you live?

		Response Percent	Response Count
On-campus (Residence Halls or ISU-owned apartment)		8.5%	41
Campustown (South of Lincoln Way between Sheldon and Beach)		11.6%	56
SW: South of Lincoln Way and west of Campus		14.5%	70
NW: North of Lincoln Way and west of Campus		18.6%	90
NE: North of Lincoln Way and east and north of Campus		31.5%	152
SE: South of Lincoln Way and east of campus		7.0%	34
Outside of Ames		8.3%	40
answered question			483
skipped question			8




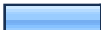
6. Which of the following describes your bicycling skill level?

		Response Percent	Response Count
Novice		13.6%	61
Frequent Bicyclist		56.7%	255
Advanced		29.8%	134
answered question			450
skipped question			41




7. Which of the following best describe your bicycling behaviors?

		Response Percent	Response Count
Casual: I ride mostly to get to class or just for fun		35.6%	161
Commuter: I frequently ride to run errands, get to work, and get around town		56.9%	257
Fitness: I ride mostly as a form of exercise		42.9%	194
answered question			452
skipped question			39

8. What is your primary reason for bicycling in Campustown?

		Response Percent	Response Count
To get to class or work		26.7%	120
To visit Campustown businesses		29.8%	134
To get somewhere else; just riding through		29.2%	131
For recreation		14.3%	64
answered question			449
skipped question			42

9. Where do you primarily ride right now in Campustown?

		Response Percent	Response Count
On the sidewalk		9.6%	43
In the street		51.1%	229
Both on the sidewalk and in the street		39.3%	176
answered question			448
skipped question			43





10. If the following choices were available in Campustown, please rank where would you prefer to ride (1 - most preferred)? NOTE: If you aren't able to change numbers, please drag and drop the items to order!

	1	2	3	4	5	Rating Average	Rating Count
On the sidewalk	4.2% (19)	7.1% (32)	11.1% (50)	19.9% (90)	57.7% (261)	4.20	452
On a wide, shared-use path (bike path)	32.3% (146)	27.2% (123)	22.1% (100)	16.8% (76)	1.5% (7)	2.28	452
In the street	7.7% (35)	10.8% (49)	21.0% (95)	34.3% (155)	26.1% (118)	3.60	452
In a dedicated bike lane separated from vehicle traffic by barrier	32.7% (148)	28.3% (128)	19.0% (86)	13.7% (62)	6.2% (28)	2.32	452
In an on-street, painted bicycle lane adjacent to vehicle traffic	23.0% (104)	26.5% (120)	26.8% (121)	15.3% (69)	8.4% (38)	2.60	452
answered question							452
skipped question							39

11. Please list any other "preferred" options not listed in the above question.

	Response Count
	46
answered question	46
skipped question	445











12. How safe do you feel while bicycling in Campustown?

		Response Percent	Response Count
Very safe		8.7%	37
Somewhat safe		49.9%	212
Somewhat unsafe		31.5%	134
Not safe at all		9.9%	42
	answered question		425
	skipped question		66

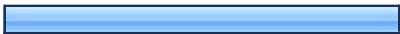



13. Please share why you feel this way?

	Response Count
	323
answered question	323
skipped question	168





**14. On which of the following Campustown roads do you feel LEAST safe while bicycling?
(Choose 3)**

		Response Percent	Response Count
Ash Ave		9.1%	36
Chamberlain Street		12.9%	51
Hayward Street		16.2%	64
Hunt Street		2.0%	8
Knapp Street		9.1%	36
Lincoln Way		77.3%	306
Lynn Ave		5.6%	22
Stanton Ave		11.6%	46
Storm Street		6.6%	26
Welch Ave		68.9%	273
Other (please specify)			20
answered question			396
skipped question			95

15. Where do you primarily lock your bicycle in Campustown?

		Response Percent	Response Count
In bicycle racks		59.5%	217
To trees		9.6%	35
To parking meters		20.8%	76
To railings		10.1%	37
Other (please specify)			75
answered question			365
skipped question			126

16. If more bicycle parking was available in Campustown, what would you prefer that it consist of?

		Response Percent	Response Count
A few large bicycle racks on the sidewalk		10.6%	42
Several small bicycle racks on the sidewalk		74.2%	294
Larger bicycle racks on the street		9.3%	37
The current amount of bicycle parking is satisfactory		5.8%	23
Other (please specify)			30
answered question			396
skipped question			95

17. Please share any additional comments you have related to bicycling in Campustown.

Response Count	
107	
answered question	107
skipped question	384

Page 2, Q11. Please list any other "preferred" options not listed in the above question.

1	on the street where vehicles have traffic calming elements to slow them down or where parking is not allowed.	May 10, 2013 2:33 PM
2	I have a preference for on the street because I strongly believe that a successful plan has to create a space for all users and I'm worried that dedicated bike lanes will take away too much space from pedestrians and road users.	May 10, 2013 12:53 PM
3	All of the above would depend on where the paths are. If not where I need them, I would be on the street.	May 9, 2013 10:38 AM
4	streets should be marked for SHARED USE - sharrows and other such markings, appropriate signage, turn lanes where applicable	May 8, 2013 4:19 PM
5	Bike lanes would be so amazingly awesome. (Especially on campus...) I think this is safer than allowing bicycles on sidewalks as Ames/Campus town has a lot of pedestrians (more than cars, I'd say; it's a small town) and many cyclists are students getting from A to B and are not practiced in proper cycling etiquette.	May 7, 2013 12:45 PM
6	Bikes don't belong with pedestrians or cars	May 7, 2013 12:22 PM
7	I'd like to just ride in the street if I felt safe in the street. The only street in Campustown I do not feel comfortable riding in the street on is Lincoln Way.	May 7, 2013 11:29 AM
8	On street well marked with "Sharrows"	May 7, 2013 9:13 AM
9	None	May 7, 2013 9:12 AM
10	I walk my bike on the sidewalks in front of businesses. I do use the bike paths throughout the city and don't mind at all sharing them with pedestrians.	May 7, 2013 6:17 AM
11	bike lane separated from traffic by parked cars	May 6, 2013 10:46 PM
12	MAke campus town a pedestrian/bike malll	May 6, 2013 7:30 PM
13	On a wide, bicycle friendly street like north end of Duff or Northwestern, or 16th or 9th streets -- these are models of safe car/bike streets.	May 6, 2013 6:45 PM
14	My first preference would be wide streets so I could bike on them with the traffic without bike lanes...this makes it easier to make turns...assuming automobiles can notice me!	May 6, 2013 1:22 PM
15	Every system has advantages. Ames could use more connectivity between places & systems.	May 6, 2013 12:42 PM
16	I would NOT like to ride in a dedicated lane separated from other vehicle traffic NOR on the sidewalk. I do not consider those as valid options. And BTW, bicycles are vehicles. This survey is poorly written.	May 6, 2013 11:45 AM
17	Lincoln Way should have a "on-street, painted bicyle lane".	May 6, 2013 7:15 AM
18	Prefer on the sidewalk to on bike path, because bike paths take longer to get to generally and tougher to get off of than sidewalk.	May 6, 2013 6:24 AM
19	Dedicated bike path is the optimal choice for commuting.	May 3, 2013 8:55 AM

Page 2, Q11. Please list any other "preferred" options not listed in the above question.

20	Better signage of bike routes to both encourage biking and direct folks to appropriate bike friendly streets.	May 2, 2013 4:57 PM
21	It would be nice to have shared-use bike paths everywhere, but this is obviously not an option for many reasons, most of which would be cost... However, I will never understand why a new development is allowed w/o requiring the developers to include bike paths. If the city required it, they would do it...simple as that. If they refused, then guess that's their problem. Eventually, they would do or some other developer would. The city gets pushed around by the developers in this town all the time, wish they would show they had some courage and stand up to the "demands" of the developers. Of course, they were stupid enough to continue to allow "development" on south Duff so guess we residents shouldn't hold our breath.	May 2, 2013 7:15 AM
22	Simple and efficacious. North Hyland example, a painted lane adjacent to traffic on street, this works fairly well. The preferred method, for me, varies by level of traffic. On a widely used road, Lincoln way, it is more difficult to ascertain what may be the best method. On slow speed, pedestrian areas, the road is the best place for cyclist so long as they are no hindrance to vehicles.	Apr 30, 2013 8:10 AM
23	It would be a lot better if there was a smoother surface in anyway shape or form. Right now, the sidewalks are to narrow to ride a bike so your forced on the road which is not in the best shape and you have a very bumpy ride in places.	Apr 29, 2013 9:31 PM
24	A bike lane or path is not worth losing valuable parking or making any streets one way. bikes could be allowed on one or both of Welch ave with a reasonable speed limit. riding on the sidewalk is preferred to the road late at night on weekends when there are many impaired or distracted drivers.	Apr 29, 2013 8:34 PM
25	On well manicured bike paths that are not all cracked.	Apr 29, 2013 6:50 PM
26	Please buil Mountain Bike trails!	Apr 29, 2013 6:19 PM
27	Close Welch between Lincoln way and Chamberlin turn it into make it a ped mall very very simple. More business could move in it would be safer. Iowa city did it and look how its worked for them hmmm. Less roads to maintain, more income. Get it together Ames before north Ames becomes the place to be over Welch. Its not far away.	Apr 29, 2013 5:42 PM
28	Biking down welch is not a problem. I do it every day, and do not see any of the options above making any difference. If the city of Ames wishes to help bikers, they should repair the trails that they already have. In particular, the gravel trails from the lincoln center hy-vee area south to airport road and from the state nursery to crystal.	Apr 29, 2013 2:39 PM
29	Singletrack! I love mountain biking. Being able to ride in Ames on a skinny dirt path through the woods would be perfect!	Apr 29, 2013 2:34 PM
30	Block off the section of Welch between Lincoln Way and the clock tower.	Apr 29, 2013 2:09 PM
31	Please note that when I think trail I mean one without a lot of crossings	Apr 29, 2013 1:01 PM
32	Bike paths that are connected to one another through town	Apr 29, 2013 4:32 AM

Page 2, Q11. Please list any other "preferred" options not listed in the above question.

33	Destroy all cars.	Apr 28, 2013 12:50 PM
34	Preferred to ride in the street. All other options are ranked as "5" not 2, 3, 4, 5. The new bike lane on the east side of the new athletic complex is one of the stupidest things I have seen in a long time.	Apr 28, 2013 11:56 AM
35	Bike lanes are stupid on any street with a speed limit < 35mph. Only children should be allowed to ride on sidewalks.	Apr 28, 2013 7:47 AM
36	It would be great to see a few more bike racks in Campus town! Thank you!	Apr 26, 2013 3:16 PM
37	If using a barrier the Kane would need to be large enough for passing. Not all bikers can bike at the same pace. So a way to get around would be important.	Apr 26, 2013 10:11 AM
38	in a dedicated bike lane NOT adjacent to parked cars	Apr 26, 2013 8:06 AM
39	I think it would be most beneficial to make the few blocks of the campustown area a pedestrian/bike only area. There isn't enough space right now for all the cars as it is.	Apr 26, 2013 5:10 AM
40	I wouldn't think there is space for all,of these options. I would be happy with anything that gives space to bikers in a way that makes drivers know they have to share the road.	Apr 25, 2013 7:39 PM
41	None	Apr 25, 2013 2:34 PM
42	More signage on the streets to make automobiles aware to watch for bicyclists would be helpful.	Apr 25, 2013 10:18 AM
43	Some place in New Jersey had interesting bike lanes where traffic would have it's normal lanes but on the side of the lanes were parking for cars and then outside of that parking lane was a bike lane that was completely segregated from fast traffic	Apr 25, 2013 9:33 AM
44	The sidewalk is way more dangerous than any of the other ones. I bike around Ames about 200 miles per week	Apr 25, 2013 9:28 AM
45	Note: I don't think a painted bicycle lane would work - drivers are aggressive in Ames to cyclists and i doubt would share the lane...	Apr 25, 2013 7:36 AM
46	A street void of parked cars. I am most concerned about doors opening on parked cars.	Apr 25, 2013 6:24 AM

Page 3, Q13. Please share why you feel this way?

1	Car drivers often are not mindful of bicycles	May 12, 2013 1:03 PM
2	Lots of young drivers not paying close attention. Plus a lot of impatient drivers.	May 12, 2013 11:07 AM
3	most people obey the traffic laws, but many students are distracted or novice drivers who present hazards	May 10, 2013 2:35 PM
4	Overall I feel safe because of the low traffic speed and my personal comfort riding in traffic. The thing I worry about most is distracted driving. I see a lot of drivers texting and talking on the phone when I'm on my bike.	May 10, 2013 1:02 PM
5	I'm weary of the attentiveness and sobriety of drivers in such a busy area	May 10, 2013 11:30 AM
6	too many vehicles	May 10, 2013 6:31 AM
7	Cars not paying attention, walkers, skateboarders darting out at any time	May 9, 2013 1:47 PM
8	Bicycles are prohibited on the sidewalks in campus town but Lincoln Way is too busy to safely ride in traffic.	May 9, 2013 1:27 PM
9	Cars are not watching for bicyclists. No set place to ride.	May 9, 2013 1:09 PM
10	Inattentive drivers in a congested space.	May 9, 2013 12:54 PM
11	pedestrians walk out in front of you; cars are driven too fast and most of them are not watching out for anything or coming to complete stops - they slide through stop signs.	May 9, 2013 12:15 PM
12	I don't ride through during the busiest parts of the day.	May 9, 2013 12:11 PM
13	no good options available	May 9, 2013 10:58 AM
14	I have seen bikes hit by vehicles not paying attention to bikes and vice versa.	May 9, 2013 10:44 AM
15	the streets are narrow and there is little room	May 9, 2013 10:30 AM
16	I look out for others! South of Lincolnway the stop signs help to control traffic	May 9, 2013 10:14 AM
17	I'm an avid cyclist and I'm a defensive rider. I watch for traffic of all kinds, vehicular and pedestrian, and I obey the traffic laws, so riding in the street isn't an issue, regardless of where I ride in Ames.	May 9, 2013 9:15 AM
18	blind intersections creating by on street parking people driving way too fast, especially on hayward	May 9, 2013 6:48 AM
19	Most Ames/Iowa drivers are aware enough to respect other modes of traffic including bicyclists and pedestrians	May 9, 2013 6:15 AM
20	Lots of traffic, hard to see around some obstructions.	May 9, 2013 6:03 AM
21	traffic isn't moving very fast, on the other hand, it's crowded and there is much opportunity for reduced vision - unexpected pullouts, etc.	May 8, 2013 4:27 PM
22	Many times cars do not look for bikes on the street as they pull out from a spot or	May 7, 2013 9:12 PM

Page 3, Q13. Please share why you feel this way?

	the alley.	
23	Apathy by drivers towards cyclists.	May 7, 2013 7:50 PM
24	I feel comfortable on the road, but there are a lot of cars driving by college students, sometimes going fast and not paying attention.	May 7, 2013 7:05 PM
25	Most vehicle drivers respect bike riders.	May 7, 2013 6:59 PM
26	I grew up in St. Paul where there is A LOT more traffic and also there was the fear of being robbed. I don't worry about that in Ames. But I still receive the occasional threats from motorists and have been hit by being turned into. One down side of Ames, is that being a small town with lots of students, cyclists who follow the rules are in short supply and motorists aren't used to seeing them.	May 7, 2013 1:01 PM
27	Bikes can hurt people walking, people on bikes can get killed by cars. Sidewalks in campustown are congested by pedestrians and should be. No bikes should be ridden on the sidewalks.	May 7, 2013 12:27 PM
28	Driver's tend to be unaware of cyclists and many times I have to give up my right of way to avoid a collision.	May 7, 2013 11:42 AM
29	There's always an element of danger riding around town. Campustown is very busy. Lots of pedestrians and cars and Lincoln Way is very busy. Perhaps if the speed limit was lowered on LWay along campus, and enforced, and there was a bike lane, I'd feel safe enough to ride in the street there.	May 7, 2013 11:34 AM
30	I am alert and have my head on a swivel. I don't feel like people are out to /get/ cyclists.	May 7, 2013 10:35 AM
31	Heavy vehicle and pedestrian traffic as well as skateboarders, do not make for ideal bicycling conditions.	May 7, 2013 10:10 AM
32	I reduce my speed and watch for cars and pedestrians, but there are many uneven, narrow sidewalks with poor visibility, especially at the northwest corner of Lincoln Way and Sheldon. There should be a sign making it mandatory for bicyclists to dismount when traveling East on Lincoln Way on the North sidewalk approaching Sheldon. My son was involved in a car/bicycle accident last fall when a car attempted a right turn on red and my son had a 'Walk' light. There is NO visibility at that corner. He was lucky to only suffer a separated shoulder. Something needs to be done before we have a fatality or other tragedy to report in the newspaper!	May 7, 2013 9:29 AM
33	Parked cars limiting visibility, distractions, the way people drive. It's not bike friendly.	May 7, 2013 8:53 AM
34	People are not looking for cyclists so it is necessary to ride extra defensive. When on the street people want you on the sidewalk, when on the sidewalk people want you on the street. Either cars are squeezing by or people are walking out in front of you.	May 7, 2013 7:56 AM
35	I enjoy the ambiance; I use to live in campustown and find it a great place to ride.	May 7, 2013 6:22 AM
36	Ames is an anti-bike town. Both the City and the drivers in the City feel that	May 7, 2013 6:14 AM

Page 3, Q13. Please share why you feel this way?

	bikes are a nusiance.	
37	Many inattentive drivers	May 7, 2013 5:44 AM
38	Cars are usually going slow, and the drivers have to watch for pedestrians, so they also notice bikes.	May 6, 2013 11:38 PM
39	there isn't much traffic and when there is traffic it's normally under 20 mph	May 6, 2013 10:53 PM
40	There isn't much traffic but people are not conscious of the need to look out for bikes as they are driving and walking. (I've been hit by a car twice while biking in Ames, both times the driver's fault).	May 6, 2013 8:14 PM
41	no space,Poor driving skills	May 6, 2013 8:01 PM
42	Some students and others can be careless when driving & texting	May 6, 2013 7:40 PM
43	Drivers are busy, looking for parking, not noticing bicyclists.	May 6, 2013 7:31 PM
44	Decent rider- good awareness	May 6, 2013 7:17 PM
45	Most of the traffic is slow.	May 6, 2013 7:09 PM
46	Lincoln way is basically impassable, but there are options to sneak around.	May 6, 2013 6:46 PM
47	Beer trucks and delivery vehicles parked in the street.	May 6, 2013 6:46 PM
48	As a biker, I know you can never trust car drivers and, secondly, Campustown is a busy place and the drivers are generally young and likely distracted.	May 6, 2013 4:15 PM
49	Because the traffic is heavy and there is a concentration of young drivers.	May 6, 2013 3:59 PM
50	Many of my fellow bicyclists and most of the peds act as if they are the only traffic on the road. Bicyclists continuously run red lights and stop signs; peds cross without looking.	May 6, 2013 3:26 PM
51	My son was in a bike accident at Sheldon and Lincoln Way. There is a lot of traffic and a lot of limited experience drivers.	May 6, 2013 3:16 PM
52	Lots of traffic	May 6, 2013 2:47 PM
53	traffic density and young drivers	May 6, 2013 2:33 PM
54	There are no good bike paths going east to west.	May 6, 2013 2:05 PM
55	the roads are narrow, there are lots of people on the sidewalks; as a pedestrian I'm uneasy with bike paths used by both peds and bikes for bicycles approach unexpectedly, unheard, from the rear.	May 6, 2013 1:50 PM
56	I ride on the street. For the most part that's OK, but sometimes there is a lot of traffic and drivers aren't necessarily watching out for bikers.	May 6, 2013 1:41 PM
57	Traffic is usually moving so slowly that it easy to anticipate problems.	May 6, 2013 1:38 PM

Page 3, Q13. Please share why you feel this way?

58	during the school year, campustown drivers are not reliably alert and courteous	May 6, 2013 1:11 PM
59	The road and sidewalks are narrow so collision risks are high.	May 6, 2013 1:10 PM
60	Busy and cars parked all over. Chaotic.	May 6, 2013 12:51 PM
61	It is impossible throughout the whole Ames, not just Campustown, to ride on a bicycle and feel safe. Ames thinks of itself as such an 'enlightened' town, but has totally neglected bicyclists. Need bike lanes, not bike paths/glorified sidewalks.	May 6, 2013 12:51 PM
62	I ride in the street and cars are very close on the narrow streets. I don't trust turn signals so there is always some indecision at intersections about believing the car will actually do what they are indicating.	May 6, 2013 12:50 PM
63	Car Culture in Iowa takes little to no heed of cyclists and pedestrians. I'm very defensive and I take it easy to stay as safe as I can. Because motorists are so ignorant of pedestrian and cyclists rights, we need better infrastructure to protect lives in Ames, including teens & kids on bikes.	May 6, 2013 12:50 PM
64	too much confusion with car and walkers and parked cars	May 6, 2013 12:42 PM
65	Traffic is fairly slow moving. I don't ride at night in campus town when there may be safety issues associated with alcohol.	May 6, 2013 12:42 PM
66	Long strips of parking meters with cars and drivers not looking for bicycles	May 6, 2013 12:39 PM
67	Car doors are opening. Cars are pulling in and out of parking. Traffic commonly goes faster than it should in this high-pedestrian, high bike area.	May 6, 2013 12:31 PM
68	It's busy and there isn't a good differentiation between street and sidewalk for bikes.	May 6, 2013 12:27 PM
69	Congested narrow streets, lots of vehicle traffic and lots of pedestrian traffic	May 6, 2013 12:15 PM
70	to many obstructions... Cars, car doors opening, lots of pedestrians. There currently isnt a good safe place for bikes.	May 6, 2013 12:11 PM
71	There's a lot of foot traffic & vehicle traffic...just a lot going on to be visible & safely seen.	May 6, 2013 12:03 PM
72	I'm pretty aware of my surroundings and keep a watchful eye on traffic and pedestrians.	May 6, 2013 12:02 PM
73	Choose low-traffic	May 6, 2013 11:58 AM
74	Depends on day and time. Sunday mornings are not bad at all.	May 6, 2013 11:47 AM
75	Texters driving cars	May 6, 2013 11:40 AM
76	Student drivers seem more careless	May 6, 2013 11:40 AM
77	Sidealk too crowded to ride bike on, visibility is too poor on the streets for cars to reliably see bikes.	May 6, 2013 11:39 AM

Page 3, Q13. Please share why you feel this way?

78	Cars don't pay attention to cyclists; opening of car doors into bike path; too much "commotion" and traffic; 4-way stops where cars don't look out for people on bikes.	May 6, 2013 11:36 AM
79	There is no real expectations of anything there. No culture of prioritizing anything other than car mode. The traffic signalling doesn't even give peds there own cycle.	May 6, 2013 6:26 AM
80	I usually ride on the street, except for Lincoln Way where I use the sidewalk.	May 5, 2013 6:24 PM
81	I avoid Lway and Welch; other streets are not as busy.	May 5, 2013 12:43 PM
82	There is a lot of traffic to ride around and through	May 5, 2013 12:30 PM
83	No great choices along Lincoln E-W. N-S options are very good.	May 5, 2013 9:37 AM
84	Not worried	May 5, 2013 8:57 AM
85	student drivers are not focused on driving carefully. dense parking with cars parking, or leaving parking spots are not always paying attention	May 5, 2013 5:23 AM
86	motorized vehicles don't like sharing the road	May 4, 2013 3:23 PM
87	High traffic and often narrow streets when cars are parked at metered spots.	May 4, 2013 7:09 AM
88	Vehicle traffic scares me	May 3, 2013 2:32 PM
89	Sometimes I can't trust drivers	May 3, 2013 11:57 AM
90	Traffic volumes are low enough and a low speed that I can comfortably ride next to vehicles	May 3, 2013 9:10 AM
91	Too much car and truck traffic	May 3, 2013 8:56 AM
92	The car driver's lack of attention (mostly texting on talking on their cellphones) makes it dangerous to ride not only in Campustown but all through Ames. This is compounded by the complete lack of bike lanes (except in a VERY FEW streets). Shared bike/pedestrian trails are not a solution, since they would either force bicycles to go at pedestrian speed, or endanger pedestrians.	May 3, 2013 8:16 AM
93	Lots of traffic, bad drivers	May 3, 2013 7:57 AM
94	Student drivers.	May 3, 2013 6:30 AM
95	Bicyclists in general need the protection of traffic policing to make clear to motorists that they are required to share the road.	May 2, 2013 10:25 PM
96	Too many students speeding in cars down narrow streets. Not enough space to share the road/sidewalks.	May 2, 2013 8:48 PM
97	Sometimes dealing with steep grade on welch makes it hard to keep aware of cars and othes cyclists al much as I should	May 2, 2013 6:48 PM
98	college kids drive way too fast	May 2, 2013 5:27 PM

Page 3, Q13. Please share why you feel this way?

99	Depending on the time of day. The traffics and pedestrians are not always aware and the traffic are managing multiple challenges: pedestrians/bikes in a small confined space of Campustown. Potential for issues is higher - Pedestrian mall (minus fire station) may provide safer bike traffic by limiting vehicle interactions.	May 2, 2013 5:01 PM
100	The sidewalks are so narrow and are so bumpy. Also is hard to ride at a decent pace with all the students on the sidewalks. The cars are very close to the sidewalk as well.	May 2, 2013 11:39 AM
101	A lot of traffic and people to navigate around. I usually stick to the bike paths and avoid streets. Just riding for fun when I go into Campustown, so it's easy for me to avoid traffic.	May 2, 2013 9:33 AM
102	Traffic isn't that bad in Campustown. If you are an experienced biker and you follow the rules you are supposed to follow as a biker (stop at stop signs, etc), it isn't too unsafe to get around. I think drivers need to be more aware of cyclists and cyclists need to follow the appropriate rules.	May 2, 2013 7:46 AM
103	Drivers do not pay attention to bikers or give them the road privileges they deserve	May 2, 2013 7:46 AM
104	Have not had any issues, or close calls, riding in traffic on the low-speed residential streets. Riding sidewalk (or potentially a bike path) along Lincoln Way or any higher-speed 4+ lane street is more of a problem because you have to really watch vehicles turning at both driveways & intersections to make sure they notice you. I feel quite a bit less safe crossing Duff at the intersection of Airport Rd (following the route of the multi-use path) than anywhere in Campustown.	May 2, 2013 7:43 AM
105	Too many cars, simple as that. Guess that won't change any time soon though. Many students these days grow-up with their vehicles. I personally feel some of the streets in Ames should be "blocked-off" and used just by pedestrians, as in Madison, WI (State Street) then you wouldn't have such a problem with cars/parking/etc. People can walk, it won't kill them, they may even get a little less "obese" along the way! Build a parking ramp if you must, but there should be a way to reduce the number of cars on some of the roads in Ames, that would help solve the problem I think. But, with the encouragement for Ames to get "bigger & bigger" I guess you folks have your work cut out for you. I can remember when top-o-hollow rd. was a gravel road, now....	May 2, 2013 7:34 AM
106	Cars aren't always paying attention, but if I stay aware of my surroundings, I'm usually fine.	May 2, 2013 7:04 AM
107	Traffic and congestion is high. No really good place to be on a bike other than claiming a lane with traffic. Sidewalks are bumpy, people walking with headphones or looking at cell phones, and areas where there are bus stops are bottlenecks. Generally drivers are friendly and share the road.	May 2, 2013 4:57 AM
108	Drivers in Ames don't really know how to drive with bicyclists in the street. And many college student drivers are already scary drivers. So especially at night it's somewhat scary driving, especially in Campustown where there are bars.	May 1, 2013 5:37 PM
109	I do not feel as if the cars/people are aware of cyclists. I don't even feel as if cyclists are aware of one another. They also don't seem to understand that they	May 1, 2013 1:33 PM

Page 3, Q13. Please share why you feel this way?

	have a responsibility to follow traffic signals if they are riding in the road.	
110	I watch out for myself and follow traffic laws.	May 1, 2013 12:42 PM
111	Drivers aren't always being aware of bicyclists. I do feel safest in the road because most motorists aren't checking the sidewalks before driving.	May 1, 2013 12:25 PM
112	Too many people, too many vehicles not always obeying traffic signals	May 1, 2013 10:06 AM
113	I came from California and that was what i am used to	May 1, 2013 9:44 AM
114	Too much going on with pedestrians, bikers and cars in rather limited space and seems many are not paying attention!	May 1, 2013 9:41 AM
115	there is a lot going on and the intersections are very busy. The lights with pedestrian crossings are helpful and I use them with my bike.	May 1, 2013 9:29 AM
116	lots of bikes so it helps drivers be aware, but there is no dedicated areas. Road painting would help a lot.	May 1, 2013 9:00 AM
117	Cars do not pay attention or care if the bicyclists are there. I realize that there are bikers out there that create a bad image of bikers, but most who follow the rules, tend to get hit or have to avoid to getting hit.	May 1, 2013 8:32 AM
118	Lots of speeders, not watching for pedestrians especially at street corners.	May 1, 2013 8:24 AM
119	lots of pedestrians and narrow traffic lanes (hard to avoid cars and people)	May 1, 2013 7:10 AM
120	Lots of parked cars, blind drives, traffic	May 1, 2013 7:07 AM
121	It depends on the time of year and the time of day. During the summer I feel perfectly safe riding in Campustown as there is less traffic and fewer students who are not paying close attention to their surroundings.	May 1, 2013 7:01 AM
122	Drivers do not pay attention, and the way the stop signs are set up is not efficient.	Apr 30, 2013 9:05 PM
123	There is usually a lot of traffic I have to look out for and people may not always be paying attention. If I ride on the sidewalk then I have to go extra slow to avoid hitting people.	Apr 30, 2013 8:51 PM
124	with all the students walking around, I feel traffic is normally slow and looking for predestrians	Apr 30, 2013 8:48 PM
125	On Welch especially, there's parking on both sides of the street. Between that and the two way traffic it feels like you're going to get run over. I avoid Lincoln way as much as possible.	Apr 30, 2013 7:52 PM
126	Drivers often shout out for me to get on the sidewalks.	Apr 30, 2013 7:47 PM
127	Vehicles are not aware of bikers, but I am defensive enough to be safe.	Apr 30, 2013 6:01 PM
128	Car drivers and pedestrians in the US are not very used to bicycles. I am Northern European, where bycycling is more common.	Apr 30, 2013 5:24 PM

Page 3, Q13. Please share why you feel this way?

129	While riding on the sidewalk, I often feel that I will run into pedestrians.	Apr 30, 2013 3:53 PM
130	I almost always feel safe biking in the street. It takes a decent amount of traffic to make me feel uncomfortable	Apr 30, 2013 12:51 PM
131	I mostly worry about hitting pedestrians who aren't paying attention. Some people can be really rude when you bike in the street. They don't treat you as a car and don't give you enough space.	Apr 30, 2013 12:47 PM
132	There are a lot of distracted drivers and groups of people filling the sidewalks	Apr 30, 2013 12:46 PM
133	Traffic in some areas is too "busy" and some drivers seem reckless and distracted when school is in session. It's much better during the summer.	Apr 30, 2013 12:32 PM
134	Depends where I'm at. On mortenson I am fine.I hate riding down Welch across Lincoln way...people just don't look for bikers. I feel safe when I get to campus.	Apr 30, 2013 12:27 PM
135	Ames is used to cyclists, more so than many communities I have ridden in.	Apr 30, 2013 12:21 PM
136	Slow traffic speed, many stop signs, narrow streets and high activity makes you need to be highly aware of your surroundings no matter what mode of transportation.	Apr 30, 2013 12:01 PM
137	There is no place for me to ride without fear of getting run over or hitting pedestrians or other objects on the sidewalk.	Apr 30, 2013 11:55 AM
138	Motor vehicle and pedestrian traffic.	Apr 30, 2013 11:37 AM
139	Traffic is typically light and slow moving. This makes it easy to maneuver in the neighborhood.	Apr 30, 2013 11:31 AM
140	people walking in campus town of all places in Ames seem to have the most erratic behavior when navigating streets and sidewalks	Apr 30, 2013 10:46 AM
141	I have never had any issues concerning safety. Sometimes people don't know how to properly share the road with cyclists and underestimate the speed of a high-end road bike. This ignorance makes me slightly nervous at times.	Apr 30, 2013 10:27 AM
142	sometimes when people are on the side walk I'm forced to ride in the street, which I don't like because motorists don't care to look out for me.	Apr 30, 2013 9:49 AM
143	I dont make stupid decisions.	Apr 30, 2013 9:36 AM
144	Dodging either traffic or students can be difficult	Apr 30, 2013 9:23 AM
145	There is a lot of car traffic on the roads and coming out of the alley. There is also a lot of pedestrian traffice.	Apr 30, 2013 9:20 AM
146	Car's are not watching for bicyclists nor are intoxicated pedestrians	Apr 30, 2013 9:16 AM
147	Cars do not respect bicyclists.	Apr 30, 2013 8:52 AM
148	too many people	Apr 30, 2013 8:47 AM

Page 3, Q13. Please share why you feel this way?

149	The traffic isn't too bad and the cars are usually looking out for students.	Apr 30, 2013 8:39 AM
150	Motorists need to be aware of the bicyclists more in general. I almost always feel somewhat unsafe with other people in motor vehicles around me.	Apr 30, 2013 8:34 AM
151	Sometimes it is hard to navigate around town especially on the roads when there is heavy traffic.	Apr 30, 2013 8:25 AM
152	Vehicles passing	Apr 30, 2013 8:18 AM
153	I keep up with traffic, and I do not see myself as getting in the way.	Apr 30, 2013 8:11 AM
154	I have never had that much trouble but then again, people don't like having to go around me, and i am usually constantly switching between the sidewalk and the street because Welch is so nonuniform in terms of where it is best to ride.	Apr 30, 2013 7:45 AM
155	Large buses on the street	Apr 30, 2013 7:41 AM
156	Traffic, bikes, and pedestrians are too close and congested	Apr 30, 2013 7:31 AM
157	Very nervous biking on the street; traffic is always watchful of bikers.	Apr 30, 2013 7:23 AM
158	Seems safe	Apr 30, 2013 7:20 AM
159	I don't feel there is a problem at all with biking around Campustown. If you go at a safe speed it's just like any other area of town or campus.	Apr 30, 2013 6:30 AM
160	International drivers and student drivers don't watch/pay attention to road signs, let alone cyclists.	Apr 30, 2013 6:16 AM
161	College drivers can be aggressive towards bikers and text too much for me to feel comfortable around their car	Apr 30, 2013 5:40 AM
162	I general I feel pretty safe biking all over Ames. Campustown is a bit busier than other places and sometimes it's difficult to navigate traffic while on my bike there. I'm never certain that drivers know what to expect of bikers.	Apr 29, 2013 11:28 PM
163	The speed limits are pretty low in campustown area so I don't feel to much at risk biking on the roads. The only problem is people driving with unsafe driving habits so you have to look out for cars not stopping before pulling out onto a road from a drive way and things like that.	Apr 29, 2013 9:34 PM
164	constantly monitor all cars and look for places to ride to escape collisions.	Apr 29, 2013 8:42 PM
165	The streets are narrow with limited parking and no bike lane.	Apr 29, 2013 8:32 PM
166	Too many drunk drivers not watching out for bicyclists. Drivers are in a hurry not willing to slow down. On street parking makes for limited space to share the road and people don't look before pulling out into the street.	Apr 29, 2013 8:22 PM
167	The traffic is erratic	Apr 29, 2013 7:41 PM
168	Due to the high density of population and traffic, I feel a bit uneasy about biking how I would otherwise do so in other parts of town.	Apr 29, 2013 7:29 PM

Page 3, Q13. Please share why you feel this way?

169	Lack of respect for bicyclists. Inconsistent arrangement of curbs/parking spots in addition to blind alleys make travelling unsafe.	Apr 29, 2013 7:29 PM
170	Assuming Campustown is just the Welch Ave business area, the cars usually drive slow because of all the pedestrians. But if Lincoln Way is included, not safe at all. People are dumb, text while driving, and accelerate quickly between the lights. I avoid Lincoln as much as possible.	Apr 29, 2013 7:19 PM
171	The street is fairly narrow for sharing with cars and allowing for parking.	Apr 29, 2013 7:15 PM
172	There is no bike lane and with the cars parked on the side of the roads and college students being crazy drivers, it can get a bit scary.	Apr 29, 2013 6:52 PM
173	I feel like in either case I am in the way of drivers or I am in the way of pedestrians, both of which are at danger when there is no designated area for bikers.	Apr 29, 2013 6:50 PM
174	I don't think people are always looking for a bicyclists.	Apr 29, 2013 6:48 PM
175	I would like to see a dedicated lane on every street throughout the whole city to not only allow for safer pathways but, to also make visible this easy source of daily physical activity.	Apr 29, 2013 6:47 PM
176	Traffic and people not watching where they're going. I saw a girl on a bike get hit by a car and her heart stopped.	Apr 29, 2013 6:30 PM
177	Vehicles do not share the road properly	Apr 29, 2013 6:26 PM
178	Don't want to ride on the street	Apr 29, 2013 6:26 PM
179	Over aggressive drivers becoming a hazard.	Apr 29, 2013 6:22 PM
180	Too many close calls.	Apr 29, 2013 6:21 PM
181	Not enough signs and paintings on pavement for cyclist	Apr 29, 2013 6:17 PM
182	Traffic is not too heavy	Apr 29, 2013 6:09 PM
183	I drive my bicycle like my life is danger at all times. I can't afford to be complacent.	Apr 29, 2013 6:05 PM
184	Drivers are frequently aggressive, lack judgment, travel too fast.	Apr 29, 2013 5:57 PM
185	People in this city dont repect cyclists. Mostly because most people suck at cycling. Get more paths. One that connects "straight shot" from west ames to Ada Hayden through campus PROMOTE cycling	Apr 29, 2013 5:49 PM
186	Poor sidewalks. Poor drivers w no respect for bikers	Apr 29, 2013 5:36 PM
187	I am used to biking in Minneapolis which is a lot more crouded	Apr 29, 2013 4:55 PM
188	Because I know how to ride a bike safely.	Apr 29, 2013 4:49 PM
189	Drivers assume bikers are supposed to ride on the sidewalk. They also aren't	Apr 29, 2013 4:14 PM

Page 3, Q13. Please share why you feel this way?

	aware of a proper passing technique, leading to dangerous passes for both them and the bicyclist.	
190	There is no good place to ride. There are too many cars to ride on the street most of the time, and sidewalks are usually fairly crowded. There is no "good" option.	Apr 29, 2013 4:07 PM
191	No room is made on shoulder, sidewalks or in the street for cyclists. The roads have heavy traffic, with many underage drivers due to the school proximity. Since cars park on the side, there is no escape path when riding on the street.	Apr 29, 2013 4:06 PM
192	I am a relatively advanced bicyclist and have come to accept that the only person responsible for my safety while biking is myself so I take all the precautions necessary that I am safe. There aren't very many places in a town as small as Ames that I don't feel safe in. I avoid areas that I don't feel comfortable on.	Apr 29, 2013 3:55 PM
193	I feel like I will either hit a walking person, or get hit by a car.	Apr 29, 2013 3:42 PM
194	Slow traffic, although blind spots by buildings. Side parking adds danger for cyclists.	Apr 29, 2013 3:39 PM
195	There isn't very heavy traffic in campus town. The intersection on Welch Ave with the clock tower is unsafe for cyclists because it blocks cyclists traveling south on Welch Ave from view of cars.	Apr 29, 2013 3:28 PM
196	Students do not respect bicyclist very well	Apr 29, 2013 3:19 PM
197	Cars. The average driver sees bikes as a huge pain in the ass! Heaven forbid slowing some car down to the speed limit, because "bikes should not be on the road!" Bikes have every right to be out there unless otherwise posted. As a bicyclist I have tried to have that conversation with anti-bike drivers and they actually want to physically fight me on this point. It is truly unbelievable how ignorant and inconsiderate some drivers are toward bicycles.	Apr 29, 2013 2:49 PM
198	I know that there will be vehicle traffic and I watch what the driver is doing.	Apr 29, 2013 2:46 PM
199	The only safety issue that I have come across is when I am traveling north on Welch and cross Lincoln way. On-coming vehicles sometimes will fail to yield and try to turn left in front of me.	Apr 29, 2013 2:43 PM
200	No bike infrastructure at all.	Apr 29, 2013 2:39 PM
201	Cars sometimes are in too much of a hurry they push us off the road. Also Lincoln way is too fast for cyclists and we aren't allowed on the sidewalk. Where are we supposed to go?	Apr 29, 2013 2:38 PM
202	Not all motorist are aware that they share the road with cyclist. I try to present myself and follow traffic laws	Apr 29, 2013 2:30 PM
203	People don't anticipate faster cyclists and turn in front of me. Other drivers are threatening to those who ride in the street and don't use bikepaths because they are worried about getting T-boned by cars pulling out as they are riding fast on bike paths	Apr 29, 2013 2:25 PM

Page 3, Q13. Please share why you feel this way?

204	It is difficult to know where to wait for the light at Lincoln Way and Welch since I ride on the road to get to campus. I am afraid that I might get hit by a car turning right to go east on Lincoln Way while I go straight.	Apr 29, 2013 2:21 PM
205	Heavy traffic and parking on either side of the street make it difficult. Important to be far enough away from parked cars so don't run into an opening door. Drivers of vehicles are impatient and not paying attention which can be difficult when trying to ride away from parked cars.	Apr 29, 2013 2:19 PM
206	I do not trust the drivers to pay attention to where they are going.	Apr 29, 2013 2:18 PM
207	Bicycles are unique because they are not quite a car and not a pedestrian. Cars do not respect their space and they can't mix with pedestrian traffic.	Apr 29, 2013 2:16 PM
208	Drivers tend to be a bit more reckless while driving through campustown. Along with that, cars parked on the street makes riding feel unsafe.	Apr 29, 2013 2:13 PM
209	i pay attention very actively and move through campustown at a low speed.	Apr 29, 2013 2:05 PM
210	Ussually not much traffic	Apr 29, 2013 1:02 PM
211	Riding on streets and having to worry about cars pulling out or opening doors - in additional to street traffic	Apr 29, 2013 9:40 AM
212	Students fly by others and don't call out that they are approaching from behind. Students FREQUENTLY run stop signs. Cars frequently run stop signs.	Apr 29, 2013 9:36 AM
213	Lack of contiguous facilities such as bike lane on Ash. Shared use path on Mortenson risky at street crossings.	Apr 29, 2013 9:35 AM
214	I go with the flow of traffic, know the laws, and am very aware of my surroundings when I'm biking. I always wear a helmet and signal when turning etc.	Apr 29, 2013 9:28 AM
215	Welch Ave is pretty congested, not much room between moving cars and parked cars. People tend to drive fast and roll through stop signs.	Apr 29, 2013 9:28 AM
216	I stay away from heavily traveled areas and bike mostly where the shared use path west of campus intersects with the outer streets of Campustown.	Apr 29, 2013 9:00 AM
217	No dedicated space for bicycles. Walkers take up the entire sidewalk, I am not willing to ride in the street since drivers do not take the time to be aware of bikes.	Apr 29, 2013 8:28 AM
218	Lots of congestion and people aren't looking for bikes.	Apr 29, 2013 8:12 AM
219	Crowded streets, aggressive and/or unaware vehicle operators.	Apr 29, 2013 6:24 AM
220	Have to take State Street North to Lincoln way because Hayward is unnerving to ride on. Sidewalks have steep curbs at driveways (e.g. Towers parking lot) making it impossible to ride a road bike on the sidewalk. Parked cars and traffic make riding on the street risky. Hayward ends in a funny way, so must take Welch down to cross into campus, which is a narrow, high traffic block.	Apr 29, 2013 6:21 AM
221	Bikes are unwelcome (illegal?) on Lincoln. Lots of turning traffic, parked cars, no	Apr 29, 2013 5:39 AM

Page 3, Q13. Please share why you feel this way?

	bike lanes. Welch is somewhat better, and other back-streets are much better.	
222	No accommodation for bike traffic, students in cars are often hostile, pedestrians not observant, streets, intersections and cross walks busy with traffic, peds, bikers, often not following the rules.	Apr 29, 2013 5:21 AM
223	No bike paths or lane that connect to each other, poor lighting, traffic that does not stop at stop signs, buses, poor road quality	Apr 29, 2013 4:36 AM
224	If it is busy, then I am usually just passing through, and then it does not take long to get out to less crowded streets	Apr 29, 2013 2:50 AM
225	Students and drivers are erratic and tend to not follow traffic laws.	Apr 28, 2013 9:33 PM
226	Drivers in campus town are almost as bad as the pedestrians who lunge out in front of cyclists in the street.	Apr 28, 2013 7:13 PM
227	There is relatively little traffic until I get near campus.	Apr 28, 2013 6:01 PM
228	There aren't many options for east west travel through the campustown area, and Lincoln way is especially bad as both high traffic and with the sidewalks not accessible by bicycle. The rest of campustown could, at the very least, use better signage to indicate to motorists that bicycles are meant to be on the road.	Apr 28, 2013 3:53 PM
229	There seems to be a general disregard for traffic laws, and peoples safety.	Apr 28, 2013 1:17 PM
230	Many drivers do not SEE bicycles. Others are aggressive toward cyclists.	Apr 28, 2013 12:55 PM
231	Never had a problem with pedestrians or traffic.	Apr 28, 2013 12:51 PM
232	Cars and/or people do not always pay attention to bicyclists.	Apr 28, 2013 12:38 PM
233	Bicycle traffic is frequent enough, and the streets wide enough, that drivers are accustomed to the presence of bicycles and can maneuver around bikes if necessary.	Apr 28, 2013 12:35 PM
234	I don't ride during times the traffic is bad.	Apr 28, 2013 12:00 PM
235	Many college age people are terrible drivers - texting, speeding, running stop signs, simply not paying attention, etc.	Apr 28, 2013 7:53 AM
236	Cars drive too fast; roads are too narrow; cars don't stop at stop signs; cars ignore cyclists and pedestrians. Poor lighting in the evening too. There needs to be labeled bike paths. The last city I lived (Madison, WI), it was possible to cover the entire city safely on a bike: here in Ames, I don't like to ride at all because there are too many cars, and no bike paths that are linked.	Apr 28, 2013 7:43 AM
237	There is no designated area for bikes. The street traffic alon Lincoln way is too heavy for bike riding.	Apr 28, 2013 7:32 AM
238	Traffic in campustown travels fairly slow, but the area is congested with pedestrians, bikes, and vehicles.	Apr 28, 2013 6:57 AM
239	Because it's a campus town, so walkers/riders should have the benefit of the	Apr 27, 2013 4:13 PM

Page 3, Q13. Please share why you feel this way?

	road	
240	Pedestrians really have the right of way on campus so drivers tend to look out for us.	Apr 27, 2013 2:23 PM
241	Too crowded, not room on sidewalk or road	Apr 26, 2013 4:03 PM
242	Sharing the road with college drivers isn't always the most safe. Many text while driving or aren't paying as careful attention to the road as they should. I've had a few incidents that were close calls with careless drivers.	Apr 26, 2013 3:18 PM
243	When riding of the street or sidewalk, many fellow bicyclists will not obey traffic laws, such as stop signs or yielding to others.	Apr 26, 2013 1:12 PM
244	For the most part, I feel safe because there are some sidewalks to bike on. I don't always feel safe because people drive cars crazy and don't pay attention. I was almost hit a few times by cars. I even had the right of way because I used the cross walk lights for pedestrians.	Apr 26, 2013 12:41 PM
245	Slow, cautious traffic in a around campustown.	Apr 26, 2013 11:36 AM
246	Motorist not paying attention. Pedestrian walking out in front of Cyclists.	Apr 26, 2013 11:00 AM
247	I just feel you can never trust cars. I've seen to many accidents (not just here) where car drivers just aren't paying attention and do not understand bike laws.	Apr 26, 2013 10:14 AM
248	When students are here during the school year, both the sidewalks and then streets are busy. Bikes are really not very welcome on either. Some of the quieter streets in campustown are fine, but many are not. Beech is a good through street, but very busy during the school year. With lots of young drivers, I also feel concerned that they will not be as vigilant about bikers. I try to stay to sidewalks, but that is hard when there are a lot of walkers, who don't want to be bothered with bikers on the sidewalk.	Apr 26, 2013 8:13 AM
249	most car drivers do either not know the rules of the road, or choose to ignore them.	Apr 26, 2013 8:08 AM
250	I usually pass through campustown during light traffic times and cannot assess other times.	Apr 26, 2013 6:34 AM
251	Traffic is fairly slow moving and there are lots of pedestrians	Apr 26, 2013 6:24 AM
252	I usually feel safe biking in the area, but there isn't a whole lot is space for the cars there, so you have to pay attention.	Apr 26, 2013 5:13 AM
253	There are a lot of pedestrians and a lot of cyclists who have no idea how to ride a bike in traffic so you have to very aware of not only the cars but of other people.	Apr 25, 2013 8:57 PM
254	There is a lot of distracted driving in Campustown. Riding a bike puts you at the perfect height to see people texting while driving. Also many drivers don't seem to know how or that they are supposed to share the road with bikers.	Apr 25, 2013 7:46 PM
255	Motorists are not well aware or paying attention to the bikers--they aren't really	Apr 25, 2013 7:45 PM

Page 3, Q13. Please share why you feel this way?

	on the lookout for them and as a result I feel the need to be extra cautious when biking through. In addition, I've often seen reckless driving in the area which also contributes to how safe I feel going through.	
256	mostly b/c people in the US are fairly ignorant on how to treat, deal and accommodate bicyclists who view bicycling as a mode of transportation rather than as a form of recreation	Apr 25, 2013 7:14 PM
257	It is a high-traffic area filled with inexperienced drivers, and in which both drivers and pedestrians are distracted by cell phone use.	Apr 25, 2013 6:32 PM
258	There's a lot of vehicular and pedestrian traffic to watch out for.	Apr 25, 2013 4:27 PM
259	On a bike it is easy to coast swiftly down the hill. However due to the uncertainty of traffic as well pedestrians it forces me to stay on my toes. Granted I could probably just slow down too...	Apr 25, 2013 2:45 PM
260	I feel safe because I am a very defensive cyclist and I watch out for myself.	Apr 25, 2013 2:36 PM
261	I've never had any issues, but cars backing out/pulling out of parking spaces and not looking at intersections is a concern.	Apr 25, 2013 2:28 PM
262	traffic, inattention by drivers	Apr 25, 2013 2:06 PM
263	Getting doored by parked cars on the street, lots of alleys, or if on sidewalk groups of people walking out of businesses not watching where they are going.	Apr 25, 2013 1:22 PM
264	Young and unpredictable drivers in the area	Apr 25, 2013 12:38 PM
265	I do't go too fast and most drivers are pretty good at looking around for bikes...	Apr 25, 2013 12:37 PM
266	It is largely dependent on the goodwill of other users, some of whom do not especially understand that a bicycle is a smaller object, and that a bicyclist is more affected by drafts, etc.	Apr 25, 2013 12:18 PM
267	Have not had any problems biking regularly through campustown. However, I assume that drivers aren't paying attention and therefore bike cautiously.	Apr 25, 2013 12:17 PM
268	streets are narrow; drivers aren't necessarily looking for bikers.	Apr 25, 2013 12:06 PM
269	There is currently no good place to ride. If you ride on the sidewalk, even slowly, you risk accidentally hitting a pedestrian, but if you ride in the street, you block traffic and could possibly get hit yourself.	Apr 25, 2013 12:05 PM
270	People are lazy idiots in cars and everyone should own a bicycle.	Apr 25, 2013 12:04 PM
271	Campustown drivers are not properly educated that bicyclists share the right to use streets.	Apr 25, 2013 11:58 AM
272	drivers don't notice bikers	Apr 25, 2013 11:47 AM
273	lowans have no clue how to drive around cyclists.	Apr 25, 2013 11:37 AM
274	Distracted drivers & speeding bikers on sidewalks.	Apr 25, 2013 11:33 AM

Page 3, Q13. Please share why you feel this way?

275	congested traffic-pedestrian, vehicle sidewalks, paths are unavailable to bikes due to pedestrian traffic Parked cars block sides of street	Apr 25, 2013 11:20 AM
276	Vehicles can be rushed sometimes, and sharing a walkway with pedestrians is not ideal.	Apr 25, 2013 11:13 AM
277	Many drivers simply do not see me, nor do they value my life. I find myself hooping and hollering just for someone to notice that I am also sharing the road. There is also heavy foot traffic, however a practiced bicyclist should be able to dodge the students. I feel that many people in this town are almost angry at us bicyclists, it is strange to have so many enemies I do not know.	Apr 25, 2013 11:09 AM
278	Illegal to be on sidewalk but unsafe in street.	Apr 25, 2013 11:09 AM
279	There are car drivers that don't pay attention to bicyclists when they are making right turns.	Apr 25, 2013 11:08 AM
280	Rarely ride through campustown. I ride cautiously.	Apr 25, 2013 10:54 AM
281	Neither motorists nor fellow bicyclists know/follow the rules of cycling or dealing with cyclists on the road	Apr 25, 2013 10:52 AM
282	There isn't that much traffic, and if there is they are usually driving fairly slow.	Apr 25, 2013 10:51 AM
283	turning traffic	Apr 25, 2013 10:48 AM
284	Daytime riding is perfectly fine, however riding in campustown at night can be stressful between wandering/drunk pedestrians and frequently aggressive or reckless drivers.	Apr 25, 2013 10:39 AM
285	The streets are often crowded and the road fairly narrow. With people parallel parking and typically not looking for cyclists, it is very dangerous.	Apr 25, 2013 10:36 AM
286	Not enough space for bikes to navigate	Apr 25, 2013 10:30 AM
287	Sidewalks are not safe to ride on as every driveway is a hazard. This is also true of an off street bike/walking path. Walkers on a bike path is dangerous unless the biker goes very slow (which they wont.) A dedicated bike lane on the street is safest.	Apr 25, 2013 10:22 AM
288	Drivers ignorant of the law and cyclists' rights	Apr 25, 2013 10:20 AM
289	There is no space for bicycles. It is not safe to ride on the sidewalk, or the street. Automobiles are very aggressive towards bicycles. There are no bike paths.	Apr 25, 2013 10:18 AM
290	Young drivers make up most of traffic tend to be reckless, especially at night.	Apr 25, 2013 10:13 AM
291	Just gotta keep your wits about you.	Apr 25, 2013 10:08 AM
292	because there are no dedicated bike paths, and the traffic can be unpredictable and scary	Apr 25, 2013 10:08 AM
293	traffic tends to be slow, and the number of lights keep drivers focused.	Apr 25, 2013 10:05 AM

Page 3, Q13. Please share why you feel this way?

294	I've been hit multiple times on my bike at the Lincoln Way and Welch intersection. Sometimes my fault, sometimes not. I feel campustown is very crowded and motor vehicles get easily frustrated about sharing the road. Lots of people will pass you 50 ft before a stop sign because they're too impatient to wait. Iowa needs to adopt the 3 ft rule and also learn to not pass a cyclist at an inch clearing right before a stop sign.	Apr 25, 2013 9:40 AM
295	The traffic is usually nonattentive	Apr 25, 2013 9:39 AM
296	On-street parking and narrow streets that do not have bike lanes increase the possibility for "getting doored", etc. Also the roads are crappy/potholes in spots, and people do not always obey traffic rules. It's a busy area with narrow streets.	Apr 25, 2013 9:38 AM
297	I have ridden traffic for a number of years and I feel comfortable riding in traffic because of the skills I have developed in that time. I do understand that less experienced riders are not comfortable riding in traffic and would benefit from more dedicated bike facilities.	Apr 25, 2013 9:35 AM
298	Welch! Welch is unfortunately the main artery to about everything, from riding through campus to other parts of the city with trails or from riding through campus. Among many problems, Welch is a complete hazard for cyclists because of the way parking is designed. It is hard when you are in a vehicle trying to parallel park (or leaving a parallel parking spot) to see an oncoming cyclist. Because of the hill, if you are headed UP the hill, you are trying to get momentum and it's difficult to stop for someone who pulls out in front of you. ON most bikes you cannot come to a complete stop and start right back up because the grade is so significant. Coming down the hill is equally if not more dangerous because you are going too fast to anticipate someone coming out of a parking spot. There is also a very good chance someone is not going to see you as they are looking for multiple other things (pole, curb, cars in front, meter, their phone, etc) To a certain extent, the roads that run parallel to Welch are no better as the grade is the same and people tend to pay even less attention over there...and on Hayward, people don't use crosswalks, they just jump out in the middle of the road so humans become a bigger issue.	Apr 25, 2013 9:33 AM
299	Drunken idiots don't understand riding a bicycle so they try to serve and scare you.	Apr 25, 2013 9:31 AM
300	The traffic is usually tame. The occasional jerk who impatiently flies past me in their truck from time to time worries me.	Apr 25, 2013 9:21 AM
301	I am usually heading in to campus when people are starting to leave.(5:00 p.m. I don't know if I would feel the same way in the middle of the day.	Apr 25, 2013 9:11 AM
302	People watch for pedestrians & cyclists more there.	Apr 25, 2013 9:11 AM
303	Too much traffic, and parked cars on the street do not leave much space for bikers in the street	Apr 25, 2013 9:01 AM
304	I'm an experienced cyclist, riding on low speed streets is not of great concern to me; though the student heavy population of drivers in the area doesn't make it perfect. Riding on Lincoln Way is another matter. I feel comfortable doing it but due to the high speed of traffic and the amount of traffic it can be stressful even	Apr 25, 2013 8:49 AM

Page 3, Q13. Please share why you feel this way?

	for an experienced cyclist. There is currently no good means to avoid Lincoln Way, a cyclist has to either ride on the sidewalk, which is pretty much never preferred, or go out of our way. Going a block or two out of your way in a car isn't a huge deal, when traveling by bicycle it can make a big difference especially with some of the hills in Campustown.	
305	Anytime after about 11am the pedestrian and car traffic make it hard to maneuver.	Apr 25, 2013 8:45 AM
306	There is an incredible amt of traffic. Delivery trucks park willy nilly, causes regular traffic to be unpredictable. Pedestrian traffic is unpredictable, no one pays any attention to looking both ways, especially if oncoming traffic is "only" a bicyclist. Jaywalking creates additional hazards as does the on street parking in an area that is already too narrow.	Apr 25, 2013 8:26 AM
307	People aren't looking out for cyclists. Doesn't matter where you are.	Apr 25, 2013 8:25 AM
308	Have had cars drive very close, been yelled at, honked at, had a bottle thrown at me. Ran into a door someone opened in front of me on Welch - they just laughed & it resulted in a fight. Police were of no help, they suggested I ride on the sidewalk. Mentioned that the signs indicated it was not allowed. They said they don't enforce that.	Apr 25, 2013 8:20 AM
309	Traffic (both cars and pedestrians) do not expect bicyclists. I have actually been hit by a car in campustown before when I had the right of way to cross (corner of Lincoln Way and Ash)	Apr 25, 2013 7:51 AM
310	Parked cars are my biggest worry - someone pulling out of parking space without looking or opening their door without looking1	Apr 25, 2013 7:43 AM
311	Car traffic up Welch Ave hill gets impatient for bikes on the street. Persons parallel parked don't watch for bikes when opening car doors.	Apr 25, 2013 7:40 AM
312	Some drivers seem to have aggressive anti-biker driving habits	Apr 25, 2013 7:39 AM
313	I feel somewhat safe because car traffic is still relatively low... but drivers are not very good with cyclists so I'm always alert.	Apr 25, 2013 7:38 AM
314	I like to think I ride very attentively and defensively. Most avid cyclists maintain their space in their lane of traffic and stay safer by being visible.	Apr 25, 2013 7:34 AM
315	Lots of car traffic and lots of pedestrian traffic	Apr 25, 2013 7:33 AM
316	To much traffic with limited accountability (students feel they always have the right of way)	Apr 25, 2013 6:44 AM
317	Primarily for previously stated concern: individuals in parked cars who open their doors without first checking for cyclists.	Apr 25, 2013 6:27 AM
318	Because people don't pay attention when they are driving.	Apr 25, 2013 6:19 AM
319	Lots of traffic, not sure exactly where to ride (on street or on sidewalk?).	Apr 24, 2013 10:33 PM
320	Too Many Blind Intersections. No Dedicated Pathfor Biking, And Traffic Is Too	Apr 24, 2013 5:52 PM

Page 3, Q13. Please share why you feel this way?

	Heavy To Ride In The Street.	
321	ride during times of slow traffic	Apr 24, 2013 4:19 PM
322	People watch out pretty well	Apr 24, 2013 4:16 PM
323	Student drivers, cyclists and pedestrians are very unfamiliar with traffic patterns in the area, as a rule.	Apr 24, 2013 4:11 PM

Page 3, Q14. On which of the following Campustown roads do you feel LEAST safe while bicycling? (Choose 3)

1	Sheldon	May 7, 2013 9:29 AM
2	All of the above.	May 6, 2013 12:51 PM
3	Doors a hazard on Welch	May 6, 2013 12:50 PM
4	Welch is the WORST	May 6, 2013 12:15 PM
5	Pretty much a square from Beech, west to Sheldon, south to Storm and north to L. Way	May 2, 2013 7:34 AM
6	some places in greek land	Apr 30, 2013 9:49 AM
7	Shelton	Apr 29, 2013 7:15 PM
8	Knapp is in need of repair. It is difficult to ride in a straight manner with the road damage present.	Apr 29, 2013 2:43 PM
9	Beach Ave	Apr 29, 2013 2:30 PM
10	I would never ride on Lincoln Way. I would also never ride on sidewalks in front of businesses, so I avoid Lincoln Way all together.	Apr 29, 2013 2:19 PM
11	Don't ride enough there to specify.	Apr 29, 2013 9:36 AM
12	Sheldon	Apr 28, 2013 6:01 PM
13	I don't ride my bike on Lincoln Way.	Apr 28, 2013 12:00 PM
14	also stange	Apr 26, 2013 1:12 PM
15	The lincoln way and welch intersection is horrifying!	Apr 25, 2013 11:09 AM
16	Lincoln Way!!!!	Apr 25, 2013 10:18 AM
17	I am coming from the trail at Brookside so not really an issue.	Apr 25, 2013 9:11 AM
18	too much traffic in the streets with a lot of double parked cars and too many pedestrians to bike on the sidewalk	Apr 25, 2013 7:39 AM
19	Hyland	Apr 25, 2013 7:30 AM
20	Do not use these roads.	Apr 25, 2013 6:19 AM

Page 3, Q15. Where do you primarily lock your bicycle in Campustown?

1	Parking meters and signs because of the lack of bike racks.	May 10, 2013 1:02 PM
2	do not use a lock	May 9, 2013 1:47 PM
3	Don't lock my bike there	May 9, 2013 12:54 PM
4	Don't always lock my bike if I am close by.	May 9, 2013 10:44 AM
5	light poles , also parking meters sometimes. rack if it is there.	May 8, 2013 4:27 PM
6	If no rack then I find a sign or lamp post	May 7, 2013 10:35 AM
7	Any place that appears to be safe from theft/tampering	May 7, 2013 10:10 AM
8	I don't leave my bike in Campustown because there isn't a good place to do so.	May 7, 2013 7:56 AM
9	N/A	May 7, 2013 5:44 AM
10	generally don't stop in campustown, but bike racks should be available	May 6, 2013 3:26 PM
11	Can't have too many racks	May 6, 2013 12:50 PM
12	don't lock	May 6, 2013 12:44 PM
13	passing through try not to stay in campus town but would like to	May 6, 2013 12:42 PM
14	racks, railings	May 6, 2013 12:27 PM
15	I prefer good bicycle racks (e.g. the upside down U)	May 6, 2013 7:19 AM
16	usually just riding through	May 5, 2013 12:43 PM
17	Traffic Signs	May 5, 2013 9:37 AM
18	don't stay long enough to lock	May 4, 2013 3:23 PM
19	light post	May 4, 2013 7:09 AM
20	If i can find one nearby. Otherwise I just lock it's wheels.	May 3, 2013 11:57 AM
21	sign posts	May 3, 2013 8:16 AM
22	I don't. It takes 3.3 seconds for a power tool to cut a lock.	May 2, 2013 10:25 PM
23	Stops are brief, usually don't lock at po	May 2, 2013 6:48 PM
24	Bring inside. What other choice do I have.	May 2, 2013 4:58 PM
25	I use bike racks when available. Area could use more designated parking to make biking friendlier.	May 2, 2013 4:57 AM
26	I use bike racks when they are available. Please help make them available!	May 1, 2013 9:29 AM
27	I don't - not any great options.	May 1, 2013 7:21 AM

Page 3, Q15. Where do you primarily lock your bicycle in Campustown?

28	whatever is available	May 1, 2013 7:07 AM
29	I rarely leave my bike on campus because of theft.	Apr 30, 2013 8:48 PM
30	I generally don't park my bike in Campustown.	Apr 30, 2013 7:52 PM
31	Whatever is available	Apr 30, 2013 5:24 PM
32	Utility meters	Apr 30, 2013 11:37 AM
33	need bike racks on all sides of building that have entrances	Apr 30, 2013 10:46 AM
34	Or Fenses when bike racks are not present	Apr 29, 2013 9:34 PM
35	Wherever I can? Lack of bike racks is a real pain.	Apr 29, 2013 7:29 PM
36	ALL 4	Apr 29, 2013 6:47 PM
37	Permant bike racks	Apr 29, 2013 6:17 PM
38	Signs	Apr 29, 2013 5:49 PM
39	In my car.	Apr 29, 2013 4:14 PM
40	Street signs	Apr 29, 2013 4:07 PM
41	I usually ride through campustown	Apr 29, 2013 3:42 PM
42	I take it inside.	Apr 29, 2013 3:39 PM
43	Inside Buildings	Apr 29, 2013 3:19 PM
44	Simply not enough bike parking or good bike parking anyway.	Apr 29, 2013 2:19 PM
45	racks if possible but light posts etc	Apr 29, 2013 2:16 PM
46	just lock wheel so it won't roll	Apr 29, 2013 2:05 PM
47	If not on a U-shaped reack, then usually to a sign or a tree around Lake Laverne or the IMU bike racks.	Apr 29, 2013 12:04 PM
48	If I did stop in Campustown and lock my bike up, I would lock it up as close to the establishment I am going into.	Apr 29, 2013 9:36 AM
49	Only ride through	Apr 29, 2013 9:35 AM
50	Just pass through without stopping	Apr 29, 2013 9:00 AM
51	parking meters if no racks	Apr 29, 2013 5:21 AM
52	There should be more bike racks through the neighborhood	Apr 29, 2013 4:36 AM
53	signs	Apr 28, 2013 12:51 PM

Page 3, Q15. Where do you primarily lock your bicycle in Campustown?

54	To itself (Stompin Grounds), not locked (Post Office), or to parking meter (Kinkos or whatever it is called now).	Apr 28, 2013 12:00 PM
55	racks are usually full	Apr 28, 2013 10:04 AM
56	At my garage at home.	Apr 28, 2013 7:43 AM
57	Light poles	Apr 26, 2013 4:03 PM
58	Don't leave bike.	Apr 26, 2013 11:00 AM
59	and signs	Apr 25, 2013 7:46 PM
60	Lock wheels of the bike itself.	Apr 25, 2013 4:27 PM
61	don,t	Apr 25, 2013 2:36 PM
62	Don't	Apr 25, 2013 11:33 AM
63	bike racks are insufficient! Cannot just lock the front wheel!!	Apr 25, 2013 11:09 AM
64	Wherever I can. Bike rack preferred but not always available	Apr 25, 2013 10:54 AM
65	sign posts	Apr 25, 2013 10:18 AM
66	do not have a need to lock bicycle	Apr 25, 2013 10:10 AM
67	I generally don't park my bike in campustown	Apr 25, 2013 10:05 AM
68	I work at Jimmy Johns in campustown, I just lean it up against the store most times.	Apr 25, 2013 9:40 AM
69	I usually park away from Campustown because there are more racks away from the drunk people.	Apr 25, 2013 9:35 AM
70	Need more/better racks!	Apr 25, 2013 9:33 AM
71	most often times the bike racks are full!	Apr 25, 2013 9:11 AM
72	I prefer bicycle racks however due to their infrequent availability I often end up using parking meters and trees.	Apr 25, 2013 8:49 AM
73	I use bicycle racks when they are available, when not than whichever of the other options are close to my destination	Apr 25, 2013 7:39 AM
74	I don't leave my bike in Campustown - I don't want it to get stolen	Apr 25, 2013 7:33 AM
75	Do not bike in Campustown.	Apr 25, 2013 6:19 AM

Page 3, Q16. If more bicycle parking was available in Campustown, what would you prefer that it consist of?

1	The Dero Decker (two tier system) bike rack would be ideal. Set up by the old T Galaxy would be a good spot.	May 9, 2013 10:44 AM
2	you do need some covers so in winter nad spring the bikes don't get covered in snow. ice.rain	May 9, 2013 10:30 AM
3	street parking is so limited, would be nice but I can't see business owners wanting to grant that valuable space	May 8, 2013 4:27 PM
4	Several small bike racks between the street and sidewalk? In a parking spot? Maybe one up by Kum & Go and the one on either side of Lincoln Way? Then a few sidewalk racks sprinkled throughout the other streets?	May 7, 2013 11:34 AM
5	Rack neither on the street or sidewalk.	May 7, 2013 7:56 AM
6	Smaller ones scattered up & down the streets is good; city of Ottawa Ontario has been adding hundreds	May 6, 2013 12:50 PM
7	Locked cages under video surveillance.	May 2, 2013 10:25 PM
8	A section with video surveillance in the parking garage would be ideal.	May 2, 2013 4:58 PM
9	Unsure	May 2, 2013 7:46 AM
10	It just needs to be secure.	Apr 30, 2013 12:32 PM
11	Campustown should build bicycles racks in their apartments as well! They have none, but many of us go to campus using bikes.	Apr 30, 2013 10:46 AM
12	large bike rack on every side of each building where there is an entrance	Apr 30, 2013 10:46 AM
13	Larger racks in parking areas protected from cars	Apr 29, 2013 7:29 PM
14	Many single in-ground racks	Apr 29, 2013 6:17 PM
15	I live in Campustown and so I rarely bike and stop there.	Apr 29, 2013 3:55 PM
16	"U" bike racks so you can easily secure wheels and frame, and so you don't have to struggle to get larger tires between narrow bars.	Apr 29, 2013 2:19 PM
17	evenly spaced hoop racks and larger racks in high traffic areas	Apr 29, 2013 2:16 PM
18	locking to signs and meters is sufficient	Apr 29, 2013 2:05 PM
19	No opinion	Apr 29, 2013 9:00 AM
20	Please: not the dumb, low, wheel racks. Much better: the inverted U's that are now on Welch (though more are needed).	Apr 29, 2013 5:39 AM
21	Don't really care. Just need more bike parking.	Apr 25, 2013 11:36 PM
22	several small, scattered throughout campustown so i don't have to also walk several blocks to get to my bike	Apr 25, 2013 7:14 PM

Page 3, Q16. If more bicycle parking was available in Campustown, what would you prefer that it consist of?

23	would be nice to have some covered racks. one could use busstops for this purpose	Apr 25, 2013 12:18 PM
24	We need to be using the "arch" bicycle rack design. That way the entire bike can be secured, Each rack can fit 2 bikes so it saves space as well as our beloved bike wheels.	Apr 25, 2013 11:09 AM
25	Having cyclists park on the sidewalks just clutters the area that is meant for pedestrians. Campustown needs a very clear message that sidewalks are for pedestrians while cyclists and motor vehicles share the road.	Apr 25, 2013 9:40 AM
26	Big racks are not good, people are way too careless and my bike is far too expensive to have someone throw theirs on top of it. For many serious cyclists (me being one) their bike is worth more than their car.	Apr 25, 2013 9:33 AM
27	I think the locations are probably good now, they might just need more.	Apr 25, 2013 9:11 AM
28	Bicycle racks should be spread out in smaller groups, half block walking distance at most.	Apr 25, 2013 8:49 AM
29	Well-lit area with something to lock to	Apr 25, 2013 7:33 AM
30	Have no opinion on this.	Apr 25, 2013 6:19 AM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

1	Understanding that bicycles do not belong on the sidewalk, and that bicycles have to follow the same traffic rules as cars do is EXTREMELY important. Novice bike riders do not understand this and it give cyclists a bad name	May 12, 2013 11:07 AM
2	I think improving bike parking would be a pretty cheap starting point. I would also love to see the Campustown Action Committee sponsor some sort of biking event perhaps with a focus on biker education or discounts for bike riders. Perhaps inviting people to bike in Campustown would be a good starting point. I would also like to say that I am sadly underwhelmed by the bike path from Cessna to Mortenson and hope that this is not a model for anything. It is too short, deposits bikers into unsafe intersections or road crossing situations with no information about what to do and while I think narrowing streets does slow down drivers I think that the narrowing of Ash at Mortenson might be too much.	May 10, 2013 1:02 PM
3	any improvements would be appreciated	May 9, 2013 1:47 PM
4	We need rental bikes like they do in France.	May 9, 2013 12:54 PM
5	As a driver, I live in fear of hitting a student, either walking or on a bike - they pay absolutely no attention to stop signs or stop lights!	May 9, 2013 12:15 PM
6	It would be help to have sheltered bike ranks	May 9, 2013 10:30 AM
7	having bike racks in several places makes it much more convenient to have bicycle close to business to load purchases or packages (retail/ Post Office), or to "keep an eye" on it while dining or ordering food at restaurants. Would be nice to have a "bike station" with simple tools on cables (air pump, wrenches, stand to hold bike up for adjustments) located in/near mini park, or maybe under shelter in inter-modal center? ISU/GSB had proposed installing something like that by East side of MU but not sure where that plan ended up. Best thing would be if Ames/Campustown could support a non-profit like http://www.bikelibrary.org/ in Iowa City.	May 9, 2013 6:15 AM
8	no room for trailers, oversized, or trikes, these are useful commuter items that don't fit sidewalk parking or use.	May 8, 2013 4:27 PM
9	Bike lanes, primarily, and secure bike racks would be very awesome. There are a lot of crazy (law breaking) people on bikes so I understand where a motorist might get some of their frustration, but it's difficult to fault a bicyclist when he/she doesn't have a place to go: sidewalks are for peds, roads are, seriously, ruled by motor vehicles.	May 7, 2013 1:01 PM
10	Bikes are a hazard to the rider and others in Campustown.	May 7, 2013 12:27 PM
11	Thank you for the opportunity to give feedback on Campustown biking. My name is Randy Griffith if you want more information about our experience at Lincoln Way and Sheldon (see Question 13).	May 7, 2013 9:29 AM
12	Bikers also need to obey the traffic laws. Since there is zero enforcement, chaos has ensued for all, especially pedestrians.	May 7, 2013 8:53 AM
13	Had hoped the intermodal facility could work with bikes more. Potential there.	May 7, 2013 7:56 AM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

14	I think lack of parking is more of a problem than lack of bike lanes.	May 6, 2013 11:38 PM
15	we need big city bikes to rent.	May 6, 2013 8:01 PM
16	I mainly ride through Campustown from North Ames to the Middle School. Almost as frequently I ride from North Ames to downtown. Hazards include a bike lane that just stops (Stange north of Somerset); crossing signals which require that I hop off the bike, wheel the bike to the sidewalk, hit the crossing light, and try to turn my bike and hop back on quickly enough to make the light; vehicles that do not notice bikes on the path.	May 6, 2013 4:57 PM
17	Need more warning signs to not ride on the sidewalk. Cars and bikes can not see each other at corners if the bike is on the sidewalk in Campustown because the buildings are too close to the street. If a car is going to turn right on red, it can create dangerous situations for cyclists on the sidewalk as well as pedestrians.	May 6, 2013 3:16 PM
18	You didn't give an option for participants who were bicyclists who no longer bicycle because of osteoporosis.	May 6, 2013 1:50 PM
19	More cycling = good for city as less cars on the road, good for people due to exercise.	May 6, 2013 1:38 PM
20	Need to connect R-38 to county line road, Nevada to downtown to campustown to Boone with bike lanes	May 6, 2013 12:51 PM
21	Anything to promote cycling and bike parking in campustown is great. More frequent racks spaced around the business district would be best but not on the sidewalk where pedestrians can kick them or bang into them. Lighting at the racks would be helpful too.	May 6, 2013 12:50 PM
22	thanks for asking for ideas, the cyclists appreciate it. Ottawa is a neat city for cycling; the drivers seem very aware and courteous toward cyclists, AND they are adding infrastructure. Downtown feels safer than the suburbs.	May 6, 2013 12:50 PM
23	There needs to be much more bike parking. It will cut down on the traffic. There is nowhere to lock bikes near many of the eating establishments.	May 6, 2013 12:39 PM
24	Make Lincoln Way better for bikes. Use upside down "U" shaped bike racks.	May 6, 2013 7:19 AM
25	Just wish there was more respect for all modes there and the non car modes would stay off the sidewalk besides peds, including skateboards.	May 6, 2013 6:26 AM
26	I think campus needs a rent a bike system similar to the ones in des moines, minneapolis and denver	May 5, 2013 9:04 AM
27	lots of broken glass on sidewalks and streets, especially on knapp. dangerous even for the dog walk. Ames is a trashy city, you like it or not.	May 5, 2013 5:23 AM
28	There is hardly anywhere to lock a bike outside, but even if there was, I probably wouldn't use it. I have seen many times thieves take the whole frame and back tire of the bike while the front tire is still locked to the rack.	May 2, 2013 4:58 PM
29	Bicycle racks like those on the Iowa State campus and in downtown (large loops	May 2, 2013 7:46 AM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

	secured in the pavement) are the easiest for bicyclists to use. Some businesses have graciously tried to make bicycle parking available to their customers, but they provide poorly designed models that are very inconvenient for bikers to securely lock their bicycles to (Wheatsfield Co-op, West HyVee)	
30	In general I think Ames has a great system for the bike commuter. I have commuted to/from work (not exclusively I.S.U.) for over 20 years. If you ride safely and use a little common sense you can get by pretty nicely. Don't get in a big hurry, be willing to alter your route slightly if needed to make it safer...just be reasonable. As I said, the biggest problem is too many cars (that oftentimes don't want to be bothered/slowed down by those "stupid bikers"). I don't envy you, you definitely have your work cut out for you, but thanks for doing this survey, I do hope you get some useful responses.	May 2, 2013 7:34 AM
31	I am just moving down to Ames from Minneapolis which is one of the best cities to bike in. Check out what they have done to welcome bikes of the past few years. It works!	May 2, 2013 4:57 AM
32	Lincoln Way is the worst for bicycling. In all of Ames, something should be done about that road. A bike lane would be wonderful- just a line. The first 2 blocks of Welch Ave from Lincoln Way are the busiest and most crowded and uncomfortable for bicycling. Definitely need more bicycle racks in Campustown. Ames needs to make street-bicycling more safe and friendly. Thank you for making an effort to improve this!!	May 1, 2013 5:37 PM
33	I believe that better infrastructure is key to making the campus area safer for all individuals.	May 1, 2013 1:33 PM
34	I would love for there to be a similar survey for the whole of Ames. In my opinion Campustown is safer than biking elsewhere in the city (i.e. Mortensen & University etc.)	May 1, 2013 12:25 PM
35	We need bike racks in front of Beardshear hall too!	May 1, 2013 9:29 AM
36	Maintain the sidewalks and sweep the bridges of debris if we have to continue using the sidewalks. Also the bridge over interstate 35 is somewhat narrow and filled w/debris which makes crossing for bicyclists an event.	May 1, 2013 8:24 AM
37	Parking facilities are one issues, car drivers are the biggest problem.	Apr 30, 2013 5:24 PM
38	I avoid it during the spring and fall while school (ISU) is in session.	Apr 30, 2013 12:32 PM
39	High vandalism rate for items left unattended especially at night.	Apr 30, 2013 12:01 PM
40	When you ride in Campus Town you stay alert!	Apr 30, 2013 11:37 AM
41	Improving pot holes in campustown roads would lead to a safer riding experience. Pot holes, large or small, are extremely hazardous to cyclists.	Apr 30, 2013 10:27 AM
42	Having air pumps, covered bike racks, and water fountains	Apr 30, 2013 9:16 AM
43	Convex mirrors at corners, especially sharp corners, could be great at improving safety for everyone.	Apr 30, 2013 9:11 AM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

44	Overall I think it's a pretty safe system on campus. More bike parking is always nice! Also biking anywhere in Ames on Lincoln is a hassle, I usually try to avoid it. Bike lanes on at least some parts of Lincoln way would be so nice bc biking on the sidewalk or the street makes me feel unsafe.	Apr 30, 2013 8:39 AM
45	A bike lane or similar accommodation would be great. The first street I would put one on is Welch.	Apr 30, 2013 7:45 AM
46	Make Welch between Lincoln and Chamberlain bikes, people, buses and firetrucks only on Sundays.	Apr 30, 2013 7:31 AM
47	The trail system in Ames is in need of a large amount of repair. The numerous pot holes, large cracks, and sharp bumps create serious hazards to cyclists. Also, the trail system needs to be better inter connected. There are a lot of trails, but often riding in the streets is needed to get from one trail to the other.	Apr 30, 2013 7:31 AM
48	Although some improvements would be nice, I do not want to see a massive amount of tax dollars going to install extra bike lanes, etc. in this small area of town. I do appreciate that concern with safety, that is nice to see.	Apr 30, 2013 6:30 AM
49	Biking in Ames is often difficult because "bike paths" or bike lanes tend to end after just a few blocks, they don't connect to each other, or they jump on and off the sidewalk. The SAFEST place to ride is with traffic, following all the traffic rules. I'd love it if any bike improvements in campustown took these factors into account.	Apr 29, 2013 11:28 PM
50	All of the broken glass causes flat tires :(Eliminate on street parking on welch and put in a bike lane! I would make it look a lot nicer and make it much safer for bicyclists and pedestrians.	Apr 29, 2013 8:22 PM
51	I enjoy biking to class, but I avoid the streets near the businesses/bars for a reason. I don't feel as safe on the streets there as I do in the rest of Ames.	Apr 29, 2013 7:29 PM
52	Some cities I've been to have a small air station to pump up tires in the downtown area. This would be a nice addition (someday -we have a long way to go before this is a priority) given all the cracks and bumps throughout our freeze-thaw pavement.	Apr 29, 2013 7:19 PM
53	My suggestion is easy solutions via bike markings on the road that indicate that cars must yield to bikers as well as providing dedicated bike lanes on major city commuter streets.	Apr 29, 2013 6:47 PM
54	Add bike lanes, single rack bike racks for only two bikes, to ease congestion and bikes that just sit there chained up	Apr 29, 2013 6:17 PM
55	Cycling is awesome people here think its dumb. Please make the paths better. Please take care of the racks in the winter i.e scoop the snow. Signs up everywhere that say move over for bikes 3' its the law. If you could ad to the sign "He is busting his ass your sitting on yours" that would be great too.	Apr 29, 2013 5:49 PM
56	If laws continue to encourage cycling on the roads, "share the road" sign could possible help promote safety and awareness.	Apr 29, 2013 4:14 PM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

57	To clarify streets. Hayward is the worst street due to the condition of the road. An bike lane would serve well. The amount of traffic along with the parking makes welch perilous. Stanton also has a decent amount of traffic. The reason I prefer the painted bike lane is for night riding incase The lighting is poor.	Apr 29, 2013 3:39 PM
58	Repair knapp. Keep the stoplight at lincoln way and welch green for longer to allow more cyclists to coast down the hill and pass through the intersection.	Apr 29, 2013 2:43 PM
59	You need to do a better job! I know you can :)	Apr 29, 2013 2:39 PM
60	Most roads such as Hayward have a lot of cracks and make them hard to ride on when using road bikes.	Apr 29, 2013 2:30 PM
61	Awareness and signage are crucial to dispel myths drivers have about bicycle laws (must ride on sidewalks or bike paths)	Apr 29, 2013 2:25 PM
62	It is difficult to bike on Welch since cars are parked on one side and cars pass on the other. People getting out of cars rarely look before they open their doors and as a cyclist, you are left with few options to avoid the door if there are cars passing you. People just walk out of shops on Welch and into a cyclist's without looking to see if there is a cyclist coming. There are hazards associated with whatever path you take.	Apr 29, 2013 2:21 PM
63	More bicycle awareness for both vehicle drivers and commuters/casual riders.	Apr 29, 2013 2:19 PM
64	Any resources put toward the bike community would be appreciated.	Apr 29, 2013 2:16 PM
65	I don't usually bike to Campustown (outside of maybe visiting a few bars or restaurants) since I don't live there or often bike to run errands, but a lot of these are memories from when I was under 16 and biked more often around town.	Apr 29, 2013 12:04 PM
66	I think it would be most beneficial to get rid of the car parking spots to create more room for pedestrian and cycling traffic on welch and perhaps a few other streets.	Apr 29, 2013 9:28 AM
67	Would like to see a bike rack at/near Stomping Ground. We always have to lock our bikes to trees or parking meters.	Apr 29, 2013 9:28 AM
68	Please connect any new bike trails to existing ones. Also, the shared use path leading west along Lincoln Way from Campustown is in bad repair in some places. Thank you.	Apr 29, 2013 9:00 AM
69	Bike racks are insufficient in general on city property. Example: City Hall has only poor-quality racks (low wheel traps), and only in the back of the building -- which took me a while to find.	Apr 29, 2013 5:39 AM
70	Even the challenge of biking on Welch pales in comparison with the difficulty of crossing Lincoln. Every other campus I have ever been associated with (and there are many) have provided pedestrian and bike under- or over-passes for busy roads that run adjacent to campus. I was stunned upon first arriving at ISU when I discovered non-vehicles were left to fend for themselves when crossing Lincoln.	Apr 29, 2013 5:21 AM
71	I would love to see campus town become more bike-friendly, but fixing the	Apr 29, 2013 4:36 AM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

	problem in campus town won't solve the city-wide bicycling issues. Campus town needs to be connected to other neighborhoods via bike paths and lanes to increase bicycling in ames.	
72	Lincoln way could have a bike lane separated by a barrier, but welch is better with a painted bike lane while outer sides like hayward could have a bike lane separated like another path	Apr 29, 2013 2:50 AM
73	More racks that have a friendly bike design aesthetic are nice.	Apr 28, 2013 9:33 PM
74	The best bet would be to ban cars on Welch, much like in Iowa City and create an underpass for traffic on Lincoln Way.	Apr 28, 2013 7:13 PM
75	My primary bike route is along Sheldon, between north campus and campustown. Sheldon gets narrow with traffic and cars parked on the road, especially near campus.	Apr 28, 2013 6:01 PM
76	actually we need more businesses to bicycle too. A larger variety of businesses would make it worth while.	Apr 28, 2013 1:17 PM
77	Destroy all cars!	Apr 28, 2013 12:51 PM
78	Regarding question 5 - your answers to not fit my location: I live north of Lincoln Way and due north of campus. Regarding question 8, I also ride through campustown to get from my farm office to my campus office, not stopping at any businesses.	Apr 28, 2013 12:00 PM
79	The number one thing you can do to increase safety is to crack down on bad drivers.	Apr 28, 2013 7:53 AM
80	Ames in general needs more bike racks scattered about. Thanks.	Apr 28, 2013 6:57 AM
81	As stated above, road laws should be enforced at intersections for cyclists for all of our safety.	Apr 26, 2013 1:12 PM
82	I don't feel like Ames is a bad place to bike. I do not mind biking on sidewalks. I actually prefer to bike on the side walk or walking paths over the road. I think more police officers or someone with power, needs to watch areas where bikers and walkers/runners are most populated because those are the worst areas. Again, cars think they own the roads and that they are the only ones on them. This is why I have almost been hit a few times biking, and running. Thanks.	Apr 26, 2013 12:41 PM
83	Not enough bike parking in other parts of Ames. How about a survey about biking in the rest of Ames? Including South Duff? That's one place that needs better bike lanes and parking.	Apr 25, 2013 11:36 PM
84	Biking is my primary mode of transit but I also walk a lot in the area. I definitely want to see more consideration given to bikers but I do recognize that it is a shared space. There also needs to be a way to increase biker and driver education	Apr 25, 2013 7:46 PM
85	I do not like the bicycling accommodations that were put on Ash Ave. On street bike lanes should be on each side of the road and move in a similar fashion to vehicular traffic. When the one-sided bike accommodations end at the north	Apr 25, 2013 4:27 PM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.





	end, it puts the northbound cyclist in a difficult situation where they have to cross the street and merge with traffic - unsafe.	
86	Would like more bike parking scattered throughout the retail part of Campustown.	Apr 25, 2013 12:17 PM
87	on street parking, especially on welch poses problems for biking on the street in this area. Frequent cars pulling in or out and doors opening.	Apr 25, 2013 12:12 PM
88	More bike parking makes for more Biking makes for less traffic makes for healthier people and a healthier planet.	Apr 25, 2013 11:37 AM
89	I do not go to campus town much any more, because I live, work, and do most of my shopping east of the campus. Thus I am not really sure if it was really appropriate to put my opinion in.	Apr 25, 2013 11:36 AM
90	Enforce biking laws as other vehicle vehicle laws.	Apr 25, 2013 11:33 AM
91	I feel that we need more publicity for our bikers. We need to be seen, not as a nuisance, but as fellow motorists. More parking in campustown would make me feel more secure, (especially near campus ave.) Also, bikers need to obey traffic laws, for their own safety!!!	Apr 25, 2013 11:09 AM
92	Need to ticket bicyclists for running stop signs. Need to enforce traffic laws for bikers.	Apr 25, 2013 11:09 AM
93	I currently don't have a bicycle in Ames so my view point is coming from a driver. There are way too many bicyclists in Campustown, and throughout Ames, that don't pay attention to the road rules. They blow through stop signs and red lights failing to yield the proper right of way. Or they'll switch from riding on the road to the sidewalk so they can utilize the walk signal instead of waiting on the red light to change like they are supposed to. I really think a lot of the concern about bicyclists' safety could be addressed by better educating bicyclists as how THEY are supposed to behave while bicycling. I know from having biked on NCSU's campus that there are also drivers out there that fail to recognize a bicyclists' right as another vehicle on the road as well. However, it seems like it is more often the other way around.	Apr 25, 2013 11:08 AM
94	Lincoln way is obviously the biggest issue. Second to that is Welch Avenue, otherwise, most side streets are not heavily trafficked and seemed safe.	Apr 25, 2013 10:54 AM
95	Increased enforcement of the sidewalk bike ban would be nice as it would increase street traffic, making it potentially safer for cyclists. Also, increased enforcement of laws relating to lights and stop signs would be a positive change.	Apr 25, 2013 10:39 AM
96	Cycling in Campustown is, for the most part, convenient. The only exceptions are Lincoln way and all intersections of Campustown streets with Lincoln way. Traffic on Lincoln way is not conducive (or safe) for cyclists. Also stoplights are not activated by cyclists at the corners of Hayward/Lincoln Way and Welch/Lincoln way. Having a safe area for bikes to stop at the stoplights and activate the stoplights would be very helpful.	Apr 25, 2013 10:36 AM
97	I avoid bicycling in Campustown as much as possible. Sometimes I find it	Apr 25, 2013 10:18 AM

Page 3, Q17. Please share any additional comments you have related to bicycling in Campustown.

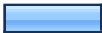

necessary to bike down the middle of the road, so that cars recognize my presence. Biking on the sidewalk should not be allowed, it is never safe for bicyclists, pedestrians, or automobiles (think right-hand turns on green lights). Ames is a great place to live, but is very far from a bike-friendly community. I have had more close-calls here in the last year than in my whole life of bicycling. It is actually embarrassing to bring my out of town friends here to bike around town--we usually just go to the High Trestle and spend our money in Madrid. If there was a bike path on Lincoln Way, I could get from west of campus, through campustown, to downtown in less than half the time it takes now. I should not have to go up and around to 13th Street, or criss-cross over to 6th Street (I live a half block off Lincoln Way).

98	I think bike lanes would do a lot of justice but often times they get cluttered with average people going out for a fun ride. Personally I see myself using the street more often because I need to go at a 15-25 mph hour average. We need a bike highway on Lincoln Way as well. A bike lane all through Lincoln Way would make many cyclists more comfortable and it would make commuting easier.	Apr 25, 2013 9:40 AM
99	More bike lanes would be excellent!	Apr 25, 2013 9:38 AM
100	Campustown desperately needs more bike racks, especially in front of Jimmy John's. They have zero and have continuous cycling traffic/cycling employees	Apr 25, 2013 9:31 AM
101	It's not terribly friendly now. Parallel parking next to bike traffic is always difficult.	Apr 25, 2013 8:20 AM
102	Much would be improved by just increasing awareness of bicyclists in campustown. Currently, it is not even something motorists expect.	Apr 25, 2013 7:51 AM
103	I rarely stop while in the district, like to ride around and look at the homes!	Apr 25, 2013 7:43 AM
104	If campustown were made more bike friendly, it would reduce overall traffic/parking problems. One reason I don't visit Campustown much is the difficulty in finding a car parking space. If it were more bike friendly, I'd likely visit more often and ride my bike to get there.	Apr 25, 2013 7:40 AM
105	I would like to have more outdoor dining opportunities (with bike racks!).	Apr 25, 2013 6:27 AM
106	Ontario is one of the worst streets in this town for bicyclists not using the shared use paths. I am not sure if people don't know they should use those instead of the street, but with on street parking and a false sense that there are 4 lanes of traffic there, it becomes very dangerous for bicyclists and motorists because bicyclists weave in and out of traffic between cars parked on the street. The City invests a lot of money in these paths, bicyclists that are not using them should be ticketed. In addition to safety issues, it disrupts traffic on a very busy street.	Apr 25, 2013 6:19 AM
107	I Love The Extension Of The Shared Use Path Through The Intermodal Facility!!	Apr 24, 2013 5:52 PM

1. How long have you owned a business in Campustown?

		Response Percent	Response Count
<1 year		14.3%	1
1 - 5 years		0.0%	0
6 - 10 years		14.3%	1
11 - 20 years		14.3%	1
21+ years		57.1%	4
answered question			7
skipped question			0


2. How do you feel about bicyclists on the "sidewalks" of Welch Ave and Lincoln Way?

		Response Percent	Response Count
Positive feeling		14.3%	1
Negative feeling		85.7%	6
answered question			7
skipped question			0

3. Please share any insight to your answer above.

	Response Count
	6
answered question	6
skipped question	1

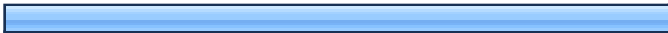
4. How do you feel about the bicyclists on the "streets" of Welch Ave and Lincoln Way?

		Response Percent	Response Count
Positive feeling		100.0%	7
Negative feeling		0.0%	0
answered question			7
skipped question			0

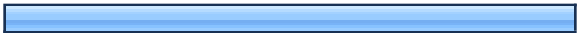

5. Please share any insight to your answer above.

	Response Count
	5
answered question	5
skipped question	2


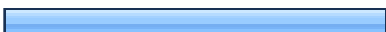
6. Are bicyclists currently considered a "target population" by your business?

		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	6
Other (please specify)			3
answered question			6
skipped question			1

7. Would you support CAA and the City focusing on ways to increase bicycle traffic in Campustown, encouraging fewer people to drive and more people to bike to Campustown?

		Response Percent	Response Count
Yes		85.7%	6
No		14.3%	1
answered question			7
skipped question			0

8. Would you support reducing the number of Campustown parking spaces in order to provide amenities such as bicycle lanes, wider sidewalks, and sidewalk cafes?

		Response Percent	Response Count
Yes		42.9%	3
No		57.1%	4
answered question			7
skipped question			0




9. If the following choices were available in Campustown, please rank where would you prefer bicyclists to ride (1 - most preferred)? NOTE: If you aren't able to change numbers, please drag and drop the items in order!

	1	2	3	4	5	Rating Average	Rating Count
On the sidewalk	0.0% (0)	0.0% (0)	0.0% (0)	28.6% (2)	71.4% (5)	4.71	7
On a wide, shared-use path (bike path)	14.3% (1)	42.9% (3)	28.6% (2)	14.3% (1)	0.0% (0)	2.43	7
In the street	28.6% (2)	0.0% (0)	42.9% (3)	14.3% (1)	14.3% (1)	2.86	7
In a dedicated bike lane separated from vehicle traffic by barrier	14.3% (1)	14.3% (1)	14.3% (1)	42.9% (3)	14.3% (1)	3.29	7
In an on-street, painted bicycle lane adjacent to vehicle traffic	42.9% (3)	42.9% (3)	14.3% (1)	0.0% (0)	0.0% (0)	1.71	7
						answered question	7
						skipped question	0

10. Please list any other "preferred" options not listed in the above question.

	Response Count
	3
answered question	3
skipped question	4

11. If more bicycle parking was available in Campustown, what would you prefer that it consist of?

		Response Percent	Response Count
A few large bicycle racks on the sidewalk		16.7%	1
Several small bicycle racks on the sidewalk		66.7%	4
Larger bicycle racks on the street		16.7%	1
The current amount of bicycle parking is satisfactory		0.0%	0
Other (please specify)			1
answered question			6
skipped question			1

12. Please share any additional comments you have related to bicycling in Campustown.

	Response Count
	2
answered question	2
skipped question	5

Page 1, Q3. Please share any insight to your answer above.

1	I feel having bicyclists on the sidewalks rather than the roads may push customers away from walking on the sidewalk, they may walk to another side of the street or on the street and miss the opportunity to see the business.	May 8, 2013 3:00 PM
2	They are too close to walkers.	May 3, 2013 2:03 PM
3	Generally too much foot traffic on sidewalks to allow safe riding on sidewalks along Welch and Lincoln Way.	May 3, 2013 1:49 PM
4	It can be hard for pedestrians and bicyclist to share the sidewalk because there isn't enough space for both.	Apr 25, 2013 11:15 AM
5	There is need for a bike lane. People coming out of doors into bike traffic is an accident waiting to happen	Apr 25, 2013 9:56 AM
6	As a rider, it's far more dangerous to be on the street. Most riders are pretty responsible and careful in my experience.	Apr 25, 2013 9:19 AM

Page 1, Q5. Please share any insight to your answer above.

1	Cyclists are also consumers, having them in the area has a positive effect on all businesses.	May 8, 2013 3:00 PM
2	Clearly, bicycles should be able to ride on Lincoln Way and Welch. Motorists need to be made more aware through increased signage to beware of bicyclists. Ideally, ISU, the City of Ames and the DOT would create a pedestrian overpass across Lincoln Way. It's the only viable long-term solution, IMHO.	May 3, 2013 1:49 PM
3	As long as there are bike paths set aside for them.	Apr 25, 2013 11:15 AM
4	a bike lane would provide more safety for the biker	Apr 25, 2013 9:56 AM
5	I always want to see more bikes on the streets of Ames! The more bikes, but more we start to become a truly bike-friendly community.	Apr 25, 2013 9:19 AM

Page 1, Q6. Are bicyclists currently considered a "target population" by your business?

1	If there was a place for them to park and fill up with air and rest or wipe down their bikes I would consider advertising in their designated parking area	May 8, 2013 3:00 PM
2	We are off "off the beaten path". south of Lincoln Way and are generally not open to the public except on an arranged basis.	May 3, 2013 1:49 PM
3	We do provide 2 bike racks, but it's not a group we specifically target at this point.	Apr 25, 2013 9:19 AM

Page 2, Q10. Please list any other "preferred" options not listed in the above question.

1	I think it is important to keep parking for cars as people drive to campustown all the time, and biking or walking in the winter is not an option most of the time.	May 8, 2013 3:02 PM
2	Simply having an on-street, painted bicycle lane on the street would do much to communicate to drivers to be aware of bicycles, I believe.	May 3, 2013 1:53 PM
3	none	Apr 25, 2013 11:16 AM

Page 3, Q11. If more bicycle parking was available in Campustown, what would you prefer that it consist of?

1	Parking by the seating area near the clock tower	May 8, 2013 3:02 PM
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Page 3, Q12. Please share any additional comments you have related to bicycling in Campustown.

1	Campustown should take a good look at other college towns to see how they have addressed the issue. Davis, CA, Madison, WI, etc. would be great places to start.	May 3, 2013 1:55 PM
2	Bike racks have to be positioned in ways that are convenient for families with children - e.g. there needs to be enough space for both the bike and a trailer.	Apr 25, 2013 9:22 AM

COUNCIL ACTION FORM

SUBJECT: AMES CONVENTION & VISITORS BUREAU REQUEST FOR \$6,417
TO FUND ANALYSIS OF HOTEL MARKET AND POTENTIAL
FUNDING SOURCES FOR FLAT SPACE PROJECT

BACKGROUND:

As you will recall, the Ames Convention and Visitors Bureau (ACVB), the Ames Chamber of Commerce, the Ames Economic Development Commission, Iowa State University, and the City of Ames have funded two studies over the past twenty-four months regarding the proposed flat space project. The first study involved a market analysis regarding the potential for a mixed-use convention and events center in Ames. The second study focused on potential locations for additional conventional space.

The ACVB is now requesting that these same entities finance a third study with two phases. The first phase involves a market analysis for a potential hotel adjacent to the convention facilities, and the second phase involves analyzing potential private funding for the flat space project. (See Attachment I)

ALTERNATIVES:

- 1) The City Council can decide to continue its support for upgrading the community's convention facilities by providing \$6,417 towards the third study identified above.
- 2) The City Council can decide to continue its support for upgrading the community's convention facilities by providing some amount, other than \$6,417 requested by the Ames Convention and Visitors Bureau, towards the third study identified above.
- 3) The City Council can deny the request from the Ames Convention and Visitors Bureau for partial funding for the third study identified above.

MANAGER'S RECOMMENDED ACTION:

In the past, the City Council has expressed support for updating the community's convention facilities. Prior to making a final decision to proceed with this project, additional pertinent information must be collected. The two phase study being proposed by the ACVB (including the hotel market analysis and the private funding analysis) seems to be an appropriate next step for gathering this needed information.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1 and authorize \$6,417 from the Council Contingency Account for this purpose.

These monies will share funding in the third study related to potential convention space in the community as described above. This recommendation is conditioned on the other four parties specified in the AVCB request letter providing their expected shares to fund this study.

*Smart Choice*

August 22, 2013

Mayor Ann Campbell
City of Ames
515 Clark Avenue
Ames, IA 50010

Honorable Mayor Campbell and Ames City Council,

As you are aware, the Ames Convention and Visitors Bureau in partnership with the Ames Chamber of Commerce, Ames Economic Development, Iowa State University, and the City of Ames, have funded two studies in the past 24 months. The first was a market analysis for a potential mixed-use convention and events center in Ames performed by Convention Sports & Leisure International (CSL). The second was an analysis by RDG Planning & Design (RDG), which took a look at potential locations for the mixed-use convention space in Ames, based on the recommended square footage, and also an estimate of costs associated with construction of a facility. Reviewing potential funding options that have been used elsewhere in Iowa and across the country, we have approached CSL to gather additional information on the feasibility of private funding as part of a project in Ames.

Attached you will find a letter of engagement from CSL outlining additional services. The Bureau would like to precede with phases 1 & 2 and ask the Council to fund 1/6th of the fee (not to exceed \$38,500) for the analysis. As with the past studies, the Bureau will cover 50% of the cost. The Chamber & AEDC, University and City each pay 1/3 of the remaining 50%. The phases include a Hotel Market Analysis and Analysis of Potential Funding Sources. This will identify the likelihood and amount of private funding for the convention center project in this market.

If time allows, we would also like the opportunity to give you a quick update on the status of the project at the September 10th Council Meeting.

Thank you in advance for your support and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Cook', written over a light-colored background.

Kevin Cook
President
Ames Convention & Visitors Bureau



August 7, 2013

Ms. Julie Weeks
Director
Ames Convention and Visitors Bureau
1601 Golden Aspen Drive, Suite 110
Ames, Iowa 50010

Dear Ms. Weeks:

This letter sets forth our understanding of the terms and objectives of the engagement of Conventions, Sports & Leisure International (CSLI) to assist the Ames Convention and Visitors Bureau (ACVB) and other relevant stakeholders with various activities related to the development and funding of potential conference center and hotel in Ames. This letter also provides the nature and limitations of the services to be provided and the related fee arrangement.

Scope of Services

This scope of services has been developed to assist the ACVB and other relevant stakeholders in their assessment of the feasibility of hotel development as part of the contemplated convention facility project and in identifying potential funding sources and strategies for the convention facility and potential hotel development. We have structured the associated advisory services into a four-phased approach.

The first phase consists of a market analysis to determine the market potential and supportable size for potential new hotel development in Ames. The second phase involves the Identification of potential public and private funding sources and the development of estimates of the funding potential from each potential source.

The third and fourth phases of work are optional and could be undertaken at your request upon the completion of the first two phases. The third phase of work involves efforts to solicit and evaluate preliminary developer/operator interest in a potential public/private partnership opportunity, along with additional evaluation of market conditions and development/management opportunities for the proposed conference center project and associated hotel. The fourth, and final, phase consists of ongoing assistance with additional detailed planning steps related to project funding and hotel development.

An outline of the four phases of work (with the second phases representing optional services) is presented on the following pages.

Phase I. Hotel Market Analysis

The purpose of this phase is to analyze the market potential and supportable size for potential new hotel development in Ames to support the operation of a new conference center. Importantly, we will draw upon the extensive research conducted during our 2009 feasibility study throughout this, and subsequent, phases. The specific steps to be conducted as part of this phase are summarized below.

- Initial Planning: The proposed subject asset(s) will be compared/contrasted to other competitive lodging properties in the market. We will meet with current or anticipated ownership/management to discuss future operations and how this relates to the facility's future competitive market posture.
- Lodging Market Analysis: The competitive market for lodging accommodations will be examined. The demand for lodging accommodations will be divided into specific market segments for the purpose of forecasting the demand for transient accommodations. Competitive lodging facilities will be physically inspected and if applicable, selected management interviews will be conducted.
- Regional Economic Analysis: Fieldwork will be conducted for the purpose of identifying and analyzing economic and demographic trends for the region surrounding the proposed subject facility or facilities. These statistics will then be used to relate the general economic health of the area to the future viability of the local lodging industry. If appropriate, key demand generator interviews will be conducted.
- Market Penetration Analysis: Based on information gathered from the competitive lodging facilities, a competitive supply and demand analysis of the market will be undertaken. This information will be used as a basis for a market penetration analysis of the subject and the competitive hotels. The results will be summarized in a forecast of future occupancy and average room rate levels for both the subject property and the competitive market area.
- Performance Analysis: The analysis will include the following key points:
 - A supply side analysis, including the performance of the competitive set, anticipated mix of demand (for the proposed subject hotel or hotels), review of the competitive set of lodging facilities and an analysis of anticipated new additions to competitive supply.
 - A room demand analysis, which includes the largest demand generators for the proposed subject lodging property, major demand generators for the market area, the demand trend within the competitive market and an analysis of the potential growth within the market area.
 - A proposed lodging product analysis including recommendations relative to the type (full-service, limited-service, boutique, etc.), size, scope, brand and quality level of the proposed hotel(s).
 - An overview of the market, including a summary of the market dynamics (i.e., current economic and demographic trends), physical strengths and weaknesses of the proposed subject lodging property, a description of the location and market position of the proposed subject lodging property and investment risks and opportunities.
 - The forecasted occupancy level and average room rate for the subject property or properties.

Phase II. Analysis of Potential Funding Sources

The development of major conference center (and even lodging) facilities throughout the country typically involves some level of public funding. Many communities are willing to provide for such funding given the potential economic and fiscal impacts of the project.

We will identify and summarize financing sources and the extent to which facility development may require funding from external sources to fund project operations, debt service and ongoing capital maintenance of the proposed expansion. The analysis will focus on both financing mechanisms and the project revenue sources that could be used to fund potential facility development and ongoing operations.

Typically, funding for public assembly facilities is tied to the industries that benefit from facility operations. This analysis will focus on numerous sources of revenue for project funding, including both public and private sources. Order-of-magnitude estimates of revenue potential from each viable revenue source will be prepared and potential funding sources will be prioritized. We will also characterize important advantages and disadvantages of several identified potential funding options.

Additionally, potential partnering and funding options, as used by similar communities, will be identified and analyzed including the feasibility of developing the potential space as a joint venture with a future hotel or with another business or civic facility. In the past several years, our project team has been involved with a variety of similar projects around the country that have incorporated creative partnerships with the private sector to assist in defraying facility development costs. Some additional potential private sector funding possibilities for the potential facility development that will be identified and analyzed will include sponsorships, naming rights, franchising, branding, upfront service provider fees (i.e. private management and food & beverage contractors, etc.), and facility component build-outs.

Finally, we will generate a preliminary valuation estimate associated with the sale of naming rights for the convention center. We will evaluate its potential use levels/tenants to identify all assets available for a successful naming rights package, including, but not limited to the following:

- on-site advertising
- broadcast exposure
- editorial media coverage
- publications
- collateral material
- promotional opportunities
- event marketing
- internet
- seating
- ticketing
- merchandising

Based on an evaluation of the existing assets and potential components that could be included in a naming rights package, we will develop the value for each of the potential naming rights assets based on industry standards, valuation techniques and market conditions. We will focus on demographic, location and traffic count characteristics, including estimates of ad impressions via

signage, advertisements, media and other methods. We will identify and analyze naming rights deals from a variety of comparable projects throughout the state and country. The goal of the exercise is to determine the market value of convention center naming rights for interested corporations or donors.

Phase III: Initial Private Partnership Planning and Evaluation

The tasks completed in Phase II will identify and quantify numerous potential public and private funding sources. Given the results of this analysis and the estimated level of private funding that may be required for the project, particularly in the area of potential hotel development, the services comprising Phase III (if pursued) will focus in greater detail on the potential parameters regarding private funding opportunities. The type of assistance that we will provide under Phase III includes, but is not necessarily limited to:

- Assistance in identifying potential private partners, including provision of a proprietary database of more than 1,000 national and regional hotel developers and operators, including those that have entered into comparable public/private partnership transactions/agreements concerning hotel/conference center projects.
- Development of a Request for Expressions of Interest (RFEI) that is designed to preliminarily gauge hotel developer/operator interest in the project. The RFEI will provide a concise summary of the potential project and opportunity and will request brief letters of interest from prospective candidates. We will identify a targeted list of hotel developer/operator candidates from our database, representing the most likely potential partners for the project. We will provide the list and RFEI document to the ACVB and other project stakeholders as appropriate and will coordinate a mailing of the RFEI. The level of response (or lack thereof) will be telling in terms of market timing and the perceived attractiveness of the potential opportunity by the private sector.
- Working with the ACVB and other project stakeholders, as appropriate, we will conduct preliminary telephone discussions with interested partner candidates (as indicated through responses to the RFEI) to obtain information concerning envisioned development and operating models, branded prototypes, initial thoughts concerning capital contributions, site/location issues, deal structuring, key agreement terms and other such items. These initial conversations will be instrumental in providing base information to assist in the development of a formal Request for Proposals (RFP), if pursued under Phase III. At a minimum, it will provide critical information to the ACVB and other project stakeholders concerning the "viability" of potential public/private partnership scenarios.
- Provision of information regarding the structure of public/private partnership hotel/conference center transactions in other comparable communities, including discussion of the strengths and weaknesses of various models.
- Building on the analyses completed as part of the feasibility study completed by CSL in 2009, we will update assumptions related to the hotel/conference center project as the project discussions and planning become more refined and the ultimate "model" becomes crystallized. This could include the development of assumptions regarding market absorption, occupancy, average daily rate, revPAR, hypothetical operating cash flows, preliminary cost-to-build and partner return on investment (ROI) considerations. These ongoing market/financial analyses will be critical in continuing to assess where the

public sector "stands" in terms of the calculated "feasibility gap" with regard to the public/private partnership.

Phase IV: Solicitation, Analysis and Negotiation

The purpose of Phase IV, if pursued by the ACVB and other project stakeholders, is to undertake additional detailed planning steps, solicit formal proposals from private partner candidates, evaluate proposals, designate a preferred partner, undertake negotiations and assist in the development of various agreements related to development and/or management agreements. Due to the wide variability associated with planning and negotiation work of this nature, we have set a "Base Fee" for this third phase and will provide monthly updates of billable hours incurred against this base fee. It is possible that execution and completion of all tasks associated with this potentially complex Phase IV set of tasks could exceed the Base Fee. We will inform the ACVB monthly of our progress and fees incurred and billed against the Base Fee. The ACVB will have the option to terminate this phase of work at any time and we will only bill you for time and expenses incurred. The specific tasks associated with Phase IV include, but are not necessarily limited to, the following:

- Provision and assessment of actual developer and operator agreements associated with comparable projects throughout the country, including analysis and summary of key terms and revenue/expense and cost sharing provisions.
- Advisory assistance as to advantageous structure alternatives for the transaction, incorporating participation from the public sector, equity participants, hotel operators and other involved parties.
- Building on information obtained during Phase III, we will assist you develop a formal, comprehensive Request for Proposals (RFP) concerning hotel development and/or conference center management opportunities. The RFP will provide a detailed description of the opportunity, the community and potential sites, and the objectives and priorities of the ACVB and other relevant stakeholders, as well as a request for qualifications, relevant experience, demonstration of financial solvency, expected development/management models, performance projections, and funding detail.
- Assistance in the development of a prioritized list of key terms that development and operator agreements should contain to best protect the public sector's interest, financially and economically.
- Assistance in evaluating developer/operator proposals, evaluation of qualifications, as well as analysis of key proposed terms and analysis through a developed matrix of comparative strengths and weaknesses and resulting ROI and project cash flows.
- Assistance in developing a list of follow-up/clarifying questions and evaluation of responses.
- Additional analysis and modeling of estimated hotel and conference center market and financial performance characteristics, given more clarity of the ultimate facility development and operating models considered most likely.
- Assistance in identifying potential financial advisors/underwriters and that will be required for the transaction.
- Work with the legal representative(s) and other officials of the ACVB and other project stakeholders as appropriate in identifying the key structure and terms of a memorandum

of understanding with designated partner, including providing feedback on document drafts.

- Work with the legal representative(s) and other officials of the ACVB and other project stakeholders as appropriate in identifying a structure and key terms for developer and operator agreements with designated partner.
- Attendance of meetings in Ames and participation in regular and as-needed conference calls throughout the process

Professional Fees and Expenses

Total professional fees for this engagement will depend on the number of hours required to complete the services and the skill levels of the assigned personnel. Professional fees and expenses associated with Phases I and II will not exceed \$38,500. Out-of-pocket expenses including travel costs, postage, telephone, report preparation and reproduction will be billed separately.

Following the completion of Phases 1 and II, Phases III and IV could be performed at your express written request. As the number of hours that would be required to complete Phases III and IV of the engagement is not fully defined (due to the uniqueness of transactions of this nature), professional fees will be billed on an hourly basis against a minimum fixed base fee ("Base Fee") of \$20,000. Billable hours by staff member will be tracked and itemized monthly for the ACVB. If the aggregate total of hourly billings and out-of-pocket expenses exceed the Base Fee amount, we will immediately inform the ACVB and, upon the ACVB's express written consent, will bill additional fees on an hourly rate basis.

Hourly rates by CSL staff position are as follows:

Project Director	\$325
Project Advisor	\$305
Project Manager	\$250
Analyst/Support Staff	\$195

Fees and expenses will be billed and are payable on a monthly basis. Should additional work be requested beyond the scope of services detailed herein, professional fees will be billed on an hourly rate basis. Total professional fees for additional services will depend on the number of hours required to complete the services and skill levels of the assigned personnel.

Timing

We are prepared to commence this engagement upon receipt of notice to proceed. We anticipate completing Phases I and II within 12 weeks of project commencement. The timing associated with Phases III and IV (if undertaken) will be dependent on the specific services provided, the timing of meetings and negotiating sessions, and numerous other factors that cannot be determined at this time. We anticipate completing this engagement in full, performing

Ms. Julie Weeks
Page 7 of 11

all work as set forth herein. In the event that a decision not to proceed occurs at any point following the initiation of this engagement, we will cease our work and bill you for time incurred on the project at that point in time.

Conditions of Work

Information and Data. CSL is entitled to assume, without independent verification, the accuracy of all information and data that the Client provides to CSL. All information and data to be supplied will be complete and accurate to the best of the Client's knowledge. CSL will use information and data furnished by others if CSL in good faith believes such information and data to be reliable; however, CSL shall not be responsible for, and CSL shall provide no assurance regarding, the accuracy of any such information or data. CSL shall be providing advice and recommendations to the Client; however, all decisions in connection with the implementation of such advice and recommendations shall be the Client's responsibility. CSL shall have no responsibility for any decisions made by the Client relating to CSL's services hereunder. CSL shall have no responsibility for any assumptions provided by the Client, which assumptions shall be the Client's responsibility. The reports may include estimates of annual operating results based upon courses of action that the Client expects to take prior to and during the period under analysis. The Client is responsible for representations about its plans and expectations, and for the disclosure of significant information that might affect the estimated results.

Reports. Any reports prepared by CSL are valid only when presented in their entirety and only for the purpose stated therein. It is expressly understood that (a) CSL's reports, suggestions, analyses and conclusions, if any, do not, in whole or in part, constitute a fairness or solvency opinion and (b) CSL will not perform any review, audit or other attestation procedures with respect to financial information as defined by the American Institute of Certified Public Accountants and will not issue any opinion, report or other form of assurance with respect to any financial information. There will usually be differences between the estimated and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. Should the Client have any reservations with regard to the estimates, we will discuss them with the Client before the report is issued. Any partially completed work products and drafts presented to the Client are for internal use only.

Confidentiality. CSL will preserve the confidential nature of information received from the Client in accordance with CSL's established policies and practices. The Client agrees not to reference CSL's name or any reports, analyses or other documents prepared by CSL, in whole or in part, in any document distributed to third parties without CSL's prior written consent. The Client agrees that any reports, analyses or other documents prepared by CSL will be used only in compliance with these terms, conditions, applicable laws, and regulations.

Property. To the extent that CSL utilizes any of its property (including, without limitation, proprietary databases, proprietary information, any hardware or software) in connection with its services, such property shall remain the property of CSL, and the Client shall not acquire any right or interest in such property. CSL shall have ownership (including, without limitation, copyright ownership) and all rights to use and disclose its ideas, concepts, know-how, methods, techniques, processes and skills, and adaptations thereof (including, without limitation, generalized features of the sequence, structure and organization of any works of authorship) in conducting its business, and the Client shall not assert or cause to be asserted against CSL or its personnel any prohibition or restraint from so doing.

LIMITATION ON WARRANTIES. THIS IS A CONSULTING SERVICES AGREEMENT. DUE TO THE INHERENT UNCERTAINTY INVOLVED WITH PREDICTING FUTURE EVENTS AND LOCAL/INDUSTRY CONDITIONS, CSL MAKES NO REPRESENTATIONS OR WARRANTIES AS TO

THE FINDINGS OR RECOMMENDATIONS CONTAINED WITHIN ANY OF ITS ANALYSES, INCLUDING ANY ESTIMATES AND DISCLAIMERS, AND CLIENT HEREBY EXPRESSLY WAIVES, ANY AND ALL CLAIMS BASED ON ANY POSSIBLE REPRESENTATIONS AND WARRANTIES, WHETHER EXPRESS, IMPLIED OR OTHERWISE, INCLUDING, WITHOUT LIMITATION, WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

LIMITATION ON DAMAGES. CSL, ITS MEMBERS, PRINCIPALS, DIRECTORS, OFFICERS, EMPLOYEES, PARENT COMPANY AND AFFILIATES SHALL NOT BE LIABLE TO THE CLIENT FOR ANY LOSSES, DAMAGES, CLAIMS, LIABILITIES, COSTS, OR EXPENSES IN ANY WAY ARISING OUT OF OR RELATING TO THIS ENGAGEMENT FOR AN AGGREGATE AMOUNT IN EXCESS OF THE FEES PAID BY THE CLIENT TO CSL FOR ITS SERVICES. IN NO EVENT SHALL CSL, ITS MEMBERS, PRINCIPALS, OR EMPLOYEES BE LIABLE FOR CONSEQUENTIAL, SPECIAL, INDIRECT, INCIDENTAL, PUNITIVE, OR EXEMPLARY LOSS, DAMAGE, COST, OR EXPENSE (INCLUDING, WITHOUT LIMITATION, LOST PROFITS AND OPPORTUNITY COSTS). THE PROVISIONS OF THIS LETTER SHALL APPLY REGARDLESS OF THE FORM OF ACTION, WHETHER IN CONTRACT, STATUTE, TORT (INCLUDING, WITHOUT LIMITATION, NEGLIGENCE), OR OTHERWISE, AND SHALL SURVIVE THE COMPLETION OR TERMINATION OF THIS ENGAGEMENT.

Findings and Recommendations. Any findings and recommendations presented as a part of this engagement will reflect the analysis of primary and secondary information provided by you and other involved parties. Information provided by third parties will not be audited or verified, unless otherwise noted, and will be assumed to be correct. As any projected information provided as a part of this engagement will be based on various trends and assumptions, there will be differences between the information presented and actual results because events and circumstances frequently do not occur as expected and those differences may be material.

Indemnification. The Client and its affiliates shall indemnify and hold harmless CSL, its members, principals, directors, officers, employees, parent company and affiliates from and against any and all causes of actions, losses, damages, claims, liabilities, costs, and expenses (including, without limitation, legal fees and expenses) which may be asserted, brought against, paid or incurred by any of them at any time in any way arising out of or relating to CSL's services, except to the extent it is finally judicially determined that such losses have resulted from the willful misconduct of CSL.

Subsequent Work. CSL, by reason of the performance of its services, is not required to furnish additional work or services, or to give testimony, or to be in attendance in court with reference to the assets, properties, or business interests in question. CSL will have no responsibility to update any report, analysis, or other document relating to its services for any events or circumstances occurring subsequent to the date of such report, analysis, or other document.

Cooperation. The Client shall cooperate with CSL in connection with the performance of its services hereunder, including providing CSL with reasonable and timely access to the Client's information, data, and personnel.

Non-Exclusivity. Nothing in this Letter shall be construed as precluding or limiting in any way the right of CSL to provide consulting or other services of any kind or nature whatsoever to any person or entity as CSL in its sole discretion deems appropriate.

Force Majeure. CSL shall not be liable for any delays or failures to perform its services resulting from circumstances or causes beyond its reasonable control, including, without limitation, fire or other casualty, act of God, strike or labor dispute, war, or other violence, or any law, order, or requirement of any governmental agency or authority.

Independent Contractor. CSL is an independent contractor and not an employee, Agent or partner of Client. CSL is not authorized directly or indirectly to represent to any person that Consultant has the authority to bind the Client to any agreement or course of conduct. However, CSL shall have the right to use subcontractors, as necessary.

Inconsistencies. In the event of any conflict or inconsistency between the provisions set forth in this Letter and any other documents, the provisions of this letter shall govern.

Complete Agreement. This Letter constitutes the entire agreement between the Client and CSL with respect to the subject matter thereof and hereof, and supersedes all other oral or written representations, understandings, and agreements between the Client and CSL relating to the subject matter thereof and hereof. This Letter cannot be changed, except by written instrument signed by both the Client and CSL. This Letter shall be binding on the Client and CSL, and the Client's and CSL's permitted successors and assigns; however, neither the Client nor CSL may assign this Letter without the prior written consent of the other, except that the Client and CSL may assign this Letter to any successor to all or substantially all of the business or assets of such party.

Governing Law. The Letter shall be governed by and construed under the laws of the State of Iowa.

Counterparts. This Letter may be executed in counterparts, or by facsimile or telecommunicated counterparts, each of which shall be deemed an original and both of which, when taken together, shall constitute the same agreement.

Consent and Good Faith Dealings. The parties hereby covenant, each to the other, that each will deal with the other equitably, and will take into account the reasonable commercial expectations of the other in the exercise of rights and obligations hereunder. When consent or approval is requested for any action, the party from whom approval is sought shall give full and fair consideration to the financial issues raised by the other party and shall act in a fair, timely and non-capricious manner. Unless other indicated specifically in this Letter, consent and approvals shall not be unreasonably withheld, delayed or conditioned.

Ms. Julie Weeks
Page 11 of 11

* * * * *

If you are in agreement with the aforementioned, please indicate by signing in the space provided below, and returning this letter to CSL International. If you would like to discuss this letter, please contact Bill Krueger at (612) 294-2003 or bkrueger@cslintl.com.

Very truly yours,

CSL International

CSL International

The arrangements described above are acceptable to us and set forth the satisfactory basis which to proceed with this engagement.

By:

Title:

Date:

Staff Report

**AMES COMMUNITY PRESCHOOL CENTER
PLAYGROUND EQUIPMENT FUNDING REQUEST**

September 10, 2013

BACKGROUND:

Earlier this year the Ames Community Preschool Center (ACPC) purchased the former Willson-Beardshear school from the Ames Community School District. Prior to the purchase of this former school, ACPC staff contacted City staff about funding a playground structure for this site. In exchange for the funding, it was agreed that the playground equipment and passive/active recreational space (Attachment A) could serve as a neighborhood park when ACPC is not in session.

Staff presented this concept to the City Council during budget hearings in February 2013. Given the lack of funding from ACPC, Staff suggested that \$30,000 could be added to the Capital Improvements Plan to up-front the purchase of this playground equipment for ACPC. **The City Council approved setting aside the funding and directed staff to develop an agreement in which ACPC would pay one-third of the playground equipment cost. In addition, the agreement would confirm that ACPC would be responsible for installation and surfacing costs.**

Other than the City providing the upfront funding for the equipment, this arrangement is very similar to the City's agreements with the Ames Community School District. The City Council agreed to assist in funding playground equipment for the elementary schools because those sites have longed served as neighborhood gathering places. Since ACPC's property is a former school site, the justification for this arrangement is similar.

It should be noted that once the playground equipment is purchased, it will become the property of the ACPC. The City will have no responsibility to maintain, replace, or assume any liability for its use. However, the public will be allowed to use the equipment and the site will serve as a "neighborhood park".

In a letter dated August 23, 2013, ACPC asked the City Council to reconsider this funding arrangement based on unforeseen costs associated with their building project. ACPC is now requesting \$32,720 for the purchase of playground equipment, installation and surfacing, and suggested the City pay one-third of the total cost. Repayment would be made in two installments, one-half paid by June 30, 2014, and one-half paid by June 30, 2015.

CURRENT PROJECT COST ESTIMATES:

ACPC intends to purchase playground equipment (Attachment B) suitable for ages two to twelve. Following are cost estimates from the manufacturer. It should be noted these costs are good through September 2013.

Equipment	\$21,799
Installation	\$7,811
Surfacing (included Dina Mats)	\$3,110
Total Project Cost	\$32,720

FUNDING OPTIONS:

OPTION 1 (Original Concept)

- City up fronts up to \$21,799 for the purchase of the playground equipment only
- ACPC will reimburse the City one-third of the \$21,799 by June 30, 2014
- ACPC will be responsible for installation (\$7,811) and surfacing (\$3,110)

OPTION 2

- City up fronts up to \$32,720 for the purchase of the playground equipment, installation and surfacing
- ACPC will reimburse the City one-third of the equipment cost and 100% of the installation and surfacing costs by June 30, 2015

OPTION 3

- City up fronts up to \$32,720 for the purchase of the playground equipment, installation and surfacing
- ACPC will reimburse the City one-third of the total equipment, installation and surfacing cost (\$32,720). One-half is to be paid by June 30, 2014 and one-half is to be paid by June 30, 2015.

OPTION	TOTAL COST	CITY COST	ACPC COST	FULL PAYMENT TO CITY BY
1	\$32,720	\$14,533	\$18,187	June 30, 2014
2	\$32,720	\$14,533	\$18,187	June 30, 2015
3	\$32,720	\$21,813	\$10,907	June 30, 2015

STAFF COMMENTS:

The loss of an elementary school can have a negative impact on a neighborhood. With the closing of Wilson-Beardshear School, therefore, it is now more important than ever to those living in the Sunrise neighborhood that the City does all it can to replace that community asset with another one. An arrangement with ACPC to share in the cost to purchase a new piece of playground equipment, along with the authorization for the public to use this equipment and designated recreation space, should enhance this neighborhood. **Therefore, staff believes some type of funding partnership should be reached with ACPC.**

The City Council needs to decide whether or not to modify its position regarding this cost sharing arrangement as is now being requested by ACPC. However, in making this decision, it is important to know, that Options 2 and 3 will trigger City bidding requirements for the project as a public improvement, thereby increasing the overall cost of the project.

Ames Community Preschool Center

611 Clark Avenue

Ames, IA 50010

August 23, 2013

To: Mayor Campbell and City Council Members

From: Sue Wuhs—Ames Community Preschool Center

Re: CIP Playground Structure at ACPC new Building-920 Carroll Avenue

I am writing to ask your consideration for a change in an earlier motion in which Council had approved up to \$ 30,000 for a playground structure in this year's Capital Improvement Plan (CIP). ACPC was going to be responsible for the total cost of the installation and surfacing in addition to paying for 1/3 of the structure.

Due to some unforeseen costs in our building project, we do not have the funds available this year to do all of this. I think Council would agree with us that a new structure at this time will benefit both the neighbors and ACPC. In light of our unanticipated costs which total more than \$10,000, we would like to first show you the true installation costs for the structure and then ask for a change.

The structure with taxes is:	Miracle Structure	\$21,799.11
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This Sale Price saves \$ 6500

Additional costs will include:

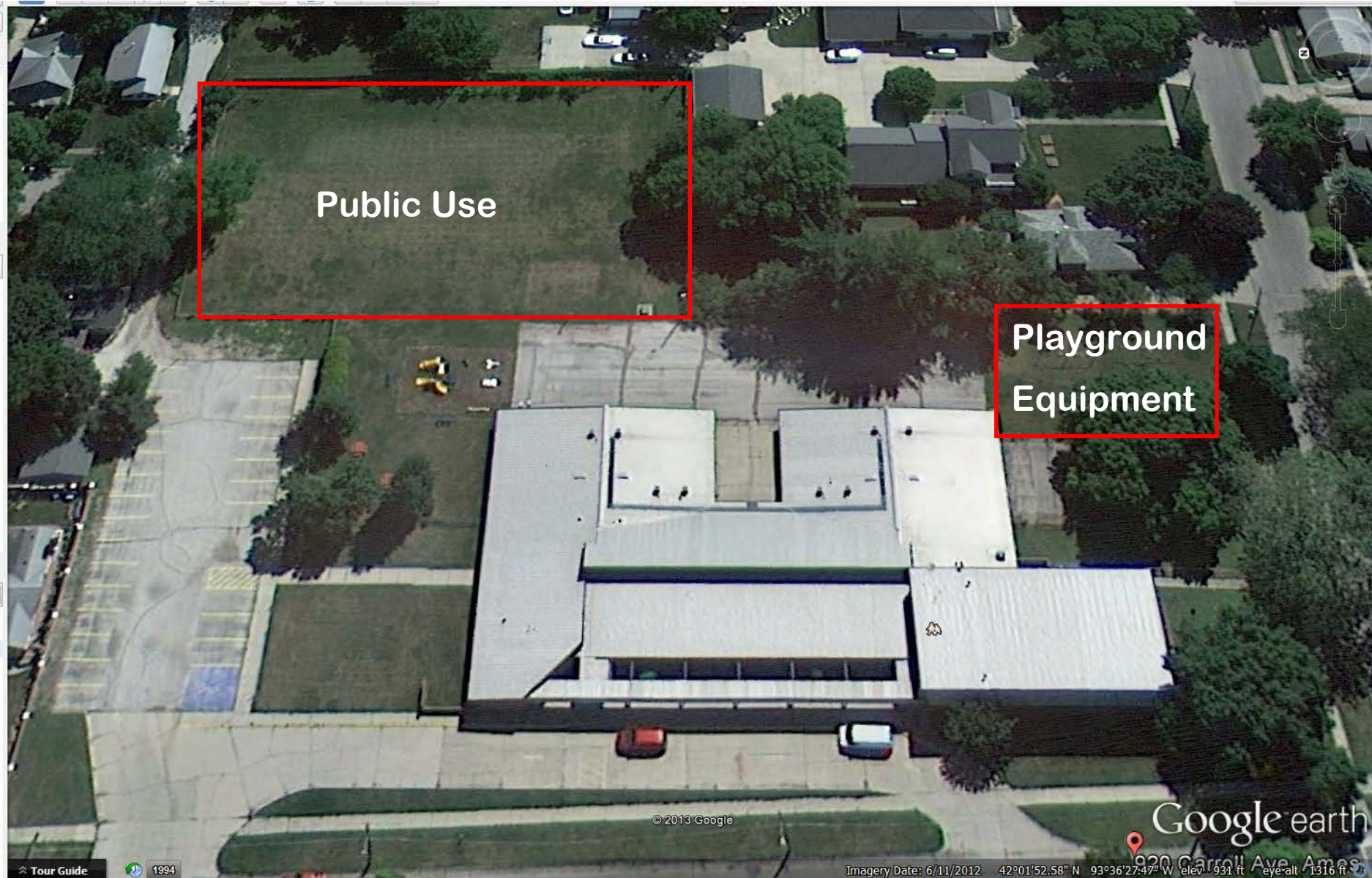
Installation of the structure	\$ 7811
Wood Fiber Surfacing	\$ 2147
Volunteers spread wood	
Dina Mats	\$ 963

Excavation (not included)

Our new total is	\$ 32,720.11
------------------	--------------

In light of the actual costs plus our unanticipated construction issues, we would like to ask for council to approve funding of \$ 32,720. ACPC will pay back 1/3 of this amount (\$10,907) in two year increments with 1/2 paid by June 30, 2014 and the rest paid by June 30, 2015.

We appreciate your consideration for this change. To still get the sale price, we need to order now. The sale price was actually through August 30, but the representative was giving us some leeway for your time.



Public Use

Playground
Equipment

© 2013 Google

Google earth

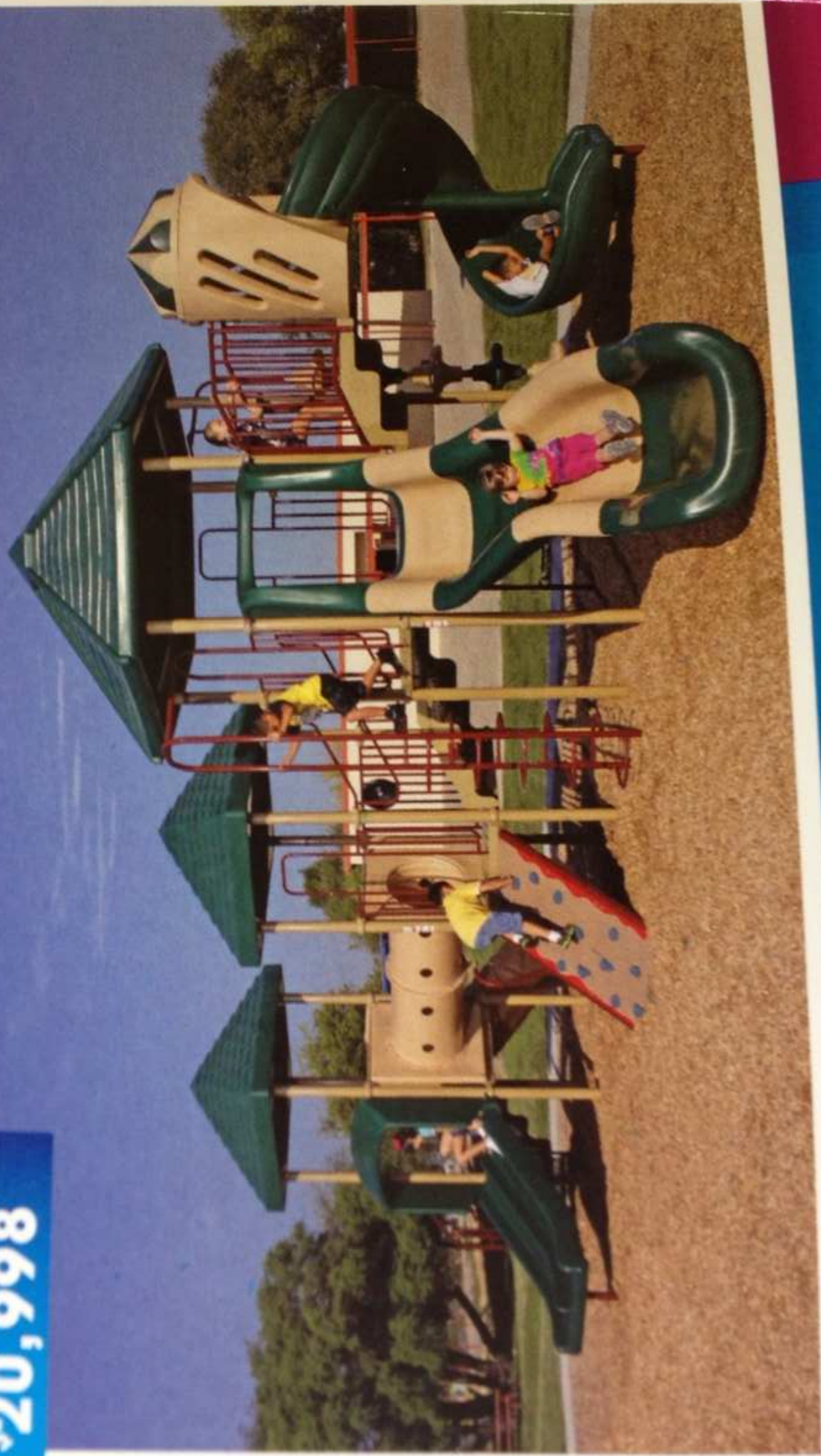
920 Carroll Ave Ames, IA

Imagery Date: 6/11/2012 42°01'52.58" N 93°36'27.47" W elev 931 ft eye alt 1316 ft

Tour Guide

1994

SALE PRICE
\$20,998



Staff Report

CLUBHOUSE USE IN RESIDENTIAL HIGH DENSITY ZONE

September 10, 2013

BACKGROUND

At its August 27, 2013 meeting, the City Council referred a letter from Mr. Scott Renaud, on behalf of his client, Copper Beech, which requested that the City consider a zoning text amendment to allow a clubhouse in the Residential High Density Zone (See Attachment 1). Mr. Renaud noted that Copper Beech would like to develop a student housing development at 712 S. 16th Street and include a clubhouse on the property for use by the residents of the development. The clubhouse would contain such functions as a manager's office, exercise and recreation facilities, meeting rooms, and maintenance facilities. City Council directed staff to prepare a report providing background information on this subject.

At issue is the ambiguity of the Zoning Code in considering principal and accessory uses related to a clubhouse within the Residential High Density Zoning District. The Zoning Code does not directly list or define the use of a clubhouse, but instead the use relates to two use descriptions. The Zoning Code identifies in section 29.501(4) that "recreational activities" are an acceptable accessory use for permitted Household Living uses (single family, two family, attached, and apartment style dwellings). However, the zoning code does not define what is intended by the term "recreational activity."

In a separate section of the Zoning Code (29.201(168)), "recreational facility" is defined as follows:

"Recreational Facility" means any building, structure, portion thereof, land or water designed and used for exercise, relaxation or enjoyment. "Recreation Facility" shall include any athletic fields, baseball or softball diamonds, basketball courts, football fields, golf courses, golf driving ranges, gun clubs, gymnasiums, hunting or fishing preserves, ice hockey rinks, miniature golf courses, racquetball or squash courts, soccer pitches, swimming pools, tennis courts, or tracks."

This definition would fit the intent and functions of a clubhouse. However, "recreational facilities" are only listed as an accessory use under the Group Living use category which allows for such uses as assisted living facilities, boarding and rooming houses, and dormitories or fraternities and sororities. It is also considered a commercial use as an Entertainment, Restaurant, and Recreation Trade. Within the Residential High Density Zoning District, a limited amount of Entertainment, Restaurant, and Recreation uses are allowed as part of mixed-use residential building. As a commercial use, it is open to use by any person and not restricted to residents or members. A stand alone Recreational Facility is not a permitted use within Residential High Density zoning.

There are existing clubhouses in the city as accessory uses to residential developments. However, they were constructed either under the approval of an old PUD (Planned Unit Development), or as an F-PRD (Planned Residential District), which allows for recreational facilities as a permitted use for the residents of the district. One recently constructed Residential High Density Zoning clubhouse (and there may be others) was allowed to be constructed as a permitted Entertainment, Restaurant and Recreation Trade use within a mixed-use building because a residential use is located above the first floor. In the case of a mixed use development, the entertainment/recreation use is limited to an area of not more than 5,000 square feet. In the case of Copper Beech, however, the clubhouse is intended to be a stand-alone structure for residents' use and to not be integrated into a mixed-use building.

Currently, the Residential High Density Zone permits a wide range of residential household living uses that include two-family residences, attached units, apartment dwellings, family homes and dwelling houses. One consideration to be made is whether clubhouses should be permitted for all household living uses or be permitted specific to multiple family uses, such as attached (townhome) units and apartment style units. If deemed appropriate, the text amendment could specify the type of development appropriate for clubhouse and recreation type functions.

Staff Comments:

Staff believes there is merit in adding a Zoning Code amendment for clubhouses for residential developments to accommodate a desirable outdoor/indoor activity and amenity space for residential dwellings. In addition, such an amendment would provide an opportunity to clarify the definitions of "recreational activity" and "recreational facility." Staff could review the description of the uses, arrangement of the use table, and potentially any needed development standards. Staff would also note that, since there are existing clubhouses in other zoning districts, Council could direct staff to broaden the review of a clubhouse text amendment to consider provisions and standards for clubhouse/recreational facility use in other districts that allow multi-family dwellings. Whether Council determines that clubhouses are appropriate for all residential use types or only specific to multiple family uses within the Residential High Density Zone, the request and desire of Copper Beech for their development would be satisfied.

Should the Council wish consider clubhouses in the Residential High Density Zone as requested, a referral for a text amendment should be made. This would allow Copper Beech to submit an application for text amendment. Staff would then prepare a zoning text amendment for consideration by the Planning and Zoning Commission and then by the City Council.

Alternatively, Council could reject this text amendment request. Should that occur, Copper Beech could still design a mixed-use building that includes both living units and a clubhouse, or could pursue F-PRD zoning to have the use separately.

Attachment 1 Request Letter



Aspen Business Park | 414 South 17th Street, Suite 107 | Ames, Iowa 50010

August 22, 2013

Honorable Mayor and City Council
City of Ames
515 Clark Avenue
Ames, Iowa 50010

RE: Request to Allow a Clubhouse in a RH Zoned District
FOX Ref. No. 5094-12a.412

Dear Mayor and City Council:

On the behalf of Copper Beech are requesting the Council direct Staff to prepare a text amendment to allow the use of a clubhouse in Residential High Density zoning districts. Copper Beech is developing a student housing project at 712 S. 16th Street as shown on the attached site plan. While the housing portion of the site plan is nearing approval the proposed clubhouse cannot be approved as the clubhouse is not an allowed use in any residential zone. While clubhouses frequently exist in residential zones they are either incorporated into portion of a residential structure or were placed as part of a planned unit development (PUD) prior to the year 2000 or as an F-PRD (Planned Residential District) since 2000. Stand alone clubhouses are not a permitted use and are not defined in the City Code.

Clubhouses do not fit any other designation in the Ames Code. The closest definition is "community facilities" but this implies use for the general public while the clubhouse is sized to serve the residents of the development. In general the same uses will be found for clubhouses that are allowed under the current definition of community facilities.

Uses within the clubhouse include offices for the manager and employees of the facility, exercise and recreation facilities, meeting rooms, and maintenance facilities. The pool attached to the clubhouse is an allowed use in the RH zone, but is better served and managed by being attached to the clubhouse. At some locations mail facilities will also be incorporated into the facility - at this location there will be local mail kiosks for the residents.

We have attached the floor plan and architectural views of the proposed clubhouse for the Copper Beech development for your review. While these are not representative of all the possibilities of clubhouses that may be built, it does show the intent of Copper Beech for this development.

I will be at the Council meeting to answer any questions you have concerning this text amendment.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Renaud', written over a horizontal line.

Scott Renaud, P.E.
Project Manager

cc: Eric Porter, CB at Ames, L.L.C. (Copper Beech)
Kelly Diekmann, Planning Director, City of Ames

K:\proj\5000\5094-12A CC South\Correspondence\2013 08 22 Clubhouse Letter.docx

License Application ()

23

Applicant

Name of Applicant: Malone & Company inc
Name of Business (DBA): Cafe Diem
Address of Premises: 229 Main
City: Ames County: Iowa Zip: 50010
Business Phone: (515) 451-7051
Mailing Address: 229 Main
City: Ames State: IA Zip: 50010

Contact Person

Name: Bill Malone
Phone: (515) 451-7051 Email Address: bill_k_malone@yahoo.com

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

Term: 8 months

Effective Date: 10/01/2013

Expiration Date: 05/31/2014

Privileges:

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

Status of Business

BusinessType: Privately Held Corporation
Corporate ID Number: 236090 Federal Employer ID # 42-1501141

Ownership

bill malone

First Name: bill

Last Name: malone

City: ames

State: Iowa

Zip: 50010

Position owner

% of Ownership 50.00 %

U.S. Citizen

jennifer malone

First Name: jennifer

Last Name: malone

City: ames

State: Iowa

Zip: 50010

Position owner

% of Ownership 50.00 %

U.S. Citizen

Insurance Company Information

Insurance Company: Scottsdale Insurance Company

Policy Effective Date: 10/01/2013

Policy Expiration Date: 06/01/2014

Bond Effective Continuously:

Dram Cancel Date:

Outdoor Service Effective Date:

Outdoor Service Expiration Date:

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

License Application ()

24

Applicant

Name of Applicant:	<u>LJPS Inc</u>		
Name of Business (DBA):	<u>Olde Main Brewing Company</u>		
Address of Premises:	<u>1407 University Blvd</u>		
City: <u>Ames</u>	County: <u>Story</u>	Zip: <u>50011</u>	
Business Phone:	<u>(515) 232-0553</u>		
Mailing Address:	<u>PO Box 1928</u>		
City: <u>Ames</u>	State: <u>IA</u>	Zip: <u>50010</u>	

Contact Person

Name:	<u>Matt Sinnwell</u>		
Phone:	<u>(505) 400-5981</u>	Email Address:	<u>mattombc@gmail.com</u>

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

Term: 5 days

Effective Date: 09/18/2013

Expiration Date: 09/22/2013

Privileges:

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

Status of Business

BusinessType:	<u>Privately Held Corporation</u>		
Corporate ID Number:	<u>286196</u>	Federal Employer ID #	<u>77-0613629</u>

Ownership

Daniel GriffenFirst Name: DanielLast Name: GriffenCity: PotomacState: MarylandZip: 24854Position Owner% of Ownership 25.00 %

U.S. Citizen

Scott GriffenFirst Name: ScottLast Name: GriffenCity: AmesState: IowaZip: 50010Position Owner% of Ownership 50.00 %

U.S. Citizen

Susan GriffenFirst Name: SusanLast Name: GriffenCity: PotomacState: MarylandZip: 24854Position Owner% of Ownership 25.00 %

U.S. Citizen

Insurance Company InformationInsurance Company: Founders Insurance Company

Policy Effective Date:

Policy Expiration Date:

Bond Effective Continuously:

Dram Cancel Date:

Outdoor Service Effective Date:

Outdoor Service Expiration Date:

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

License Application (LC0034341)

25

Applicant

Name of Applicant:	<u>Bad Company, Inc.</u>		
Name of Business (DBA):	<u>West Towne Pub</u>		
Address of Premises:	<u>4518 Mortensen Rd. Suite 101</u>		
City: <u>Ames</u>	County: <u>Story</u>	Zip: <u>50014</u>	
Business Phone:	<u>(515) 292-4555</u>		
Mailing Address:	<u>4518 Mortensen Rd Suite 101</u>		
City: <u>Ames</u>	State: <u>IA</u>	Zip: <u>50014</u>	

Contact Person

Name: <u>Bryan</u>			
Phone: <u>(515) 708-0176</u>	Email Address:	<u>bk@westtownepub.com</u>	

Classification: Class C Liquor License (LC) (Commercial)

Term: 1 day

Effective Date: 09/14/2013

Expiration Date: 09/14/2013

Privileges:

Class C Liquor License (LC) (Commercial)

Outdoor Service

Status of Business

BusinessType: <u>Privately Held Corporation</u>			
Corporate ID Number: <u>307674</u>	Federal Employer ID #	<u>20 2444113</u>	

Ownership

Bryan Kinner

First Name: Bryan

Last Name: Kinner

City: Ames

State: Iowa

Zip: 50014

Position owner

% of Ownership 81.00 %

U.S. Citizen

Kevin Kinner

First Name: Kevin

Last Name: Kinner

City: Waukee

State: Iowa

Zip: 50263

Position owner

% of Ownership 19.00 %

U.S. Citizen

Insurance Company Information

Insurance Company: Founders Insurance Company

Policy Effective Date: 02/15/2013

Policy Expiration Date: 02/15/2014

Bond Effective Continuously:

Dram Cancel Date:

Outdoor Service Effective Date: 09/14/2013

Outdoor Service Expiration Date: 09/15/2013

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

COUNCIL ACTION FORM

SUBJECT: ENCROACHMENT PERMIT FOR A SIGN AT 429 DOUGLAS AVENUE

BACKGROUND:

The tenant in the building at 429 Douglas Avenue, Whimze Boutique, has requested an encroachment permit for a new sign that will encroach over the City sidewalk.

The proposed sign will be a blade sign fixed to the front of the building. The sign will extend not more than five feet over the sidewalk, and will not infringe upon the use of the sidewalk by the public.

The requirements of Section 22.3 of the *Municipal Code* have been met with the submittal of a hold-harmless agreement signed by the property owner and the applicant, and a certificate of liability insurance coverage which protects the City in case of an accident. The fee for this permit was calculated at \$25, and the full amount has been received by the City Clerk's Office.

ALTERNATIVES:

1. Approve the encroachment request for the sign at 429 Douglas Avenue.
2. Deny this encroachment request.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby granting the encroachment permit for this sign.



client: _____
phone: _____
contact: SCOTT TANNER
ph/fax: 232-4738 / 232-2202

proof accepted

CUSTOMER INITIALS

First Class SIGNS
720 E. Lincoln Way Ames, Iowa 50010



33" x 42"

2 sided "flag" mounted sign

This design is property of First Class SIGNS, and is not to be reproduced or copied without the express written consent of First Class SIGNS.
THE COLORS REPRESENTED IN THIS PRINT MAY NOT MATCH THE PMS CHIP, VINYL, OR PAINT EXACTLY.
If not returned within 30 days from date, we reserve the right to charge for creative time involved in development.



client: _____
phone: _____
contact: SCOTT TANNER
ph/fax: 232-4738 / 232-2202

proof accepted

CUSTOMER INITIALS

First Class SIGNS
720 E. Lincoln Way Ames, Iowa 50010



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If not returned within 30 days from date, we reserve the right to charge for creative time involved in development.

COUNCIL ACTION FORM

SUBJECT: ZONING TEXT AMENDMENT TO REMOVE EXCEPTION FOR MORE THAN ONE SINGLE-FAMILY OR TWO-FAMILY RESIDENTIAL STRUCTURE ON A LOT LARGER THAN ONE ACRE

BACKGROUND:

At its July 9 and August 13 meetings, the City Council discussed potential changes to the Zoning Code regarding development of multiple detached homes on a single lot greater than one acre. The discussion was a review of the existing zoning and subdivision regulations focusing on large residential development sites compared to traditional low-density subdivisions. A focus of the discussion was the current code provision that allows for multiple single and two-family structures on lots larger than one acre and what would be typical subdivision improvement requirements to develop multiple homes on individual lots. **At the August 13th City Council meeting, staff was directed to draft a text amendment to eliminate the provision for more than one single-family or two-family structure on a lot greater than one acre for all zoning districts.**

The proposed amendment will directly require an individual lot for each single-family or two-family structure. This results in the requirement for a future development to go through the City's subdivision review process in order to build multiple homes. The subdivision process then allows the City to consider the design and layout of a project in relation to on-site and off-site improvements standards and criteria. It will also typically affect the potential development pattern of property by requiring more spacing between homes to satisfy individual lot development standards of underlying zoning districts.

The Planning and Zoning Commission considered the draft zoning text amendment at its August 21 and September 4 meetings. The Commission received public testimony concerning the text amendment and discussed issues related to the background and purpose of the amendment, potential nonconformities, limits in housing options, and applicability to low density zoning as well as medium and high density. The Commission ultimately voted 7-0 in support of the proposed text amendment.

PROPOSED AMENDMENT:

The following text amendment has been prepared for consideration by the City Council. Subsection (c) of Section 29.401(5) would be modified as shown below:

(5) Multiple Buildings on Single Lots.

- (a) More than one commercial, industrial, hospital, institutional or public principal building may be erected on a lot, where such uses are permitted, provided that all setbacks from the property line otherwise required for a single principal

building are observed. The distances between substructures shall be determined by the provisions of the City Building Code.

(b) More than one apartment dwelling is permitted on a single lot, provided that all area and setback requirements are calculated as if each structure were on its own individual lot.

~~(c) More than one Single Family or Two-Family residential structure on the same lot of one acre or less is prohibited.~~

Zoning Analysis:

In looking at the City's low-density zoning regulations (RL and FS-RL), the intended design/character is embodied in the purpose statement of the RL zone which reads,

"This zone is intended to accommodate primarily single-family dwellings, while accommodating certain existing two-family dwellings and other uses customarily found in low-density residential areas." In the FS zones, the design principles establish a desire for "economic and efficient subdivision design with respect to the provision of streets, utilities and community facilities; development patterns that ensure compatibility in the design of buildings with respect to placement along the street; and spacing and height of buildings and provides for spaciousness, and effective vehicular and pedestrian circulation."

The principles of the FS zone go on to ensure "a development pattern that is compatible with surrounding neighborhoods and is consistent with the Goals and Objectives of the Land Use Policy Plan." Section 29.1202(1) contains a complete list of Development Principles for the Suburban Residential Zones.

Traditional low-density development results in a pattern whereby a structure is situated upon an individual lot with a minimum amount of land area and with frontage on a public street. Two parking spaces are required for a home and are provided on the same lot as the home. Creation of individual lots for each home triggers subdivision requirements and improvements, such as street improvements, sidewalks, street trees, and utility services for each lot. A low-density development pattern or a subdivision does not control the type of household occupant, as both renters and owners are allowed, as well as related and unrelated persons.

Currently, the General Development Standards found in Section 29.401(5)(c) of the Municipal Code allow for development with an unlimited number of single and two-family buildings on a lot that is greater than one acre, provided it is within the required density range. This exception applies to all zoning districts where the use is allowed.

While recognizing that large lots may have space to accommodate more than one structure, at best this current provision allows for flexibility in home design, but also has potential to cause design integration issues with neighbors. At its worst level on a larger scale, it has the ability to thwart the purpose of the underlying low-density zoning district due to the non-traditional layout and scale of development. This type of development pattern on a large scale is not customarily found in low-density residential areas and does not fit with the purpose and principles identified for the low-density developments.

Alternatives to requiring subdivision for individual lots of detached single and two-family structures include adding development standards to each zone, limiting the number of structures on a lot, or creating a different development review process for multiple buildings.

Nonconforming Properties:

In an attempt to provide an order of magnitude of potential nonconformities related to the proposed zoning text amendment, staff researched the City's residentially zoned parcels greater than one acre in size for multiple one and two-family structures. Staff compared aerial photography against zoning to identify the number of buildings on a property. When considering the base zones of Residential Low, Medium, and High Density and Floating Zone Suburban Residential Low and Medium Density, **staff was only able to identify one property greater than one acre that was developed with multiple two-family (duplex) structures. There were no identified single-family home nonconformities identified in the research.** This research demonstrated that larger properties did not generally have multiple buildings and that higher density properties were developed with apartment buildings (3 or more attached units) and not smaller detached buildings. Apartment buildings would not be affected by the proposed zoning text amendment.

Land Use Policy Plan:

Goal No. 2 identifies the need to assure there are adequate lands available to meet population and employment growth projections and to consider new development compatibility. This is further articulated within the Objectives as a combination of considerations about providing for new lands to be annexed, limited intensification of existing areas, sufficient land supply to alleviate market constraints, and a development review process that achieves greater compatibility among new and existing uses. (See Attachment 1). The proposed text amendment relates to the development review process in an attempt to balance the Objectives of Goal 2.

ALTERNATIVES:

1. The City Council can adopt the zoning text amendment eliminating the provision for more than one single-family or two-family structure on a lot greater than one acre for all zoning districts.
2. The City Council can approve the draft amendment language with modifications.
3. The City Council can deny the proposed text amendment
4. The City Council can refer this issue back to staff for further information.
5. The City Council can direct staff to prepare an alternative draft text amendment for design standards or permitting process related to large site development.

MANAGER'S RECOMMENDATION:

Based upon the stated interests of Council in preserving traditional development patterns with clear and uniform standards and as the simplest approach, **Alternative 1 is the most direct means of limiting large site development.** This alternative would eliminate the opportunity for large site development of one and two-family homes in all zoning districts. This would require residential properties larger than one acre to be subdivided into individual lots prior to development or to develop other allowed uses such as attached single family or apartment buildings. The proposed text amendment would provide a process that has each home on its own lot with frontage on a street, public utilities, yard area, and off-street parking. It would also allow for the integration of development into the fabric of the adjoining neighborhoods and the community through the subdivision process.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby adopting the zoning text amendment to eliminate the provision for more than one single-family or two-family structure on a lot greater than one acre for all zoning districts.

Attachment 1

Land Use Policy Plan Excerpt

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Ames Industrial Park near I-35

Goal No. 2. In preparing for the target population and employment growth, it is the goal of Ames to assure the adequate provision and availability of developable land. It is the further goal of the community to guide the character, location, and compatibility of growth with the area's natural resources and rural areas.

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

- 2.A. Ames seeks to provide at least 600 to 2,500 acres of additional developable land within the present City and Planning Area by the year 2030. Since the potential demand exceeds the supply within the current corporate limits, alternate sources shall be sought by the community through limited intensification of existing areas while concentrating on the annexation and development of new areas. The use of existing and new areas should be selective rather than general.
- 2.B. Ames seeks to assure the availability of sufficient suitable land resources to accommodate the range of land uses that are planned to meet growth. Sufficient land resources shall be sought to eliminate market constraints.
- 2.C. Ames seeks a development process that achieves greater compatibility among new and existing development.
- 2.D. Ames seeks a development process that achieves greater conservation of natural resources and compatibility between development and the environment.
- 2.E. Ames seeks to integrate its planning with that of Story County and surrounding counties in assuring an efficient and compatible development pattern, and in assuring that there are adequate agricultural resources to serve the region.

OLD CAF
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ITEM # 10
DATE: 08-27-13

COUNCIL ACTION FORM

SUBJECT: PUBLIC UTILITY EASEMENT VACATION – LINK SUBDIVISION
(SOUTH KELLOGG AVENUE)

BACKGROUND:

Staff received a request from the property owner at 1614 South Kellogg Avenue to vacate the existing public utility easement as shown on the attached map. **This particular request was officially made on August 16th with the expectation that the vacation could be initially presented to Council at the August 27, 2013 Council Meeting.** The property owner has been notified that the earliest hearing date for the potential vacation of the easement would then be at the September 10, 2013 Council Meeting.

The owner of 1614 South Kellogg Avenue is in the process of selling this property. During the processing of the sale, the abstractor discovered that the existing easement appeared to be located under the existing building. The existing easement was established in 1974 as a part of the original Southtown Subdivision. In 2004 the property was re-platted as Link Subdivision and subdivided in order to construct the Grand Stay Hotel and Old Chicago Restaurant. Specific language in the subdivision easement document for the Link Subdivision clearly states the existing north/south easement was to remain in “full force and effect”.

Vacation requests involve substantial outreach to all right-of-way users to determine if there are utilities in the existing easement and if there are intentions of using the easement in the future. Public Works staff contacted all registered right-of-way users to determine the extent of utilities in this immediate area. **Under normal circumstances, a vacation request would not be presented to Council until all questions regarding impacts to the utility companies are known.**

As of August 20, 2013, seven utility companies have yet to respond to staff as to the impacts related to this public utility easement. One utility has responded that their facility maps were inconclusive as to the exact location related to the easement, so they are doing further investigation to locate their facilities in the area. Staff has emailed and left voice messages with the utility companies and requested to have responses prior to noon on August 26, 2013.

In this case, the property owner has asked for special consideration in order to maintain his schedule for the sale of the property. Since the typical process is not being followed, this has the potential to not be completed prior to the Council meeting. Should there still be a nonresponsive utility or a response that there is a utility in the existing easement, this item will be pulled from the Council agenda

on August 27. The sale of the property cannot take place until the easement issue has either been resolved or vacated.

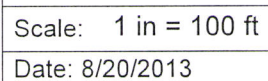
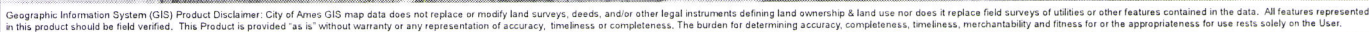
ALTERNATIVES:

1. Set the date of public hearing as September 10, 2013 for approving the vacation of the existing public utility easement at 1606, 1610, and 1614 South Kellogg Avenue.
2. Choose not to approve vacation and maintain control of the current easement.
3. If there is a nonresponsive utility or a response that there is a utility in the existing easement, this item should be removed from the Council agenda and action deferred until the issue is resolved.

MANAGER'S RECOMMENDED ACTION:

In order to expedite this issue for a customer, staff has placed it on the agenda prior to receiving the necessary input from all utility companies that currently might be using this easement. Council vacation of the easement will meet this property owner's expedited needs. This will facilitate moving forward with the final platting process for the subdivision and subsequent sale and improvements of the lots.

Assuming staff has received a positive response from all right-of-way users prior to the City Council meeting, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the vacation of the existing public utility easement at 1606, 1610 and 1614 South Kellogg Avenue as shown and set the date of public hearing for September 10, 2013.



COUNCIL ACTION FORM

SUBJECT: WATER POLLUTION CONTROL FACILITY TRICKLING FILTER PUMPING STATION CHECK VALVE REPLACEMENT

BACKGROUND:

The Water Pollution Control (WPC) Facility was constructed in 1989, and the pump check valves at the Trickling Filter Pumping Station (TFPS) are original to the 1989 construction. The check valves on the TFPS's process pumps have reached the end of their useful life and are beginning to fail. The check valves are needed to ensure that process flows are conveyed to the next step of the treatment process without short circuiting through pumps that are not running. Four valves were replaced in the previous fiscal year, and \$70,000 is included in the FY 2013/14 budget for replacement this year.

On August 13, 2013, Council approved specifications and issued a Notice to Bidders to replace these four check valves. Bids were opened on September 4, 2013. Two bids were received and are summarized below:

Bidders	Total Project Bid Price
Story Construction Company	\$62,900
Garney Companies, Inc.	\$88,560

ALTERNATIVES:

1. Award the WPC Facility check valve replacement contract to Story Construction Company of Ames, Iowa in the amount of \$62,900.
2. Do not award a contract at this time.

MANAGER'S RECOMMENDED ACTION:

The WPC Facility's Trickling Filter Pump Station pump check valves are critical to the operation of the Facility. Failing to address these issues now could result in significant failures in the future that might result in environmental harm.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby awarding a contract to Story Construction Company of Ames, Iowa to replace four check valves in the amount of \$62,900.

COUNCIL ACTION FORM

SUBJECT: **AMES POWER PLANT SWITCHYARD CONTROL PANELS**

BACKGROUND:

On August 13, 2013, City Council approved preliminary plans and specifications for controls panels and related accessories to be installed as part of the "Ames Plant Switchyard Relay & Controls Upgrade" project.

Bid documents for this project were issued to nine firms. The bid was advertised on the Current Bid Opportunities section of the Purchasing webpage and a Legal Notice was published in the Ames Tribune. The engineer's estimate of the cost of these control panels was \$350,000.

On August 28, 2013, one bid was received as shown below:

Schweitzer Engineering Laboratories, Inc., Pullman, WA	\$198,469.55
--------------------------------------------------------	--------------

This bid was reviewed by Electric Services staff and an engineer from Dewild Grant Reckert & Associates (DGR) Company. This evaluation concluded that the bid submitted by Schweitzer Engineering Laboratories, Inc., Pullman, WA, is acceptable.

The approved FY2013/14 Capital Improvements Plan for Electric Services includes \$1,700,000 for engineering, materials and construction of this project with Iowa State University contributing an estimated \$319,600 to the cost. To date, the project budget has the following items encumbered:

\$1,700,000.00	Amount Budgeted for Project
\$122,700.00	Encumbered Engineering for Ames Plant Switchyard (Approved by City Council on April 24, 2012)
\$56,377.35	Actual cost for SF6 circuit breakers (Awarded by City Council on July 13, 2013)
\$122,868.40*	Actual cost for electrical materials (Awarded by City Council on July 23, 2013) *This amount includes applicable sales taxes to be paid directly by the City to the State of Iowa
\$570,000.00	Estimated cost for materials installation phase (Bids are due on September 11, 2013)

<u>\$198,469.55</u>	Actual cost for Control Panels for the Ames Plant Switchyard Project – (pending Council award for this agenda item)
\$1,070,415.30	Total estimated costs
\$629,584.70	Balance available to complete project (Relay and controls equipment and installation at other substations)

ALTERNATIVES:

1. Award a contract to Schweitzer Engineering Laboratories, Inc., Pullman, WA, for the Ames Switchyard Control Panels in the amount of \$198,469.55 (inclusive of Iowa sales tax).
2. Reject all bids and delay the purchase of the control panels for this project.

MANAGER'S RECOMMENDED ACTION:

This equipment is necessary to complete the project at the Ames Plant Switchyard. This project is necessary for Electric Services to continue providing safe, reliable, service to customers across the City.

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

Staff Report

XENIA RURAL WATER UPDATE

9/10/13

As a part of its deliberations over how to provide water service to lands seeking annexations on Ames north side, Council had directed staff to search the City's records and determine the status of other alternative growth lands surrounding the City, and to retain outside legal counsel to advise the City in these dealings. This report responds to those directives and provides an update on related activities.

Map Preparations & Legal Research

Staff reviewed existing City files to gather all available documentation of past dealings regarding service territory transfers between the Xenia Rural Water District and the City. A summary of this research is provided below (see Attachment A). Xenia was also asked to search its records for additional documentation, but was not able to locate any files that substantially clear up the territory transfer questions.

Using the information available, a map was prepared to show the status of various Xenia territory requests over the past 20 years (Attachment B). This map illustrates areas where the documentation appears to confirm that Xenia has rights to serve territory (brown areas), as well as areas where such transfers have not been made or where questions remain (yellow areas). Existing Xenia customers are shown on the map as black dots. The City's current 2-mile fringe area is marked with a green line. Based upon these findings, City and Xenia staff will work together to more clearly define our respective service territories to the west and south of Ames.

Staff also engaged the Des Moines legal firm of Dorsey & Whitney to assist in determining the City's legal position. This firm reviewed pertinent laws and the available documentation to verify if the proper processes were followed in Xenia's service territory transfer requests.

After reviewing the 1996 northern area agreement with Xenia (Attachment C), Dorsey confirmed that the City is bound by the terms of this 1996 agreement. In Section 13, that agreement specifies that "the City and Xenia may negotiate a buy/sell agreement for all or parts of the water distribution system" based on the actual value of Xenia's infrastructure within the specified northern area. Although the agreement identified acceptable terms to be considered during negotiation of that price, it also provided for additional issues to be considered. Xenia has now utilized that opportunity in requesting a very large payment before this service territory is transferred back to the City.

The Dorsey and Whitney legal team believes that there are avenues that might be pursued to seek to better establish the City's interests in these areas. Those actions, however, would be time-consuming. Furthermore, given the lack of legal

precedent on adjudicating the process of service territory transfers, there would be no assurance of success.

Recent Developments with Xenia

Within the last two weeks, Xenia staff reports that they have met with the local Ames developers who are seeking annexation in the northern growth area. (A map of this area is included as Attachment D.) As a result of those discussions, Xenia staff report that they and the developers have reached a tentative agreement on a per customer buy-out payment. The developers may share that agreement with the City Council after studying this staff report. Xenia's General Manager reports that the framework he discussed with the developers has received tentative approval by his board; and that, if the developers and City Council are amenable to that arrangement, he will take that framework to Xenia's creditors to seek their consent.

Even though Xenia and the City have spent several months negotiating possible territory transfer scenarios, this approach by the land developers of working directly with the rural water agency to negotiate a service territory buy-out is consistent with how these buy-outs have historically been handled when development stretched out into rural water territory. **Should the developers themselves be willing to assume the obligation to see that Xenia is compensated for this service territory, as has historically happened in other locations, then this impediment to northern annexation will have finally been removed.**

In the event that Xenia and the northern developers agree to buy-out terms, it would be advisable for the City to also enter into an agreement with Xenia to confirm the transfer of service territory. This agreement should show the specific service territory to be transferred, and could include all of the City's northern growth area (shown in red on Attachment D).

Following consummation of those agreements, the City and the developers should enter into pre-annexation agreements confirming these buy-out terms. The same language for rural water buy-outs that has historically been included in development agreements could be used.

Council has previously indicated that, once the developers have signed annexation agreements that include the cost sharing arrangement for paving Grant Avenue, it would proceed with annexation of the affected properties. After that step occurs, the developers could seek zoning and subdivision approval, and the installation of water and sewer infrastructure up Grant Avenue could be initiated. Those steps would hopefully open the way for development in that area to commence during 2014.

One final step involves the paving of Grant Avenue. Under the terms of the existing Rose Prairie annexation agreement, as well as the proposed annexation agreements with Quarry Estates and Hunziker, this project will involve special assessments to be paid by each developer. The City will also pay for a 23 percent share of this cost, since Hayden Park fronts on this street. To proceed with that project, Council will need to appropriate funds for the City's share of the cost, bonds will need to be issued, and the

State's special assessment process must be followed. Assuming acceptable construction bids are received, actual paving of the street could hopefully be completed during 2015.

Staff Comments & Next Steps

Thus far staff's analysis could not verify that all appropriate territory transfer steps have been followed for areas to the west and south of Ames. Attached is a map showing the City's defined growth areas to the west and south (Attachment E). A comparison of that map to the map showing apparent Xenia territory (Attachment D) shows potential growth areas along County Line Road and to the south. Xenia and City staff have agreed to work together to definitively identify our respective service territories in those areas.

Staff is not yet privy to the terms that were negotiated between the local developers and Xenia. If these payment terms are relatively modest, then this should bring a speedy resolution to this vexing expansion issue. Should the payments terms be quite high, however, this may be a bitter pill to swallow. It should be remembered that, for the developments northward along Grant Avenue, any Xenia buy-out charge would be in addition to the connection district charges to finance the extension of water mains and sewer trunk lines needed to facilitate development in that area.

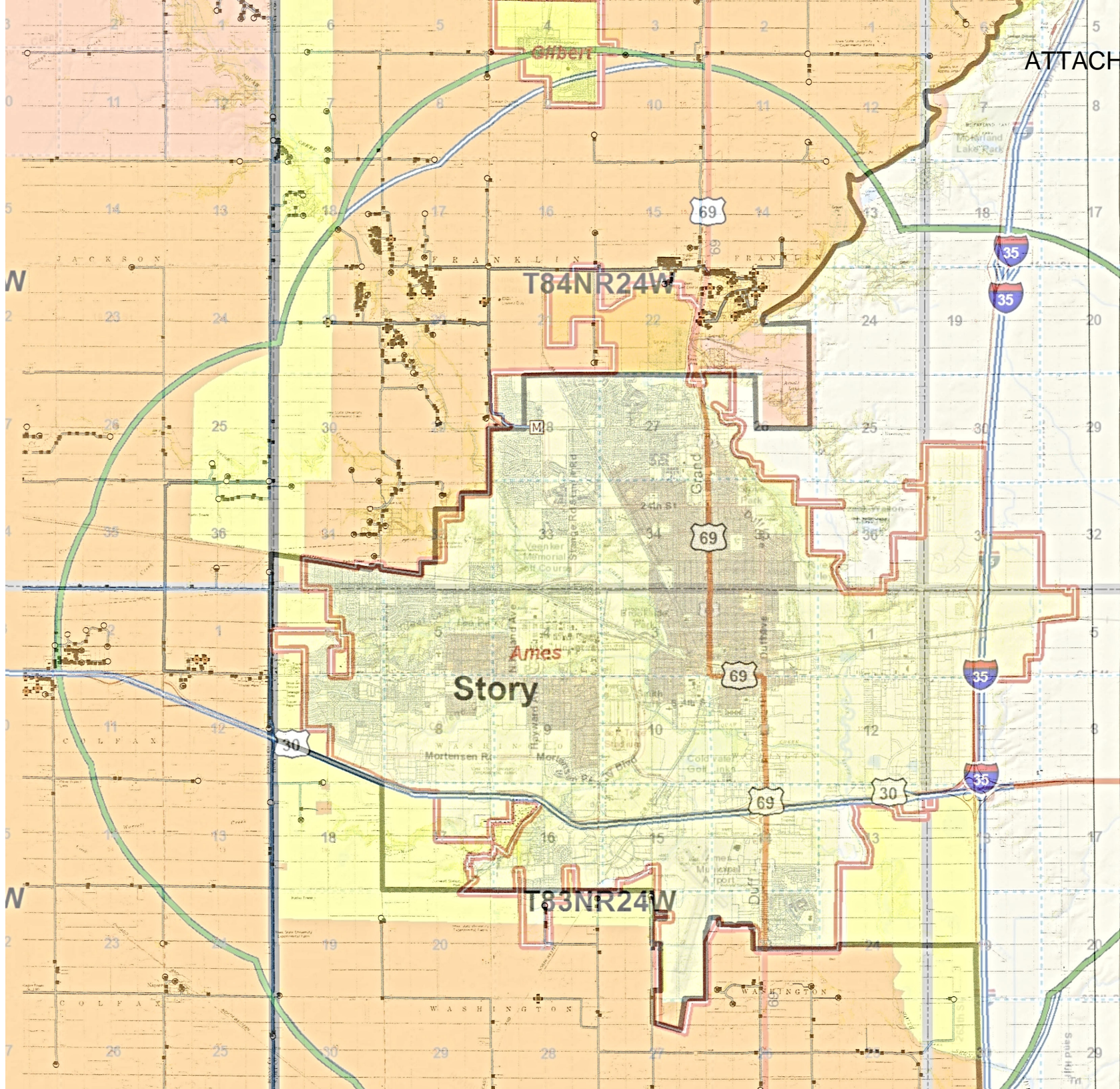
It is difficult for staff to justify what could be millions of dollars in buy-out payments in order for our citizens to build homes in our community. These additional payments could have a chilling effect on the competitiveness of housing in Ames. It could also set challenging precedents for our future negotiations regarding other areas in which we hope to grow, as well as for other Iowa communities' in their rural water buy-out negotiations.

At the same time, staff recognizes that the City is suffering from a critical lack of developable home lots at this time, and that opening up the northern growth areas that have petitioned for annexation would be the quickest way to address this need. Should the northern developers now be willing to commit those who purchase their subdivided land to pay a specific buy-out amount for each water connection, the City Council could finally be in a position to move forward with this northern annexation and growth. If so, the terms of those transactions should be confirmed with the respective developers in written annexation agreements. The City should also confirm this territory transfer in a written agreement with the Xenia Rural Water District.

Finally, opening up these northern lands for annexation is only one of the actions needed to facilitate our City's growth. Staff will continue to work with Xenia to define precise service territories to the south and west of Ames, particularly with regard to land involved with Phase III of the ISU Research Park. Thereafter staff will also continue discussions with Central Iowa Water Association to identify options for urban water service and growth on the east side of Ames.

ATTACHMENT A

Date	Area	Xenia Items Submitted to Ames		
		Request Letter	Water Plan	Legal Desc.
1996 1022	CAF: "[...] Xenia has also filed a request to provide service within the two-mile limit of Ames in an area north and northwest of the City. The attached map identifies the specific area of Xenia's request."	None		None
1997 0513	Xenia Letter: "[...]the SW 1/4 of Section 23, Township 83N, Range 24 W, and the North fractional 1/4 of the NW 1/4 Section 26, Township 83N, Range 24W, all in Washington Township. [...]At this time, we are requesting the ability to purchase the water for this subdivision from the city of Ames, and clearance to service this area. [...]"			None
1998 0113	Xenia Letter: "At this time I would like to give official notice by Xenia Rural Water District that it intends to provide water service within the two mile boundary of the City of Ames. I am submitting a portion of our water plan that involves the cities [sic] two mile limit. As shown by the plan, our proposal is to serve all or portions of sections: 2, 12, 11, 14, 13, 24, and 25 of Colfax Township (83N 25W) in Boone County. In Story County we propose serving homes along the county line road in sections 18, 19, and 30 of Washington Township (83N 24W) in Story County. I have highlighted the proposed boundary. The water lines outside the proposed boundary are not part of this request. [...]"			None
1999 0525	Xenia Letter: "At this time I would like to give official notice by Xenia Rural Water District that it intends to provide water service within the two mile boundary of the City of Ames. I am submitting a portion of our water plan that involves the cities [sic] two mile limit. As shown by the plan, our proposal is to serve all or portions of sections: 1, 2, 12, of Colfax Township (83N 25W) and 25, 26, 35, 36 of Jackson Township (84N 25W) in Boone County. In Story County we propose service homes along the county line road in section 6 of Washington Township (83N 24W) in Story County. I have highlighted the proposed boundary. The water lines outside the highlighted area are not part of this request. [...]"			None
2000 0912	Xenia Letter: "[...] Due to these contacts I would like to give official notice, on behalf of Xenia Rural Water District, of our intent to provide water service within the two mile protection boundary of the city of Ames. I am submitting a portion of our water plan that involves the cities [sic] two mile limit. As shown by this plan, our proposal is to serve south of the city of Ames. [...]"			None
2000 1114	Northridge Heights Developer AGR: "The Developer shall, at its sole expense, and at no cost or charge to the City, provide for the relocation of the existing 12" water main that is the property of Xenia Rural Water District. That main is now located along the north side of the right-of-way of George Washington Carver Avenue. A written agreement executed between Developer and Xenia Rural Water District providing for the relocation of the said water main shall be on file with the Ames City Clerk prior to the approval of this Development Agreement by the City."	None	None	None
2002 0723	CAF: Riley, Bell, McCay, and Kingsbury properties. Additional request from Reyes (Reyes denied by Council).	None	None	None
2002 1022	CAF: "The location is shown on the attached map. The request is for a service line to the Gerald Ryerson property at 56389 265th Street. [...]"	None		None
2006 0808	the release from the City of Ames 2-mile protection boundary for the following described property for entry into Xenia Rural Water District's Service area. A tract of land commencing at the Northwest (NW) corner of Section Seven (7), Township Eighty-three (83) North, Range Twenty-four (24) West of the 5th P.M., and running thence East along the North line of said Section Seven (7), a distance of Seven hundred eighty-three feet (783'), thence South Seven hundred forty-seven (747) feet, thence West, parallel to the North line of said Section Seven (7), a distance of Seven hundred ninety-one and sixty-five hundredths (791.65) feet to the West line of said Section Seven (7), thence North, along the West line of Section Seven (7), a distance of Seven hundred forty-seven and five hundredths (747.05) feet to the place of beginning, containing Twelve (12) acres more or less, exclusive of public highways as now established, subject, however, to the public use of said highways, except the North Sixty-five (65) feet of the West Seven hundred eighty-three (783) feet of the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) of said Section Seven (7), said excepted parcel containing Three tenths (0.3) acre, more or less, exclusive of present established roads, subject to easements, covenant and restrictions or record, Story County, Iowa."		None	
2011 0222	Xenia Letter: "[...] at its December 30, 2010 monthly board meeting, Xenia Rural Water District's board of directors reviewed the service request made by Dennis Kessler for the property located at 2126 State Avenue in Ames. [...] For the sake of efficiency and cost effectiveness for the consumer, Xenia agrees to release 2126 State Street, Ames, IA to the City of Ames for the purpose of providing water service."		None	None



**SPECIAL CONTRACT FOR
AN UNUSUAL TYPE OF
WATER UTILITY SERVICE
XENIA RURAL WATER DISTRICT**

THIS CONTRACT, made and entered into effective this 22nd day of October, 1996, by and between the City of Ames, Iowa (hereinafter called the "City") and Xenia Rural Water District (hereinafter called "Xenia"),

WITNESSES THAT:

WHEREAS, Xenia is a rural water district existing under Chapter 357A, Code of Iowa, for the purpose of distributing a supply of potable water to consumers; and

WHEREAS, Xenia has proposed that the City provide water to Xenia for distribution as aforesaid; and

WHEREAS, the requested service is of an unusual type due to its wholesale nature; and

WHEREAS, Section 384.84(6)(a)(2), Code of Iowa, provides that a City may contract specially for services where the type of service is unusual; and,

WHEREAS, Xenia desires to purchase and the City desires to sell a supply of water upon the terms and conditions of a written contract,

NOW, THEREFORE, the parties hereto have agreed and do agree as follows:

1. The City shall sell and supply, and Xenia shall take and pay for, potable water in accordance with the terms and provisions stated in the following paragraphs of this contract. The City shall have no obligation, financial or otherwise, to provide more water to Xenia than Xenia has reserved in Appendix A.

2. Xenia shall not supply or deliver potable water to a site within two miles of the corporate limits of the City, as such limits may change, for any building or use for which any and all federal, state, county, and city permits and approvals required by law, regulation or ordinance, have not been obtained.

Any failure by Xenia to abide by the provisions of this section, shall be grounds for this agreement to be voided at the option of the City.

3. The water to be delivered hereunder shall be delivered through one or more master meter(s) at the location(s) agreed to by the City of Ames and shown in Appendix B. Said master meter(s) shall be installed by the City at Xenia's sole expense. The City will permit Xenia to purchase

the meter(s) directly but shall identify the specific meter(s) and manufacturer(s) that may be purchased. Said meter(s) shall always remain property of the City, which shall be responsible for future maintenance, repair, and/or replacement as may be needed.

4. Xenia shall provide a meter vault or building at each metering location shown in Appendix B. Xenia shall be solely responsible for all expenses for installation, maintenance and repair/replacement of the meter vault or building; applicable operating expenses including utilities; and all other expenses as may be incurred. Xenia shall be solely responsible for all expenses incurred in order to connect to the City of Ames system including but not limited to expenses for tapping, valves, materials and installation to extend the service to the metering vault or building. If the City requests over-sizing or fittings to be used solely by or for the City requirements, Xenia shall obtain bids for the oversizing or special fittings as an alternative to bids received for customary sizing or fittings. If the City then instructs Xenia to install the over-sized apparatus or special fittings, Xenia shall follow the City's instructions and the City shall pay Xenia for the difference in cost. The City of Ames may partially reimburse Xenia for some of the connection expenses where the City of Ames requests over sizing or fittings to be used solely by/for City of Ames. Xenia shall include in each meter vault or building all of the following:

- a. An approved backflow device(s) as determined by the City of Ames
- b. A meter bypass/testing branch as determined by the City of Ames
- c. Meter/service shutoff valves before and after each meter as determined by the City of Ames
- d. A sample tap connected to a frost-free, above-ground sampling port in a weather-proof, protected enclosure as determined by the City
- e. On-site and telemetry capability for meter recording/registration, including instantaneous and totalizing capability. Telemetry from the meter vault/building to the receiving unit to be located at the City of Ames Water Plant
- f. Appropriate lighting, ventilation, and warning signs to minimize entry restrictions/requirements applicable under confined space entry criteria set by IOSHA and/or the City of Ames Building/Fire Codes
- g. Gravity drain or sump and pump installation

Xenia shall submit plans and specifications for the metering facilities for approval of the City of Ames Water Meter Division prior to installation. Said approval of the Water Meter Division shall not be construed as waiving any approvals or permits required for construction of said facilities by any federal, state, or local agency having applicable jurisdiction. Xenia shall be solely responsible to obtain all approvals, permits, licenses, or authorizations needed for construction and operation of said metering facilities. Xenia shall also provide ongoing ingress and egress to said metering facilities for City of Ames personnel.

5. The rate to be charged by the City to Xenia for water provided to Xenia under this agreement shall be set by the City at such amount as the City, in its judgment, shall find appropriate so as to prevent service to Xenia being subsidized by other consumers and service to other consumers

being subsidized by Xenia. The rate to be charged Xenia shall include provision for existing capacity repayment and the unit charge for water purchased. Said rate beginning January 1, 1997 is stated in Appendix A; but, the rates stated in Appendix A may be changed by the City, from time to time, following 120 days written notice to Xenia.

6. Bills to Xenia for water provided under this agreement shall be submitted at monthly intervals, and shall be payable upon receipt. The City shall have the right to terminate service under this agreement should a bill for service hereunder remain unpaid beyond thirty (30) days of its date due.

7. The City agrees to deliver water to Xenia which meets the same health standards as water provided to customers within the City of Ames. The City shall not be liable to Xenia, or to any consumer served by Xenia with water provided by the City, or any other person, for any interruptions or failure of water service for any cause or reason; and, Xenia shall defend and indemnify the City from any and all claims of such liability.

8. Should the quantity of water available to the City to serve all its customers become inadequate, and should City so request, Xenia shall thereupon discontinue permitting persons to tap onto the Xenia system, so long only as the City makes the same requirements of all others provided with water by the City. The City agrees to give six (6) months written notice to Xenia of such suspension, unless circumstances require a shorter period of notice. Further, during times of temporary water shortage, Xenia agrees that it shall restrict the use of water by its consumers in accordance with the same program of curtailed water use as may be implemented by the City for its customers.

9. Either party may assign its interest in this agreement as collateral, but such assignment shall not relieve it from its obligations hereunder. This agreement shall remain binding upon the successors of the parties.

10. Except as stated in Item 9 above, there shall be no sale, transfer, or assignment of this contract by either party without the express written consent of the other party.

11. Xenia agrees to sell water to the City for the cost of the water from Xenia's other sources, if the City has a need for such water and Xenia is able to help meet the City's need, without adversely affecting Xenia's ability to serve its other customers..

12. Xenia shall construct oversized water transmission lines, with the additional cost of such pipe, material, and installation as appropriate, being at City's expense, at such locations as may be requested by the City. The actual differential cost shall be determined through a process of taking bid alternates.

13. With regard to the area within two-miles of the corporate limits of the City, as such limits may change, the City and Xenia may negotiate a buy/sell agreement of all or parts of the water

distribution system within that area. Issues to be considered during the negotiation of the purchase price include but are not limited to:

- a. the cost of initial construction, modifications, and improvements;
- b. the principal balance owed by Xenia to its lender for financing of such construction, modification and improvements;
- c. depreciation and functional obsolescence;
- d. any appraisal of the market value of the said distribution system made by an MAI appraiser acceptable to both the City and Xenia;
- e. the City and Xenia's out-of-pocket expenses necessarily incurred in the purchase and sale of said distribution system.
- f. The authorization to transmit water through the bought-out area at such transmission rate as may from time to time be set.

14. Upon Xenia's completion of construction of its initial distribution system, Xenia shall send the City bid tabulation sheets documenting the costs of that initial construction. Annual updates shall be provided at the end of each calendar year to reflect the costs of improvements and modifications during that year, including the addition of new water users. City shall report to Xenia any and all changes in the City's corporate limits as such changes occur.

15. This contract shall be effective upon the date first above written and shall continue for a period of forty (40) years. Thereafter, this Agreement shall continue from time to time unless and until either party shall terminate it by giving written notice of intent to do so to the other party not less than two (2) years in advance of the termination date.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed and sealed by their duly authorized representatives.

XENIA RURAL WATER DISTRICT

By: Tom E. Mower

By: Thomas J. Pinner

CITY OF AMES, IOWA

By: Larry R. Curtis
Larry R. Curtis, Mayor

Attested by: Sandra L. Ryan
Sandra L. Ryan, City Clerk

CONSENT

The U.S. Department of Agriculture Rural Development, lender to Xenia Rural Water District, hereby evidences its CONSENT of the entry into the foregoing Water and Service Agreement by Xenia Rural Water District.

Dated this 12 day of November, 1996.

U.S. DEPARTMENT OF AGRICULTURE

By: 

**DORMAN A. OTTE, Director
Rural Utilities & Community Facilities**

law\Xenia.o20
rev. 9/25/96

APPENDIX A

Water Service Agreement between City of Ames and Xenia Rural Water District

CAPACITY RESERVED and Payment Rate

1. Water CAPACITY RESERVED

Xenia Rural Water District reserves, and the City of Ames agrees to provide, such quantity of water as shall be demanded, up to 500,000 gallons per day. This volume shall be known as the CAPACITY RESERVED for purposes of calculating payments due under the agreement. In the event circumstances limit the City of Ames' ability to provide water in the volume demanded, no adjustment or modification of the payments due will be made. Xenia may request an increase of the CAPACITY RESERVED by providing 90 days' notice to the City, except for increases requested according to Item 3 below. If approved by the City, this change will be initiated at the beginning of the next full billing cycle.

2. Payment for Capacity Purchase

Xenia agrees to pay to the City of Ames the amount calculated as shown below for reimbursement of existing capacity in the water utility. Said payment does not acquire ownership for Xenia. The payment is simply reimbursement to the City of Ames for expenses already incurred. Said amount is due and payable not later than 14 days prior to obtaining service. The City may agree to monthly payments in lieu of a single payment, but this payment option shall be limited to a time period not to exceed seven years in length and at a rate of interest as determined by the City of Ames.

0.5 , mil gal/day (CAPACITY RESERVED) x \$1,122,200/mil gal/day = \$ 561,100

3. Unit Rate for Water Purchased

Xenia agrees to pay to the City of Ames each month for water purchased during the billing period. All water metered (or estimated in the event of a meter malfunction) will be billed at the unit rate set out below. Said unit rate is composed of the following components.

<u>Component</u>	<u>Unit Rate, \$/mil gal</u>
Finance and Billing	\$ 60
Operation and Maintenance	990
Annual Capital Improvements	<u>270</u>
TOTAL	\$1,320

In addition, Xenia agrees to pay to the City of Ames for extra use during the billing period for all water used in excess of the CAPACITY RESERVED. The extra use fee shall increase as the volume of use increases above the CAPACITY RESERVED. The extra-use fee is as follows:

<u>Extra-Use Ratio</u>	<u>Extra-Use Fee, \$/mil gal</u>
<1.05	\$ 1,500
1.05 to 1.1499	2,000
1.15 to 1.2499	2,500
1.25 to 1.3999	3,500
>1.40	5,000

The amount of the extra use fee is calculated as follows:

Extra-Use Ratio = Average Use/Day (during billing period) ÷ CAPACITY RESERVED

[_____, mil gal (Monthly Volume Used) –

[_____, mil gal/day (CAPACITY RESERVED) x _____ (Days in Billing Period)]] x

_____ (Extra-Use Fee) = \$ _____

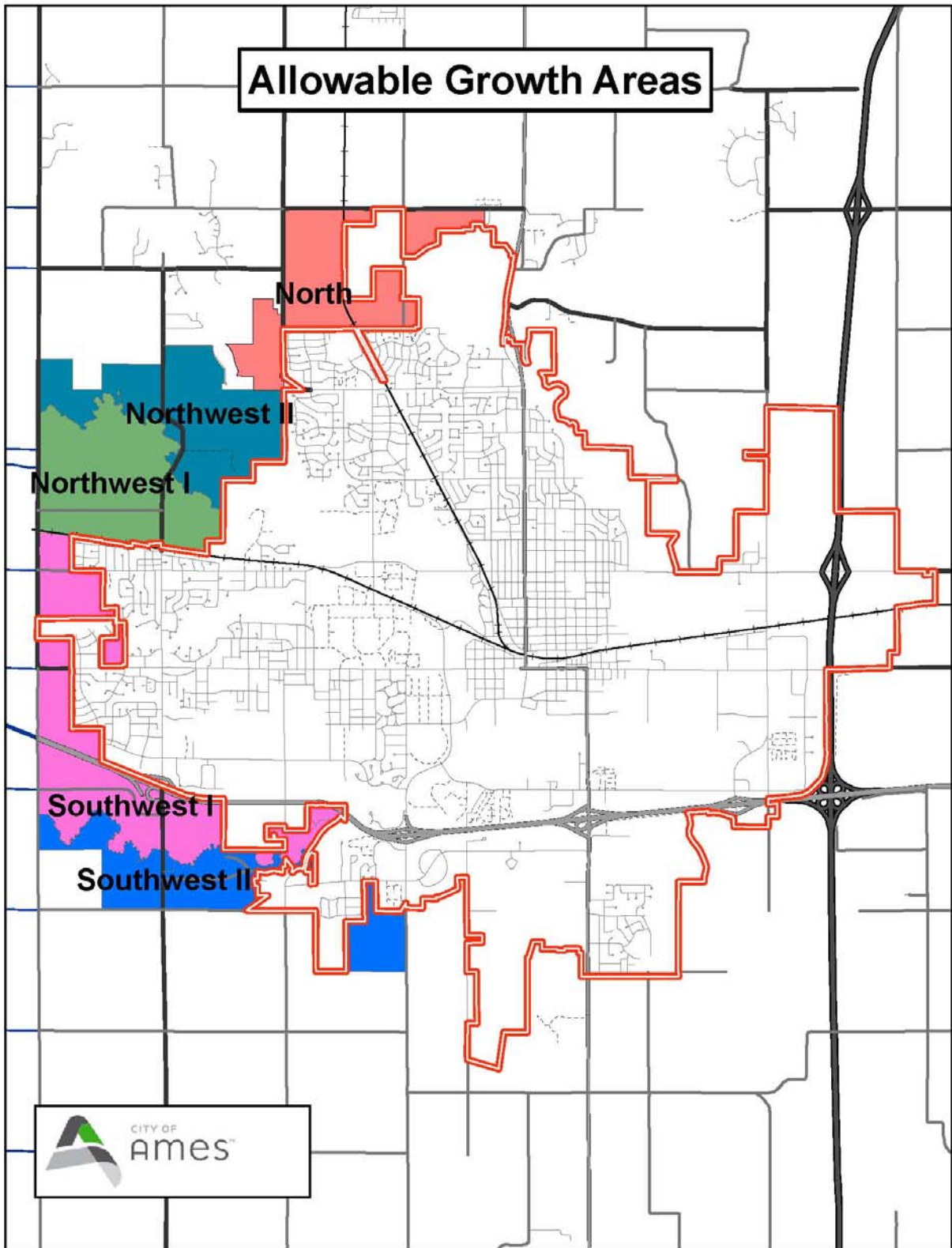
In the event of mandatory use reductions imposed by City of Ames, the extra-use fee shall be calculated by substituting "Winter Consumption less Mandatory Reduction" for "Capacity Reserved" in the above equations. "Winter Consumption" is the average use during the previous winter (November through April).

Furthermore, it is agreed that an increase in the amount of CAPACITY RESERVED in Item No. 1 above shall be requested whenever any of the following occurs unless said event(s) occurs during a mandatory use reduction situation.

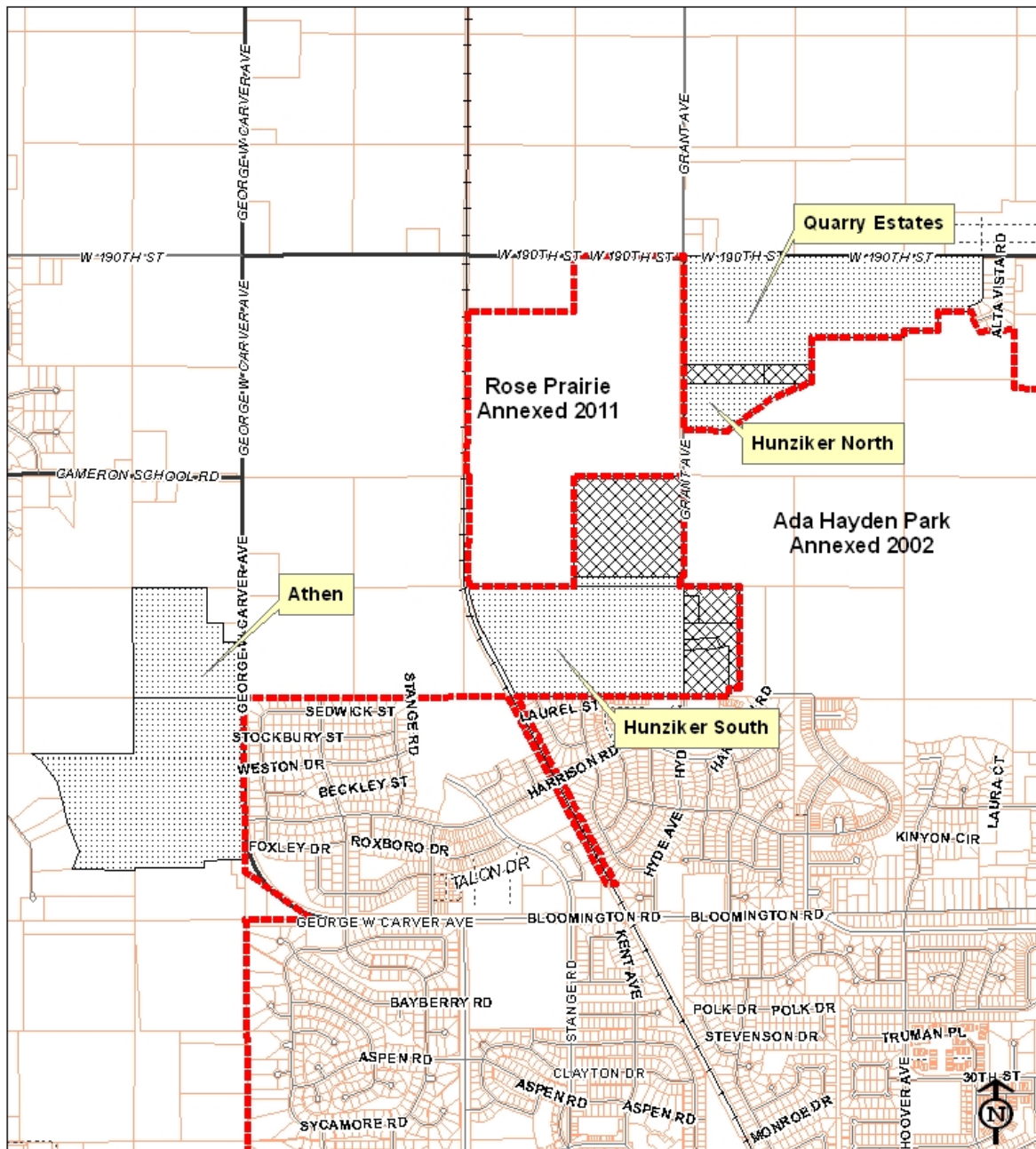
- A. Any single month where use exceeds CAPACITY RESERVED by 25 percent or more
- B. Any two months within any six-month period where use exceeds CAPACITY RESERVED by 15 percent or more
- C. Any four months within any six-month period where use exceeds CAPACITY RESERVED by five percent or more
- D. Any occurrence during any billing period where the peak day use exceeds CAPACITY RESERVED by 55 percent or more.

All such requests, if approved, shall become effective at the start of the next billing cycle and all CAPACITY RESERVED charges are due and payable immediately. The parties may agree to monthly payments as per Item No. 2 above.

Attachment D



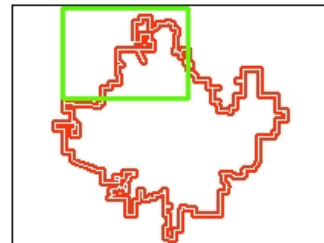
Attachment E Proposed Annexation Areas



0 800 1,200 2,400 Feet

Legend

- AMES INCORPORATED LIMITS
- Non-Consenting
- Consenting



COUNCIL ACTION FORM

SUBJECT: INTERMODAL FACILITY OPERATING SUBSIDY

BACKGROUND:

In February 2011, the City entered into a three-party agreement with Iowa State University and the Ames Transit Agency regarding operations of the new Intermodal Facility. Among other provisions, this agreement specifies that:

“While it is expected that revenue generated from the Facility users will be sufficient to cover all of the expenditures for the Facility and site, it is agreed and understood that it is possible from time to time that negative balances in the fund (as described in Section V.A, supra) may occur. Should the revenues in the fund not cover the operations and capital improvement expenditures, the University and City of Ames will each provide equal supplemental operational support in the form of subsidies as necessary to maintain a positive balance.”

As the first full year of operations for the Intermodal Facility came to an end on June 30, 2012, the University (who manages the facility) has supplied the City with the attached budget summary. **This report indicates that expenditures for the facility exceeded revenues by \$27,973.37. In accordance with the operations agreement, the City owes the University one-half of this subsidy, or \$13,986.69, for the first year of its operation.** (See Attachment I)

In analyzing the budget data, it appears that the expenditures for the operations actually came in \$2,560 less than the anticipated \$124,284. Therefore, the cause for the deficit can be isolated on the revenues where the receipts from meter and space rentals were \$48,559 less than budgeted. Fortunately, revenue from the rental of office space for the Jefferson Bus Line and Executive Express was \$16,470 greater than expected. Otherwise, the operational deficit would have been even greater.

One reason for the lower than anticipated revenue from meter and rental revenues is that fees in the Intermodal Facility are higher than the City parking fees in the surrounding area. These higher fees are necessitated by the higher costs of maintaining a parking garage. **In order to enhance the revenue opportunities in the facility, the City Council might want to give consideration to increasing the metered parking fees in the Campustown area to be more in line with the Intermodal Facility rates.**

ALTERNATIVES:

- 1) In accordance with our three-party agreement, the City Council can decide to fund its share of the operating deficit (\$13,986.69) of the Intermodal Facility for FY 2012-13 from the Council's Contingency Account.
- 2) In accordance with our three-party agreement, the City Council can decide to fund its share of the operating deficit (\$13,986.69) of the Intermodal Facility for FY 2012-13 from the City's Parking Fund.
- 3) In accordance with our three-party agreement, the City Council can decide to fund its share of the operating deficit (\$13,986.69) of the Intermodal Facility for FY 2012-13 from the Local Option Sales Tax Fund.

MANAGER'S RECOMMENDED ACTION:

Unfortunately, the Intermodal Facility was not self-sustaining for its first year of operation. Given the existing three-party agreement with the University and the Ames Transit Agency, the Council has no choice but to share equally in the \$27,973.37 operating deficit. The only decision to be made is to determine the source of this funding.

Given the relatively minor first year deficit and the availability of funding, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby authorizing funding of its share of the Intermodal Facility's operating deficit for FY 2012-13 from the Council's Contingency Account.

In order to prevent an operational subsidy in the future, the City Council might want to consider either 1) increasing the parking and rental space fees in the other areas in Campustown so that they are more in line with the Intermodal fees, 2) lowering the Intermodal fees to match the other fees in Campustown with the expectation that prices will attract more overall use of the facility, or 3) hoping that the increase in enrollment at ISU and expected new redevelopment projects in Campustown will result in greater parking demand at the Intermodal Facility.

Ames Intermodal Facility FY13 Account #

INCOME:	Bal Forward	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	Total
Meters	221-01-01	-	-	-	222.00	530.65	322.75	241.25	303.95	238.20	1,080.25	315.35	127.75	3382.15
Covered Parking Permits	221-01-02	1,862.40	1,396.80	12,373.72	2,769.77	2,660.00	771.58	790.56	2,559.42	1,328.99	685.96	1,330.00	(20.00)	28609.20
Uncovered Parking Permits	221-01-03	9,675.75	8,856.10	10,595.00	2,282.82	1,064.01	345.00	-	5.00	-	1,245.00	(1,245.00)	1,620.00	34443.68
Jefferson/Burlington Bus Lines	221-01-04	-	-	1,800.00	900.00	1,800.00	-	900.00	900.00	900.00	900.00	900.00	1,800.00	11700.00
Daily Airport	221-01-05	-	-	-	-	-	-	-	-	-	-	-	-	0.00
Executive Express Bus Lines	221-01-06	-	970.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	4,600.00	1,000.00	15570.00
Miscellaneous Income	221-01-07	-	-	30.00	-	-	-	-	-	-	-	15.00	-	45.00
		\$11,538.15	\$11,222.90	\$25,798.72	\$6,952.59	\$6,746.01	\$2,647.23	\$3,013.31	\$4,700.67	\$3,537.94	\$2,824.16	\$5,555.25	\$4,565.35	\$93,750.03

OPERATING EXPENSES:

Administrative Fees	221-02-01	-	-	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	22,000.00
Bank Charges	221-02-02	36.99	77.18	46.92	94.58	0.68	12.19	17.67	13.61	12.86	16.32	14.78	74.60	508.62
Liability Insurance	221-02-03	-	-	-	-	-	-	-	-	-	-	-	-	-
Property Insurance	221-02-04	-	-	-	-	-	7,812.00	-	-	-	-	-	-	7,812.00
Loss and Damages	221-02-05	-	-	-	-	-	-	-	-	-	-	-	-	-
Office Supplies	221-02-06	-	-	-	-	-	-	-	-	-	-	-	-	-
Computer Expenses	221-02-07	-	-	-	-	-	-	-	-	-	-	-	-	-
Telephone Expenses	221-02-08	-	245.13	900.55	-	574.97	312.97	313.49	312.86	312.77	311.87	302.62	302.62	3,889.85
Miscellaneous Office Expenses	221-02-09	-	-	-	-	-	-	475.20	(475.20)	-	-	-	-	-
Permits	221-02-10	-	-	518.00	-	-	-	-	-	-	-	-	-	518.00
Cameras/Security	221-02-11	-	-	-	-	-	-	-	-	-	-	-	-	-
Elevator Maintenance	221-02-12	-	-	-	289.75	-	-	-	-	-	122.00	329.40	528.05	1,269.20
TicFak Machines/Maintenance	221-02-13	-	-	-	-	420.00	140.00	51.98	368.02	280.00	140.00	140.00	140.00	1,540.00
General Maintenance	221-02-14	-	-	-	396.88	286.15	1,063.60	659.00	766.10	1,842.83	19,687.88	816.20	(19,976.66)	5,541.98
Repair and Replacement Fund	221-02-15	-	-	-	112.10	-	(112.10)	-	-	57.00	-	-	(57.00)	-
General Lot Maintenance	221-02-16	-	-	-	102.20	387.30	(489.50)	-	40.30	0	-	9.48	-	49.78
Landscape Maintenance	221-02-17	-	-	-	402.35	249.17	56.00	108.00	-	-	-	113.68	-	929.20
Sweeping	221-02-18	-	-	126.87	304.00	241.10	228.00	76.00	-	-	41.50	-	365.20	1,610.67
Snow Removal	221-02-19	-	-	-	-	-	108.00	2,465.53	1,975.60	6,136.31	420.68	110.70	-	11,216.82
Mowing	221-02-20	104.51	-	13.00	-	61.92	-	-	-	-	-	-	145.00	324.43
Signage	221-02-21	-	-	28.50	10.63	3.72	-	-	-	-	-	-	-	42.85
Painting	221-02-22	-	-	-	-	-	-	-	-	-	-	-	-	-
Lighting	221-02-23	-	-	1,572.83	1,504.02	1,510.30	1,727.09	2,226.32	3,513.05	3,155.19	2,656.81	2,015.82	1,692.22	23,563.49
Water/Sewer	221-02-24	-	-	256.96	110.82	115.58	100.10	95.94	111.16	107.00	107.00	107.00	107.00	1,320.66
Garbage	221-02-25	-	-	221.40	49.20	49.20	53.30	32.80	16.40	16.40	137.06	286.30	32.80	927.66
Custodial	221-02-26	4,267.28	1,326.00	3,370.63	11,797.19	3,244.65	2,461.58	2,027.93	1,253.90	1,316.19	1,200.30	1,331.90	1,270.89	36,828.80
Vandalism	221-02-27	-	-	-	-	-	-	434.30	-	75.00	654.25	75.00	487.50	1,726.05
Total Expenses		\$4,408.78	\$1,648.31	\$9,057.66	\$16,771.37	\$9,236.00	\$7,495.35	\$14,917.63	\$11,496.96	\$9,599.48	\$14,700.74	\$26,844.74	\$7,328.09	\$121,723.40

Net Profit/Loss

	\$7,129.37	\$9,574.59	\$16,741.06	-\$9,818.78	-\$2,489.99	-\$4,848.12	-\$11,904.32	-\$6,796.29	-\$6,061.54	-\$11,876.56	-\$21,289.49	-\$2,762.74	\$16,429.46	-\$27,973.37
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Closed to 221-09-00

COUNCIL ACTION FORM

**SUBJECT: ENDORSEMENT OF IOWA ECONOMIC DEVELOPMENT AUTHORITY
APPLICATION FOR FINANCIAL ASSISTANCE FOR ADVANCED
ANALYTICAL TECHNOLOGIES, INC.**

BACKGROUND:

Advanced Analytical Technologies, Inc. (AATI) is an Ames based company that develops and manufactures systems to support pharmaceutical and life sciences research. Founded in Ames in 1998 and located in the ISU Research Park, AATI has fully developed products and multiple sales of systems to both public and private research facilities in an international market. The company has plans to expand operations, including manufacturing, with the construction of a new 49,000 square foot facility at the ISU Research Park. AATI will lease the majority of the building and plans to expand employment by 62 full-time jobs while retaining the 36 existing jobs. In preparing for this expansion, AATI has applied for economic development assistance from the Iowa Economic Development Authority (IEDA).

This project will include building expansion and associated tenant improvements, equipment, furniture, and fixtures. Total investment expected for the project is over \$7 million, including a \$625,000 forgivable loan from IEDA and research and development tax credits estimated at \$375,000. The staff at IEDA is currently reviewing the application to determine the amount of the local match, but under the current IEDA local match policies, we can expect a 20 percent match requirement for the forgivable loan (\$125,000) plus a match for the IEDA tax credits in the form of the five-year Industrial Property Tax abatement program. That program provides a declining scale of property tax abatement from 75 percent in the first year to 15 percent in the fifth and final year.

The ISU Research Park is also contributing to this project. City and Ames Economic Development Commission (AEDC) staff will be working with IEDA to include the ISU Research Park contribution as the local match, leaving the City with only the Industrial Property Tax abatement. We do not yet have an estimate on the value of the new building, but the AATI application estimates total value at \$9.2 million. This includes tenant improvements, some of which may be movable equipment and will not be subject to property tax. To give an estimate of the value of the Industrial Property Tax Abatement, if the incremental value of the building were to be \$7 million, the value of the abatement over five years would be approximately \$500,000. The building may qualify for the abatement program whether or not it is part of a local match for IEDA assistance.

IEDA will review the AATI application for assistance later this month. In order for the IEDA to continue consideration of the project, the City Council must adopt a resolution supporting the submittal of the AATI application for IEDA assistance. After IEDA

determines the local match and the terms of local and state assistance, this will be brought back to the City Council for approval.

ALTERNATIVES:

1. Adopt a resolution supporting the submittal of an application from Advanced Analytical Technologies, Inc., and requesting economic development assistance from IEDA with local match to be determined and approved by Council at a later date.
2. Do not adopt a resolution of support for the Analytical Technologies, Inc., application.

MANAGER'S RECOMMENDED ACTION:

Analytical Technologies, Inc., is an established technology company based in Ames that is making a significant investment of capital to expand high paying jobs without the cost of additional City infrastructure. In keeping with the Council's goal to promote local economic development, this project will expand the number of quality jobs within our community.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby adopting a resolution supporting the submittal of an application from Advanced Analytical Technologies, Inc., and requesting economic development assistance from IEDA with local match to be determined and approved by Council at a later date.

STAFF REPORT

**CHAPTER 14 REVISIONS AS RECOMMENDED BY THE
AMES HUMAN RELATIONS COMMISSION**

September 10, 2013

BACKGROUND:

At the July 2, 2013, Ames Human Relations Commission (AHRC) meeting, the Commission was approached by oneiowa, an organization which supports full equality for lesbian, gay, bisexual and transgender Iowans. Matthew Skuya, Deputy Director of oneiowa, noted that Chapter 14 -Human Relations of the Ames Municipal Code was not consistent with the Iowa Civil Rights Act as it did not list gender identity as a category for discrimination. This area of the Iowa Civil Rights Act was amended in 2007. The City has not undertaken any changes to Chapter 14 since 1996.

Staff to AHRC requested that Chapter 14 received a complete review to ensure that no other areas of the Code were inconsistent with the Iowa Civil Rights Act as well as other State and Federal laws. AHRC recommended that City staff bring back changes to Chapter 14 of the Ames Municipal Code to reflect the State of Iowa Code as soon as possible.

In addition to the changes noted regarding gender identity, the City Attorney's Office also noted that the City Code was missing several sections that were adopted into the Iowa Civil Rights Act, which included a section on wage discrimination (Draft Sec. 14.8) adopted in 2009, a section on Additional Housing Exceptions (Draft Sec. 14.13A.) adopted in 2007, a section on Exceptions for Retirement Plans, Abortion Coverage, Life, Disability, and Health Benefits (Draft Sec. 14.14) adopted in 2006, and a section on Promotion or Transfer (Draft Sec. 14.5) adopted in 1996. Several other lesser housekeeping changes were made to the Chapter, including changing the wording in Sec. 14.5(1) to read Affirmative Action Officer, instead of director. In Sec. 14.5(8) changing the wording to read Mayor and City Council, instead of City Council. In Sec. 14.10 deleting "Chapter 534" because it was repealed from the Iowa Code in 2012. Lastly, as noted above, in Sec. 14.12, adding "sexual orientation" and "gender identity" is subsection 1.a. as it was adopted into the Civil Rights Act in 2007.

At the August 22, 2013, AHRC meeting, the Commission voted unanimously to forward the amendments to Chapter 14 to the City Council for consideration and approval.

STAFF COMMENTS:

The City has typically tried to mirror the Iowa Civil Rights Act under Chapter 14 - Human Relations. The updates as recommended by the AHRC would bring Chapter 14 back in line with the Iowa Civil Rights Act and assist the AHRC in addressing discrimination in the community by expanding their ability to address discrimination based on gender identity. Additionally, it will allow AHRC to investigate claims of discriminatory practices related to wages, promotion or transfer in the area of employment.

Staff is requesting on behalf of AHRC for the City Council to follow the AHRC's recommendation and add these provisions to its Human Relations chapter by directing the City Attorney's Office to prepare the necessary ordinance changes to Chapter 14 - Human Relations to reflect the Iowa Civil Rights Act, including the noted housekeeping items.

COUNCIL ACTION FORM

SUBJECT: REVISION TO ASSET POLICIES AND PROCEDURES

BACKGROUND:

Nearly 30 years ago the City, Story County, United Way, ISU's Government of the Student Body and the Iowa Department of Human Services (DHS) created the Analysis of Social Services Evaluation Team, or ASSET, to jointly review and make recommendations on human services funding. Each year, ASSET Administrative Team and ASSET volunteers review the Policies and Procedures. As a result of the 2013 review and discussions with DHS, a change is being recommended to Section III, Team Structure.

In the spring of 2013, DHS staff indicated that they no longer desired to appoint volunteers to ASSET, since they do not provide any funding directly to the services. DHS does provide funding to assist with ASSET administrative expenses and has stated that it would continue to do so. After considerable discussions by the ASSET Administrative Team, the change was recommended to the ASSET volunteers at the August 2013 ASSET meeting, and the volunteers approved the change. ASSET's funders are now being asked to approve the change as well.

Going forward, Section III(A) will require the City, County, United Way and GSB to appoint five volunteers as voting team members. This change does not reduce the number of volunteers, but does remove the need for DHS to find volunteers for ASSET. DHS has agreed to continue participating in ASSET Administrative Team meetings, as it is valuable to all parties to have their input and expertise. Current DHS volunteers have accepted assignment to be volunteers for the City, County and United Way.

ALTERNATIVES:

1. Approve the changes to Section III of the ASSET Policies and Procedures described above, dated July 2013.
2. Do not approve these changes.

MANAGER'S RECOMMENDED ACTION:

ASSET's Administrative Team and volunteers have thoroughly discussed the impacts of the reduction of DHS involvement in the ASSET process and feel comfortable with DHS's continued support and participation with the ASSET Administrative Team. DHS has been a valuable partner to ASSET since its inception in the 1980s. Therefore, it is the recommendation of the City Manager that City Council approve Alternative #1 as described above.

ASSET

POLICIES & PROCEDURES

July 2013

Sponsoring Organizations:

**City of Ames
Story County
United Way of Story County
State of Iowa (Local DHS Office)
ISU Government of the Student Body**

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POLICIES AND PROCEDURES FOR ASSET

By agreement among sponsoring organizations (Funders), a team shall be authorized by all sponsors but separate from any sponsor. The name of this process is "Analysis of Social Services Evaluation Team" or "ASSET."

I. PURPOSE

- A. To promote coordination of human services planning and funding among the sponsoring organizations.
- B. To assess the human services needs in Story County and evaluate the capabilities of agencies to provide the programs that meet those needs.
- C. To provide funding recommendations to the governing bodies of the sponsoring organizations.

II. SPONSORING ORGANIZATIONS

- A. Ames City Council (City)
- B. Story County Board of Supervisors (County)
- C. United Way of Story County (UWSC)
- D. ISU Government of the Student Body (GSB)
- E. State of Iowa through local office of Department of Human Services (DHS)

III. TEAM STRUCTURE (subject to change and pending approval by ASSET funders)

- A. The City, County, UWSC, and GSB ~~and DHS~~ shall each appoint ~~four (4)~~ five (5) volunteers as voting members of the team (Volunteers).
- B. The City, County, UWSC, GSB, and DHS shall each appoint one staff person. The staff appointees shall be non-voting members for the purpose of ASSET business (Staff).
- C. One Agency Panel Representative (APR) for each panel, elected by the Human Services Council, from ASSET funded agencies, shall be non-voting members of ASSET.
- D. The Administrative Assistant shall be a contract position paid jointly by the Funders through a 28E Agreement and shall be a non-voting participant.

IV. TENURE OF MEMBERS

- A. The terms of Volunteers shall be three (3) years. ASSET recognizes that GSB appointees may not be able to serve three-year terms. The APR's shall serve for three years.

- B. The terms of Staff shall be continuous until terminated by the appointing Funder.
- C. An un-expired term of a Volunteer shall be filled by the Funder that appointed that Volunteer.
- D. No Volunteer may serve more than two (2) consecutive full terms, except the Past Chair, Chair or Chair Elect may serve longer in order to fulfill the duties of their offices.
- E. If a Volunteer is appointed to fill the remainder of an unexpired term, the newly appointed Volunteer is eligible to serve a maximum of seven consecutive years unless conditions delineated in paragraph D above apply.
- F. If a Volunteer accumulates three consecutive unexcused absences in any one ASSET year (April through March), or otherwise fails to fulfill his/her responsibilities, the Volunteers may, by a simple majority vote of quorum, request that a Funder appoint a replacement Volunteer. An unexcused absence is defined as when a Volunteer does not notify an Administrative Team member, or the Administrative Assistant about being absent. Notifying the Administrative Assistant is the preferred method.

V. OFFICERS

- A. Officers shall be Chair, Chair-Elect, Past Chair, and Treasurer, each of whom shall be elected for a one-year term by a quorum of the Volunteers at the April meeting each year.
- B. Staff and APR members are ineligible to hold an office.
- C. A Chair may not hold that office for more than two consecutive one-year terms.
- D. A vacancy in any office shall be filled by a majority vote of a quorum of the Volunteers for the unexpired portion of the term, except for the position of past chair, which would remain vacant should that volunteer leave the ASSET process.
- E. The ASSET Chair is authorized to sign contracts and agreements on behalf of ASSET with respect to operations of the ASSET board. The Chair-Elect may sign if the Chair is unavailable.

VI. ASSET OPERATIONS

- A. Regular meetings of ASSET shall be held in accordance with Chapter 21 of the Code of Iowa. If circumstances warrant it, a meeting of ASSET may be cancelled by the Administrative Team. An announcement of meeting cancellation will be posted and notice sent to members and participating agencies as soon as possible under the circumstances.
- B. Unless otherwise specified, meetings shall be conducted according to Robert's Rules of Order. However, technical or non-substantive departures from these rules shall not invalidate any action taken at a meeting.
- C. Agendas will be posted at Ames City Hall, the ASSET website (<http://www.storycountyasset.org>) and at other public locations, at least three days

prior to the meeting, and notification mailed electronically to each ASSET member and participating Agency.

- D. A quorum shall consist of one-half plus one of the currently appointed volunteers. A majority vote of the quorum present shall constitute a decision of ASSET. In the event a quorum is not present, ASSET business may be conducted by a simple majority vote of those present, except for funding recommendations or changes to the Policies and Procedures, or anything that requires Funder approval, if at least one voting member from each funder is represented.
- E. The Chair may vote on all business that comes before ASSET and shall be included as part of the quorum.
- F. Special meetings may be called by the Chair or by petition of one-fourth of the Volunteers with not less than five days written notice to the Volunteers, Staff, and APR's, by email or regular mail.
- G. Minutes of ASSET meetings shall be recorded and distributed to Staff, Volunteers, Agency Panel Representatives, and Agencies, by posting on the ASSET website (<http://www.storycountyasset.org>). Minutes shall be made public in accordance with the Iowa Open Records law.

VII. ADMINISTRATIVE TEAM OPERATIONS

- A. Staff members, the Chair, the immediate past Chair, the Chair-Elect, and the Treasurer, shall serve as an Administrative Team.
- B. The Administrative Team will meet prior to regular ASSET meetings. If there are no significant pending actions, an Administrative Team meeting may be cancelled by the Chair or Chair Elect.
- C. All members of the Administrative Team shall be voting members on Administrative Team business, including staff members.
- D. A quorum shall consist of more than half of the existing Administrative Team members. A quorum shall include at least one Volunteer. A majority vote of the quorum present shall constitute a decision of the Administrative Team.
- E. Minutes of the Administrative Team and ASSET shall be recorded and distributed to all Staff, Volunteers, APR's, and Agencies, by posting on the ASSET website (<http://www.storycountyasset.org>). Minutes shall be made public in accordance with the Iowa Open Records law.

VIII. AGENCY PANEL REPRESENTATIVES (APR)

- A. One APR shall represent each panel.
- B. The role of the Agency Panel Representative (APR) shall be as follows:
 - 1. The APR's shall be non-voting members of ASSET who shall provide information and perspective to ASSET based on their specific knowledge of the service area they represent.
 - 2. The APR's shall be totally integrated into ASSET, but shall not serve on the

committees that review the agencies and recommend funding.

IX. COMMITTEES

- A. Staff and committees shall have substantial responsibility for the operation of ASSET and for assisting the Volunteers. Committees may be established as follows:
 - 1. The Administrative Team may form committees to identify issues, perform studies, and bring recommendations to ASSET.
 - 2. ASSET may request committees to identify issues, perform studies, and bring recommendations to ASSET. Committee members may be appointed by the ASSET Chair.
 - 3. A Funder may request formation of a committee and make recommendations to ASSET with respect to membership on such committee. The ASSET Chair may appoint the committee members.

X. DUTIES AND RESPONSIBILITIES OF ASSET

- A. To make annual allocation recommendations to the Funders for services provided by participating agencies. The recommendations shall be consistent with instructions and priorities received from each Funder;
- B. To set a timetable each year for the funding recommendation process;
- C. To organize hearings for agency presentations regarding their proposed budgets and program plans;
- D. To review services and code definitions as assigned to agencies for use in the budget and billing process;
- E. To meet with the Funders at least twice yearly. At these meetings each Funder has one vote. A majority of Funders constitutes quorum;
- F. To give timely reports on funding recommendation decisions to the Funders and to the agencies;
- G. To develop and maintain an index of services offered in Story County; (This index will be located in the ASSET Reference Manual for Volunteers and Agencies.)
- H. To perform any specific task that the Funders might request of ASSET.

XI. AGENCY PARTICIPATION

- A. **ELIGIBILITY.** Agencies seeking funding eligibility must be serving clients within the geographic area of Story County and shall meet the criteria outlined in the Application.
- B. Agencies and services will be reviewed annually by ASSET, through the budget process.

- C. Agencies shall annually provide financial reports in accordance with Generally Accepted Accounting Practices (GAAP). These reports shall be submitted within six months after the close of the Agency's fiscal year. Reports will meet the following guidelines:
1. *Agencies with an annual budget below \$100,000 must, at least, submit six (6) hard copies, or one electronic copy of IRS Form 990 and a balance sheet prepared externally and independently, to the ASSET Administrative Assistant.*
 2. *Agencies with an annual budget of \$100,000 or more must submit six (6) hard copies, or one electronic copy, of their full audits, and six hard copies, or an electronic copy, of their IRS Form 990's to the ASSET Administrative Assistant.*
- D. Agencies seeking eligibility to apply for funding through the ASSET process should fill out the application form called "Application for ASSET Agency Participation", shown as Appendix B to this document, and present verification of the stated criteria and all required attachments. All application documents shall be submitted to the Admin Team.
- E. The ASSET Administrative Team shall insure that the forms are complete and make recommendations to the Volunteers. The Volunteers will then approve or disapprove the recommendation.
- F. A written notification shall be sent to the Agency, stating its acceptance or the reason why it was not accepted.
- G. Approval of an applicant Agency does not guarantee a subsequent dollar allocation.
- H. Any Agency may request to be placed on the ASSET or Administrative Team agenda by contacting the Administrative Assistant.

XII. FUNDING PROCESS

- A. Each Agency requesting funding shall be assigned to one or more panel(s) by service area(s).
- B. Each Volunteer shall be assigned to only one panel and shall review the services within that panel.
- C. The Administrative Team shall prepare the appropriate budget and reporting forms for the agencies to complete and make the forms available via the ASSET website.
- D. Agencies must submit completed budget and reporting forms for all approved services to ASSET by the date stated in the yearly ASSET calendar.
- E. The Administrative Team shall conduct an Agency training session on the date stated in the yearly ASSET calendar.
- F. Volunteers shall conduct Liaison visits to individual agencies as scheduled on the ASSET calendar.

- G. Hearings for agencies shall be conducted each year as scheduled on the ASSET calendar.
- H. Recommendations for allocations shall be made by ASSET to the Funders after the hearings and panel work sessions are completed.
- I. Information regarding the funding and rationale shall be provided to the agencies and their governing bodies after Funders' approval.
- J. If any Agency does not provide the required information, or provides information that is inadequate, incorrect, or not timely, ASSET shall make a report to the Funders that procedures were not followed and may recommend that funding be reduced, sequestered, or not allocated at all.
- K. After completion of the funding process, the Volunteers shall refer information on unfunded or under funded services, if any, to the Early Childhood Iowa Area Board, Decategorization Board, United Way of Story County Grant Program, and any other potential funders of those services.

XIII. PLANNING PROCESS

Asset shall provide a community forum to work constructively and cooperatively in addressing human services concerns. This may be achieved by, but is not limited to:

- A. Participating in studies and developing strategies that enhance the delivery of human services within the county;
- B. Collecting and evaluating facts that provide valid data for decisions on program needs, and effectiveness of current delivery;
- C. Evaluate the need for new or modified services and/or duplication of services.

XIV. CHANGES IN SERVICES

- A. Any new or existing ASSET Agency, providing services to Story County clients, that wishes to add new or expanded services, must report the changes to the ASSET Administrative Team. -Changes that should be reported include increases in service beyond the normal expected growth, new or different services that have an impact on staffing, or services that result in new clientele.
- B. Agencies will report new and expanded services to the ASSET Administrative Team on the "Notification of New or Expanded Service" form, shown as Addendum D to this document. The need for new or expanded services shall be identified and aligned with the Funder's priorities and the priority areas from the most recent Story County community assessment. The Administrative Team will review the information and determine if the service(s) meets criteria to be included in the ASSET funding process. The Administrative Team will inform the ASSET Board. This review and informing of ASSET is not a commitment of funding. If ASSET asks for additional information, a committee of Volunteers may be appointed to gather more information and report its findings to ASSET for further review.
- C. If an Agency is reducing or dropping a service, a letter should be submitted to the ASSET Administrative Team within thirty days of the Agency board's vote to drop or

reduce a service.

- D. Service changes may occur any time during the funding year. If funding through ASSET is being considered, the ASSET Administrative Team should be notified of a new program by the date stated in the ASSET calendar.

XV. FUNDING APPEAL PROCESS. An Agency wishing to make an appeal may do so by following the individual Funders appeal process.

XVI. AMENDMENTS TO POLICIES AND PROCEDURES

- A. These Policies and Procedures shall be reviewed annually prior to May 1.
- B. Amendments to the Policies and Procedures may be proposed by a Volunteer, a Staff member, or a Funder.
- C. A proposed amendment shall require a majority vote of quorum to recommend such amendment to the Funders.

ADDENDUM A
STORY COUNTY DECATEGORIZATION / EARLY CHILDHOOD IOWA AREA BOARDS

The Story County Decategorization Board and the BooSt Together for Children (Boone and Story Counties) Early Childhood Iowa (ECI) Area Board will provide ASSET with quarterly reports to update funders and community stakeholders.

ADDENDUM B – APPLICATION FOR ASSET AGENCY PARTICIPATION

CRITERIA FOR FUNDING ELIGIBILITY

Financial support through ASSET is open to **not-for-profit human service agencies** that are serving clients within the geographic area of Story County and who meet the basic eligibility criteria. The Application for ASSET Agency Participation form that follows must be completed.

Approval of an applicant Agency does not guarantee a subsequent dollar allocation. The allocation recommendation will be made on a program-by-program basis during the annual allocation process. To be considered for financial support, agencies must comply with the following requirements and provide supporting documents to demonstrate compliance:

1. The Agency must be a non-profit corporation or chartered as a local unit of a non-profit corporation that has an IRS section 501(c)(3) status.
2. The Agency must have articles of incorporation, bylaws, or other documents, which clearly define its purposes and function.
3. The Agency must have an Equal Opportunity Policy that has been approved by its Board of Directors.
4. The Agency must have been incorporated and actively conducting business for at least one year at the time of the application.
5. The Agency must maintain, in its budget and programs, a demarcation between any religious programs and other programs so that ASSET does not financially support programs designed for religious purposes.
6. The Agency must demonstrate need and community support for the proposed service through letters of support, needs assessments, or other documentation.
7. The Agency shall be governed by a Board of Directors or Advisory Board whose members serve without compensation and that approves and oversees the implementation of the budget and policies of the Agency. It is recommended that the Board of Directors have representation from Story County.
8. Agencies that offer the following services shall not be eligible for funding from ASSET Funders:
 - a. Agencies that are primarily political in nature.
 - b. Agencies that provide services limited to the members of a particular religious group.
 - c. Agencies that exist solely for the presentation of cultural, artistic, or recreational programs.
 - d. Basic educational program services considered the mandated responsibility of the public education system.

To request consideration as an ASSET service provider, send six sets of the request, including the documentation listed above, to: ASSET, P. O. Box 1881, Ames, IA 50010

A. Agency General Information

1. Legal name of organization: _____
Address: _____
Telephone: _____
2. Executive director: _____
3. Date of incorporation: _____ State of incorporation: _____
Please attach letter of determination of tax-exempt status from Internal Revenue Service.
4. Tax Identification Number: _____ Your Fiscal Year: _____
5. Is organization affiliated with a national and/or state organization? _____ If so, name of national and/or state organization _____
Explain nature of affiliation and describe national and/or state organization's control over local administration and activities _____
Explain benefits of affiliation _____
6. What is your Agency mission statement? _____
7. Governing Arrangements
Please attach a list of members of the governing body including names, professional affiliation, addresses, places of business.
How are members and composition of the governing body selected? _____
What is the governance role of the Board of Directors? _____
How do you ensure Story County representation? _____
8. Membership
Does the organization have a membership program? _____
If so: Membership categories and dues _____
Membership benefits _____

B. Agency Service Information

1. Geographic area served: _____
2. Types of services: _____
3. What are the characteristics and demographics of the population served?
Do you offer a sliding fee scale for your services? _____

4. List other agencies (both non-profit and for-profit) in Story County that provide similar services, if any: _____

5. List agencies (both non-profit and for-profit) in Story County with whom you collaborate: _____

6. List agencies (both non-profit and for-profit) in Story County with whom you share referrals: _____

C. Agency Accreditation and Licensing

Is the organization accredited? _____ If so, by whom? _____

For what length of time? _____

Describe organization and staff licensing and certification requirements: _____

D. Financial/Legal Information

- Please attach 6 copies of current budget and budget for coming fiscal year, including all sources of income.
- Please attach statement of assets and liabilities and statement of income and expenses. List all sources of funds for this budget.
- Agencies shall annually provide financial reports in accordance with Generally Accepted Accounting Practices (GAAP) as follows:
 1. *Agencies with an annual budget below \$100,000 must, at least, submit six (6) hard copies, or one electronic copy of IRS Form 990 and a balance sheet prepared externally and independently, to the ASSET Administrative Assistant.*
 2. *Agencies with an annual budget of \$100,000 or more must submit six (6) hard copies, or one electronic copy, of their full audits, and six hard copies, or an electronic copy of their IRS Form 990's to the ASSET Administrative Assistant.*

These reports shall be submitted within six months after the close of the Agency's fiscal year.

E. ASSET Information

1. Please list or attach a complete description of the service(s) that you provide that you will be asking for funding from ASSET. _____

2. Using the enclosed Service Code List, please tell us which service code(s) your service(s) fits into. _____

ADDENDUM C - SERVICE CODES

(Complete descriptions of each service code are in the ASSET Reference Manual)

1. HEALTH SERVICES

1.1 Health and Safety Services

1.1a Community Clinics: Unit of Service: 1 Clinic Hour

1.1b In Home Nursing: Unit of Service: 1 Visit

1.1c In Home Hospice: Unit of Service: 1 day (24 hour)

1.1d Blood Services: Unit of Service: 1 Pint of Blood

1.1e Substance Abuse or Co-occurring Disorder Treatment (Out Patient): Unit of Service: 1 Client Hour

1.2 Mental Health Services

1.2a Preliminary Diagnostic Evaluation: Unit of Service: 1 Client Hour

1.2b primary Treatment and Health Maintenance (Out Patient): Unit of Service: 1 Client Hour

1.2c Residential Treatment – Adults Unit of Service: 1 24 hour Day

1.2d Residential Treatment – Children Unit of Service: 1 24 hour Day

1.2e Peer Assessment and Screening Unit of Service: 1 Client Hour

1.3 Services for Mentally and/or Physically Impaired

1.3a Supported Community Living Services Unit of Service: 1 hour or 1 24-hour day

1.3b Special Recreation Unit of Service: 1 participant/per hour

1.3c Community Support Services Unit of Service: 1 Staff Hour

1.3d Work Activity Center Unit of Service: 6-1/2 Hour Day

1.3e Home and Community Based Services Unit of Service: 1 Hour

1.3f Residential Care/Mentally Retarded Unit of Service: 1 24-hour Day

1.3g Employment Assistance for Physically or Mentally Disabled Unit of Service: One Staff Hour

1.3h Alternative Family Living Unit of Service: One Month (administration fee, based on family stipend and client income)

1.3i Individual and Family Support Services Unit of Service: 1 Service or 1 support

1.3j Day Habilitation Services Unit of Service: One-Half Day

1.3k Pre-Vocational Services Unit of Service: One-Half Day

1.3l Enclave Services Unit of Service: One Client Hour

1.3m Direct Support Paraprofessional Unit of Service: One course term

1.3n Peer Support Unit of Service: Four client contacts per month

1.4 General Health Support Services

1.4a Day Care – Adults Unit of Service: 1 client day

1.4b In-Home Health Monitoring Unit of Service: 1 person monitored per month

1.4c Homemaker/Home Health Assistance Unit of Service: 1 Hour

1.4d Home Delivered Meals Unit of Service: 1 Meal

1.4e Congregate Meals Unit of Service: 1 Meal

2. BASIC NEEDS SERVICES

2.1 Emergency Services

2.1a Emergency Assistance for Basic Material Needs Unit of Service: 1 Client Contact

2.1b Battering Relief Unit of Service: 1 Staff Hour

2.1c Rape Relief Unit of Service: 1 Staff Hour

2.1d Child Protection Services Unit of Service: 1 Client Contact

2.1e Crisis Intervention Unit of Service: 1 Contact

2.1f Court Watch Unit of Service: 1 Staff Hour

2.1g Third Party Supervision Unit of Service: 1 Client Contact

2.1h Emergency Shelter Unit of Service: one 24 hour period of shelter and food

2.2 Public Safety and Legal Services

2.2a Correctional Services Unit of Service: 1 Client Hour

2.2b Dispute Mediation Services Unit of Service: 1 Client Hour

2.2c Legal Aid – Civil Unit of Service: 1 Staff Hour

2.3 General Support Services for Individuals and Families in Need

2.3a Clothing, Furnishing, and Other Assistance Unit of Service: 1 Client Contact

2.3b Employment Assistance for Adults Unit of Service: 1 Client Contact

2.3c Disaster Services Unit of Service: 1 Staff Hour

2.3d Transportation Unit of Service: One way trip

2.3e Budget/Credit Counseling Unit of Service: One Client Contact

2.3f Respite Care Unit of Service: 1 client hour of service

2.3g Health and Safety Education Unit of Service: 1 person certified

3. YOUTH AND CHILDREN SERVICES

3.1 Child Care

3.1a Day Care – Infant Unit of Service: 1 Full Day

3.1b Day Care – Children Unit of Service: 1 Full Day

3.1c Day Care - School Age Unit of Service: 1 partial day

3.1d Preschool Unit of Service: 1 day

3.1e Meal Service for Family Day Care Homes Unit of Service: Cost per Meal

3.1f Childcare Service Coordination Unit of Service: 1 Client Contact

3.1g Childcare Resource Development Unit of Service: 1 Staff Hour

3.1h Childcare for Mildly Ill Children Unit of Service: 1 Partial Day

3.2 Social Adjustment and Developmental Services

3.2a Youth Development and Social Adjustment Unit of Service: 1 Client Contact/Day

3.2b Day Camp Unit of Service: 1 Client Contact/Day

3.2c Employment Assistance for Youth Unit of Service: 1 Staff Hour

3.2d Out of School Program Unit of Service: 1 partial day (3 hours)

4. PREVENTION AND/OR SUPPORT SERVICES

4.1 Family Life Services

4.1a Family Development/Education Unit of Service: 1 Client Hour

4.1b Foster Family Homes Unit of Service: 1 Staff Hour

4.1c Separated Families Unit of Service: 1 Client Contact

4.1d Adoption Services Unit of Service: 1 Hour of Client Contact or 1 Family Study

4.2 Support Services

4.2a Information and Referral Unit of Service: 1 Call

4.2b Volunteer Management Unit of Service: 1 Staff Hour

4.2c Service Coordination Unit of Service: 1 Client Hour

4.2d Activity and Resource Center Unit of Service: 1 Client Contact

4.3 Prevention and Awareness Services

4.3a Public Education and Awareness Unit of Service: 1 Staff Hour

4.3b Advocacy for Social Development Unit of Service: 1 Staff Hour

4.3c Resource Development Unit of Service: 1 Staff Hour

4.3d Consultation Service Unit of Service: 1 Staff Hour

4.3e Informal Education for Self-Improvement and Self-Enrichment Unit of Service: 1 Client Contact

ADDENDUM D – NOTIFICATION OF NEW OR EXPANDED SERVICE

DATE: _____ AGENCY: _____

PROGRAM/SERVICE: _____ SERVICE CODE _____

Provide a brief description of the new or expanded service and population to be served.

Please describe how the need for this service was identified.

Describe how this new or expanded service meets the Funder priorities.

Is there new clientele to be served? If yes, how many?

How will outcomes be measured?

Do you anticipate that ASSET funds will be requested for this service? _____

If yes, how would ASSET funds be used to support the service? (scholarships/staff/direct service, etc)

Is this service funded through a time-limited grant? _____

If yes, what is the length of the grant? _____

Does this grant require a local cash match? _____ If yes, how much? _____

ADDENDUM E – CONFLICT OF INTEREST

Organization: Story County Analysis of Social Services Evaluation Team (ASSET)

Policy: Conflict of Interest Policy

Date Adopted: 4/10/03

Date Revised:

Story County ASSET and its voting members/staff persons, hereinafter referred to as “board” and “board members(s)”, agree to the following conflict of interest policy hereinafter referred to as “policy”, as adopted and revised as indicated above:

1. The policy will be adopted yearly at the first regularly scheduled board meeting following the start of the fiscal year. Each board member is to review and sign the policy at the first board meeting prior to voting on any matters before the board (if applicable).
2. A new voting board member/staff person will be required to review and sign the policy prior to voting as a board member (if applicable) at the beginning of their term and/or the first meeting of the fiscal year.
3. It is the duty of a voting board member/staff person to disclose a conflict of interest to the full board when a conflict arises. Disclosure may be made at any time to the ASSET Administrative Team; hereinafter referred to as “the Team”, who shall then notify the full Board. A record of the conflict of interest shall be made at the first regularly scheduled board meeting following disclosure.
4. A conflict of interest is defined in chapter 68B, Iowa Code. The Iowa Code defines conflict of interest as that which evidences an advantage or pecuniary benefit for the member and/or their immediate family not available to others similarly situated. A violation for a conflict of interest is punishable by both civil and criminal penalties in the State of Iowa.
5. A “potential” conflict of interest is defined herein. A potential conflict of interest is when a voting board member/staff person has reason to believe there may be a conflict of interest. This potential conflict shall be disclosed in the same manner as a conflict. If, in the opinion of the Team, the circumstances meet the definition of a conflict of interest the matter shall then be disclosed to the full board and a record shall be made at the next regular meeting.
6. A voting board member/staff person with a conflict of interest shall not vote or use their personal influence with any board member on the matter in conflict.

I agree by my signature below that I have read the above Story County ASSET Conflict of Interest Policy and understand it and will abide by the terms and conditions as stated herein.

Date: _____

Signature: _____

COUNCIL ACTION FORM

SUBJECT: EASEMENTS FOR 2008/09 WATER SYSTEM IMPROVEMENTS: EAST PRESSURE ZONE LOOP

BACKGROUND:

The 2008/09 Water System Improvements: East Pressure Zone Loop Project is for the connection of a water main from Billy Sunday Road to Crystal Street. This loop will provide redundancy to the Southdale area, thereby increasing the safety and operation of the water system. This need was identified in the 2005 Water System Distribution Study (See Figure 1).

Development of this project began several years ago when the City worked with a consultant on the design to find the best route for the water main. After the route was chosen, the consultant discussed the project with affected property owners. All of the property owners at that time were agreeable to the proposed route. The consultant then worked on easement agreements that were ultimately signed by three of the five affected properties. This included two residential properties on Crystal Street and the Iowa State Nursery. The agreements would total \$14,300 in compensation for these three properties, and funding for the easements is included in this program.

The remaining properties are the apartment complexes on Billy Sunday Road that are owned by the same out-of-state LLC. The consultant and City legal staff both tried to reach an agreement with this LLC, but have been unsuccessful due to their complicated ownership arrangement. At this time, staff believes it is prudent to confirm the agreements that have already been signed while continuing to work with the apartment complex owners to negotiate a voluntary agreement. If no progress can be made, staff will come back to Council at a later time to initiate condemnation of the easement across this apartment property.

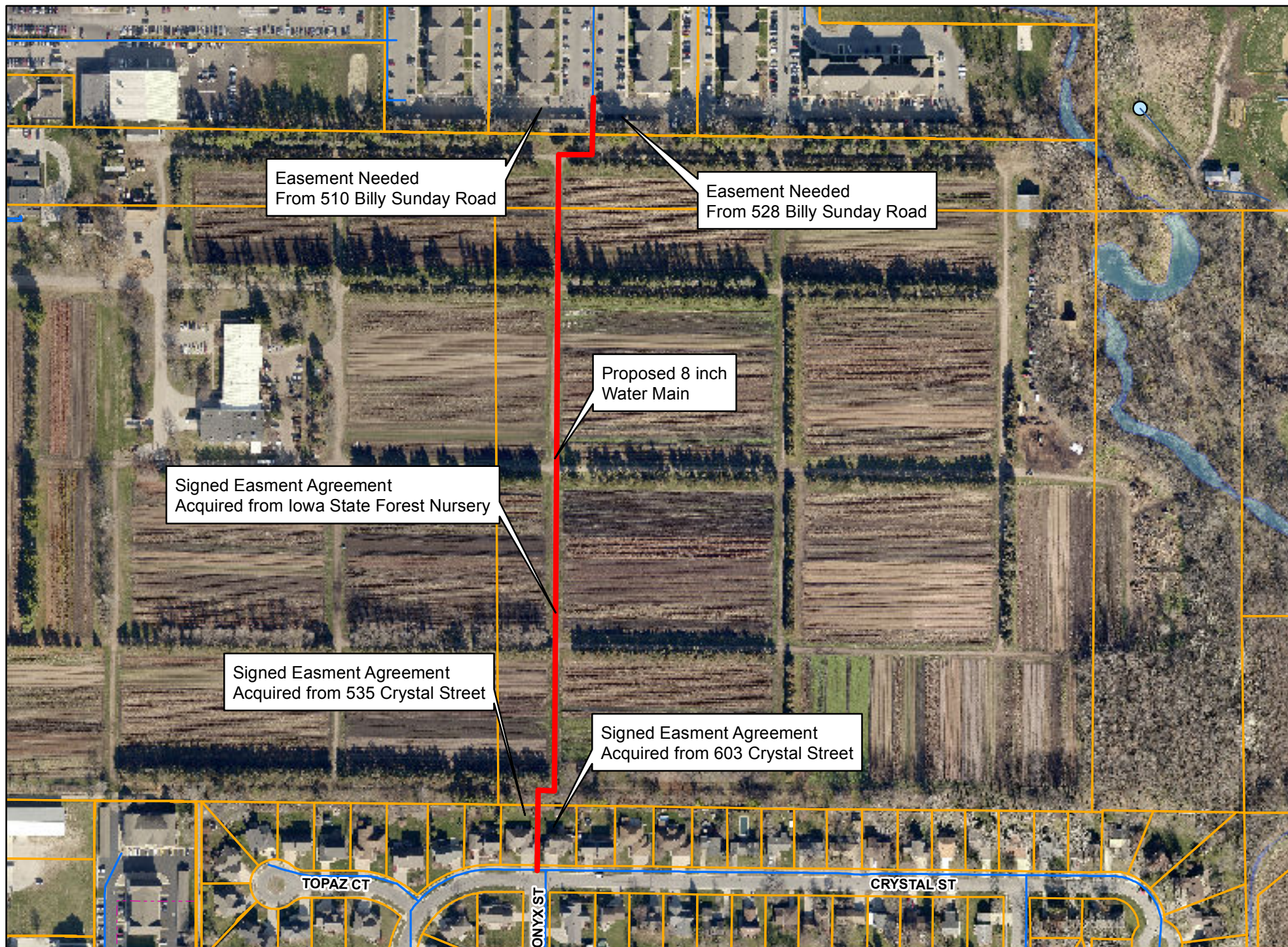
ALTERNATIVES:

1. Approve the easement agreements with Teresa J. Yeary in the amount of \$2,500, Jerry J. Miller and Judy A. Miller in the amount of \$3,500, and the State of Iowa in the amount of \$8,300.
2. Reject the easement agreements at this time.

MANAGER'S RECOMMENDED ACTION:

By approving these three easements, this project can move closer to completion as staff continues to work with the owners of the apartment complex. Staff may ultimately need to return to Council with an option to condemn property for the easement. This would not be because of adversarial issues, but because it may be the most straightforward administrative process at that point. Once all four easements are acquired, work can begin in the summer or fall of 2014.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the easement agreements with Teresa J. Yeary in the amount of \$2,500, Jerry J. Miller and Judy A. Miller in the amount of \$3,500, and the State of Iowa in the amount of \$8,300.



East Pressure Zone Loop - Figure 1