

AGENDA
REGULAR MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE, JOINT MEETING OF THE AMES
HUMAN RELATIONS COMMISSION, AND
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
515 CLARK AVENUE
JULY 13, 2021

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 (AAMPO)
TRANSPORTATION POLICY COMMITTEE MEETING

CALL TO ORDER: 6:00 p.m.

1. Hearing on Final FFY 2022-2025 Transportation Improvement Program (TIP):
 - a. Resolution approving Final FFY 2022-2025 TIP

POLICY COMMITTEE COMMENTS:

ADJOURNMENT:

JOINT MEETING OF THE AMES HUMAN RELATIONS COMMISSION
AND AMES CITY COUNCIL*

*The Joint Meeting of the Ames Human Relations Commission and Ames City Council will immediately follow the Regular Meeting of the Ames Area Metropolitan Planning Organization Transportation Policy Committee.

1. Presentation of Annual Report:
 - a. Discussion and direction to Commission

COMMISSION COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING**

**The Regular City Council Meeting will immediately follow the Joint Meeting of the Ames Human Relations Commission and Ames City Council.

PROCLAMATION:

1. Proclamation for Parks & Recreation Month, July 2021

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.

2. Motion approving payment of claims
3. Motion approving Minutes of Regular Meeting held June 22, 2021, and Special Meetings held June 15, 2021, and June 24, 2021
4. Motion approving Report of Change Orders for period June 16 - 30, 2021
5. Motion certifying Civil Service candidates
6. Motion approving New 12-Month Special Class C Liquor License with Outdoor Service & Sunday Sales - Northcrest Community 1801 20th Street **Pending Dram Shop Insurance**
7. Motion approving Premise Update - Inside Golf, LLC Class C Liquor License with Sunday Sales -2801 Grand Ave #1075
8. Motion approving New 12-Month Special Class C Liquor License with Outdoor Service & Sunday Sales - Burgie's Coffee Co North, LLC 3701 Stange Road
9. Motion approving renewal of the following Beer Permits, Wine Permits and Liquor Licenses:
 - a. Class C Liquor License with Sunday Sales - Applebee's Neighborhood Grill & Bar, 105 Chestnut
 - b. Class C Liquor License with Living Quarters & Sunday Sales - Sportsman's Lounge, 123 Main Street
 - c. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (Carryout) and Sunday Sales - AJ's Liquor II, 2515 Chamberlain
 - d. Special Class C Liquor License and Sunday Sales - Huhot Mongolian Grill, 703 S. Duff Avenue Suite 105, **Pending Dram Shop Insurance**
 - e. Class C Liquor License with Sunday Sales - Welch Ave Station, 207 Welch Avenue
 - f. Class B Liquor License, Class B Wine Permit, Catering, Outdoor Service & Sunday Sales - Courtyard by Marriott Ames, 311 S. 17th Street
10. Resolution approving COTA Special Project Funding Grant to Story Theater Company in the amount of \$1,000
11. Resolution approving Encroachment Permit Agreement for Sign at 400 Main Street
12. Resolution approving Memorandum of Understanding with Story County to apply for grant funding under the 2021 Department of Justice, Office of Justice Programs, Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant Program and authorize application for that Grant

13. Resolution approving Electric Utility Easement on State of Iowa property for the installation of an electrical pull box on Arbor Street
14. Resolution awarding a contract to Bobcat of Ames, Iowa, for purchase of one compact track loader for Parks Maintenance in the amount of \$59,442.99
15. Resolution approving Change Order No. 1 to Emerson Process Management, Power & Water Solutions, Inc., of Pittsburgh, Pennsylvania, for the Power Plant DCS Hardware and Software Upgrade in the amount of \$175,855 with applicable sales tax being paid by the City in an amount up to \$12,309.85 directly to the state of Iowa
16. Resolution authorizing additional repairs to Water Pollution Control Facility Methane Engine No. 2 by Interstate Power Systems of Altoona, Iowa, in the additional amount of \$22,264
17. Resolution awarding contract to Boland Recreation of Marshalltown, Iowa, for the North River Valley Park Playground Replacement Project in the amount of \$54,085
18. Resolution awarding contract to Outdoor Recreation Products of Omaha, Nebraska, for the Inis Grove Park Playground Replacement Project in the amount of \$53,724
19. Resolution approving contract and bond for 2018/19 Main Street Pavers - Burnett to Kellogg
20. Resolution approving partial completion of public improvements and reducing security for Domani Subdivision, 1st Addition
21. Resolution approving partial completion of public improvements and reducing security for Quarry Estates Subdivision, 3rd Addition
22. Resolution approving partial completion of public improvements and reducing security for Quarry Estates Subdivision, 4th Addition
23. Resolution approving partial completion of public improvements and reducing security for Scenic Valley Subdivision, 4th Addition

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

PUBLIC WORKS:

24. Staff Report on 12th Street and Duff Avenue Pedestrian Crossing
25. Motion authorizing staff to solicit and engage professional engineering services for a sidewalk/path infill assessment project at 1305 Dickinson Avenue, 4535 Mortensen Road, and/or 4515 Mortensen Road for Mortensen Road Sidewalk Infill Project if installation has not been completed by the property owners on or before July 23, 2021

ADMINISTRATION:

26. Staff Report on Status of Reinvestment District Projects (No action requested at this time.)

PLANNING & HOUSING:

27. Resolution awarding Downtown Facade Grants for improvements at 108 Main Street, 209 and 211 Main Street, and 301 Main Street

28. Resolution approving return of \$198,000 of City funding to the Department of Housing and Urban Development for the City-owned properties located at 519, 525, and 601 Sixth Street to be reprogrammed for use for the infrastructure improvements at the Baker Housing Subdivision along State Avenue

HEARINGS:

29. Hearing on Rezoning with Master Plan of 4514 and 4605 Hyde Avenue from Agricultural (A) to Suburban Residential Low Density (FS-RL):
 - a. Resolution approving Zoning Change Agreement
 - b. First passage of ordinance
30. Hearing on Sludge Pumping Building Improvements Project:
 - a. Resolution approving final plans and specifications and awarding contract to Woodruff Construction, Inc., of Ames, Iowa, in the amount of \$369,700

ORDINANCES:

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

COUNCIL COMMENTS:

ADJOURNMENT:

AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE

SUBJECT: FINAL FFY 2022 - 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

BACKGROUND:

To receive federal funds for transportation improvement projects, it is necessary for the projects to be part of the approved statewide plan. The initial step in this process is for the Ames Area MPO to develop a Transportation Improvement Plan (TIP). The TIP includes four-years of project programming and a new TIP is created annually. Projects included in the TIP involve street improvements, CyRide improvements, and trail projects. In spring 2021, the Ames Area MPO distributed regional applications for new funding for Surface Transportation Block Grant (STBG) and Transportation Alternative Program (STBG-TAP) projects.

STBG (Surface Transportation Block Grant)

Two (2) applications were received for regional STBG funds.

TPMS #	Project Sponsor	Project Name	Federal Fund Request	Total Project Cost	Year
(NEW) -	City of Ames	S 16 th St. Widening (University Blvd – Apple PI)	\$3,104,000	\$3,880,000	FFY25
(NEW) -	CyRide	Vehicle Replacement	\$225,000	\$850,000	FFY25

Total New STBG Requests: \$3,329,000

To maintain fiscal constraint, the recommendation was to award \$2,814,000 of the requested \$3,104,000 for the S 16th St widening project application (72.5% of total project cost) in FFY 2025 and to award the fully requested amount of \$225,000 (26.5% of total project cost) for CyRide’s vehicle replacement application in FFY 2025.

STBG/STBG-Swap Fiscal Constraint

	2022	2023	2024	2025
UNOBLIGATED BALANCE (CARRYOVER)	\$3,305,943	\$387,575	\$206,575	\$1,311,575
STBG/SWAP TARGET	\$1,696,632	\$1,664,000	\$1,664,000	\$1,664,000
STBG-TAP-FLEX TARGET	\$0	\$66,000	\$66,000	\$66,000
SUBTOTAL	\$5,002,575	\$2,117,575	\$1,936,575	\$3,041,575
PROGRAM FUNDS	\$4,615,000	\$1,911,000	\$625,000	\$3,039,000
BALANCE	\$387,575	\$206,575	\$1,311,575	\$2,575

STBG-TAP (Transportation Alternatives Program)

The Ames Area MPO has established a March 31 application deadline for STBG-TAP applications, which provides four weeks for the Iowa DOT to review applications for eligibility. The MPO received zero new project applications for regional STBG-TAP funds.

TPMS #	Project Sponsor	Project Name	Federal Fund Request	Total Project Cost	Year
-	-	<i>none</i>	-	-	-

Total New STBG-TAP Requests: \$0

While no TAP applications were received this year, two changes from the previous TIP to utilize accruing TAP funds more effectively:

- Remove Project #21260 (one of the Skunk River Trail projects) from the program
- Modify Project #19249 (loway Creek Trail Project) to increase federal funding from \$159,000 to \$400,000 in FFY22 and modify the extents to be “From SE 16th St – S 5th St” with a new total project cost of \$922,000.

As discussed at the May 25, 2021, Policy Committee meeting, the funding shift noted above from the Skunk River Trail project to the loway Creek Trail project is being done to meet the IDOT deadline for expenditure of the funds. The Skunk River Trail project was for placement of the bridge over loway Creek. This work is being included with the Grand Avenue extension project utilizing local funds.

TAP Fiscal Constraint

	2022	2023	2024	2025
UNOBLIGATED BALANCE (CARRYOVER)	\$425,637	\$19,513	\$105,513	\$191,513
TAP TARGET	\$86,414	\$86,000	\$86,000	\$86,000
STBG-TAP-FLEX TARGET	\$67,462	\$0	\$0	\$0
SUBTOTAL	\$579,513	\$105,513	\$191,513	\$277,513
PROGRAM FUNDS	\$560,000	\$0	\$0	\$0
BALANCE	\$19,513	\$105,513	\$191,513	\$227,513

A map and full list of projects included in the FFY 2022-2025 TIP can be seen starting on page 20 (highway/trail projects) and page 24 (transit projects) of the TIP document.

DEVELOPMENT SCHEDULE:

The development schedule for the FY 2022 - 2025 TIP is as follows:

- May 13, 2021 – Technical Committee reviewed draft and made recommendation
- May 25, 2021 – Policy Committee approved draft and set public hearing
- May 26, 2021 – Public open house (virtual)
- June 1, 2021 – Draft submitted to DOT for review

- July 13, 2021 – Policy Committee holds public hearing and takes approval action
- July 15, 2021 – Final approved TIP due to DOT
- October 1, 2021 – TIP is effective and included in State TIP

The Transportation Policy Committee unanimously approved the Draft TIP on May 25, 2021. During the public comment period, the document and project maps were available online and at a virtually held public input session. **One public comment was received by staff and this comment was documented in the Appendix of the final document.** AAMPO staff received and addressed minor comments from the Iowa Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The Final FFY 2022-2025 Transportation Improvement Program is due to the Iowa Department of Transportation by July 15, 2021.

ALTERNATIVES:

1. Approve the Final FFY 2022 - 2025 Transportation Improvement Program for submission to the Iowa Department of Transportation.
2. Approve the Final FFY 2022 - 2025 Transportation Improvement Program with Transportation Policy Committee modifications for submission to the Iowa Department of Transportation.

ADMINISTRATOR'S RECOMMENDATION:

The FFY 2022-2025 TIP has been open for public comment and has been reviewed by State and Federal funding agencies, with comments being incorporated into the final document.

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

FINAL FFY 2022-2025 Transportation Improvement Program



AMES AREA METROPOLITAN PLANNING ORGANIZATION

AMES | GILBERT | STORY | BOONE

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 13, 2021. Please call (515) 239-5160 to obtain permission to use.

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Introduction

Document Overview

The Federal Fiscal Year 2022 - 2025 Transportation Improvement Program (TIP) is the short-range implementation program for federally funded and regionally significant transportation projects. The TIP is a requirement of 23 CFR 450.326 for metropolitan planning organizations to develop a program, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The Ames Area TIP is included in the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

AAMPO Overview and Planning Area

AAMPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population greater than 50,000 in the 2000 Census.

As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012 (shown in Figure 1). The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

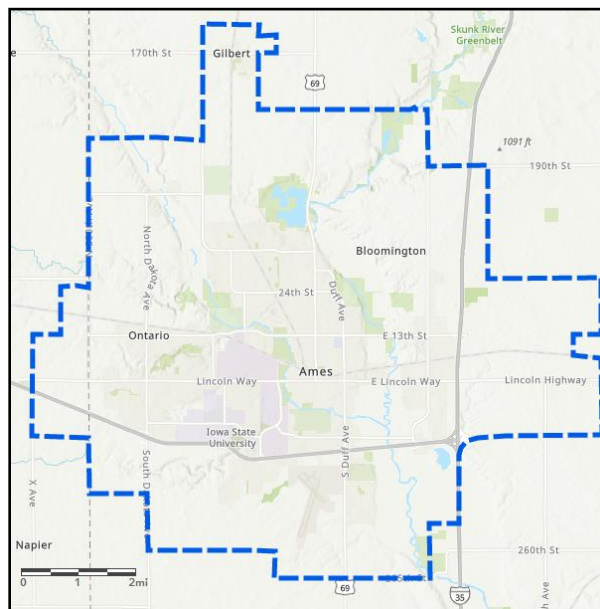


Figure 1: AAMPO Boundary (Adopted Nov 13, 2012)

The Ames Area MPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area.

Ames is in central Iowa and is served by Interstate 35, US Highway 30, and US Highway 69. Surface transportation needs are met through over 251 centerline miles of streets. The community has a very progressive transit system, CyRide, which typically carries approximately six million bus passengers per year. In FY 2020, CyRide’s ridership dropped to four and a half million passengers due to the COVID-19 pandemic. CyRide believes ridership levels will increase back to approximately six million passengers by the end of FY 2022. While most transit users have Iowa State University ties, CyRide serves the entire Ames community. The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average, 104 aircraft operations occur per day at the Ames Municipal Airport. Railroads provide freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

Transportation Policy Committee

The Transportation Policy Committee (TPC) is the policy setting board of the MPO and the membership consists of local officials. Voting membership on the committee includes city and county governments located, wholly or partially, in the Ames Area MPO planning boundary, as well as the local transit agency. Currently the TPC membership includes: City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, Federal Highway Administration, Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

Transportation Policy Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	John Haila	Mayor
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Gloria Betcher	Council Member
City of Ames	Amber Corrieri	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	David Martin	Council Member
City of Ames	Rachel Junck	Council Member
Boone County	Bill Zinnel	Board of Supervisors
Story County	Linda Murken	Board of Supervisors
Ames Transit Agency (CyRide)	Jacob Ludwig	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Andy Loonan	District 1 Transportation Planner
Iowa Dept. of Transportation ‡	Zac Bitting	Metropolitan and Regional Planning Coordinator
Iowa Dept. of Transportation ‡	Cindy Shearer	Statewide Planning Support
Federal Highway Administration ‡	Darla Hugaboom	Iowa Division Community Planner
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner
Iowa State University ‡	Cathy Brown	Director for Planning Services

‡ Non-voting

Transportation Technical Committee

The Transportation Technical Committee (TTC) consists of technical personnel from various agencies involved in transportation issues within the planning area. The TTC formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing the short and long-range transportation plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

Transportation Technical Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Kelly Diekmann	Director of Planning & Housing
City of Ames	Justin Clausen	Operations Manager
City of Ames	Justin Moore	Planner
City of Ames	Tracy Peterson	Municipal Engineer
Ames Transit Agency (CyRide)	Barb Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Boone County	Scott Kruse	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Gerry Peters	Facilities Director
Ames Economic Development Commission	Dan Culhane	President & Chief Executive Officer
City of Ames ‡	John Joiner	Public Works Director
City of Ames ‡	Kyle Thompson	Transportation Planner
Iowa Dept. of Transportation ‡	Andy Loonan	District 1 Transportation Planner
Iowa Dept. of Transportation ‡	Zac Bitting	Metropolitan and Regional Planning Coordinator
Iowa Dept. of Transportation ‡	Cindy Shearer	Statewide Planning Support
Federal Highway Administration ‡	Darla Hugaboom	Iowa Division Community Planner
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner

‡ Non-voting

Public Participation

This document was developed in coordination with AAMPO member agencies, regional stakeholders, and members of the public using the process described in the [AAMPO Public Participation Plan](#). This process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

Website

The Ames Area MPO utilizes its website at www.aampo.org to make documents, maps, and other materials accessible anytime of any day in a format that is adaptable to mobile devices and website text which can be translated into any language available through translation services. There is a subpage of the website dedicated to the [Transportation Improvement Program](#). Here, both current and past versions of Transportation Improvement Programs can be found, and public meetings and comment opportunities are posted.

Outreach

Anyone may sign-up to receive notifications of news and events published from the MPO with our e-notification system. During the development of this program, users received e-notifications pertaining to FFY 2022-2025 TIP public meetings, public comment periods, and draft documents.

Additionally, AAMPO utilizes local publications, such as the Ames Tribune, to publicize public input opportunities and public hearing dates.

Public Involvement Opportunities

There were three primary opportunities for public involvement and feedback including:

- **Public Open House:** An open house provided members of the public the opportunity to drop-in to view projects, meet with staff, and leave comments on the proposed program. The event, hosted on May 26, 2021, was held virtually via a Microsoft Teams meeting due to COVID-19 restrictions. No formal presentation was given allowing for visitors to come and go at any time during the event.
- **Public Comment Period:** A public comment period was made available from May 26, 2021 to June 30, 2021. The draft TIP document was made available online and members of the public could submit their comments on the draft document or listed projects via email or via mail. Public comments received by staff are shown in **Appendix E**.
- **Public Hearing:** During the July 13, 2021 Transportation Policy Committee meeting, a public hearing was held prior to final adoption of this TIP. This hearing provided time for anyone to address the committee prior to consideration and adoption of the TIP. Public participants could join the meeting via Zoom. Transportation Policy Committee meetings are currently livestreamed on Ames Channel 12 and on YouTube.

Performance-Based Planning

Overview

With the passing of the Moving Ahead for Progress in the 21st-Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance-based transportation planning practices. MPO Transportation Improvement Programs are required to document compliance with each of the performance-based planning categories including safety (PM1), pavement and bridge (PM2), system and freight reliability (PM3), transit asset management, and transit safety.

Safety (PM1)

Compliance with safety performance-based planning requirement began May 27, 2018 for MPOs. MPOs can choose to support the DOT safety targets or the MPOs can set their own unique targets. Rather than setting its own safety targets, AAMPO has chosen to support the Iowa DOT's safety targets as published in the most recent [Iowa Highway Safety Improvement Program Annual Report](#) and shown in **Table 1**. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's TIP.

Any Iowa DOT Sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including AAMPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a [systemic safety improvement process](#) rather than relying on "hot spot" safety improvements.

Table 1: Safety (PM1) Targets (adopted by AAMPO on 09/22/20)

Performance Measure	Five Year Rolling Averages	
	2015-2019 Baseline	2017-2021 Target
Number of Fatalities	342.0	336.8
Fatality Rate – per 100 million VMT	1.019	0.983
Number of Serious Injuries	1,420.0	1,370.8
Serious Injury Rate – per 100 million VMT	4.230	4.002
Non-Motorized Fatalities and Serious Injuries	132.6	131.0

Pavement and Bridge (PM2)

Compliance with PM2 performance-based planning requirements began on May 20, 2019 for MPOs. MPOs can choose to support the DOT PM2 targets, or they can set their own unique targets. Rather than setting its own pavement and bridge targets, the AAMPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 2**. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP began to integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including the AAMPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Iowa Transportation Commission approves the funding for these categories, the Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

Table 2: Pavement and Bridge (PM2) Targets (adopted by AAMPO on 09/25/18)

Performance Measure	2017 Baseline	4 Year Targets
Percentage of pavements of the Interstate System in Good condition	N/A	49.4%
Percentage of pavements of the Interstate System in Poor condition	N/A	2.7%
Percentage of pavements of the non-Interstate NHS in Good condition	50.9%	46.9%
Percentage of pavements of the non-Interstate NHS in Poor condition	10.6%	14.5%
Percentage of NHS bridges classified as in Good condition	48.9%	44.6%
Percentage of NHS bridges classified as in Poor condition	2.3%	3.2%

System and Freight Reliability (PM3)

Compliance with PM3 performance-based planning requirements began on May 20, 2019 for MPOs. MPOs can choose to support the DOT PM3 targets or MPOs can set their own unique targets. Rather than setting its own system and freight reliability targets, the AAMPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent [baseline period performance report](#) and shown in **Table 3**. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT conferred with numerous stakeholder groups, including AAMPO, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly ranked freight bottlenecks.

Table 3: System and Freight Reliability (PM3) Targets (adopted by AAMPO on 03/23/21)

Performance Measure	2017 Baseline	4 Year Targets
Percent of the person-miles traveled on the Interstate that are reliable	100%	98.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	N/A	95.0%
Truck Travel Time Reliability (TTTR) Index	1.12	1.21

Transit Asset Management

Compliance with transit asset management performance-based planning requirements began on October 1, 2018. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. The AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 4**. CyRide publishes these targets in their own TAM plan which they review and amend, if needed, each fall by October 1st. The infrastructure performance measure element which FTA requires is limited to rail fixed guideway assets of which there is not any rail passenger service with Ames.

Table 4: Transit Asset Management Targets (adopted by AAMPO on 03/23/21)

TAM Performance Measure Class	2020 Target	2020 Year-End Results	2021 Performance Target	2022	2023	2024	2025
Revenue Vehicles Articulated Buses	0%	0%	0% of fleet exceeds CyRide's ULB of 15 yrs.	0%	0%	0%	0%
Revenue Vehicles 40'-60' Buses	33%	47%	42% of fleet exceeds CyRide's ULB of 15 yrs.	30%	33%	26%	42%
Revenue Vehicles Cutaways	67%	56%	22% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Revenue Vehicles Minivans	0%	0%	0% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Equipment Shop Trucks	0%	29%	0% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
Facilities Admin./Maint.Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
Facilities Ames Intermodal Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers (i.e. CyRide) establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Transit Safety

Compliance with transit safety performance-based planning requirements begins on July 20, 2021. MPOs can choose to support the targets set by their local urban transit provider or set their own unique targets. AAMPO has chosen to support the targets set by the region’s transit provider, CyRide as shown in **Table 5**. CyRide publishes these targets in their Public Transportation Agency Safety Plan (PTASP), which will be certified each year.

Table 5: Transit Safety Targets (adopted by AAMPO on 03/23/21)

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100 thousand VRM)	Injuries (Total)	Injuries (per 100 thousand VRM)	Safety Events (Total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	3	0.22	5	0.37	33,000
Paratransit	0	0	1	2.6	1	2.6	38,450

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT aided with the development of the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Regional Transportation Goals

In AAMPO’s latest Metropolitan Transportation Plan, [Forward 45](#), a performance-based transportation planning approach was utilized by tying in the regional vision of the transportation system with the aforementioned federally-required metrics and federally-required planning processes. The six primary region-specific goals, identified from public input, were accessibility, safety, substantiality, efficiency & reliability, placemaking, and preservation. The [Forward 45 Report](#) provides a detailed explanation of the regional goals and objectives as well as the performance-based planning approach utilized in the identification, selection, and prioritization of projects.

The vision statement stated in Forward 45 is:

*“The Ames area future transportation plan delivers **safe, efficient and reliable** solutions that are **accessible** to all users. The plan focuses on **preserving** the existing network and shaping the public realm through **placemaking**, while providing long-term **sustainability**.”*

Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the Environmental Protection Agency; they define the allowable concentration of pollution in the air for six different pollutants: Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard and provides the EPA the authority to define the boundaries of nonattainment areas. For areas designated as non-attainment for one or more National Ambient Air Quality Standards, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment.

No part of the Ames Area is within nonattainment; therefore, it is not subject to air quality conformity requirements. However, the Ames Area MPO will perform activities to monitor and promote air quality issues in the region. The State of Iowa provides grant opportunities through the Iowa Clean Air Attainment Program (ICAAP) to promote clean air in Iowa’s transportation system.

Project Selection

Overview

This Transportation Improvement Program (TIP) serves as a list of federal-aid eligible and Swap surface transportation improvements within the Ames region from the federal fiscal years 2022 to 2025. Projects in the Ames Area MPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, [Forward 45](#). The final AAMPO TIP, approved by the AAMPO Transportation Policy Committee, will be consolidated into the State Transportation Improvement Program (STIP) along with the programs from the other planning agencies in the State of Iowa.

Projected identified in this TIP utilize, or are based upon, several different sources of federal funding. While AAMPO is responsible for the regional selection of projects eligible for STBG and TAP funding, which the undermentioned selection procedure discussions will focus on, there are several other Federal and State funding programs which are listed and described in **Appendix C**.

Regional Applications

AAMPO solicits regional applications for two primary transportation funding programs: Surface Transportation Block Grant (STBG) and Iowa's Transportation Alternatives Program (TAP). For projects to be eligible for these applications, they must conform with the latest regional Metropolitan Transportation Plan, [Forward 45](#). Both these applications are made available on the AAMPO website at www.aampo.org. A notification email is also sent out to contacts from all the AAMPO regional member agencies that are eligible to apply. These applications are due annually on March 31st. The application templates for both STBG and TAP can be found in **Appendix D**.

STBG Selection Criteria

STBG funds are typically awarded to projects which improve capacity through construction, reconstruction, and rehabilitation of the highway network. However, Transit capital projects are also eligible for STBG funds. Projects must be listed in, or conform with, the latest Metropolitan Transportation Plan. All projects are evaluated and prioritized within the Metropolitan Transportation Plan using a performance-based planning process (see page 11). This evaluation is heavily weighed when determining whether to award STBG funding to a project. Staff will make an initial review of all received STBG applications. Next, the Transportation Technical Committee (TTC) collectively reviews and recommends to the Transportation Policy Committee which projects should be selected.

TAP Selection Criteria

Regional TAP funds are generally awarded to smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. Like the STBG funding selection process, TAP projects must conform to the latest Metropolitan Transportation Plan (MTP) and the performance-based evaluation results in the MTP are weighed heavily in the TAP selection process. TAP projects should provide connectivity with existing facilities, provide a reasonable cost in relation to public benefit, and enhance the current transportation system. Like the STBG funding selection process, staff

makes an initial review of the received applications. Next, the Transportation Technical Committee (TTC) reviews and recommends to the Transportation Policy Committee which projects should be selected.

Transit Projects

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund for this use. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in cooperation with CyRide, the urban transit operator in the Ames Area MPO planning area. The transit projects identified in the FFY 2022-2025 TIP were included within the [Passenger Transportation Plan](#) (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulated Federal funding within an approved PTP prior to TIP approval. Please refer to pages 24-32 for the transit project justifications for FFY 2022 as well as the list of transit projects programmed for FFY 2022-2025.

FFY 2021 Project Status Report

It is required to provide a status report for all federal-aid and Swap funded highway projects included in the first fiscal year or the previous TIP. This status report indicates whether the project was authorized/let, is being rolled over to the current TIP, or if the project is being removed from programming. This status report is useful for monitoring the progress being made in implementing the MPO's transportation program. See **Table 6** for the project status report for FFY 2021.

Table 6: FFY 2021 Project Status Summary

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Local Sponsor	Status
STBG	21005	CyRide: Vehicle Replacement	\$225,000	\$850,000	CyRide	Authorized
SWAP-STBG	36919	Cherry Ave (E Lincoln Way – SE 5 th St)	\$1,890,000	\$2,400,000	City of Ames	Roll-Over to FFY 2022
SWAP-STBG	36927	E 13 th St (Duff – Meadowlane Ave)	\$1,600,000	\$2,500,000	City of Ames	Letting on 5/18/21
TAP	38306	Vet Med Trail (S Grand Ave – S 16 th St)	\$159,000	\$500,000	City of Ames	Letting on 9/21/21
TAP	21260	Skunk River Trail (SE 16 th St – E Lincoln Way)	\$240,000	\$835,000	City of Ames	Remove
TAP	14983	Skunk River Trail (SE 16 th St – E Lincoln Way)	\$160,000	\$521,000	City of Ames	Roll-Over to FFY 2022
SWAP-CMAQ	45239	1 st Phase of Ames Traffic Signal Master Plan	\$1,176,548	\$1,470,685	City of Ames	Roll-Over to FFY 2022
CMAQ	45554	CyRide: Transit Operations for Various Routes	\$432,363	\$540,456	CyRide	Authorized
PL	34214	Trans Planning	\$101,897	\$126,5897	AAMPO	Authorized

Financial Analysis

Overview

Projects programmed in the current TIP must demonstrate fiscal constraint. This section focuses on demonstrating that the program is fiscally constrained as well as documents nonfederal-aid revenues and expected operations and maintenance costs on the federal-aid system. All project costs are adjusted into year of expenditure dollars using an assumed annual inflation rate of 4 percent. This same inflation rate is used to project revenues and operations and maintenance costs. PL funds are shown to remain constant through the 4-year period and are based on the first fiscal year's target.

The Iowa DOT provides AAMPO with STBG/STBG-Swap, TAP, and STBG/TAP Flex funding targets for each of the four years in this program. The Iowa DOT also provides information from their five-year program including estimated statewide revenues/allocations and funds available for right-of-way and construction. Lastly, Iowa DOT provides forecasted non-federal-aid revenues as well as operations and maintenance data for the federal-aid system. See the following section for more detail on the Iowa DOT's programming process regarding expenditures and funding.

The Ames City Council has programmed city sponsored projects in the City of Ames 2021-2026 Capital Improvements Plan (CIP) for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) bonds.

The transit program does not have targets; therefore, the requests involve significant costs in the anticipation of maximizing the amounts received either through formula or discretionary funding.

Iowa DOT O&M Estimated Expenditures and Funding

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to estimate the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance, and construction of the Primary Road System. The amount of funding available for operations and maintenance is determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the

MPO/RPA planning process, bridge programs, and other various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

The following webpage provides additional insight into the DOT’s programming process and can be found at https://iowadot.gov/program_management/Five-Year-Program.

Fiscal Tables

The following describes each of the seven fiscal tables presented in this document:

Table 7 & Table 8: These tables summarize the total project costs and associated federal-aid amounts by funding program. **Table 7** focuses on federal-aid programs while **Table 8** focuses on SWAP programs.

Table 9 & Table 10: These tables demonstrate fiscal constraint for their respective funding programs. **Table 9** summarizes the STBG/STBG-Swap program while **Table 10** summarizes the STBG-TAP program. This incorporates the programmed project costs from Tables 7 and 8 as well as the funding targets provided by the Iowa DOT.

Table 11 & Table 12: These tables summarize projections based upon information provided in the 2019 City Street Finance Report by the Iowa DOT. This includes forecasted operations and maintenance data on the federal-aid system (**Table 11**) and forecasted non-federal-aid revenues (**Table 12**). The base year for the data was 2020. The shown projections utilize the assumed annual inflation rate of 4 percent.

Table 13: **Table 13** shows the Iowa DOT’s Five-Year Program funding amounts including statewide revenues, allocations, and funds available for right-of-way and construction.

Table 7: Summary of Costs and Federal-Aid

PROGRAM	2022		2023		2024		2025	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
PL	\$126,575	\$101,260	\$126,575	\$101,260	\$126,575	\$101,260	\$126,575	\$101,260
STBG	\$850,000	\$225,000	\$850,000	\$225,000	\$1,350,000	\$625,000	\$850,000	\$225,000
TAP	\$1,443,000	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table 8: Summary of Costs and SWAP-Aid

PROGRAM	2022		2023		2024		2025	
	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP	Total Cost	SWAP
CMAQ-SWAP	\$3,220,685	\$2,576,548	\$0	\$0	\$0	\$0	\$0	\$0
STBG-SWAP	\$8,100,000	\$4,390,000	\$2,400,000	\$1,680,000	\$0	\$0	\$3,880,000	\$2,814,000

Table 9: STBG/STBG-Swap Fiscal Constraint

	2022	2023	2024	2025
UNOBLIGATED BALANCE (CARRYOVER)	\$3,305,943	\$387,575	\$206,575	\$1,311,575
STBG/SWAP TARGET	\$1,696,632	\$1,664,000	\$1,664,000	\$1,664,000
STBG-TAP-FLEX TARGET	\$0	\$66,000	\$66,000	\$66,000
SUBTOTAL	\$5,002,575	\$2,117,575	\$1,936,575	\$3,041,575
PROGRAM FUNDS	\$4,615,000	\$1,911,000	\$625,000	\$3,039,000
BALANCE	\$387,575	\$206,575	\$1,311,575	\$2,575

Table 10: TAP Fiscal Constraint

	2022	2023	2024	2025
UNOBLIGATED BALANCE (CARRYOVER)	\$425,637	\$19,513	\$105,513	\$191,513
TAP TARGET	\$86,414	\$86,000	\$86,000	\$86,000
STBG-TAP-FLEX TARGET	\$67,462	\$0	\$0	\$0
SUBTOTAL	\$579,513	\$105,513	\$191,513	\$277,513
PROGRAM FUNDS	\$560,000	\$0	\$0	\$0
BALANCE	\$19,513	\$105,513	\$191,513	\$227,513

Table 11: Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System

SOURCE: 2019 CITY STREET FINANCE REPORT	2022	2023	2024	2025
CITY OF AMES TOTAL OPERATIONS	\$949,048	\$982,942	\$1,016,837	\$1,050,731
CITY OF AMES TOTAL MAINTENANCE	\$1,752,781	\$1,815,380	\$1,877,980	\$1,940,579
CITY OF GILBERT TOTAL OPERATIONS	\$5,126	\$5,309	\$5,492	\$5,675
CITY OF GILBERT TOTAL MAINTENANCE	\$6,632	\$6,868	\$7,105	\$7,342
IOWA DOT TOTAL OPERATIONS AND MAINTENANCE	\$721,450	\$743,461	\$767,713	\$791,761
TOTAL O&M	\$3,435,036	\$3,553,961	\$3,675,127	\$3,796,089

Table 12: Forecasted Non-Federal-Aid Revenue

SOURCE: 2019 CITY STREET FINANCE REPORT	2022	2023	2024	2025
CITY OF AMES TOTAL RUTF RECEIPTS	\$8,531,528	\$8,836,226	\$9,140,923	\$9,445,621
CITY OF AMES TOTAL OTHER ROAD MONIES RECEIPTS	\$6,254,512	\$6,477,888	\$6,701,263	\$6,924,639
CITY OF AMES TOTAL RECEIPTS SERVICE DEBT	\$17,205,214	\$17,819,686	\$18,434,158	\$19,048,630
CITY OF GILBERT TOTAL RUTF RECEIPTS	\$156,552	\$162,144	\$167,735	\$173,326
CITY OF GILBERT TOTAL OTHER ROAD MONIES RECEIPTS	\$25,589	\$26,503	\$27,416	\$28,330
CITY OF GILBERT TOTAL RECEIPTS SERVICE DEBT	\$0	\$0	\$0	\$0
TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS	\$32,173,396	\$33,322,445	\$34,471,495	\$35,620,545

Table 13: Iowa DOT Five-Year Program Funding

	(\$ MILLIONS)			
REVENUES	2022	2023	2024	2025
PRIMARY ROAD FUND	\$724.00	\$726.30	\$732.50	\$737.00
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
MISCELLANEOUS	\$25.00	\$25.00	\$25.00	\$25.00
FEDERAL AID	\$372.70	\$372.70	\$372.70	\$372.70
TOTAL	\$1,256.70	\$1,259.00	\$1,265.20	\$1,269.70
STATEWIDE ALLOCATIONS	2022	2023	2024	2025
OPERATIONS & MAINTENANCE	\$354.00	\$364.80	\$376.70	\$388.50
CONSULTANT SERVICES	\$85.00	\$85.00	\$85.00	\$85.00
CONTRACT MAINTENANCE	\$35.90	\$36.40	\$36.90	\$37.40
RAILROAD CROSSING PROTECTION	\$5.00	\$5.00	\$5.00	\$5.00
MISCELLANEOUS PROGRAMS	\$45.60	\$45.80	\$46.10	\$46.30
TOTAL	\$525.50	\$537.00	\$549.70	\$562.20
FUNDS AVAILABLE FOR ROW/CONSTRUCTION	2022	2023	2024	2025
TOTAL	\$731.20	\$722.00	\$715.50	\$707.50

Highway Program (FFY 2022 – 2025)

Overview

The following pages contains a complete list of projects utilizing FHWA-based funds programmed for FFY 2022 through FFY 2025. These projects are shown on a map in **Figure 2**.

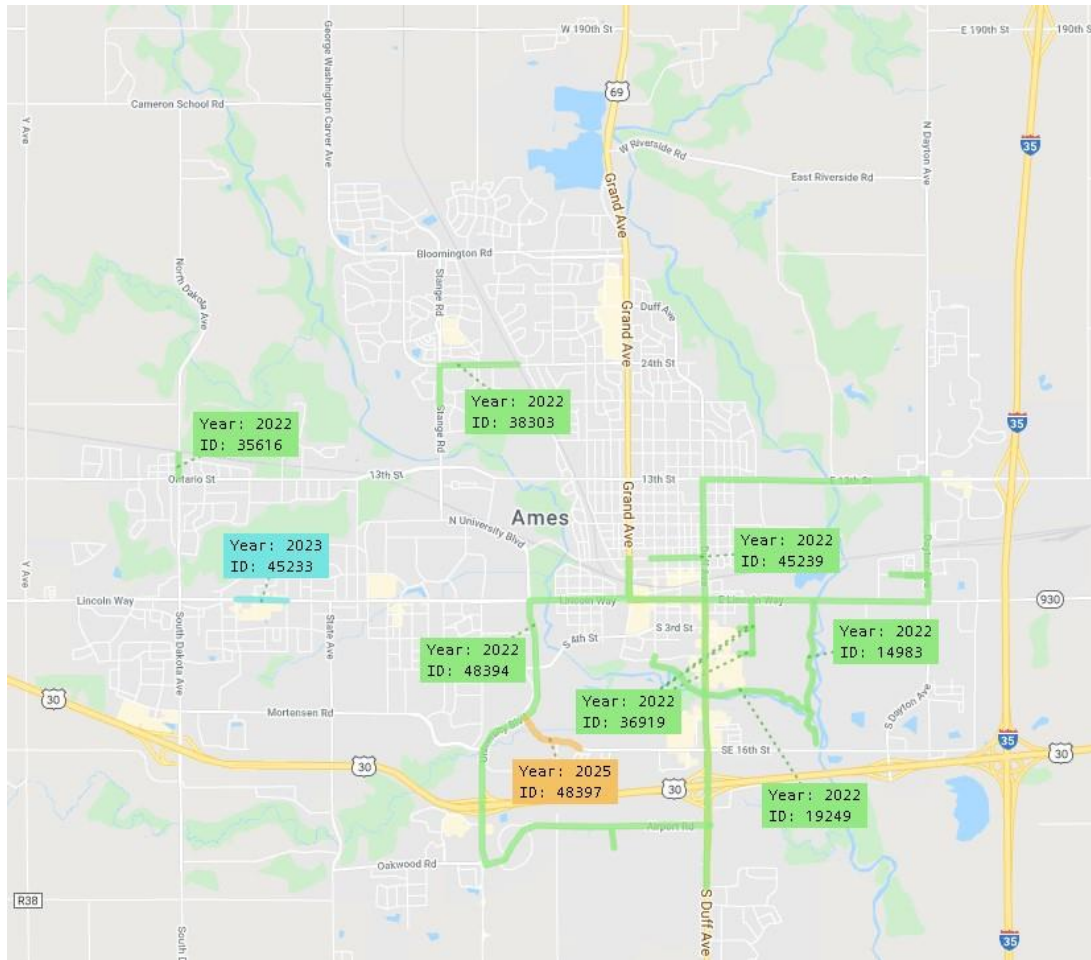


Figure 2: Project Locations (by Project ID)

Programmed Highway Projects

PL

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34214	RGPL-PA22(RTP)--PL-85	Draft TIP Approved	Total	\$126,575	\$126,575	\$126,575	\$126,575	\$506,300
MPO 22 / AAMPO	Trans Planning		Federal Aid	\$101,260	\$101,260	\$101,260	\$101,260	\$405,040
	Trans Planning		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38031	BRFN-69()--39-85	Draft TIP Approved	Total	\$238,000				\$238,000
Iowa Department of Transportation	US69: GRAND AVE IN AMES 0.1 MI N OF LINCOLN WAY Bridge Deck Overlay		Federal Aid					
			Regional Swap					
45416	IMN-35()--0E-85	Draft TIP Approved	Total	\$836,000				\$836,000
Iowa Department of Transportation	I-35: US 30 AND CO RD E15 INTERCHANGE RAMPS Pavement Rehab		Federal Aid					
			Regional Swap					
48489	NHSN-30()--2R-85	Draft TIP Approved	Total	\$100,000				\$100,000
Iowa Department of Transportation	US30: EB EXIT RAMP AT US 69 INTERCHANGE IN AMES Pavement Rehab		Federal Aid					
			Regional Swap					
45391	IMN-35()--0E-85	Draft TIP Approved	Total		\$2,800,000			\$2,800,000
Iowa Department of Transportation	I-35: US 30 TO CO RD D59 (SB)		Federal Aid					
			Regional Swap					

STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38304	RGTR-01550--ST-85	Draft TIP	Total	\$850,000				\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement	Approved	Federal Aid	\$225,000				\$225,000
	Transit Investments		Regional Swap	\$225,000				\$225,000
37442	RGTR-01550--ST-85	Draft TIP	Total		\$850,000			\$850,000
MPO 22 / AAMPO	CyRide Vehicle Replacement	Approved	Federal Aid		\$225,000			\$225,000
	Transit Investments		Regional Swap		\$225,000			\$225,000
48395	RGPL-PA220--ST-85	Draft TIP	Total			\$500,000		\$500,000
MPO 22 / AAMPO	Ames MPO Planning: STP Funds for Transportation Planning	Approved	Federal Aid			\$400,000		\$400,000
	Trans Planning		Regional Swap					
45238	RGTR-01550--ST-85	Draft TIP	Total			\$850,000		\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement	Approved	Federal Aid			\$225,000		\$225,000
	Transit Investments		Regional Swap			\$225,000		\$225,000
48396	RGTR-01550--ST-85	Draft TIP	Total				\$850,000	\$850,000
MPO 22 / AAMPO	In the city of Ames, CyRide: Vehicle Replacement	Approved	Federal Aid				\$225,000	\$225,000
	Transit Investments		Regional Swap					

STBG-TAP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
19249	TAP-U-01550--8I-85	Draft TIP	Total	\$922,000				\$922,000
Ames	In the city of Ames, loway Creek: From Skunk River to S. 5th St	Approved	Federal Aid	\$400,000				\$400,000
	Ped/Bike Grade & Pave		Regional Swap	\$400,000				\$400,000
14983	TAP-U-0155(SE16th)--8I-85	Draft TIP	Total	\$521,000				\$521,000
Ames	In the city of Ames, Skunk River Trail: From loway Creek to East Lincoln Way	Approved	Federal Aid	\$160,000				\$160,000
	Ped/Bike Grade & Pave		Regional Swap	\$160,000				\$160,000

DOT Note: Project eligible for FHWA TAP funding

SWAP-CMAQ

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48394	ICAAP-SWAP-0155()--SH-85	Draft TIP	Total	\$1,750,000				\$1,750,000
Ames	In the city of Ames, Second Phase Deployment Ames Traffic Signal Master Plan	Approved	Federal Aid					
	Traffic Signals		Regional	\$1,400,000				\$1,400,000
			Swap	\$1,400,000				\$1,400,000
45239	ICAAP-SWAP-0155(702)--SH-85	Draft TIP	Total	\$1,470,685				\$1,470,685
Ames	First Phase Deployment Ames Traffic Signal Master Plan	Approved	Federal Aid					
	Traffic Signals		Regional	\$1,176,548				\$1,176,548
			Swap	\$1,176,548				\$1,176,548

SWAP-STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
36919	STBG-SWAP-0155(705)--SG-85	Draft TIP	Total	\$2,400,000				\$2,400,000
Ames	In the city of Ames, On Cherry Avenue, from E Lincoln Way South .4 Miles to Southeast 5th Street,	Approved	Federal Aid					
	Grade and Pave	12/21/2021	Regional	\$1,890,000				\$1,890,000
			Swap	\$1,890,000				\$1,890,000
38303	STBG-SWAP-0155(706)--SG-85	Draft TIP	Total	\$4,200,000				\$4,200,000
Ames	In the city of Ames, On Stange Rd and 24TH ST, from Blankenburg Dr North .4 Miles to 24th ST and East .8 Miles to RR,	Approved	Federal Aid					
	Grade and Pave	1/19/2022	Regional	\$1,600,000				\$1,600,000
			Swap	\$1,600,000				\$1,600,000
35616	STBG-SWAP-0155(707)--SG-85	Draft TIP	Total	\$1,500,000				\$1,500,000
Ames	In the city of Ames, On North Dakota Avenue, from Ontario Street North 0.17 Miles to Union Pacific Railroad Tracks	Approved	Federal Aid					
	Pave	1/19/2022	Regional	\$900,000				\$900,000
			Swap	\$900,000				\$900,000
45233	STBG-SWAP-0155()--SG-85	Draft TIP	Total		\$2,400,000			\$2,400,000
Ames	In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave	Approved	Federal Aid					
	Grade and Pave		Regional		\$1,686,000			\$1,686,000
			Swap		\$1,686,000			\$1,686,000
48397	STBG-SWAP-0155()--SG-85	Draft TIP	Total				\$3,880,000	\$3,880,000
Ames	In the city of Ames, On S 16TH ST, from University Blvd to Apple Pl	Approved	Federal Aid					
	Pavement Widening		Regional				\$2,814,000	\$2,814,000
			Swap				\$2,814,000	\$2,814,000

Transit Program (FFY 2022-2025)

Overview

The following pages contains a complete list of projects utilizing FTA-based funds programmed for FFY 2022 through FFY 2025. The justification for transit projects shown in FFY 2022 is also provided.

Programmed Transit Projects

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5339	Ames	3314 Capital Expansion	Maintenance Facility Expansion	Total	3,500,000		6,250,000	
				FA	2,800,000		5,000,000	
				SA				
5339	Ames	4661 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09075	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	4663 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00954	Total	517,615			
				FA	439,973			
				SA				
5339	Ames	4664 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00953	Total	517,615			
				FA	439,973			
				SA				
5339	Ames	4665 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09072	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	4666 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09074	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5097 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09070	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5098 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09071	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5099 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09077	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5555 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09073	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5563 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 09076	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	5564 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel, Electric Unit #: 00950	Total	870,000			
				FA	739,500			
				SA				
5339	Ames	5565 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel, Electric Unit #: 00952	Total	870,000			
				FA	739,500			
				SA				
5339	Ames	5566 Capital Replacement	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00951	Total	568,750			
				FA	483,438			
				SA				
5339	Ames	5567 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, BioDiesel, Electric Unit #: 00949	Total	870,000			
				FA	739,500			
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5307	Ames	5568 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Electric Unit #: 00504	Total	870,000			
				FA	739,500			
				SA				
5307	Ames	5569 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel, Electric Unit #: 00501	Total	870,000			
				FA	739,500			
				SA				
STP	Ames	5575 Capital Expansion	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel	Total	281,250	281,250		
				FA	225,000	225,000		
				SA				
5310	Ames	6012 Operations Misc	Annunciator Annual Service Fees	Total	142,116	95,000	95,000	95,000
				FA	113,693	76,000	76,000	76,000
				SA				
5339	Ames	6015 Capital Replacement	Heavy Duty Articulated Bus Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00502	Total	568,750			
				FA	483,438			
				SA				
5307	Ames	6016 Capital Replacement	Heavy Duty Bus (40-42 ft.) UFRC, VSS, Low Floor, Electric Unit #: 00503	Total	870,000			
				FA	739,500			
				SA				
5339	Ames	6017 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00188	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	6018 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00186	Total	512,709			
				FA	435,803			
				SA				
5339	Ames	6019 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00189	Total	512,710			
				FA	435,803			
				SA				
5339	Ames	6020 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00187	Total	512,710			
				FA	435,803			
				SA				
5310	Ames	6488 Capital Replacement	Light Duty Bus (176" wb) Unit #: 07654	Total	96,000			
				FA	81,600			
				SA				
5310	Ames	6489 Capital Replacement	Conversion Van Unit #: 07655	Total	63,261			
				FA	53,772			
				SA				
5310	Ames	6490 Capital Expansion	Infotainment LED Signage	Total	44,634			
				FA	35,707			
				SA				
PTIG	Ames	6493 Capital Rehabilitation	HVAC Improvements Phase III - Tire Shop, Paint/Body Shop, Bus Vehicle Exhaust	Total	510,618			
				FA				
				SA	408,494			
5307	Ames	6495 Operations Other	Miscellaneous Equipment (Chargers & Dispensers)	Total	300,000			
				FA	240,000			
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5307	Ames	6496 Capital Rehabilitation	Bus Storage Rehabilitation	Total	54,986			
				FA	43,989			
				SA				
5307	Ames	6511 Operations Expansion	West Ames Service Modifications (Yr. 3)	Total	400,465			
				FA	320,372			
				SA				
5307	Ames	6512 Operations Expansion	Cherry Night Service (Yr. 2)	Total	41,930			
				FA	33,544			
				SA				
5307	Ames	6513 Operations Expansion	Lilac Midday Service (Yr. 2)	Total	39,569			
				FA	31,655			
				SA				
5307	Ames	6514 Operations Expansion	Brown Night Service (Year 2)	Total	37,480			
				FA	29,984			
				SA				
STA, 5307	Ames	914 Operations Misc	General Operations	Total	12,540,004	13,041,604	13,563,268	14,105,798
				FA	7,000,000	2,700,000	2,800,000	2,900,000
				SA	869,019	900,000	900,000	900,000
5310	Ames	919 Capital Misc	Contracted Paratransit Service	Total		162,500	162,500	162,500
				FA		130,000	130,000	130,000
				SA				
5310	Ames	920 Capital Replacement	Associated Transit Improvements	Total		50,000	50,000	50,000
				FA		40,000	40,000	40,000
				SA				
5339	Ames	6022 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00418	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6469 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00419	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6470 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00420	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6471 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00421	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6472 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00422	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6473 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00423	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6474 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00424	Total		528,091		
				FA		448,877		
				SA				

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5339	Ames	6475 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00425	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6476 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00429	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6477 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00430	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6478 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00431	Total		528,091		
				FA		448,877		
				SA				
5339	Ames	6479 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, Low Floor, BioDiesel Unit #: 00432	Total		528,091		
				FA		448,877		
				SA				
STP	Ames	6480 Capital Other	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, Electric	Total			281,250	
				FA			225,000	
				SA				

FFY 2022 Transit Project Justifications

General Operations (5307/STA)

This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area formula apportionment, Small Transit Intensive Cities (STIC), and State Transit Assistance (STA) funding. Please note that CARES, CRRSSA and ARPA which total approximately \$14 million in 5307 funding, were not required to be placed into the TIP if utilized towards CyRide's operating expenses.

Infotainment LED signage (5310)

In the fall 2019, CyRide integrated automated vehicle annunciator (AVA) system synced with voice annunciators (audible announcements only) to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s). This system was in response to a request from Iowa State University's Alliance for Disability Awareness group which communicated their desire to have more bus stops announced throughout the Ames' community. Bus drivers must comply with the Americans with Disability Act (ADA) laws and manually announce major transit locations along transit routes along with any stops the public request. CyRide then added visual LED signage within each bus to deploy visual signage within each bus mirroring the LED audible stop announcements. The bigger infotainment LED signage allows more information to be displayed for this visual signage on CyRide's articulated buses while also allowing advertising on these vehicles. This project will be deployed in FY2022 and is over and beyond ADA requirements.

Annunciator Annual Service Fees (5310)

CyRide plans to utilize portions of its elderly & disabled funding towards its annual service fees for the automatic annunciator system to ensure compliance with its ADA announcement requirements. This is a non-traditional project but will allow compliance with the ADA law and improve awareness of where the bus is within the community for passenger's knowledge.

Light Duty Bus Replacement (5310)

One light duty 176" wheelbase bus leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07654. This unit will be replaced with light duty 176" wheelbase low-floor bus, equipped with cameras. This replacement vehicle will be ADA accessible.

Conversion Van Replacement (5310)

One minivan leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07655 and is an MV1 which is no longer manufactured. CyRide will purchase a conversion van to replace this smaller minivan, equipped with cameras. This replacement vehicle will be ADA accessible.

Heavy Duty Forty-Foot Bus Replacement (5339)

Fourteen large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: 09075, 00954, 00953, 09072, 09074, 09070, 09071, 09077, 09073, 09076, 00188, 00186, 00189, 00187. These units, if ranked high enough within the state's PTMS process, will be replaced with 40' heavy-duty low-floor buses. These replacement vehicles will all be ADA accessible.

Heavy Duty Articulated Bus Expansion (STBG, 5339)

Currently, CyRide has six articulated buses within its bus fleet, with two more currently being procured, with a goal to attain a total of ten to operate on its #23 Orange route. Two additional articulated buses will complete the goal of having ten articulated buses within CyRide's fleet for this bus route. Specifically, the #23 Orange route transit route carries the highest number of passengers of any route in the State of Iowa at nearly 1.8 million passengers. CyRide will add Surface Transportation Block Grant (STBG) funding to an already approved contract for a 40-foot bus (federally funded with either CMAQ or 5339) awarded through the Iowa DOT or through a direct national discretionary federal award for an articulated (60-foot) bus expansion within the fleet. Forty-foot buses specifically identified to be replaced and upgraded to an articulated bus through a federal award are: 00951 and 00502. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 for FY2022 for this upgrade.

Heavy Duty Forty-Foot Battery Electric Bus Replacement (5339, 5307)

Six large diesel forty-foot diesel buses have exceeded FTA guidelines for useful life and will be replaced with battery electric buses. Three will be requested with formula funding and the other three with federal discretionary funding. Bus numbers are: 00950, 00952, 00949, 00504, 00501, and 00503. If funded, this will further CyRide's efforts throughout the Ames community making it even more sustainable. All battery electric buses will be ADA accessible.

Miscellaneous Equipment (5307)

To support additional battery electric bus purchases, CyRide plans on installing additional charging equipment and dispensers to adequately charge these vehicles throughout the facility.

Bus Storage Rehabilitation (5307)

To support additional battery electric bus purchases within the fleet, CyRide plans on rehabilitating the facility with additional electrical wiring between the transformer and the charging equipment as necessary to charge these new vehicles.

Heating, Ventilation and Air Conditioning Facility Projects (PTIG)

CyRide is requesting phase three of its heating, ventilation and air conditioning projects from the Iowa DOT under its public transit infrastructure grant (PTIG) program specifically for:

- Tire Shop HVAC Replacement

- Bus Vehicle Exhaust Improvements
- Paint Booth & Body Shop HVAC Replacement.

These updates will provide substantial benefits to employees by providing better heating/cooling as well as ventilation and fresh air throughout the maintenance facility as recommended through a “Diesel Particulate Exposures at CyRide Bus Garage” study conducted in 2006. At that time, the study noted that the ventilation rates needed to be increase throughout the facility to decrease diesel particulate exposures and concentrations by a factor of four. CyRide plans to continue additional HVAC work into FY2023 for a final improvement project under phase three.

Maintenance Facility Expansion (5339)

CyRide will be requesting earmark funding to expand its current bus storage facility to house up to fourteen buses currently parked outside under cover. Parking buses outside the facility is contrary to CyRide’s lease with Iowa State University which states that all vehicles must be parked inside. Construction of additional bus storage is needed at this time to keep its large vehicles in a state of good repair throughout the year and extend their useful life (FTA defines this at 12 years) to the maximum extent possible (20+ years) when CyRide typically attains funding for replacement.

West Ames Changes (ICAAP/5307)

This project supports additional service frequency for the #1 Red, #7 Purple and #11 Cherry (rebranded 1A) bus routes as well as a new bus route, #12 Lilac, located in West Ames. These changes were implemented in the fall 2018 through CyRide 2.0 service changes after a year-long transit service study. This is the third year request of funding for these additional services for West Ames funded through Iowa’s Clean Air Attainment Program (ICAAP) at 50 percent.

#11 Cherry Night Service (ICAAP/5307)

This project supports additional service frequency for the #11 Cherry Night service. This service was implemented in the fall 2019 in adding additional service changes to the CyRide 2.0 redesigned service. This is the second year request of funding for this additional service for #11 Cherry Night service funded through Iowa’s Clean Air Attainment Program (ICAAP) at 50 percent. ICAAP can potentially fund up to three years of funding for new transit projects.

#12 Lilac Mid-day Service (ICAAP/5307)

This project supports additional service frequency for the #12 Lilac Midday service. This service was implemented in the fall 2019 in adding additional service changes to the CyRide 2.0 redesigned service. This is the second-year request of funding for these additional service for #12 Lilac Midday service funded through Iowa’s Clean Air Attainment Program (ICAAP) at 50 percent. ICAAP can potentially fund up to three years of funding for new transit projects.

#6 Brown Night Service (ICAAP/5307)

This project supports additional service frequency for the #6 Brown Night service after 8:00 p.m. between North Grand Mall and ISU Towers Residential Association. This service was implemented in

the fall 2019 in adding additional service changes to the CyRide 2.0 redesigned service. This is the second-year request of funding for these additional service for #6 Brown Night service funded through Iowa's Clean Air Attainment Program (ICAAP) at 50 percent. ICAAP can potentially fund up to three years of funding for new transit projects.

Changing an Approved 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 for a project, which can happen throughout the year. Projects programmed through the STBG-SWAP program will be included in the TIP as informational items and modifications to these projects will be pursued using the following revision processes as outlined.

Changes to the TIP are classified as either **amendments** or **administrative modifications** and are subject to different AAMPO Transportation Policy Committee and public review procedures.

Amendments

Amendments are major changes that may involve the following:

Project Cost: Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase the 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.

Scope Changes: Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments are presented to the Transportation Policy Committee and a public comment period is opened, which continues until the next policy committee meeting. The Transportation Policy Committee meets on an as needed basis, providing a 3–4-week public comment period for amendments. Public comments are shared with the Transportation Policy Committee and action is taken on the amendment.

Administrative Modifications

Administrative modifications are minor changes that may involve the following:

Project Cost: Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or does not increase the Federal aid by more than \$2 million from the original amount.

Schedule Changes: Changes in schedule for projects included in the first four years of the TIP.

Funding Source: Changing funding from one source to another.

Scope Changes: Any changes to the scope require an amendment and cannot be approved through an administrative modification.

Administrative modifications are processed internally and are shared with the Transportation Policy Committee, the public, and AAMPO stakeholders as information items.

Appendix A – Resolution of Adoption

<INSERT RESOLUTION OF ADOPTION HERE>

Appendix B – Self-Certification of Planning Activities

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 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, 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:



John Haila, Chair
Transportation Policy Committee

March 23, 2021
Date

Appendix C – List of Federal and State Funding Programs

Federal Funding Sources

Projects identified in TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include:

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.
- **Demonstration funding (DEMO).** Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).
- **Highway Safety Improvement Program (HSIP).** This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.
- **Metropolitan Planning Program (PL).** FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater. For programming purposes MPOs should program only the new PL target provided by the Systems Planning Bureau. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.
- **National Highway Performance Program (NHPP).** NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- **State Planning and Research (SPR).** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

- **Surface Transportation Block Grant Program (STBG).** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on:
 - Roadway projects on federal-aid routes
 - Bridge projects on any public road
 - Transit capital improvements
 - TAP eligible activities
 - Planning activities

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa's Swap program swaps federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system or off-system bridges however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off system bridges.

- **Transportation Alternatives Set-Aside Program (TAP).** This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.
- **Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP).** The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

- **National Highway Freight Program (NHFP).** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.

Iowa DOT-Administered Grant Program Funding Sources

In addition to the federal funding sources listed above, the Iowa DOT administers several grant programs that are funded, in part, with the federal sources identified above. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. State administered grant programs include:

- **City Bridge Program.** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. STBG funding is swapped for state Primary Road Fund dollars. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.
- **Highway Safety Improvement Program – Secondary (HSIP-Secondary).** This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.
- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars should be project be for road or bridge construction.
- **Recreational Trails Program.** This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.
- **Iowa's Transportation Alternatives Program (TAP).** This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

Federal and State Transit Funding Programs

Like the FHWA programs listed above, the transit funding authorized by the FAST-Act is managed in several ways. The largest amount is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include:

- **Metropolitan Transportation Planning program (Section 5303 and 5305).** FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- **Statewide Transportation Planning program (Section 5304 and 5305).** These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.
- **Urbanized Area Formula Grants program (Section 5307).** FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000. The funding is suballocated from the State for transit agencies serving a population of this size. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.
- **Bus and Bus Facilities Program (Section 5339).** This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.
- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).** Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- **Nonurbanized Area Formula Assistance Program (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems serving under 50,000 in population. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are

combined with the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.

- **Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)).** This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.
- **TAP Flexible funds.** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Iowa DOT's Public Transit Bureau. STBG funds for small urban and regional transit systems are also administered the Public Transit Bureau.
- **State Transit Assistance (STA).** All public transit systems are eligible for State funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.
 - **STA Special Projects.** Each year up to \$300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the RTAP to support individual transit training fellowships for large urban transit staff or planners.
 - **STA Coordination Special Projects.** Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.
- **Public Transit Infrastructure Grant Fund.** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.



	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	█	█	█
2.	█	█	█
3.	█	█	█

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions █
 █
 █

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

If yes, please explain the source and conditions █
 █
 █

Will this project be open to the public? Yes No

Estimated Project Development Schedule

Design	Start Date	█	Completion Date	█
Land Acquisition	Start Date	█	Completion Date	█
Construction	Start Date	█	Completion Date	█
<u>Noninfrastructure</u>	Start Date	█	Completion Date	█

Has any part of this project been started? Yes No

If yes, explain: █
 █
 █
 █

Documentation and Narrative Information

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

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
- B. A DETAILED MAP identifying the location of the project.
- C. A SKETCH-PLAN of the project, including cross sections of roadways.
- G. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.



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

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the _____

_____	_____
Signature	Date
_____	_____
Typed Name and Title	Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization
515 Clark Avenue
Ames, Iowa 50010



ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope. Examples include:

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

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

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

Right-of-way Acquisition Costs – these may be estimated based on the following:

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

Utility and Railroad Costs – these may be estimated based on the following:

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

Indirect Costs -- if indirect costs are involved, e.g., wages:

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

The Ames Area MPO utilizes Iowa DOT Form 240004 for its regional TAP applications. This form can be found at the following link:

- [Iowa DOT Form 240004](#)

Appendix E – Public Comments

1. Comment by Hector A. received on June 30, 2021 via email:

“The following is my public comment on the Transportation Improvement Program. Thank you for giving us this opportunity!

STBG-TAP

#19249 & #14983 Bike Paths: Thank you very much for including these bike trails! I use the bike trails through ISU and Brookside Park for many of my commutes, so I am thankful that you are including more bike paths!

SWAP-CMAQ

#48394 & #45394 Traffic Signals: I was thinking, is it truly necessary to have traffic signals? What if instead of modernizing the traffic signals, we instead implemented some road diets to shrink these roads to 2 lanes with stop signs at the intersections? With slower speeds and cars stopping before entering the intersection, there would hopefully be less risk of injury without the need for an expensive traffic light system.

SWAP-STBG

#36919 Cherry Avenue Extension: I would like to register my strong opposition to this project. What financial or social benefit will this provide to the city? In the Capital Improvement Plan, it only notes that it would improve traffic, which, while nice, is not guaranteed to happen (because of induced demand) and even if it did happen, the City does not necessarily get revenue from reduced traffic. Furthermore, this would be a road built through a floodplain, a place where we should not have any development to begin with. Please, please do not build this road, as it will be a waste of taxpayer dollars.

#35616: I think this would be a good opportunity to narrow this street. Narrow streets with slower speeds are safer, more pedestrian-friendly, and cheaper to maintain, saving the City money in the long run.

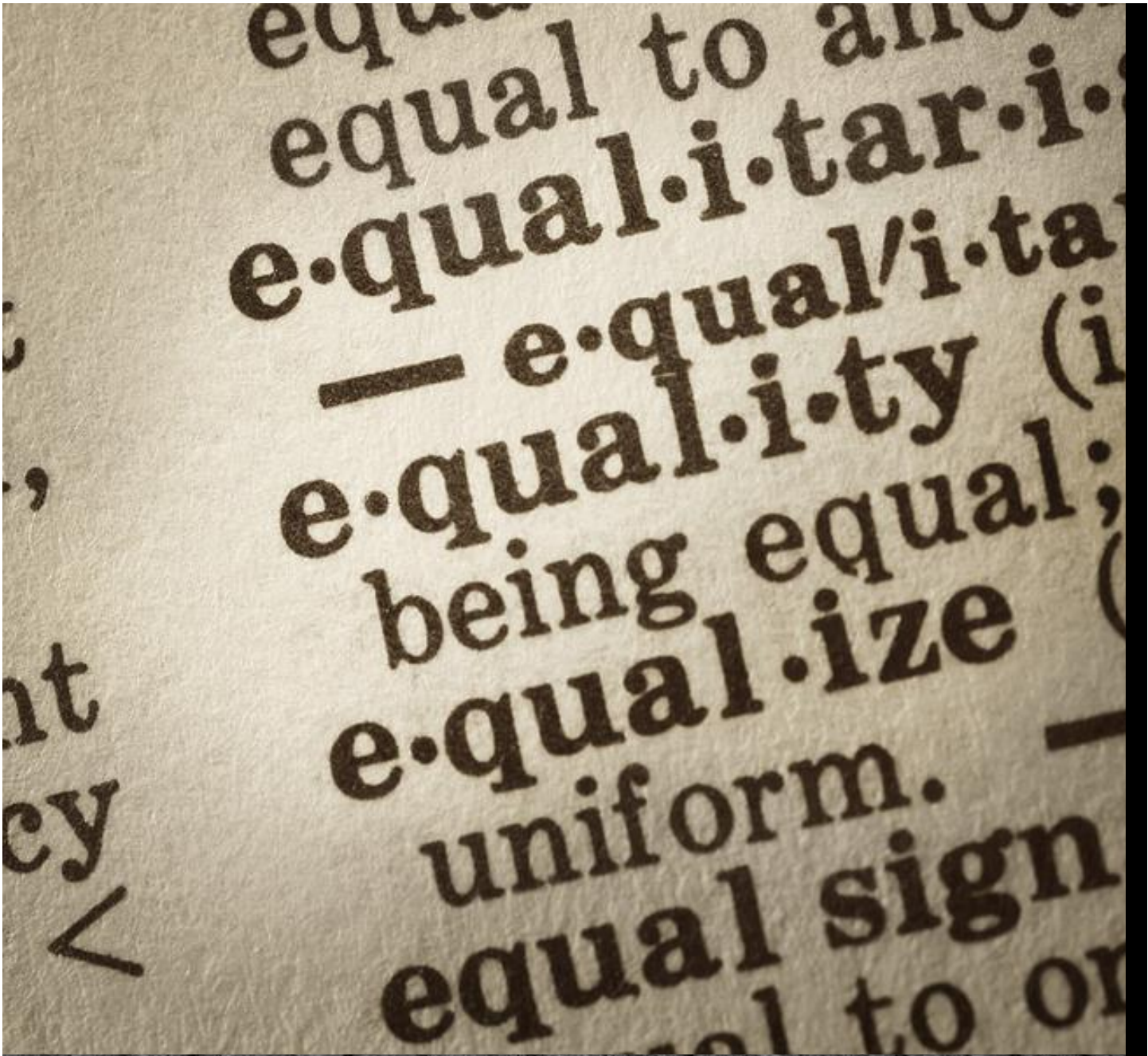
#35616: I think the City should consider turning this into a two-lane road with slower speeds. The narrower road will be cheaper to maintain, and the slower speeds will increase safety.

#45233 Lincoln Way: I live near this road, and it would be amazing if the City narrowed and slowed Lincoln Way into a two-lane street with on-street parking, and use some of the newly freed-up space for a protected bike lane. The rest of the space could be divided into narrow lots and sold to make small homes and businesses, making a charming street like Main Street. We

would save money on maintenance, dramatically increase safety, and get tax revenue from these new businesses.

#48397 S 16th Pavement Widening: Please do not widen S 16th street. What financial benefit will it give to the city? Will people spend more money at stores because they have another lane? I don't think so. Widening streets is expensive and makes them more unsafe, because drivers feel more confident driving at high speeds. While it would be nice to have less traffic, widening roads is unlikely to make traffic better because of induced demand. Ames has reached the point at which further auto-oriented road construction will no longer help with traffic issues. It is more important to invest in alternatives to the automobile so that we can transport more people more efficiently.

Thank you very much for putting together this plan!"



2020 ANNUAL REPORT

AMES HUMAN RELATIONS COMMISSION

AMES HUMAN RELATIONS COMMISSION

THE AMES HUMAN RELATIONS COMMISSION'S (AHRC) PURPOSE IS TO STUDY THE EXISTENCE OF DISCRIMINATION IN THE COMMUNITY AND WORK TO MINIMIZE OR ELIMINATE IT, PROMOTE GOODWILL AMONG THE VARIOUS RACIAL, RELIGIOUS, AND ETHNIC GROUPS IN THE CITY, AND COOPERATE WITH OTHER ORGANIZATIONS TO DEVELOP PROGRAMS DESIGNED TO ELIMINATE RACIAL, RELIGIOUS, CULTURAL, AND INTERGROUP TENSIONS.

CITY OF AMES MUNICIPAL CODE, CHAPTER 14:

The purpose of this chapter is to implement the provision of the Iowa Civil Rights Act and to further provide for the general welfare of persons in the City of Ames, Iowa, by prohibiting certain discriminatory practices, and to establish a commission for the investigation of complaints of discrimination; and, to undertake projects of education to prevent discrimination; and, to establish procedures for the conciliation of such complaints; and to enforce the provisions hereof.

At an August 2018 City Council workshop, Council members directed AHRC to not adjudicate cases and instead refer all cases to the Iowa Civil Rights Commission (ICRC). At this workshop, Council also discussed various methods of gathering additional information to inform an adjusted or revised ordinance and directed AHRC to review data available (including the Campus Climate Survey, Municipal Equality Indexes) and other available data; interact with ISU, ACSD, and any others well-positioned to give input on diversity, inclusion and equity in the community in order to recommend action items and changes to the ordinance.

2020 AHRC COMMISSIONERS:

In addition to new members of AHRC in 2020, a new strategic plan was adopted and approved. Throughout the Coronavirus Pandemic, the AHRC found new ways to do the meaningful work set forth by the City Council.

- Jill Crosser, Chair
- Wayne Clinton, Vice Chair
- Leslie Ginder (appointed October 2020)
- Jahmai Fisher
- Madesh Samanu
- Liming Pals (through August 2020)
- Deb Schildroth, City of Ames Staff Liaison

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Ames Civil Rights Complaints 2020
.....pages 4-8

2020-22 AHRC Strategic Plan
.....pages 8-11

ACTIVITY HIGHLIGHTS:

JANUARY 2020:

- Chair Joel Hochstein and Jill Crosser presented the Humanitarian award to Janet Hopper at the Dr. Martin Luther King Day Celebration at Ames Middle School.

FEBRUARY 2020:

- Update on planning for **2020 Symposium on Building Inclusive Organizations**. Jill Crosser attended as the representative for the Commission.
- Commission members discussed the frequency of pushing out information on the Humanitarian and A Home for Everyone awards electronically and via events such as National Night Out, Symposium on Building Inclusive Organizations, etc.
- Focus group responses reviewed : twenty-two (22) individuals responded to the survey. A collective scan of the responses was done amongst the Commission.

MARCH 2020:

- Approved "**A Home for Everyone**" Award Recipients as ACCESS Housing Team and Cassandra Kramer.
- Themes from Focus Group responses were created. It was decided to put this on hold because of in person meetings being cancelled due to the COVID-19 pandemic.

APRIL 2020:

- Discussed data from the 2019 Focus Group Survey and next steps with COVID-19 restrictions.
- Selected Jill Crosser as Chair of AHRC.
- Selected Wayne Clinton as Vice Chair of AHRC.
- Discussed how AHRC members can be more present and available in the Ames Community
- Discussed ways to incorporate public awareness and visibility into the Strategic Plan and via social media outlets.
- Announcement of AHRC partnership with planning the **2020 Symposium on Building Inclusive Organizations**. Chair Jill Crosser served as the lead and met biweekly with the team.

MAY 2020:

- Discussed and updated Strategic Plan and changed format.
- Discussed ICRC partnership and complaint process.
- Discussed treatment of Asian community in Ames since COVID-19. Liming Pals shared her survey with AHRC.
- Discussed a thank you to Chief Cychosz for his public statement about policing and the death of George Floyd. Chair Jill Crosser sent message via email.

JUNE 2020:

- Developed a Social Media Messaging Plan addressing the Asian Community and worked with City staff for video creation.
- Approval of FY2020/21 Annual Budget.
- AHRC brochure updates suggested and made.
- Social Media posts of all Commissioners photo and bios started.
- Updated Strategic Plan (2020-2022) approved by AHRC.
- NAACP Town Hall Meeting involvement.
- Reviewed yearly calendar for AHRC presence opportunities (most events cancelled due to COVID-19 pandemic).

JULY 2020:

- Met with ICRC Executive Director, Elizabeth Johnson on role and responsibility of ICRC and the process used to receive and investigate complaints.

- AHRC approved and signed Cooperative Agreement for ICRC FY2020/21.
- Preparation for presentation of 2019 Annual Report to City Council on August 11, 2020.

AUGUST 2020:

- Chair Jill Crosser updated the Commission about on-going planning for the **2020 Symposium on Building Inclusive Organizations**.
- 2019 Annual Report presented to Ames City Council at City Council meeting.
- Connected with Ames Pride for virtual event information.
- AHRC worked with Elizabeth Johnson at ICRC to update forms on the webpage to include more than the English language (Chinese, Spanish).
- Communication/suggestions made with transgender, gender-conforming, gender questioning individuals, updates/revisions made to AHRC literature and City website/brochures.
- Photos/Bios of AHRC members posted via social media.

SEPTEMBER 2020:

- AHRC members reviewed City of Ames and ICRC websites for gender neutral and inclusion language.
- AHRC Commission members took part in NAACP Town Hall meeting.

OCTOBER 2020:

- Approved Vice Chair Wayne Clinton to serve on behalf of the AHRC on the **Martin Luther King Jr. Celebration Planning Committee**.
- Appointment of new AHRC Member, Leslie Ginder to fill the unexpired term of Liming Pals.

NOVEMBER 2020:

- Approved **Humanitarian Award** application materials and referred City staff to post on AHRC webpage.
- Updates and revision suggestions made to Good Neighbor Brochure and the Diversity and Inclusion webpage (larger font, add language about medical care, Ames on the go app, hyperlink videos)
- Chair Jill Crosser proposed a social media guideline for the City.
- Chair Jill Crosser nominated and awarded 4 under 40 Ames Chamber of Commerce award.
- Vice Chair Wayne Clinton and his wife, Edna, nominated and awarded Diversity and Inclusion award with Ames Chamber of Commerce.
- Chair Jill Crosser and Vice Chair Wayne Clinton met with ISU Margo Foreman Assistant Vice President for Diversity and Inclusion and Equal Opportunity to discuss a partnership.
- **2020 Symposium on Building Inclusive Organizations** had a great turnout despite a virtual platform.
- Commission provided a memo to City Council including recommendations on “Policing in Ames” conversations and Diversity and Inclusion work with the City of Ames Police Department.

DECEMBER 2020:

- Joint meeting with AHRC and Public Relations Officer, Susan Gwiasda, to look at stats from social media posts. Commission member introductions on Facebook had over 4000 hits.
- Discussed January social media posts, annual calendar of events and Vice Chair Wayne Clinton’s Chamber award photo and message.
- AHRC selected Charles Grimm as the Humanitarian Award recipient and the four () nominees received paper certificates in the mail as recognition signed by Chair Jill Crosser.
- AHRC approved up to \$300 in gift cards for essay contest for Dr. Martin Luther King Day Celebration.

AMES CIVIL RIGHT COMPLAINTS TO THE IOWA CIVIL RIGHTS COMMISSION 2020:

Citizens are able to initiate complaints to the City via the City Manager's Office or make them directly to the Iowa Civil Rights Commission (ICRC). As a matter of procedure, reports made to the City are sent to the ICRC for investigation and are tracked by the ICRC. Reports have been made to ICRC involving Ames of which the Ames Human Relations Commission is not notified. The Commission requested aggregate summaries of the Ames complaints made to the ICRC for the purpose of understanding the areas of complaints and concerns identified. Results of this request are provided below.

Figure 1. Discrimination Complaint Categories

There was a total of thirty-six (36) complaints in 2020 to the ICRC which are grouped in the following four (4) categories: **Employment, Education, Public Accommodation, Housing.**

As indicated on the chart below, the main areas of complaint included Employment (26 complaints), Public Accommodation (7 complaints), Education (2 complaints), and Housing (1 complaint).

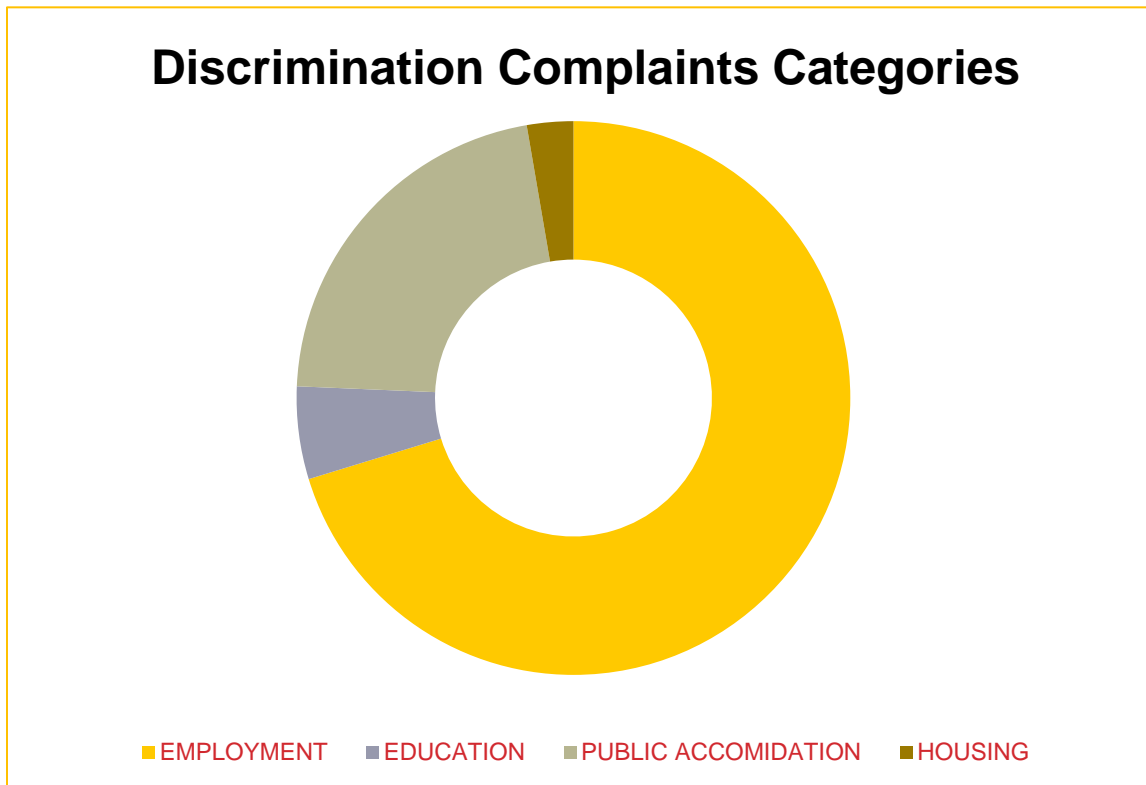


Figure 2. Basis for Complaint (Consolidated)

This graph illustrates the basis for the complaint areas on Figure 1. **The categories are: Religion, Gender Identity, Retaliation, National Origin, Age, Disability, Sex, Race/Color, Sexual Orientation.**

Please note that individuals may file complaints in more than one area simultaneously. There was an increase in following categories from 2019's data: **Disability, Age, Retaliation.** As indicated on the chart below, twenty-four (24) or 67% of the complaints were based on disability factors and fourteen (14) or 39% retaliation.

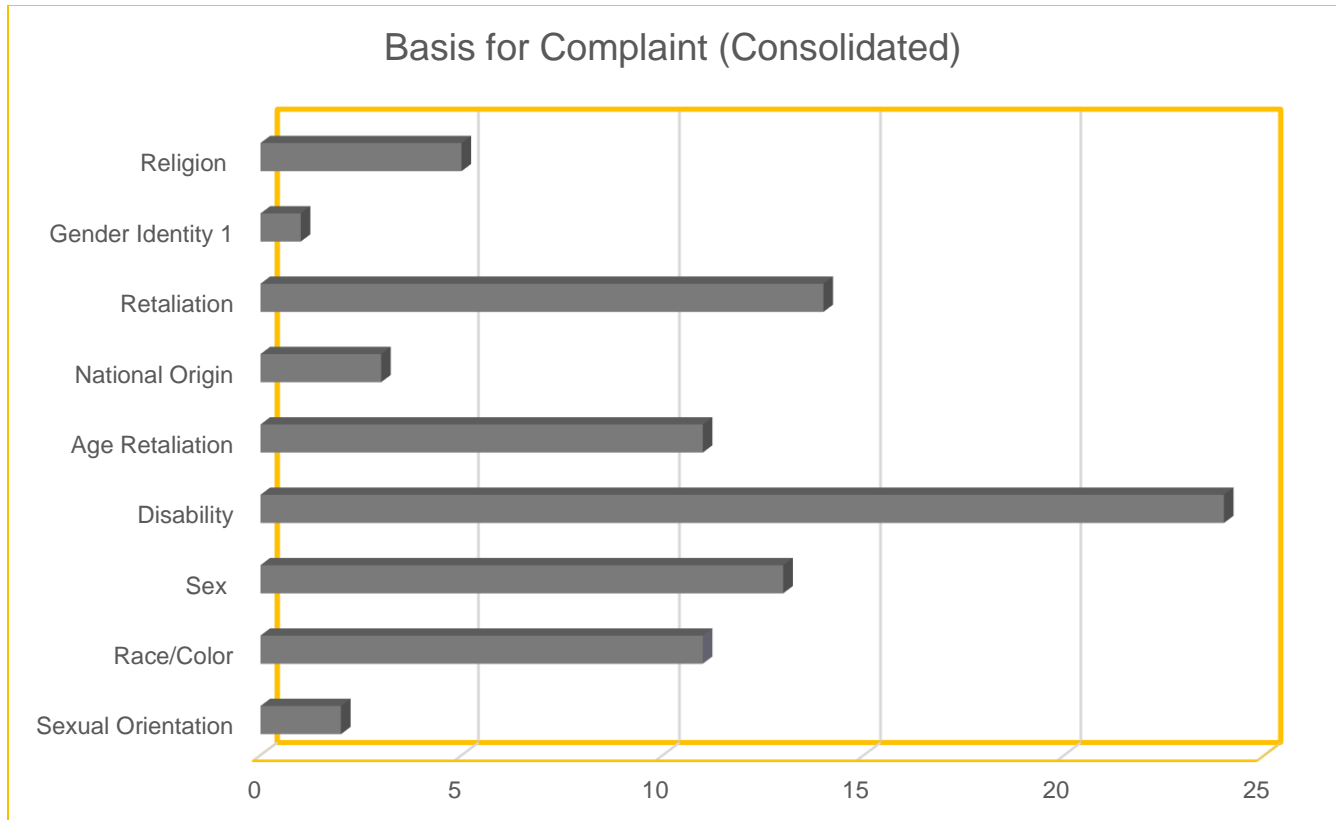
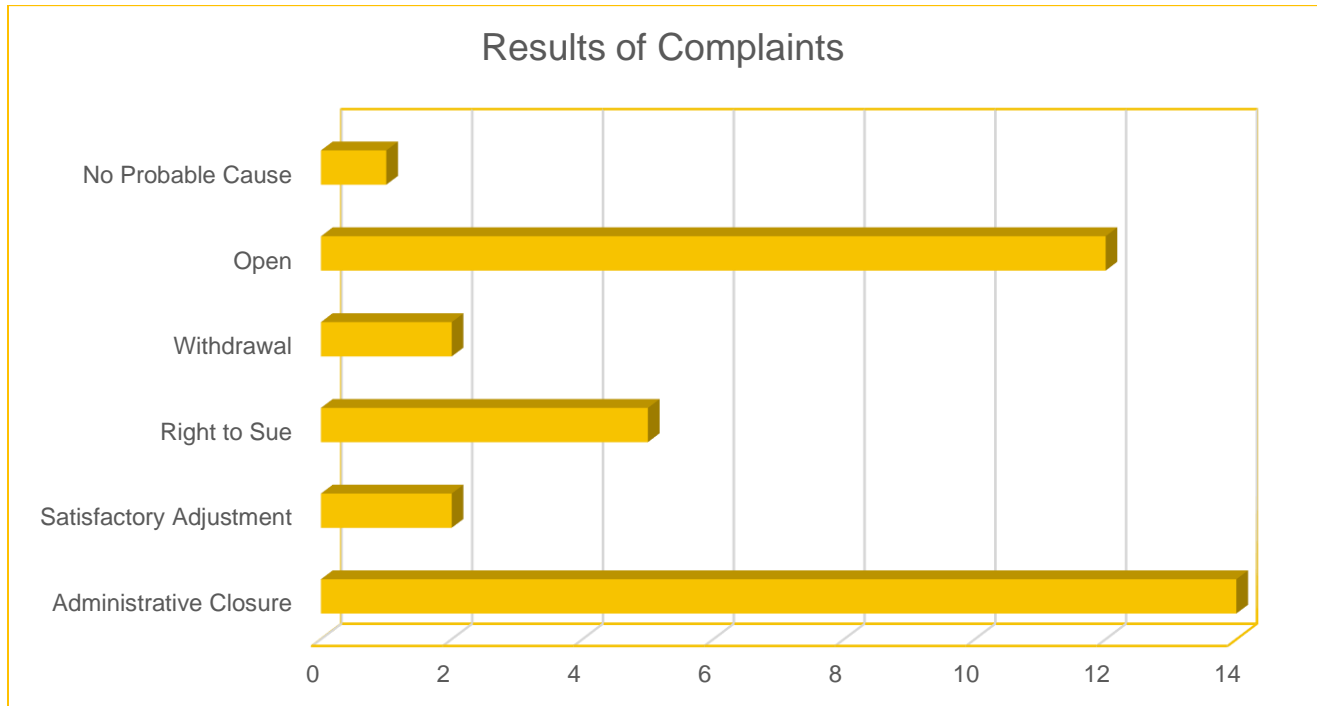


Figure 3. Results of Complaints

The following chart reviews the results of the complaints in 2020 given by the Iowa Civil Rights Commission. Fourteen (14) of these complaints received administrative closure, one (1) was deemed “No Probable Cause”, twelve (12) are Under Open Investigation, five (5) issued a Right-to-Sue letter, two (2) Satisfactory Adjustment and two (2) were Withdrawn.



Summary:

As the data shows, the City of Ames had thirty-six (36) complaints to ICRC . For comparison, in calendar year 2019 there were thirteen (13) complaints filed from Ames, which is an increase of over 177%. Of these complaints in 2019, ten (10) were related to employment, while the remaining three (3) were related to housing. . In 2020, of the thirty-six (36) complaints, the majority were in employment and education areas. The bases or basis for the complaints were: retaliation (8), disability (5), sex (4), race (4), sexual orientation (2) national origin (1).

With the 2020 data presented, it's evident that disability and employment have increased in complaints. There was also an overall increase in complaints in which could be represented to the pandemic or simply better visibility on how to file a complaint.

AMES COMPLAINTS – (JANUARY 2020 – DECEMBER 2020)

(Full 2020 Information shared by Iowa Civil Rights Commission)

Area	Basis	Cause of Action	Result
Employment	Race, Disability, Retaliation	Harassment, Discharge	Administrative Closure (AC)
Employment	Sex, Sexual Orientation, Gender Identity, Disability	Harassment, Sexual Harassment, Constructive Discharge	Satisfactory Adjustment
Employment	Disability, Retaliation	Accommodation, Discharge	Right-to-Sue
Employment	Age, Disability	Discharge	AC
Employment	Disability	Harassment, Accommodation, Reduced Pay, Discharge	Withdrawal
Employment	Sex, Sexual Orientation, Retaliation	Opposition, Sexual Harassment, Constructive Discharge	Right-to-Sue
Education	National Origin, Religion, Disability, Retaliation	Service, Benefits, Harassment, Discipline	AC
Employment	Sex, Age	Demotion, Training, Harassment, Reduced Pay, Assignment	AC
Employment	Race, Color, National Origin	Promotion, Training, Harassment, Reduced Hours, Reduced Pay, Discharge	AC
Employment	Disability, Religion, Age, Retaliation	Discipline, Discharge	Open
Employment	Disability, Retaliation	Accommodation, Hiring, Harassment, Discharge	Right-to-Sue
Employment	Race, Color, Age	Benefits, Promotion, Pay, Discharge	Right-to-Sue
Employment	Race, Color, Disability, Retaliation	Harassment, Suspension, Discipline, Discharge	Open
Employment	Disability, Retaliation	Accommodation, Discipline	AC
Public Accommodation	Race, Color, Sex	Service	AC
Employment	Age, Disability	Accommodation, Assignment, Discharge	Withdrawal w/Satisfactory Adjustment

Employment	Sex, Retaliation	Harassment, Sexual Harassment, Discipline, Opposition, Discharge	AC
Employment	Age	Layoff, Discharge	AC
Employment	Race, Disability, Retaliation	Accommodation, Harassment, Discharge	Right-to-Sue
Employment	Race, Color	Discharge	AC
Employment	Sex, Age, Retaliation	Harassment, Sexual Harassment, Pay, Assignment, Demotion, Training, Constructive Discharge	AC
Employment	Race, Age, Disability	Accommodation, Harassment, Promotion, Suspension, Discharge	AC
Public Accommodation	Race, Sex, National Origin, Religion, Disability	Service, Accommodation	AC
Housing	Race, Disability	Terms & Conditions, Eviction	No Probable Cause
Public Accommodation	Disability	Service	AC
Employment	Sex, Disability	Accommodation, Discipline, Discharge	AC
Employment	Sex, Age	Hiring	Open
Public Accommodation	Race, Sex, Color	Service, Harassment	Open
Employment	Sex, Age, Disability, Retaliation	Accommodation, Reduced Hours, Harassment, Sexual Harassment, Discharge	Open
Employment	Sex, Age, Disability	Accommodation, Demotion, Pay, Assignment	Open
Employment	Disability, Retaliation	Discharge	Open
Public Accommodation	Disability, Religion	Accommodation, Service	Open
Public Accommodation	Disability, Religion	Accommodation, Service	Open
Employment	Sex, Retaliation	Sexual Harassment, Constructive Discharge	Open
Education	Religion, Disability	Accommodation, Service	Open
Public Accommodation	Disability	Accommodation, Service	Open

AMES HUMAN RELATIONS COMMISSION 2020-22 STRATEGIC PLAN

Strategic Goal A – Advocacy

The Ames Human Relations Commission (AHRC) values a diverse, equitable, and inclusive community and will function as an advocacy group for the citizens of the City of Ames. The Commission will undertake activities to discover, conduct analysis on, and circumvent instances that may lead to prohibited discrimination so that the community can be warned and assisted in preventing it. Commission members will be active participants in the City, will develop and follow a protocol to handle discriminatory incidents in the community, and will report and make recommendations directly to the City Council to ensure all voices are heard.

Strategic Goal B – Information & Analysis

The Ames Human Relations Commission (AHRC) will study the existence, character, causes and extent of discriminatory practices in the community while using resources to gain information and work with community partners, leaders, and report directly to the City Council.

OBJECTIVE 1: AHRC will maintain objective knowledge related to claims of discrimination.

- AHRC will work directly with the Iowa Civil Right Commission and will collaborate annually with a representative to better understand the complaint process.
- AHRC will obtain and review reports from the Iowa Civil Rights Commission on claims of discrimination in relation to types and probable cause.
- AHRC will obtain and review reports from the ICRC on types of claims made locally in writing, or on the website and report of Discriminatory Claims to the City, and any concerns expressed to HumanRelations@cityofames.org.
- AHRC will obtain and review formal and informal reports that will be used to determine priority areas of focus and will share with City Council and community leaders as needed.

OBJECTIVE 2: AHRC will partner with City and Community members to learn about discrimination and how to decrease the risk.

- AHRC will partner with community employers and human resource specialists to identify concerns and opportunities for non-discriminatory workplace cultures as needed.
- AHRC will summarize and share qualitative and quantitative findings with City Council relating to claims of discrimination.
- AHRC will work with the City to identify public reporting related to inclusion and anti-discriminatory practices.

OBJECTIVE 3: AHRC will identify opportunities for obtaining information related to community member perceptions and experiences in relation to housing, employment, public accommodation, race and ethnic minority, gender identify, religion, age, gender, sexual orientation, physical or mental disability, or familial status.

- AHRC will reach out to community partners or populations to identify concerns or successes in the areas mentioned above.
- AHRC will collect and summarize findings to be used for future planning, i.e. Community Demographics, CyRide or City Surveys.

OBJECTIVE 4: AHRC will be an active presence in providing community education and deterring discrimination.

- AHRC will increase engagement and community interactions.
- AHRC will monitor and report contacts or participation in relation to social media and public engagement activities.

Strategic Goal C – Public Awareness & Effective Communication

The Ames Human Relations Commission strives to be a central location for the citizens of the City of Ames to advocate for, build awareness of, and communicate with. Commission members will connect with their community through public awareness and effective communication members.

Objective 1: AHRC will work to improve effectiveness in communicating with the general public through media outlets

- AHRC will increase engagement, community interactions and raise public awareness of the Commission's work by expanding media outreach.
- AHRC will provide educational press releases on topics related to housing, employment, education/training, public accommodations or services, credit, and other topics to the city of Ames Facebook page, and other media outlets regularly.
- AHRC will administer communication with the press following discriminatory incidents in the Ames community as determined by the commission.
- AHRC will monitor and report contacts or participation in relation to social media and public engagement activities.

Objective 2: AHRC will maintain an active presence in the Ames community

- AHRC will be active in the community and have commissioners attend events listed in the Commission's annual calendar with visible identification (t-shirt, name-tag).
- AHRC will co-sponsor community events with aligned organizations and individuals throughout the city.
- AHRC will provide and update the annual calendar of events online.
- AHRC will raise public awareness of community organizations, activities, and individuals that exemplify inclusivity and a nondiscriminatory approach. Members will be present at annual awarding the Humanitarian award (January-Dr. Martin Luther King Jr. Day Holiday) and Fair Housing Award (April at City Council).

Objective 3: AHRC will keep all documentation related to its mission current, easy to navigate, assessable, and with person first language

- AHRC will create link to educational pieces and resolutions, Iowa Civil Rights Commission documents, etc. from the website to improve access to publications and dissemination of information for all persons.
- AHRC will provide translated bolded/large print directions (in Spanish, Chinese, Arabic, and Korean) on (a) how to translate the web contents on the City site; (b) how to file a complaint; (c) how to access interpretation for other City services.
- AHRC will provide translated bolded/large print directions (in Spanish, Chinese, Arabic, and Korean) on how to obtain interpretive services for assistance in understanding discrimination laws and filing complaints on all AHRC Documents.
- AHRC will provide a link to Iowa Civil Rights Commission Complaint Form directions in Spanish and Chinese. AHRC will also provide information on how to obtain it in other languages and formats.

- AHRC will improve communication with transgender, gender-nonconforming, and gender questioning persons within the Ames community and will assist in the revision of all City website and brochures to include gender neutral language by removing his/her language from AHRC-specific literature.

Strategic Goal D – Management Excellence

The Ames Human Relations Commission will ethically work towards this strategic plan for the betterment of our community in an ethical and fiscally responsible way.

Objective 1: AHRC will strive to keep this strategic plan at the forefront of all its decisions and activities and within our areas of focus and expertise

- AHRC's monthly meeting agenda will reflect the strategic plan by indicating a section for each strategic goal and all the council's priorities will feed each section.
- AHRC Commission Members will work with community partners who specialize in areas of expertise
- AHRC Commission members will represent the AHRC with respect, recognize and celebrate the strength of the City of Ames' greatest asset, the value of all people, via diversity and inclusion. They will be respectful of opinions, customs, and individual preferences to help build strong relationships.

Objective 2: AHRC will manage the annual budget in a fiscally responsible manner

- AHRC will strive to effectively spend the budgeted monies from the Ames City Council responsibly. Monies allocated for the Commission should only be used in ways that advance these strategic goals.
- AHRC will describe the ways in which its monies were used and in what ways its use advanced the goals described above in the annual report.

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

JUNE 22, 2021

The Regular Meeting of the Ames City Council was called to order by Mayor John Haila at 6:00 p.m. on June 22, 2021, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Present were Council Members Gloria Betcher, Bronwyn Beatty-Hansen, Amber Corrieri, Tim Gartin, Rachel Junck, and David Martin. *Ex officio* Member Trevor Poundstone was also in attendance.

The Mayor announced that the Council was working off an Amended Agenda. City staff had added an item to the Consent Agenda to approve a new 5-day (June 24 - 29, 2021) Class C Liquor License for the Mucky Duck at Reiman Gardens at 1407 University Boulevard.

CONSENT AGENDA: Council Member Beatty-Hansen requested to pull, for further discussion, Item No. 6d: Special Class C Liquor License (BW) Class B Wine Permit, Outdoor Service & Sunday Sales - Wheatsfield Cooperative, 413 Northwestern. Council Member Betcher asked to pull Item No. 18: Requests from ISU Homecoming Central Committee for Iowa State University Homecoming Parade on October 17, 2021, for separate discussion.

Moved by Corrieri, seconded by Junck, to approve the following items on the Consent Agenda.

1. Motion approving payment of claims
2. Motion approving Minutes of Regular City Council Meeting held June 8, 2021
3. Motion approving Report of Change Orders for period June 1 - 15, 2021
4. Motion setting Special City Council Meeting for August 3, 2021, for workshop on Ames Plan 2040
5. Motion setting salaries for Council appointees
6. Motion approving new 5-day (June 24 - 29, 2021) Class C Liquor License for Mucky Duck at Reiman Gardens, 1407 University Boulevard
7. Motion approving renewal of the following Beer Permits, Wine Permits and Liquor Licenses:
 - a. Class C Liquor License with Sunday Sales - Red Lobster, 519 South Duff Ave, **Pending Dram Shop Insurance**
 - b. Class C Beer Permit with Class B Native Wine Permit & Sunday Sales - Hampton Inn & Suites Ames, 2100 SE 16th St
 - c. Class B Beer with Sunday Sales - Panchero's Mexican Grill, 1310 S Duff Ave
 - d. Special Class C Liquor License with Outdoor Service & Sunday Sales - Botanero Latino, 604 East Lincoln Way, **Pending Dram Shop Insurance**
 - e. Class C Liquor License with Catering Privilege, Outdoor Service & Sunday Sales - Iowa State Levy@Fisher Theater, 1805 Center Drive, **Pending Dram Shop Insurance**
 - f. Class C Liquor License with Catering Privilege, Outdoor Service & Sunday Sales - Iowa State Levy@Scheman Building, 1805 Center Drive, **Pending Dram Shop Insurance**
8. Motion approving request from Ames Convention & Visitors Bureau for Fireworks Permit for display from ISU Parking Lot G7 East of Jack Trice Stadium at 10:00 p.m. on July 3, 2021 for Independence Day Celebration.
9. RESOLUTION NO. 21-339 approving and adopting Supplement No. 2021-3 to *Municipal*

Code

10. RESOLUTION NO. 21-340 appointing Aspen Pflanz to serve on Public Art Commission
11. RESOLUTION NO. 21-341 appointing Kayonna Topp to Planning & Zoning Commission
12. RESOLUTION NO. 21.342 appointing Lynette Plander to Human Relations Commission
13. RESOLUTION NO. 21-343 approving 2021-2022 Pay Plan
14. RESOLUTION NO. 21-344 approving FY 2021/22 Commission On The Arts (COTA) Annual Grants
15. RESOLUTION NO. 21-345 approving Encroachment Permit Agreement for Sign at 118 Kellogg
16. RESOLUTION NO. 21-346 approving Service Agreement between City of Ames and Cornerstone Government Affairs, Inc.
17. Request for Midnight Madness on July 10, 2021:
 - a. RESOLUTION NO. 21-347 approving partial lane closure of Collaboration Place Road to S Riverside Drive (north side lane), S Riverside Drive North to Airport Road (west side lane), Airport Road between S Riverside Drive & South Loop Drive (south side of east bound traffic), South Loop Drive (east side of road), and University Boulevard from Cottonwood Rd to Collaboration Place (east side of road).
18. Requests from ISU Homecoming Central Committee for Iowa State University Homecoming Parade on October 17, 2021:
 - a. Motion approving blanket Temporary Obstruction Permit
 - b. Motion approving blanket Vending License
 - c. RESOLUTION NO. 21-348 approving closure of portions of Pearle Avenue, 5th Street, Main Street, Clark Avenue, Burnett Avenue, Kellogg Avenue, Douglas Avenue, Depot Lot TT, City Hall Parking Lot M, City Hall Parking Lot MM from 12:00 p.m. to 4:00 p.m.
 - d. RESOLUTION NO. 21-349 approving closure of parking spaces along Parade route from 12:00 p.m. to 4:00 p.m.
 - e. RESOLUTION NO. 21-350 authorizing access to City-owned electrical outlets and approving a waiver of fees for the electricity used
 - f. RESOLUTION NO. 21-351 approving waiver of Vending License fees
19. Intelligent Traffic System (ITS) Program (Traffic Network):
 - a. RESOLUTION NO. 21-355 approving Iowa Clean Air Attainment Program (ICAAP) Grant Agreement for Phase 2 in the amount of \$1,400,000
 - b. RESOLUTION NO. 21-356 approving Addendum No. 1 to contract with GBA Systems Integrators for design of Phase 2 in an amount not to exceed \$203,625
20. Purchase of Public Safety Software Maintenance:
 - a. RESOLUTION NO. 21-357 waiving formal bidding requirements
 - b. RESOLUTION NO. 21-358 approving contract with CentralSquare of Lake Mary, Florida, in the amount of \$191,919.42
21. Purchase of Financial Software Hosting and Maintenance:
 - a. RESOLUTION NO. 21-359 waiving formal bidding requirements due to sole-source provider
 - b. RESOLUTION NO. 21-360 awarding a contract to CentralSquare in the amount of \$133,410.95
22. Radio Units, Water Meters, and Related Parts and Services:

- a. RESOLUTION NO. 21-361 waiving competitive bidding requirements for procuring water meters and radio ERTs and extend the single-source contract to continue the replacement cycle
- b. RESOLUTION NO. 21-362 extending contract with Itron, Inc., of Liberty Lake, Washington, to furnish radio units, meters, and related parts and services from July 1, 2021, through June 30, 2024, with the FY 2021/22 Agreement being in an amount not to exceed \$458,300
23. CyRide Automatic Passenger Counters and Independent Project Evaluation:
 - a. RESOLUTION NO. 21-363 approving single-source procurement of 78 automatic passenger counter units and associated hardware to GMV Syncromatics of Los Angeles, California, in the amount of \$484,098
 - b. RESOLUTION NO. 21-364 approving single-source procurement of an independent evaluation of the project to Nelson/Nygaard of Seattle, Washington, in the amount of \$43,602, subject to concurrence from the Federal Transit Administration
24. Interior LED signs:
 - a. RESOLUTION NO. 21-365 waiving Purchasing Policies and Procedures for formal bidding procedures
 - b. RESOLUTION NO. 21-366 approving single-source procurement of interior LED signs from GMV Syncromatics of Los Angeles, California, at a total not-to-exceed amount of \$126,720
25. RESOLUTION NO. 21-367 awarding contract to Ames Ford Lincoln, of Ames, Iowa, for three Ford Police Interceptor Utility Hybrid Vehicles in the total amount of \$109,022.76
26. RESOLUTION NO. 21-368 awarding contract to Wesco Distribution of Des Moines, Iowa for the 750 KCMIL Copper Cable for Electric Distribution Inventory in the amount of \$129,144.72 (inclusive of sales tax)
27. 2020/21 Airport Improvements (Runway 01-19 & Taxiway A North Lighting Project):
 - a. RESOLUTION NO. 21-369 approving the Federal Aviation Administration (FAA) Grant Agreement for 100% Federal Funding in the amount of \$493,300
 - b. RESOLUTION NO. 21-370 approving contract and bond with Voltmer, Inc.
28. RESOLUTION NO. 21-371 approving contract and bond for Ada Hayden Heritage Park Fishing Pier Improvements
29. RESOLUTION NO. 21-372 approving contract and bond for 2020/21 Multi-Modal Roadway Program (Vet Med Trail - S. 16th Street) - Pedestrian Hybrid Beacon
30. Boiler Maintenance Services:
 - a. RESOLUTION NO. 21-373 approving renewal of contract with Plibrico Company LLC, of Omaha, Nebraska, from July 1, 2021 through June 30, 2022, in the amount of \$315,000
 - b. RESOLUTION NO. 21-374 approving Performance Bond
31. RESOLUTION NO. 21-375 approving renewal of contract with ChemTreat, Inc., of Glen Allen, Virginia, regarding Chemical Treatment Program for one-year period from July 1, 2021, through June 30, 2022, in an amount not to exceed \$325,000
32. RESOLUTION NO. 21-376 accepting completion of the 2019/20 Asphalt Street Pavement Improvements project (14th Street and 15th Street)
33. RESOLUTION NO. 21-377 accepting completion of Water Plant Radio Telemetry Upgrades
34. RESOLUTION NO. 21-378 approving Plat of Survey for 1604 Truman Drive

35. RESOLUTION NO. 21-379 approving Plat of Survey for 100 S. 16th Street and defer sidewalk improvements along S. Kellogg Avenue frontage

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

SPECIAL CLASS C LIQUOR LICENSE (BW) CLASS B WINE PERMIT, OUTDOOR SERVICE & SUNDAY SALES - WHEATSFIELD COOPERATIVE, 413 NORTHWESTERN, PENDING DRAMSHOP: Council Member Beatty-Hansen explained that she had requested to pull this item in order to abstain from voting due to a conflict of interest.

Moved by Martin, seconded by Corrieri, to approve the Special Class C Liquor License (BW) Class B Wine Permit, Outdoor Service & Sunday Sales for Wheatfields Cooperative at 413 Northwestern Avenue.

Vote on Motion: 5-0-1. Voting Aye: Betcher, Corrieri, Gartin, Martin, Junck. Voting Nay: None. Abstaining due to Conflict of Interest: Beatty-Hansen.

REQUESTS FROM ISU HOMECOMING CENTRAL COMMITTEE FOR ISU HOMECOMING EVENTS ON FRIDAY, OCTOBER 22, 2021: Council Member Betcher mentioned that she had pulled this item to speak about the fireworks. She noted that the Council Action Form indicated that the request for fireworks would be on another Agenda, but wanted to have a representative from ISU speak about what is being done to notify the citizens about the events and fireworks. Ms. Betcher also wanted to know if anyone had spoken with the Veterans Center Director about the fireworks. She commented that she is bringing this up as there have been complaints in the past about veterans not expecting fireworks.

Carly Rahn, 715 Lynn Avenue, Ames, commented that she is one of the Homecoming Directors for the Iowa State Homecoming Committee. She mentioned that she and the other Co-Director would not have any problem reaching out to the Veterans Center. Ms. Rahn stated they could put together an Outreach Plan for the Council regarding what steps they are going to take. She noted that they are trying hard to work on community outreach and want the event to be bigger and better than ever. Ms. Betcher stated she would appreciate having the Plan, and if everything works then it can be used every year and she won't have to pull this item from Consent in the future for further discussion. Ms. Rahn went over what events will be happening during Homecoming week.

Moved by Betcher, seconded by Junck, to approve the following ISU Homecoming Events on Friday, October 22, 2021:

- a. ExCYtement in the Streets
 - i. Motion approving blanket Temporary Obstruction Permit
 - ii. RESOLUTION NO. 21-352 approving closure of portions of Sunset Drive, Ash Avenue, Gray Avenue, and Pearson Avenue from 5:00 p.m. to 11:00 p.m.
 - iii. RESOLUTION NO. 21-353 approving suspension of parking regulations for closed areas from 5:00 p.m. to 11:00 p.m. on Friday October 22, 2021
- b. Central Campus Events
 - i. Motion approving blanket Vending License

ii. RESOLUTION NO. 21-354 approving waiver of the Vending License fee Roll Call Vote: 6-0. Motions/Resolutions declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: Richard Deyo, 505-8th Street, #2, Ames, stated that when COVID happened he was given a notice by Commander Huff and Police Mental Health Advocate Julie Saxton that he was unable to open the door to City Hall for people due to social distancing. He wanted to know if he was able to go back to opening the door for people. Mr. Deyo noted that he had previously been given an oath of office by the previous Mayor to be the official doorman for City Hall. He then mentioned it would be more appropriate for him to speak during Council Comments and explained that he has asked several times.

Mayor Haila closed Public Forum when no one else came forward to speak.

CONSIDERATION OF INITIATING AN APPLICATION FOR VOLUNTARY ANNEXATION OF 28.43 ACRES OF LAND LOCATED ALONG N. 500TH AVENUE (PARCEL NO. 0906300120) IMMEDIATELY ADJACENT TO THE AMES CITY LIMITS:

Planning and Housing Director Kelly Diekmann noted that this was a request to initiate an annexation for approximately 28 acres of land. The application was for a 100% voluntary annexation for the property located along North 500th Avenue just north of the Sunset Ridge Subdivision. Director Diekmann stated that per City Council Policy once someone has filed a petition the request is brought before City Council to get direction on whether to initiate the application or whether to consider other options for annexation. In this case, the annexation is consistent with the Land Use Policy Plan (LUPP), the area was identified as expansion for the City, and it will fit within the plans for the City with infrastructure extensions and residential development. The question before the Council was to: 1) proceed as requested with a 100% Voluntary Annexation; 2) consider adding additional properties (which staff have identified along the west side of the property to make more uniformed boundaries); or 3) reach out to the adjacent property owners to see what their interest in annexation was.

Council Member Betcher asked Director Diekmann to point out which properties staff would reach out to. Director Diekmann indicated on the map which five property owners would be contacted (for a total of seven properties).

Mayor Haila opened public comment.

Justin Dodge, Hunziker Companies, 105 S. 16th Street, Ames, stated he hoped the Council received his email stating that he had reached out to Dick and Rena Hall as well as David Junk, who both indicated they wanted to be left in the county. He noted that Hunziker did not reach out to McDorman-Sands or the Allemans about annexing into the City. Mr. Dodge commented that it is their goal to bring this land into the City as 100% Voluntary, this way they are not forcing anyone else to be annexed. He indicated that the parcels to the north could annex into the City anytime they wanted to. It was mentioned that Hunziker Companies is filling up Sunset Ridge and will be finishing out the rest of the lots this year and made available to builders. Mr. Dodge indicated that

they are looking at this property to have single-family detached homes similar to what is in Sunset Ridge and would like to get the process going.

Moved by Beatty-Hansen, seconded by Martin, to move ahead with Alternative 3, which states to defer taking action regarding the Application for Voluntary Annexation and direct staff to send a letter out to the four owners of abutting properties to gauge interest in being included in the annexation.

Vote on Motion: 5-0-1. Voting Aye: Beatty-Hansen, Betcher, Corrieri, Martin, Junck. Voting Nay: None. Abstaining due to Conflict of Interest: Gartin.

HEARING ON THE PRAIRIE VIEW INDUSTRIAL CENTER UTILITY EXTENSION PROJECT: Public Works Director John Joiner explained that this project will extend the sanitary sewer and water main infrastructure along East Lincoln Way. The Base Bid was to extend the services to Teller Avenue (formerly 580th), and Alternate 1 would be to extend the services another mile to the east to Potter Avenue (formerly 590th). When the bids were received, staff analyzed the bids and the current bidding environment (due to the COVID pandemic). Staff's recommendation was to award the project as the Base Bid only.

Director Joiner noted that staff reviewed the available financing and explained the total General Obligation (G.O.) bonds issued for this project was \$5.3 million. To be on the conservative side, the Council Action Form only listed \$4.3 million, and that amount was listed on the application for the Economic Development Administration (EDA) Grant. Director Joiner stated there is a total of \$4.3 million available in G.O. Bonds and \$1.5 million from the EDA Grant. To look at the funds needed to award the Base Bid as well as the engineering and administration costs to finish the project, staff would need to take \$900,000 from the American Rescue Plan (ARP) funding. He pointed out that the ARP funds were recently distributed to the City from the U.S. Treasury as part of the American Rescue Plan Act. The City has received approximately half of the allocation of \$7 million and will receive another \$7 million in May 2022. The purpose of the Act is to backfill lost revenues that have occurred during and after the pandemic. Any remaining funds may be used for investments in water, sewer, and broadband infrastructure. To move this project forward, staff is recommending using \$900,000 from the ARP funding in order to fund this utility extension project.

Council Member Gartin inquired what the City's borrowing capacity would be if the City was to pay for this project on its own without using the ARP funds. Director Joiner commented that staff would first look for bond savings (unallocated bonds); however, the ARP funds are specifically for water, sewer, and broadband projects. Mr. Joiner noted that this project would be the perfect use for the ARP funds. Mr. Gartin asked to verify that the City has the resources to do this project without using the federal funds. Director Joiner mentioned that the City was close to having the amount available and did identify bond savings in the amount of \$775,000, but still short the total amount of \$900,000. City Manager Steve Schainker stated that staff is providing more flexibility of the funding for future projects. He noted the City doesn't anticipate that the bidding climate is going to correct itself in the near future. By freeing up the General Obligation Bonds, there will be flexibility to use those bonds for bids that will come in higher than what was budgeted for streets or other projects. Mr. Schainker

pointed out that the City is looking ahead and preparing for an unfavorable bidding climate for the next few months. Mr. Gartin commented that if the City starts with the premise that the ARP funds will be available to spend, then the staff's proposal makes sense and he is supportive of the project. He stated that his reservation is about the federal budget; the funding is an unsustainable course. His preference was to send the money back to the federal government and have the City pay for the project itself.

Mayor Haila opened the public hearing regarding the ARP funds and awarding the project. When no one came forward, it was closed.

Moved by Martin, seconded by Junck, to adopt RESOLUTION NO. 21-380 authorizing the use of the American Rescue Plan Act (ARP) funds in the amount of \$900,000 for the Prairie View Industrial Center Utility Extension Project.

Roll Call Vote: 5-1. Voting Aye: Betcher, Beatty-Hansen, Corrieri, Junck, Martin. Voting Nay: Gartin. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Martin, seconded by Corrieri, to adopt RESOLUTION NO. 21-381 approving the final plans and specifications and awarding a contract to Keller Excavating, Inc., of Boone, Iowa, in the amount of \$6,168,791.40, contingent upon acceptance by the Economic Development Administration (EDA).

Roll Call Vote: 5-1. Voting Aye: Betcher, Beatty-Hansen, Corrieri, Junck, Martin. Voting Nay: Gartin. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON 2018/19 MAIN STREET PAVERS - BURNETT TO KELLOGG: Public Works Director John Joiner mentioned this project continues the replacement of the Main Street pavers. One block was completed from Clark Avenue to Burnett. This project was to bid for the remaining three blocks of Main Street. The Base Bid was for Burnett Avenue to Kellogg Avenue and the following four Alternates: 1) Alternate 1 - Main Street (Kellogg Avenue to Douglas Avenue); 2) Main Street (Douglas Avenue to Duff Avenue); 3) Main Street paver material only (Kellogg Avenue to Douglas Avenue); and 4) Main Street paver material only (Douglas Avenue to Duff Avenue). An issue that happened with the first phase was that the existing pavers had a concrete setting base underneath and the City intended to utilize that base; however, when the old pavers were removed, staff found that the concrete base was "powder" in many locations. That finding brought the project costs up more than what was originally anticipated. Staff recommended to award the Base Bid plus Alternates 3 and 4. Director Joiner mentioned that with buying the materials now, staff would be able to bid for the installation of the pavers later in the fall.

Council Member Beatty-Hansen asked why the concrete base crumbled and if the Council should worry about that happening again. Mr. Joiner stated that staff believes it was caused by the overuse of de-icing chemicals. With this project, staff is going to do a public education campaign with the businesses located Downtown, snow removal companies, and contractors who do the de-icing.

Through public education, staff is hoping that citizens will be more compliant, mindful, and thoughtful about the amount of chemicals they are using on the pavement. It was noted that the education campaign was going to be done in partnership with the Ames Chamber of Commerce and Ames Main Street. Ms. Beatty-Hansen inquired about the experimental heated concrete that was discussed at one time. Municipal Engineer Tracy Peterson commented that the heated concrete was discussed during the Welch Avenue project. A group at ISU was working on developing the technology, and the City continued to pursue the possibility, but never received a response regarding commercial installation or mass installation. Ms. Peterson noted that it sounded promising, but not sure where it was in production.

Council Member Betcher wanted to know if the education campaign was something that could be used for residential communities as well. Ms. Peterson mentioned that they already do education through the storm water program and staff reaches out to landscape companies. It was noted that they can step up the education in the fall to remind citizens.

Council Member Martin mentioned that when the wall was taken down at the Tom Evans Plaza, there was a discussion about having bollards put in for safety purposes. Mr. Martin thought these bollards would show up during the repaving, but he hasn't seen anything yet and asked for a status update. Director Joiner commented that the bollards will be part of the larger street-scraping efforts on Main Street. He noted that a little curb has been installed to provide somewhat of a safety measure where the wall used to be, but will be looking at installing the bollards and other items later. Council Member Beatty-Hansen inquired if the bike racks were part of the "other" items. She noted that there used to be a bike rack by the U.S. Bank and that one was removed. Mr. Joiner mentioned that staff will be looking at replacing the bike racks during that time.

Mayor Haila opened public input and closed it when no one requested to speak.

Moved by Betcher, seconded by Junck, to adopt RESOLUTION NO. 21-382 approving the final plans and specifications and awarding a contract to Con-Struct, Inc., of Ames, Iowa, in the amount of \$367,620 for the Base Bid plus Alternates 3 and 4.

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

HEARING ON GRANTING EASEMENT TO INTERSTATE POWER & LIGHT FOR A GAS PIPELINE FROM THE RIGHT-OF-WAY AT THE INTERSECTION OF E. 13TH STREET AND MAXWELL STREET SOUTH FOR 40 FEET ALONG THE EAST SIDE OF MAXWELL STREET: Parks and Recreation Director Keith Abraham stated that the easement request was from Interstate Power and Light Company (IPL), an Iowa Corporation, for a permanent easement on City property at the southeast corner of 13th Street and Maxwell Avenue, adjacent to the Ames Municipal Cemetery. The easement would be 3-foot by 40-foot in size on the east side of the right-of-way. IPL already has an underground gas line there and is getting ready for some improvements along 13th Street. IPL wants to put in a new underground gas line. The City does not have any structures or trees in the area. Staff recommended Alternative 1, which was to approve the

Easement.

Mayor Haila opened the public hearing. It was closed when no one came forward to speak.

Moved by Gartin, seconded by Betcher, to adopt RESOLUTION NO. 21-383 approving the easement to Interstate Power & Light for a gas pipeline from the right-of-way at the intersection of E. 13th Street and Maxwell Street south for 40 feet along the east side of Maxwell Street.

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

ORDINANCE REGARDING CHAPTER 23 (SUBDIVISION) TEXT AMENDMENTS (SECOND AND THIRD READINGS AND ADOPTION REQUESTED): Planning and Housing Director Diekmann commented that the Council gave staff direction in April 2021 to address some Chapter 23 updates. There will also be some changes to Chapter 29 that will be coming later this summer. Mr. Diekmann noted that the significant changes were: 1) giving staff approval authority over the Plat of Survey for boundary line adjustments and conveyance parcels; 2) staff is simplifying some of the steps, which, will save some time for customers; and 3) no discretion is being lost by the City and no new standards are being created.

The Public Hearing was opened by the Mayor and closed when no one asked to speak.

Moved by Betcher, seconded by Beatty-Hansen, to pass on first reading an ordinance regarding Chapter 23 (Subdivision) Text Amendments.

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

Moved by Martin, seconded by Corrieri, to suspend the rules necessary for the adoption of an ordinance.

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

Moved by Gartin, seconded by Junck, to pass on second and third readings and adopt ORDINANCE NO. 4441 regarding Chapter 23 (Subdivision) Text Amendments.

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

DISPOSITION OF COMMUNICATIONS TO COUNCIL: Mayor Haila explained that there were three items on Dispositions. The first was a letter from Natalie C. Carran, Project Architect for SB&A Architects, LLC, requesting a Land Use Policy Plan Amendment for the property located at 1621 Wilson Avenue.

Moved by Beatty-Hansen, seconded by Betcher, to request a memo from staff regarding the possibility of a Land Use Policy Plan Amendment for the property located at 1621 Wilson Avenue.

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

The second item was a letter from Ells T. Cackler and Elizabeth A. Cackler asking the Council to permit a three-lot subdivision on their property at 4909 W. 190th Street.

City Manager Steve Schainker mentioned the request from the Cacklers may be problematic. Director Diekmann stated in the Fringe Plan, the Cackler's property is in a natural area designation where the City does not allow divisions. The Cacklers are asking for the Council to consider options for them to divide their property. Mr. Schainker inquired if the change was allowed would it also change the Fringe Plan. Director Diekmann stated he is not sure of the answer to that question; he didn't think staff would change the entire Fringe Plan to allow for one subdivision, but there may be other options that the County would accept.

Council Member Martin asked if the Council asked for a memo from staff would there be any additional information to add besides what has already been presented. Director Diekmann explained that staff would review the request and then provide a Memo letting the Council know where staff stands on the issue along with the county.

Moved by Martin, seconded by Beatty-Hansen, to request a memo from staff along with reaching out to the County to understand everyone's position on the request.

Vote on Motion: 5-0-1. Voting Aye: Beatty-Hansen, Betcher, Corrieri, Martin, Junck. Voting Nay: None. Abstaining due to Conflict of Interest: Gartin.

The last item was a memo from Kelly Diekmann, Planning & Housing Director, regarding a Text Amendment request for the Ansley Ames Development.

Moved by Betcher, seconded by Martin, to put the Text Amendment request for the Ansley Ames Development on a future agenda for discussion.

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

COUNCIL COMMENTS: Council Member Betcher commented that she is going to be giving a lecture for the Ames History Museum Lecture Series next Wednesday on the history of people of color in Ames up to 1940. She would love to have community members along with Council Members attend the lecture. The Mayor asked if the lecture would be recorded. Ms. Betcher explained that she thought it would be recorded and maintained on the Ames History Museum YouTube site, but she has not confirmed that. The lecture will be on Wednesday, June 30, 2021, at 7:00 p.m. via Zoom. To get the link you would go to the Facebook page for the History Museum and request the registration link.

Council Member Gartin stated he had sent the Council a proposal to have a Workshop dealing with the bike infrastructure of the community. He noted that, as the Council approaches the Budget and Capital Improvement Plan (CIP) recommendations, he felt it would be helpful to have a broad conversation about where the City is investing in bike infrastructure.

Moved by Gartin, seconded by Beatty-Hansen, to have a Workshop to discuss bike infrastructure in

the community and when the following would be discussed: 1) brief overview of the City's existing trail system and how the City partners with ISU on the institutional trails; 2) review of the Complete Streets Plan and how the City maintains the trails; 3) the possibility of using eminent domain to fill gaps in the system; 4) the current CIP project for trails; and 5) the Countys efforts to connect the City of Ames with the High Trestle Trail.

Council Member Gartin encouraged staff to reach out to the City's partners with the Ames Bicycle Coalition, Team Velo, ISU, and the Ames Public Schools.

Council Member Martin mentioned that he supports improving the bike infrastructure, but the way it is described sounded like an information push event rather than something that Council would make decisions on. He wanted to know if there was interest from other organizations to get the Council's attention. Mr. Gartin noted he was not sure, but his request is an informational aspect and he believed the community is interested in how the City prioritizes what trail segment should be worked on first and if there are other areas that the City should consider. He explained he is looking at a comprehensive fly over and then creating a space for the community to give input as to priorities going forward. Council Member Beatty-Hansen commented that she liked the idea of involving Iowa State University since a lot of the infrastructure involves their property.

Mayor Haila asked Mr. Schainker what the process would be for budget preparations for next year. Mr. Schainker noted that the Council had given staff the goal of allocating \$1.2 million a year for bike paths and \$1.5 million was allocated. He explained that there is time, but would recommend having a Workshop in the Fall when everyone is back in town. It was noted that the Comprehensive Plan would need to be done first, but maybe have a Workshop later in the Fall.

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

Mayor Haila mentioned that on Saturday, June 26, 2021, there will be a ribbon cutting for the Miracle Field and All-Inclusive Playground. The ribbon cutting starts at 10:00 a.m.; however, the final Miracle League ball game will start at 9:00 a.m.

ADJOURNMENT: Moved by Betcher to adjourn the meeting at 6:52 p.m.

Amy L. Colwell, Deputy City Clerk

John A. Haila, Mayor

Diane R. Voss, City Clerk

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

JUNE 15, 2021

The Special Meeting of the Ames City Council was called to order by Mayor John Haila at 6:00 p.m. on the 15th day of June, 2021. Council Members Gloria Betcher, Bronwyn Beatty-Hansen, Amber Corrieri, Tim Gartin, Rachel Junck, and David Martin were present. *Ex officio* Member Trevor Poundstone was also present.

Mayor Haila announced that the Council would be working off an Amended Agenda. Added was a Resolution to set the date of public hearing regarding granting an Easement to Interstate Power & Light for a gas pipeline near Maxwell Street.

EASEMENT TO INTERSTATE POWER & LIGHT FOR GAS PIPELINE: Moved by Corrieri, seconded by Martin, to adopt RESOLUTION NO. 21-338 setting the date of public hearing for June 22, 2021, regarding granting an Easement to Interstate Power & Light for a gas pipeline from the right-of-way at the intersection of E. 13th Street and Maxwell Street south for 40 feet along the east side of Maxwell Street.

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

WORKSHOP ON PROPOSED EXTERIOR PROPERTY MAINTENANCE CODE: Mayor Haila stated that the workshop would begin with a short presentation by Fire Chief Rich Higgins and Building Official Sara VanMeeteren. Goals of the proposed Ordinance were reviewed, as follows:

1. Public safety
2. Healthy living conditions
3. General community welfare
4. Consolidation of Code sections
5. Clearer regulations to help citizens understand Code requirements
6. Eliminate violations in a timely manner

It was noted that the proposed Ordinance would apply to both residential and commercial properties.

Building Official VanMeeteren stated that enforcement will be complaint-driven. The complaint process was explained. Ms. VanMeeteren advised that the City received 704 complaints in the last four years; 524 of those were violations (74%). Internal policy is to send three notices of violation with a compliance deadline. If the property owner fails to comply or has not agreed to an alternate compliance schedule with staff, a citation may be issued. There were 23 citations issued in the last four years with 13 of those issued to habitual violators. A brief description of each regulation that will be contained in the proposed Ordinance was provided, including:

Garbage Receptacles at Curb. The proposed Ordinance prohibits garbage receptacles from being kept on the curb for longer than 24 hours. This currently applies to rental properties. There is an average of five complaints/year on rental properties.

Outdoor Storage of Garbage. The current Ordinance requires garbage to be kept in a hard water-tight

receptacle. An average of 14 complaints/year have been received over the last four years.

Outdoor Storage of Junk. The current Ordinance prohibits the outdoor storage of items for more than 72 hours; the proposed Ordinance changes the time frame to 48 hours. There has been an average of 23 complaints/year received over last the four years.

Outdoor Storage of Yard Waste. The current and proposed Ordinances allow yard waste to remain on a property for up to seven days. Composting in accordance with the Iowa Code is exempted from the seven-day time frame. An average of 13 complaints/year have been received over the last four years.

Stagnant Water. The definition of “standing water” is that which is trapped and does not circulate. A time frame to allow rainwater to dissipate after heavy rain events could be added.

Debris on Sidewalk: The proposed Ordinance prohibits debris from being on a sidewalk. A time frame could be added to allow it to be removed.

Right-of-Way Vegetation. The proposed Ordinance limits the height of vegetation in the right-of-way to 12 inches, but it does not limit species. Three possible alternatives were given.

Right-of-Way Encroachment. The current Ordinance requires owners to maintain adjacent sidewalks and parking.

Dense Vegetation: The proposed Ordinance prohibits dense vegetation; however, they could limit it to just vegetation that impedes ingress/egress.

Turf Grass. The proposed Ordinance prohibits turf grasses from exceeding 12" in height. There has been an average of 35 complaints/year over the last four years on non-rental properties.

Dangerous Trees. The proposed Ordinance requires removal of dangerous trees. The City Forester will make the determination if a tree is dangerous; the tree must present an immediate danger to people or property in the public way.

Excavations/Holes. Excavations or holes would be prohibited from remaining on a property for more than 30 days in the proposed Ordinance. This would not include egress window wells or fire pits.

Vacant Structures. The proposed Ordinance requires vacant structures to be secured.

Structural Maintenance. The proposed Ordinance requires structures to be maintained free of holes, chipping paint cannot dominate the structure, and gutters and other appurtenances must be secured.

Graffiti. *Graffiti* was defined by Building Official VanMeeteren. It becomes a violation once it has been on the property for 48 hours. After receiving a complaint, staff will work with the owner toward removal.

Junk Vehicles. There are very specific criteria used for deeming a junk vehicle. The City has averaged

nine complaints per year over the last four years. The current Ordinance has provisions for citing the owner and for removal of the vehicle by the City. There are some exceptions, which allow junk vehicles to remain on the property in the current Ordinance.

Storage of Non-Junked Vehicles. The current Ordinance prohibits the storage of non-junked vehicles for more than 15 days with the same exceptions as junk vehicles and one additional exception: Owners who are out of town for more than 15 days, but not exceeding 180 days.

Recreational Vehicle Parking. The current Ordinance allows one travel trailer, recreational vehicle, boat, or boat trailer to be parked on an approved surface for up to 72 hours behind the front-yard setback as long as it is not being used for living purposes. The City has averaged two complaints/year over the last four years.

Council Member Gartin shared that he is concerned about the impact the proposed Ordinance might have on older commercial properties that have been in their current state for a very long time. To bring the properties up to Code could cause a significant financial burden for the property owners. He suggested that perhaps having a staggered enforcement date for residential and commercial could be considered.

Building Official VanMeeteren gave some differences between what is being proposed for residential and what is being proposed for commercial.

Mr. Gartin asked if there was there anything being considered to help those property owners who will be caused significant financial burdens by the proposed Ordinance. He suggested that perhaps the City could consider a loan-type grant. Mr. Gartin stated that he does worry about the potential of weaponizing the Code based on a dislike for a certain property owner.

Council Member Corrieri noted that Story County has a trust fund that could help pay for larger repair projects for property owners. She shared that \$186,000 had been allocated last year, and additional funds were recently allocated to trust funds.

At the request of the Mayor, Ms. VanMeeteren explained the process staff follows when a complaint is received.

Ms. VanMeeteren emphasized that what is being proposed in the Ordinance is the minimum standard. After being asked, she commented that the vegetation height requirement will pertain to properties on Main Street. There currently is no exception; however, the intent is not to prevent people from having hostas or other types of taller vegetation; the primary concerns are visibility and safety.

According to Ms. VanMeeteren, the City's Community Codes Liaison responds to complaints and educates property owners. Those calling in complaints may remain anonymous; however, staff will not be able to follow up with the complainant.

The question was asked if a property owner could find out how many times a property had been reported as violating an ordinance. Ms. VanMeeteren advised that an Open Records Request may be

submitted. The City also has a Citizen Permitting Portal, which contains that type of information.

Mayor Haila reiterated that the proposed Ordinance would be complaint-driven only.

Public Input. The Mayor welcomed those who wished to provide their thoughts; however, there will not be dialogue with the Council at this meeting. Speakers will be allowed to talk for up to four minutes.

Ed Lyon, 725 Hodge Avenue, Ames, Iowa, advised that he has over 300 feet of right-of-way that he has attempted to beautify. He stated his belief that rights-of-way should be regulated; however, he believes that the proposed Ordinance is too vague and asking too much too quickly. The City has allowed different types of gardens to be planted in the rights-of-way, and to suddenly go from that to not allowing plantings to be higher than 12 inches is too much. Mr. Lyon commented that he has a real issue with turf. Turf is the biggest consumer of water and causes issues with chemicals. He noted that turf grows to about a maximum of about 12 inches at maturity, which is what is now being proposed in the Ordinance. That means that people don't have to mow turf until it exceeds 12 inches, which is going to be far less attractive. Where the plantings are not creating visibility issues, Mr. Lyon would like the City to encourage people to plant and beautify the rights-of-way and help with sustainability.

Jessica McDaniel, 1521 Kellogg Avenue, Ames, noted that the City has built a community of diversity and inclusiveness, which is laid out in the Ames Vision and strategic goals. The proposed Code creates a conflict with that message. If the Code is implemented, homeowners would lose their right to manage their property as they see fit or can afford. She reminded the Council that the City already has a safety code that every homeowner is supposed to adhere to. Ms. McDaniel believes that the proposed Code goes above and beyond the issue of safety and is geared toward achieving aesthetic uniformity. She questioned who the proposed Code is going to impact the most. Ms. McDaniel thinks that the proposed Code disproportionately disadvantages low-income property owners. Many of these owners are already at risk. Instead of "looking down on those properties," Ms. McDaniel suggested that people donate a few hours to help their neighbor. The City should utilize its funds to help those low-income homeowners, don't shame and penalize them. She urged the City Council to move on to more important items.

Helen Gunderson, 1626 Burnett, Ames, presented a short video to illustrate a well-managed prairie patch (prairie forbs and grasses, prairie grasses and flowers, native forbs and grasses, and native grasses and flowers) growing in a right-of-way in Ames. She asked that the City promote healthy prairie patches and suggested that a prairie patch permit be created. Ms. Gunderson shared that she favored the City having consistent standards for rental and owner-occupied homes. She also hopes that the Council would ensure that the rationale for a standard is not based on an urban myth and that a decision is not one of simply siding with the prevailing biased thinking. She explained that she has a prairie patch in the right-of-way on her property with a prairie management system that includes cutting the height of the patch twice in June and July, again just before school starts, and again in the spring to begin a new season.

Ms. Gunderson shared that a big concern of hers is seeing toddlers, teenagers, and adults riding bicycles on the sidewalks, which she believes is illegal. She has been told that riding on sidewalks is actually

more dangerous than riding on the street. Ms. Gunderson said that if the Council members decide to limit the height of plantings in the right-of-way to 12 inches, they should not only set minimums, but also engage in conversations about how to promote positives, e.g., establishing a permit program to promote creating and maintaining prairie patches on volunteer rental owner-occupied properties. She also believes that if the City has the authority to set standards and to respond to complaints and issue fines for violations of the proposed Ordinance, the City should also have the authority to do something about the unsafe nature of turf grass and the chemicals used on it. According to Ms. Gunderson, she realizes that the City cannot go up against the EPA, but that doesn't mean the City can't engage in conversations and start educating that residents can have a healthy, robust lawn by starting to mow later, mowing less often, mowing shorter, and stop mowing earlier in the fall.

Ann Kinzel, 720 Duff Avenue, Ames, noted that there are a lot of opinions as to what a property maintenance ordinance is. She pointed out that this is the beginning of a process. The Council is here to take input from citizens, and at the end, she hopes that it will result in an ordinance that does regulate private property in Ames. Citizens should think about broader questions, i.e., "What is important to the community in regards to property maintenance and value and safety." The Council's job is to find a just balance of that. Ms. Kinzel noted that a very important concern is about expenses. As a community, Ames should find creative ways to make funds available in the form of forgivable loans for those who want to improve their property and make it safe in such a way that is fair and equitable. She asked that the Council members listen to their constituents and for the citizens to listen to each other. The goal is to find a way to protect both the rights of the community and the rights of individuals.

Matthew Panthani, 307 - 8th Street, Ames, said that he was shocked that the City wanted to create the Ordinance after looking at the justification. One of the reasons was aesthetics, which is subjective, and the other one was motivation to not have a disparity between rentals and homeowners. Equity was also brought up. In regards to equity between homeowners and rentals, he believed the correct term would be equality - to have the same laws applied to each. Equity would mean that homeowners and landlords would have the same means. Mr. Panthani said the City should strive to be equitable. Three areas that Mr. Panthani found lacking or wrong in the proposed code are:

1. Enforceability. It is improper to have a code where it won't be enforced in the way it is stated. According to Mr. Panthani, history has shown that these types of laws disproportionately affect those who are black, brown, or poor. Laws should be clear in their intention and how they will be enforced.
2. Purpose. Oftentimes people who are renting out properties do not live in Ames. Also, he did not believe that there had been that many complaints.
3. Some of the proposed regulations are philosophical. He noted that people should be able to do what they want with their property as long as it is safe and doesn't harm anyone.

Mr. Panthani pointed out that there is already a mechanism in place if people want certain standards for their property: Residents may get together and form a Home Owners' Association (HOA). Personally, he talks to his neighbors about the possibility of doing things, e.g., raising chickens, on his property. Again, it is important for the Council to think about equity and enforceability. Unclear laws

could disproportionately affect certain people.

Carol Stuve, 218 Hilltop, Ames, said that she was here specifically concerning a property on Tripp Street. She would like to have an appointed official stop and talk to the people at that address, which is full of junk. Ms. Stuve also believes that people are living in their cars on the street. In addition, there are people constantly coming and going; it appears to be a haven for the homeless. She stated her desire for the City to have an appointed official who could stop at that address and tell the residents there that some of the things they are doing are not allowed. Most people do not even walk on that side of the street anymore because the sidewalk is always congested and full of junk. This has been going on forever and needs to be addressed. According to Ms. Stuve, the houses around the one in question are being sold because they can't stand the commotion and junk. She requested that the City have an official who would stop at the address in question, talk to the residents, and address the issues. Ms. Stuve sees the residence as a "haven for the homeless."

Peter Hallock, 114-8th Street, Ames, said he was speaking on his own behalf as well as in his role as President of the Old Town Neighborhood Association. He said the Old Town Neighborhood Association partners with Parks & Recreation on a program where they have been planting "corner gardens," or "sign gardens" since the turn of the 21st Century. In 2005, the Association received a Neighborhood Improvement Grant to add limestone edging around the gardens. According to Mr. Hallock, most of the corner gardens are within the vision triangle, and currently, they have to be maintained to the three-foot maximum.. The Association is very much opposed to changing that to a 12" maximum height for plantings in the rights-of-way. Mr. Hallock noted that, personally, he is in favor of the Ordinance, in general, and in favor of regulating vegetation, both on properties and in the right-of-way; however, he does not like the 12" proposal in the rights-of-way. He shared that he walks around town a lot, and he is very much concerned about the encroachment of vegetation and "muck" on sidewalks. Therefore, he is in favor of treating that just like the City treats snow so that sidewalks are made passable.

Tom Niehall, 1515 Maxwell Avenue, Ames, said he was in favor of having the same regulations for owner-occupied and rental properties - of having a uniform standard. He recognized that the fine-tuning of it will be difficult to do, but he is in favor of it.

Norm Hawkins, 5115 Todd Drive, Ames, voiced his support of the Ordinance to say to people that they just can't let their property go. He believes the purpose of the Ordinance should not be aesthetics; it should be safety. Mr. Hawkins noted that his residence is by a house on the east side that was shown in the Power Point as not being maintained. They have seen wildlife (raccoons, woodchucks, opossums) going in and coming out of that house.

Patrick Schmidt, 1006 Roosevelt Avenue, Ames, stated that he was not in favor of the proposed ordinance due to the impact it would have on the climate. He thinks that Ames should have higher standards than small town Iowa and be adaptable to change.. The younger generation wants native natural habitats. Climate change is real; it is estimated that the Earth will only continue to exist for another 150 years unless something is done, e.g., putting carbon in the ground through plants. Mr. Stewart does not believe the 12" height maximum for plants in the rights-of-way is reasonable. He noted that people who don't maintain their properties sometimes suffer from depression, disabilities,

or illnesses; the community needs to help them. Those people also might not have much money. He is not in favor of changes and asked why the changes were necessary.

Tim Stewart, 1004 Roosevelt, Ames, commented that he agreed the community needs to have some safety standards. He said that he has a lot of plants in his yard and often has to trim along the sidewalk in his front yard to keep a path open for pedestrians. Mr. Stewart is particularly concerned that the Ordinance would address dense vegetation and vermin. To some extent, he is also concerned about vegetation in the rights-of-way. He stated that both dense vegetation and vermin need to be very well defined. In his opinion, vermin includes brown rats and mice; it should not include opossums or snakes, which actually eat mice. The dense vegetation provides a habitat for certain types of vermin. Plants provide many benefits to people; they are the primary mitigation against environmental crises and climate change. Plants absorb carbon dioxide and put it into the ground where it is stored and provide many other benefits. Mr. Stewart shared his concern that the proposed ordinance is not environmentally-responsible; plants should be left alone. He asked that the community “move to a new era where “turf grass is not king and bio diversity is.”

David Brenner, 1214 Marston Avenue, Ames, said that he enjoys looking at the vegetation as he walks around Ames; that includes the area between the sidewalk and the street. If there are those who do not have that, the City perhaps should work with them and help them to have it, which “might be more fun.”

Shannon Kelsem, 3312 South Bell Avenue, Ames, shared her concerns about many of the proposals as they seem overwhelmingly aimed towards the poor, elderly, and disabled. Most people would take care of their property if they are able. She sees it as pitting neighbor against neighbor, instead of incentivizing community-building and relationships. In her opinion, many of the proposed regulations are so vague and undefined that they could be used in almost any way imaginable to harass certain homeowners. Ms. Kelsem said that her property abuts two apartment complexes, and she is very concerned about those entities weaponizing the proposed Ordinance against her for trees or whatever else they choose. She believes that her property is very desirable on which to construct an apartment complex. If that is the case, she wants that to be at her choosing, not dictated by someone else. Her property, when purchased in 2007, was probably in violation of a number of the items proposed in the new Ordinance. Its dilapidated state was one of the reasons they were able to purchase a property in Ames. According to Mr. Kelsem, the former owner was elderly and was unable to deal with the issues, but was simply trying to remain in her home as long as possible. She shared that over the past 14 years, they have been able to bring their property into compliance with most of the items; however, there was no way that that would have been possible in a short period of time.

Ms. Kelsem expressed her concern again about the vagueness of the proposed Ordinance. She noted that the City has stated that it does not go out looking for violations, which might be the case with this Council and the current City government, but another Council might decide to deal with it in an entirely different way. Ms. Kelsem stated that it is not realistic for every property in Ames to be well-kept. People are dealing with a lot of issues and do not have the time, energy, or money to address these types of property issues. She believes that the proposed regulations will mainly incite neighbor against neighbor; that is not bringing Ames into unity.

Ms. Kelsem noted that she was shocked about the regulation concerning having a working car that is not moved for 15 days. She shared her personal experience where her son was in the hospital and his car did not move for weeks. Ms. Kelsem believes that regulation is targeted toward the poor because they are the ones who would not have a garage or enough garage space to store vehicles. She asked whose business it is whether her car hasn't moved for 15 days.

Bill Kelsem, 3318 South Duff Avenue, said he shares the views of his sister Shannon Kelsem, who lives next door to him. He believes that the large apartment complexes that were built nearby his property have de-valued his property. Mr. Kelsem described some of the issues that he has encountered with disrespectful and inconsiderate neighbors since the complexes were built. He stated his belief that what the City is doing is wrong, and he disagrees with it.

Carol Williams, 628 - 8th Street, Ames, said that homeowners are not landlords. She shared that she has spent 15 years adding and subtracting from the gardens at her home. Ms. Williams commented that she would support reviewing some of the Codes for landlords if they are as much "turf-eccentric" as the proposed Code seems to be. Ms. Williams believes that some of the proposed regulations seem to be very much targeted towards lower-income homeowners, but yet the City has stated that it would like to create lower-priced homes for citizens. She asked why the City wants to punish those lower-income citizens who don't have garages. In Ms. Williams' opinion, the proposed Code was not written for this vibrant community; the rights-of-way should be used for much more than grass. The proposed regulations are too vague and only open up the possibility of unhappy neighbors tattling on each other. She pointed out that not everyone is going to agree on what is aesthetically pleasing. Ms. Williams asked the Council to vote no on the proposed Ordinance or re-write it to address the problems that Council members are really worried about. If the concern is visibility at intersections, the Council should include that. She urged the Council to consider how the proposed Code will affect low-income homeowners.

Elias Simpson, 1011 Clark Avenue, Ames, said that he thinks that the proposed Ordinance represents a narrow segment of the population. Mr. Simpson commented that it is hard to respond to such an Ordinance and suggested that the City hear the voices of gardeners and environmentalists and advocates for social justice. He noted that he chose to live in a "garden" neighborhood that encourages vegetation. The proposed Ordinance threatens pollinators that attract bees and butterflies. Mr. Simpson believes that the proposed Ordinance targets persons who are financially insecure, overworked, elderly, and handicapped. He suggested that, rather than threatening those individuals, the City should try a cooperative approach and offer trash services, towing, mowing with electric mowers, lawn maintenance, planting, and labor that might be needed. Mr. Simpson recommended that, if changes are needed to the Code, the Council should do so in a way that demonstrates sensitivity, sensibility, ingenuity, generosity, and a cooperative spirit.

Porter Kelsem, 3312 South Duff Avenue, Ames, stated that the proposed Ordinance is probably the most vague document he has ever read. He does not believe the City has the right to tell property owners what they can do on their property. The junk vehicle section bothers him the most. He noted that there is no real definition of what a junk vehicle is. According to Mr. Kelsem, the City makes it impossible to build a shed large enough to work on a vehicle and store it at the same time. He believes it is none of the City's business whether residents have multiple vehicles, whether they are being

worked on or not. He pointed out that if someone has six to ten vehicles, having to move them every 15 days is a pain and having them all stored in one location is a pain. This City makes it a “nightmare” to build anything.

Jeri Neal, 916 Ridgewood Avenue, Ames, believes it is a good thing to review ordinances from time to time. She stated that she shared some of the concerns of those who spoke before her and those who responded to the survey. First of all, there seems to be a sense that over-generalized terminology has been used, which gives this a feeling of overreach. To her, the proposed Ordinance feels very “upper middle class.” She asked how the proposed regulations can fairly take into account circumstances that reflect social or lifestyle diversity; to her, that is a “must.” Many of the triggers are subjective, e.g., be aesthetically pleasing. Ms. Neal said she is most concerned about the climate reality. She believes that the City is attempting to make rules and codes that are looking outward and backward, but not forward. What she doesn’t see is encouragement for changes that commiserate with the new climate reality; e.g., rights-of-way, lawns, green spaces need to service ecological niches; that needs to be incentivized. Ms. Neal recognized that water needs to be valued; that fact is totally missing in the proposed Ordinance. She commented that the City actually needs to add an ordinance that redirects how the City thinks about water conservation and management. She suggested that it include that water may not run or spray off a subject property. Potable drinking water is a gift.

Shellie Orngard, 928 Burnett Avenue, Ames, highlighted some parts of the proposed Ordinance that should be re-worked. One of those is that rental property owners believe that owner-occupied properties should be held to the same standards. Ms. Orngard noted that she, personally, believes it is ok to have different exterior property standards for rental property. The second item is the use of the term “vermin.” She believes that word is objectionable and seems designed to override reason by eliciting outright revulsion and makes people think of rats and Black Plaque. She believes more precise terms should be used; i.e., mice, tree squirrels, rabbits, other types of wildlife that are part of a natural environment. Ms. Orngard said the third thing that she questioned was trees that hang over the right-of-way. The requirement of ten feet over the sidewalk seems high to her considering that bikes are not supposed to be ridden on sidewalks. Also, she pointed out that, according to the Iowa Department of Natural Resources, Iowa has one of the most altered landscapes in the world and the habitat of natural species (butterflies, bees, and other pollinators) has been decimated; Iowa used to be 76% prairie; now it is less than 1%. It was also Ms. Orngard’s opinion that having longer grasses helps with climate change.

Joe Lakowski, 5112 Todd Drive, Ames, said he graduated from Iowa State University with a bachelor’s degree in Horticulture and worked in that field for a year and one-half before returning to Ames. He commented that he does not own property, but hopes to one day. Mr. Lakowski noted that his main concern was with how vague the proposed Ordinance is, especially the 12-inch height policy. He commented that Iowa used to be primarily grasses, now it is filled with pesticides. Mr. Lakowski shared that he understands the need to not create visibility issues, but people should be allowed to plant in their front yards. He commented that he is big proponent of community gardens.

Mayor Haila closed public input.

The meeting recessed at 8:12 p.m. and reconvened at 8:21 p.m.

Council Member Martin pointed out that the regulations regarding what is a junk and a non-junk car are actually in current City of Ames Ordinances; they are not new. Building Official VanMeeteren clarified that staff wanted to bring it to the Council's attention to ensure that the Council still wanted that included. Mr. Martin noted that the Council has not voted on including any of the proposed regulations in a new Ordinance; however, some of the items that appear to have caught the public's attention are already in an Ordinance.

Mr. Martin asked to know the rules about bicycles riding on sidewalks. Council Member Beatty-Hansen answered that it is legal for people to ride on sidewalks unless posted as being prohibited as long as they do not exceed ten miles-per-hour. City Attorney Mark Lambert concurred saying that bicycles are generally allowed on sidewalks with very few exceptions (Main Street, Duff to Clark; Grand Avenue, and on parts of Lincoln Way, Hayward, and Welch).

Council Member Beatty-Hansen asked about something she had seen on the survey regarding pushing snow onto the street. Ms. VanMeeteren answered that she had been told by the City's Operations Manager that once a street has been cleared and people purposely push a lot of snow back onto the street, the City has to send a truck out to re-plow the street before it melts and re-freezes. According to the Operations Manager, there are some people who do it repeatedly and the City would like a way to talk to those people and explain that that is not allowed by Ordinance and they can't do it anymore. Council Member Betcher asked for clarification whether it was a problem with plows pushing the snow back on the street or is it from snowblowing and shoveling. Answering, Ms. VanMeeteren said it was from people snowblowing and shoveling and with those plowing large parking lots of apartment complexes who are pushing the snow from those areas onto the street, where it then re-freezes and becomes a safety issue. With every snow event that the City has had, the City has had to send trucks back out to re-plow the street because of these issues.

City Manager Schainker noted that there is an extensive definition of junked vehicles under Section 30.2.

Council Member Corrieri reiterated that the proposed Ordinance was intentionally left vague since this is the very beginning of the process, this workshop is the starting point. It is important for the Council to listen to the community and the community members to listen to one other.

Council Member Betcher shared her belief that the public input process was working and doing what it is supposed to do; she has appreciated the comments and suggestions. She believes the goal is to find something that works for the community with individuals having different values.

Council Member Gartin commented that some people don't maintain their property due to a mental health issue, depression, or because they are physically disabled and asked how staff would respond to that type of situation. Ms. VanMeeteren shared that the City does have those types of situations. The City has great mental health resource, and when staff recognizes those issues, they reach out to those resources, one of which is the City's Mental Health Advocate, who then, in turn, reaches out to the person. The Codes Liaison also meets with the property owner and tries to help them.

Mr. Gartin noted that no one spoke specifically about commercial properties. He asked staff to address

how the proposed Ordinance would impact lower-tier commercial properties. Building Official VanMeeteren noted staff does hope that they will be able to apply some of the ordinances to some commercial properties, i.e., primarily those that are vacant. It might be an option to specify the type of commercial property, e.g., vacant abandoned properties.

Council Member Gartin shared his concerns about how the proposed ordinance will impact lower-income persons and properties. He said he doesn't have the answers, but he would like to come up with a dynamic approach to set aside funds. If there are models of other communities that have done similar programs, he would like the Council to be made aware which ones. Council Member Beatty-Hansen said that she would like to pursue some type of grant program; perhaps on a point-based system. She also shared that perhaps if two signatures were required on a complaint, it could hopefully prevent pitting neighbor against neighbor.

Council Member Junck shared that she would also like the Council to put a lot of thought into ways to prevent the possibility of future Councils interpreting the Ordinances differently.

Mayor Haila said that the next steps will need to be determined. City Manager Schainker noted that the Council members should have some time to think about the proposed Ordinance and talk through the issues that were brought up. The time line has not been determined, and the next meeting to discuss the proposed Ordinance has not yet been set. Mr. Schainker suggested that the online survey be kept open for the public to comment. The Mayor noted that there are multiple items that the Council has on its docket, one of which is the Ames 2040 Plan that the City is needing to finalize.

Mayor Haila commended the community members who spoke; their compassion showed.

DISPOSITIONS OF COMMUNICATIONS TO COUNCIL: Mayor Haila noted that the Council's June 11th Non-Agenda Packet had included the following:

1. Request from the Zoning Board of Adjustment (ZBA) to define "temporary" in the City's Zoning Ordinance
2. Email from Stefanie Day, who serves as a Sawyer Elementary School Crossing Guard, noting her safety concerns about the intersection of Ontario and North Dakota
3. Memo from Assistant City Manager Brian Phillips regarding a broadband infrastructure grant possibility for service to Dartmoor Road.

Moved by Gartin, seconded by Betcher, to refer to staff for a memo the request from the ZBA for a definition of "temporary" to be included in the City's Zoning Ordinance.

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

Moved by Junck, seconded by Betcher, to refer to staff for a memo the email from Stefanie Day regarding safety concerns at the intersection of Ontario and North Dakota..

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

Mayor Haila noted that the memo from Assistant City Manager Phillips regarding the broadband infrastructure grant possibility to bring service to Dartmoore Road does not need to be referred ;it will be taken under advisement.

COUNCIL COMMENTS: Council Member Gartin commented that the City of Ames Community Center has phenomenal recreation facilities, and he encouraged people to check them out.

Council Member Betcher shared that she had attended the Black Faculty and Staff Juneteenth event last weekend. She noted that there will be another educational opportunity on Juneteenth at the Ames Farmer’s Market on Main Street on Saturday.

ADJOURNMENT: Moved by Betcher to adjourn the meeting at 8:48 p.m.

Diane R. Voss, City Clerk

John A. Haila, Mayor

MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

JUNE 24, 2021

The Special Meeting of the Ames City Council was called to order by Mayor John Haila at 11:02 a.m. on the 24th day of June, 2021. As it was impractical for the Mayor and Council Members to participate in the meeting in person, Mayor Haila and Council Members Gloria Betcher, Bronwyn Beatty-Hansen, Tim Gartin, Rachel Junck, and David Martin were brought in telephonically. Council Member Corrieri and *ex officio* Member Trevor Poundstone were absent.

WELCH AVENUE TREE-TRENCH FENCING: Municipal Engineer Tracy Peterson explained that the tree trenches have been installed along Welch Avenue. She reminded the Council that they were engineered to improve stormwater quality and include trees and native plants to aid in treating the water. After the tree trenches were constructed, the City started receiving feedback about the safety aspects of the area, particularly for pedestrian safety due to the depth of the boxes. The tree trenches were designed and constructed to be 2.5' deep from the top of the sides to the soil level in the bottom of the box. The deepest end is on the north and was also designed to act as benches where visitors can sit. It was noted that there are no longer picnic tables on Welch Avenue. City staff and Campustown Action Association (CAA) met and discussed several solutions to the safety issue. It was pointed out by Ms. Peterson that the tree trenches were funded through a grant from the Iowa Department of Ag and Land Stewardship (IDALS), so if the City made changes that did not meet the requirements of the grant, the City would have to repay the grant.

Ms. Peterson introduced Civil Engineer Hafiz Ibrahim, who is the project manager on this project. Mr. Ibrahim reviewed the options that had been explored, as follows:

1. Install grates over the trenches.
2. Install decorative fencing around the trenches.

According to Mr. Ibrahim, multiple issues would be encountered with the installation of grates. He said that, due to the size of the trenches, there is no standard grate that would fit. The grates would have to be custom-made; the cost would be almost triple that of the cost of fencing and would cause a substantial delay in delivery. In addition, in order to keep the debris from passing through the grates, the mesh spacing would have to be extremely close, which would inhibit the growth and viability of the planted material in the trenches. The grates would also have to be strong enough to allow people to walk across and stand on them. Ms. Peterson pointed out that the planted material in the trenches needs to have some sunlight to grow. The plants are meant to filter the storm water, and if that feature is lost, it would jeopardize the state funding.

Mr. Ibrahim advised that staff and the CAA had agreed that ornamental fencing around each trench would be an attractive addition that would prevent pedestrians from falling into the box. He listed the following benefits from that approach:

1. There is a standard size ornamental fence that can be ordered that matches the fencing in other nearby locations.

2. A gate can be added, which would provide easy access for maintenance and cleanup.
3. Fencing will not inhibit the growth of the plant material in the trench.
4. The installation of ornamental fencing would not change the intent of the grant, so the grant funding would not be jeopardized.

It was noted by Mr. Ibrahim that the City has to place the order now in order to get the fencing installed before the students return in the fall. In addition to that, if not ordered now, the price could continue to increase. Installation costs could increase as well. Director Joiner stated that if the Council opts to direct staff to move forward with fencing, it will be five or six weeks before the fencing is received. It will take an additional two weeks to install.

Public Works Director John Joiner noted that Council Member Gartin had found some examples of grates; however, those are a much smaller unit than what is needed for this project. He reiterated that what is needed for this project is much larger and will have to be custom-designed.

Mayor Haila asked what material would be used to construct the fencing. Mr. Ibrahim stated that the fencing would be made of commercial-grade steel. He commented that it is believed that the fencing will withstand the wear that will occur in Campustown.

Maintenance of the tree trenches was discussed. Mr. Joiner advised that City staff had been maintaining the trenches since their installation. Mr Ibrahim advised that the Campustown Action Association will be given a key to access the trenches to provide help with maintenance.

Ms. Peterson noted that with the Welch Avenue construction bid, the bid alternate that would have also awarded trash receptacles, benches, and tree trenches was not awarded. The trash receptacles were ordered, have been received, and are being installed by City staff. According to Ms. Peterson, the contractor planted the plants; however, many did not survive. The contractor has been replacing the plants, and more will be added. She said that staff will continue to monitor the health of the trees and plantings. Mr. Ibrahim advised that the sedges (plants) will grow to be two to three feet tall. They are planted in seven of the nine trenches.

A concern was expressed by Council Member Martin that there are gaps in some of the wells. Ms. Peterson stated that during the first couple of years when it rains, the soil will naturally compact. Staff will also add soil.

Mayor Haila asked if the fencing will be attached inside or outside of the trenches. Ms. Peterson replied that the fencing would be installed inside of the trenches. The area designed to serve as a bench will still be able to function as it was intended.

Council Member Martin noted that Mr. Ibrahim had stated that it would be possible to install a gate in the fencing around each trench and asked where that would be located. Mr. Ibrahim answered, if it is decided to go that route, they would be installed on the street side.

Council Member Gartin commented that he was not a big fan of the fencing and asked staff to back off the wall of fences and consider an alternative. He stated that Council is working to improve the area and make it more attractive. In his opinion, the fencing would detract from the appearance. Municipal Engineer Peterson pointed out that the trenches collect the water, but do not in themselves actually preserve the water quality. She reiterated that the grant was received to improve the water quality, so if the scope changes, the City would have to pay back the grant. Also, flooding on Welch would not be accommodated. Mr. Gartin said he does share in the goal of having trees and creating an urban landscape. He also acknowledged the added benefit of storm water management with the tree trenches; however, aesthetics is also important. Concerning the issue of safety, he will defer to the expertise of others to determine what would work. Concerns have been expressed that the tree trenches will become an area to deposit trash, which would further detract from the appearance of Welch Avenue.

Council Member Beatty-Hansen commented that all of the trash receptacles have not yet been placed, but once added, the amount of trash going into the wells will be a lot less. She believes that the trash receptacles are being added this week, and it is hoped that will cut down on the amount of trash thrown into the trenches substantially.

Council Member Gartin asked who would be in charge of maintaining the trenches and what is the proposed frequency of maintaining. Ms. Peterson advised that maintenance is and will be performed through a partnership between the City and CAA. Staff will continue to monitor the situation; perhaps more receptacles will be added. Trash thrown on the street can actually go down the storm sewer, into Lake LaVerne, and eventually, into the watershed. Mr. Gartin commented that trash that comes from the night before will still be thrown inside the tree trenches. Mr. Joiner said that the City crew that goes out once a week to take care of the flowers can continue to remove the trash from the tree trenches. The trash cans will be placed close to the tree trenches. Mr. Gartin reiterated his thoughts that it is a given that there will be trash in the tree trenches no matter when or how often it gets picked up.

It was also stated by Mr. Gartin that he is not “married” to having flowers inside of the trenches if the reasoning behind not using grates is because there would not be enough sunlight for the flowers to grow. He wants the Welch Avenue project to be attractive and well-liked.

Council Member Betcher noted that the Council can’t lose sight of the timeliness of the project. She stated that her main concern is that the trenches are safe for everyone who is walking in Campustown.

Council Member Beatty-Hansen said if the mesh is changed inside the trench to a small enough net to catch the trash, it might be a threat to wildlife. She recommended that they start with the placement of trash receptacles near the fencing and see how that goes before any changes are made.

Council Member Junck asked how long it will take for the sedges to grow to maturity. Mr. Ibrahim answered that it will take about a year. According to Mr. Ibrahim, the plants were chosen to best

treat the water quality. He also noted that when the sedges grow, any trash that would be deposited inside the fencing around the trenches will land on top of the plants.

City Manager Schainker noted that no matter what design was chosen, it won't alter people's behavior: People will continue to throw their trash outside of the trash cans and sometimes it will end up in the tree trenches. Ms. Peterson pointed out that the trash receptacle design for this project was specific; the others were such that pedestrians could just put their trash on top of the receptacle.

Mayor Haila again questioned the composition of the fencing and its ability to withstand abuse. Mr. Ibrahim confirmed that the fencing will be made of steel and hollow in the middle. The Mayor commented that it did not look to him that it will be strong enough and asked if the vendor was aware of the types of abuse that the fencing would be subject to in Campustown. Mr. Ibrahim stated that the fencing will be commercial-grade and will be bolted to the inside of the trench. City Manager Schainker commented that there is no guarantee from the vendor that the fencing will hold up to the kind of treatment that it might receive in Campustown.

Municipal Engineer Peterson brought the Council's attention to Page 15 of the Council Action Form, which showed a picture of the fence that was installed for a new restaurant just south of Cy's Roost. The fence is very similar to that which is being proposed for the tree trenches. She shared that a similar one was also installed at 200 Welch a few years ago.

Moved by Junck, seconded by Beatty-Hansen, to direct staff to install a 3' ornamental fence around the tree trenches on Welch Avenue by contracting with The Door and Fence Store of Ames, Iowa, at a cost of \$21,958, with funding to come from the available funds in the project budget.

Council Member Gartin stated that he is concerned about the quality of steel as well as the design of the fencing. He asked if there was any possibility of upgrading the quality of fencing material. Mayor Haila replied that this is a time-sensitive project. The manufacturer is more than likely not interested in upgrading the material.

Council Member Martin noted that there is a threat to the grant funding, which was in the amount of \$100,000, if the City sways too much from the design. He stated that he supports the fencing for now, but is concerned whether it is good enough in terms of structure as well as aesthetics. Mr. Martin said he was hoping for something with a more grandeur design given the other improvements that have been made in the Campustown area. He hopes that staff pays close attention and would be willing to replace the fencing with another material in the future if need be. In addition, there should be a plan for having trash picked up every day until those who are picking it up that say that the amount of trash has lessened to the extent that it doesn't have to be every day.

Council Member Betcher also stated that she was skeptical about the fencing material. She commented that Council Member Martin is correct about the investment in the area. Ms. Betcher noted that the City needs to be conscious of doing things right, but, in this case, the City also has a need to do things quickly. The fencing, alone, is not deterring the deposits of trash, which causes

a problem with storm water management. Mayor Haila pointed out that trash will be in the trenches after it rains as it will wash in there.

Vote on Motion: 4-1. Voting aye: Beatty-Hansen, Betcher, Junck, Martin. Voting nay: Gartin. Motion declared carried.

Moved by Martin, seconded by Betcher, to ask staff to come up with a strategy for daily maintenance (trash pick up) for at least the rest of the calendar year unless canceled because it is no longer warranted.

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

Ms Betcher stated that if daily trash pick up is not needed, the schedule can be changed.

TRANSFORMER OIL RECONDITIONING AND REPAIR: Electric Services Director Donald Kom stated this item is coming to Council because the amount of the bid is over \$50,000. The bid is for oil reconditioning and repair of a transformer for the Electric Services Department. The work needs to be completed as oil testing has revealed that there is elevated moisture in the oil. Normally, an inhibitor is added to transformer oil to keep moisture out; however, testing has revealed that this inhibitor is gone. Moisture in the transformer will lead to deterioration, which could lead to catastrophic failure. There is also oil migrating between the main tank and the Load-Tap changer tank that needs to be addressed. According to Director Kom, this project is time-sensitive because this transformer is required to supply power to Unit No. 8 for start-up. Electric Services is striving to complete Unit No. 8 start-up prior to July 23 to meet MISO deadlines.

Mr. Kom advised that on June 11, 2021, a Request for Quotation (RFQ) was issued to 103 vendors for oil reconditioning and repair of the transformer. Two bids were received. Staff reviewed the bids and concluded that the apparent low bid was unacceptable as it did not include the costs of replacing barrier boards or seals. The City would need to purchase and receive those items before repair, which could delay the project. In addition, the quote provided did not include draining the oil out of the tank and did not create a vacuum to draw out the moisture. The quote from the alternative bidder, although offering a higher bid cost, did include all the necessary work that City staff had solicited in the RFQ.

Moved by Betcher, seconded by Junck, to adopt RESOLUTION NO. 21-384 awarding a contract to Maxima of Shawnee Mission, Kansas (dba North American Substation Services, LLC, of Alamonte Springs, Florida) for transformer oil reconditioning and repair in accordance with the bid in the amount of \$56,335.50 (inclusive of Iowa sales tax).

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

DISPOSITIONS OF COMMUNICATIONS TO COUNCIL: None.

COUNCIL COMMENTS: Council Member Betcher commented that in the time between now and

the budget season, she would like the Council to consider how to fund the CAA efforts to improve the Campustown area.

ADJOURNMENT: Moved by Betcher to adjourn the meeting at 12:01 p.m

Diane R. Voss, City Clerk

John A. Haila, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input type="checkbox"/>	1 st – 15 th
	<input checked="" type="checkbox"/>	16 th – End of Month
Month & Year:	June 2021	
For City Council Date:	July 13, 2021	

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Public Works	South Grand Avenue Extension	1	\$9,368,716.27	Peterson Contractors, Inc.	\$0.00	\$16,286.26	T. Peterson	MA
Public Works	South Grand Avenue Extension	2	\$9,368,716.27	Peterson Contractors, Inc.	\$16,286.26	\$1,050.00	T. Peterson	MA
Public Works	2019/20 Asphalt Street Pavement Improvements (14 th Street to 15 th Street)	3	\$774,662.19	Manatt's Inc.	\$133,061.22	\$-(23,000.78)	J. Joiner	MA
Fleet Services	2019 Electric Distribution Parking Lot Replacement	1	\$218,003.80	Con-Struct Inc.	\$0.00	\$0.00 Extend to May 31, 2021	C. Mellies	MA
Fleet Services	2019 Electric Distribution Parking Lot Replacement	2	\$218,003.80	Con-Struct Inc.	\$0.00	\$1,586.68	C. Mellies	MA
Public Works	2017/18 Main Street Pavers (Clark to Burnett)	2	\$175,408.46	Pillar Inc.	\$120,582.00	\$34,689.55	B. Phillips	MA

**MINUTES OF THE REGULAR MEETING OF THE
AMES CIVIL SERVICE COMMISSION**

AMES, IOWA

JUNE 24, 2021

The Regular Meeting of the Ames Civil Service Commission was called to order by Chairperson Mike Crum at 8:15 a.m. on June 24, 2021. As it was impractical for the Commission members to attend in person, Commission Chairperson Mike Crum and Commission Members Harold Pike and Kim Linduska were brought in telephonically.

APPROVAL OF MINUTES OF MAY 27, 2021: Moved by Pike, seconded by Linduska, to approve the Minutes of the May 27, 2021, Regular Civil Service Commission meeting.
Vote on Motion: 3-0. Motion declared carried unanimously.

CERTIFICATION OF ENTRY-LEVEL APPLICANTS: Moved by Crum, seconded by Linduska, to certify the following individuals to the Ames City Council as Entry-Level Applicants:

<u>Chief of Police</u>	Geoff Huff	89
	John Justiniano	75*

*Includes Preference Points

<u>Environmental Instrument & Control Tech</u>	Salvatore Vigil	79
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<u>Police Records Clerk</u>	Alexandra Burken	83
	Shelby Esman	83
	Paige Miller	82
	Shelby Booms	78
	Amelia Knuth	76
	Theresia Buchholz	75
	Brittany McCumber	71

Vote on Motion: 3-0. Motion declared carried unanimously.

CERTIFICATION OF PROMOTIONAL-LEVEL APPLICANTS: Moved by Linduska, seconded by Pike, to certify the following individuals to the Ames City Council as Promotional-Level Applicants:

<u>Utility Maintenance Foreman:</u>	Zach Landhuis	81
	Kendel Miller	78
	John Lloyd	73

Vote on Motion: 3-0. Motion declared carried unanimously.

COMMENTS: Chairperson Crum asked Human Resources Director Bethany Jorgenson if there was any indication that a hearing before the Commission would be needed in the near future. Ms. Jorgenson replied that she was not aware of any possible Civil Service cases being filed.

The Commission received an update from Director Jorgenson on the Police Officer recruitment. She stated that it is anticipated that Human Resources will be starting a new Police Officer recruitment in the near future. Ms. Jorgenson explained that the Commission had certified 11 Entry-Level candidates on May 27, 2021, and eight Conditional Offers of Employment were made. Two of those candidates have since withdrawn from the process because they have accepted offers elsewhere, and it is unknown at this time if any of the remaining six will accept the City's Conditional Offers.

Commission Member Pike asked how many vacant Police Officer positions currently exist. Director Jorgenson said there are eight open Police Officer positions. Mr. Pike questioned why there were so many. Ms. Jorgenson answered that there had been promotions within the Department, retirements, and through attrition. She further explained that some officers have decided that they do not want to be a Police Officer any longer and have pursued other careers.

The next Regular Meeting of the Ames Civil Service Commission is scheduled for July 22, 2021, at 8:15 a.m.

ADJOURNMENT: The meeting adjourned at 8:26 a.m.

Michael R. Crum, Chairperson

Diane R. Voss, City Clerk

Applicant

Name of Legal Entity : NORTHCREST, INC.

Name of Business(DBA) : Northcrest Community

Address of Premises : 1801 20th Street

City : Ames

County : Story

Zip : 50010

Business : (515) 232-6760

Mailing Address: 1801 20th Street

City : Ames

State : Iowa

Zip : 50010

Contact Person

Name : Rashell Fowler

Phone : (515) 232-6760

Email : rfowler@northcrestcommunity.org

License Information

License Number :

License/Permit Type : Special Class C Liquor License

Term : 12 Month

Effective Date :

Expiration Date :

Sub-Permits/Privileges :

Status of Business

Business Type : Nonprofit corporation organized under chapter 504.

Ownership

Jere Maddux

City : Ames

State : Iowa

Zip : 50010

Position : Owner

% of ownership :

U.S. Citizen : Yes

Joe Traylor

City : Ames

State : Iowa

Zip : 50010

Position : Owner

% of ownership :

U.S. Citizen : Yes

John Tillo

City : Ames

State : Iowa

Zip : 50010

Position : Owner

% of ownership :

U.S. Citizen : Yes

David Carlyle

City : Ames

State : Iowa

Zip : 50010

Position : Owner

% of ownership :

U.S. Citizen : Yes

Insurance Company Information

Applicant

Name of Legal Entity : Inside Golf, LLC

Name of Business(DBA) : Inside Golf

Address of Premises :

City :

County :

Zip :

Business : (515) 290-1290

Mailing Address: 2801 Grand Ave #1075

City : Ames

State : Iowa

Zip : 50010

Contact Person

Name : Carl Markley

Phone : (515) 290-1290

Email : carl@perfectgamesinc.com

License Information

License Number : LC0044772

License/Permit Type : Class C Liquor License

Term : 12 Month

Effective Date : 2020-09-01

Expiration Date : 2021-08-31

Sub-Permits/Privileges :

Status of Business

Business Type : Limited Liability Company

Ownership

Carl Markley

City : Ames

State : Iowa

Zip : 50010

Position : Owner

% of ownership : 18

U.S. Citizen : Yes

Cael Sanderson

City : State College

State : Pennsylvania

Zip : 16801

Position : Owner

% of ownership : 17

U.S. Citizen : Yes

David Wallace

City : Ames

State : Iowa

Zip : 50014

Position : Owner

% of ownership : 10

U.S. Citizen : Yes

Insurance Company Information

License or Permit Type

License or Permit Type	Length of License Requested
Special Class C Liquor License	12 Month
Tentative Effective Date	Tentative Expiration Date
2021-07-05	2022-07-04

Privileges / Sub-Permits Information

Privileges

Outdoor Service

Sunday Sales

Sub-Permits

Please provide a description of the area you intend to use for the Outdoor Service Privilege and explain its relationship to the currently-licensed premises

This is a patio directly attached to the east side of our building. We will not be serving out there, customers

will pay at the counter
and can carry their
beverage out there
themselves.

Premises Information

Business Information

*** (required) Name of Legal Entity (The name of the individual, partnership, corporation or other similar legal entity that is receiving the income from the alcoholic beverages sold)**
BURGIE'S COFFEE CO. NORTH, L.L.C.

*** (required) Name of Business (D/B/A)**
Burgie's North Ames

Indicate how the business will be operated
Limited Liability Company

*** (required) Federal Employer ID #**
85-0812292

*** (required) Business Number of Secretary of State**
617410

Tentative Expiration Date
Jul 4, 2022

Premises Information

Address of Premises:

Address or location

3701 Stange Road, Ames, Iowa, Story

Search by a location name or address to automatically populate the address fields below (optional)

*** (required) Premises Street**

3701 Stange Road

Premises Suite/Apt Number

*** (required) Premises City**

Ames

Premises State

Iowa

*** (required) Premises Zip/Postal Code**

50010

Premises County

Story

*** (required) Local Authority**

City of Ames

Control of Premises

Own

Is the capacity of your establishment over 200?

No

Are other liquor, wine or beer businesses accessible from the interior of your premises?

No

Equipped with tables and seats to accommodate a minimum of 25?

Yes

*** (required) # of Floors:**

1

of Bathrooms:

2+

Premises Type

Coffee Shop

Does your premises conform to all local and state health, fire and building laws and regulation?

Yes

Contact Information

* (required) Contact Name

Andrew Burgason

* (required) Business

(required) Extension

(515) 451-2658

* (required) Email Address

andrew@windmillcoffee.com

* (required) Phone

(required) Extension

(515) 451-2658

Same as Premises Address

Mailing Address:

Address or location

2400 University Boulevard, Ames, Iowa, Story

Search by a location name or address to automatically populate the address fields below (optional)

Mailing Street

2400 University Boulevard

Mailing Suite/Apt Number

Mailing City

Ames

Mailing State

Iowa

Mailing Zip/Postal Code

50010

Mailing County

Story

Business Demographics Information

Andrew

Burgason

Position: Owner /

Operator

SSN: XXX-XX-9383

US Citizen: Yes

Ownership: 60%

DOB: 1985-10-09

Criminal History Information

Have you ever been convicted of a felony offense in Iowa or any other state of the United States? If you selected "yes", please list your violations below

No

Have any of the owners listed in the ownership screen ever been charged, arrested, indicted, convicted or received a deferred judgment for any violation of any state, county, city, federal or foreign law? All information shall be reported regardless of the disposition, even if dismissed or expunged. Include pending charges. DO NOT include traffic violations, except those that are alcohol related. If you selected "yes", please list your violations below.

No

Dramshop Verification Information

Dram Shop

Society Insurance

Local Authority Information

Outdoor Service Area Approved / Denied

Extension

* (required) Daytime Phone
for Local Authority

Sketch on File

Lease, Final Sales Contract, or Warranty
Deed on File

Premise's Address Correct?

Premises Zoned Properly?

Fire Inspection Completed?

Health Inspection Completed?

Was a DCI background check run?

Previous License Number for this Location

*** (required) Local Authority Email Address**

Comments

Amount Owed to Local Authority

337.50

Document Upload Information

DOCUMENT NAME

Deed/Final Sales Contract or Lease

UPLOADED DOCUMENTS

Lease Agreement.pdf

UPLOADED DOCUMENTS

DOCUMENT NAME

Sketch

UPLOADED DOCUMENTS

BURGIE'S SKETCH UP.pdf

UPLOADED DOCUMENTS



MEMO

Item No. 9

To: Mayor John Haila and Ames City Council Members
From: Lieutenant Heath Ropp, Ames Police Department
Date: June 14th, 2021
Subject: Beer Permits & Liquor License Renewal Reference City Council Agenda

The Council agenda for July 13th, 2021 includes beer permits and liquor license renewals for:

- **Applebee's Neighborhood Grill & Bar** (105 Chestnut) - Class C Liquor License with Sunday Sales
- **AJ's Liquor II** (2515 Chamberlain) - Class E Liquor License with Class B Wine Permit, Class C Permit (Carry out) & Sunday Sales
- **HuHot Mongolian Grill** (703 S Duff Ave Suite #105) - Special Class C Liquor with Sunday Sales
- **Welch Ave Station** (207 Welch Ave) – Class C Liquor License with Sunday Sales
- **Courtyard by Marriott Ames** (311 S 17th St) – Class B Liquor, Class B Wine Permit, Catering, Outdoor Service and Sunday Sales.

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

- **Sportsman's Lounge** (123 Main St) - Class C Liquor License with Living Quarters & Sunday Sales

A review of police records for the past 12 months found one liquor law violation for the above business. During a compliance check on March 26th, 2021 an employee sold alcohol to a minor and was cited accordingly. A follow-up compliance check was completed on June 10th, 2021 and no violations were recorded.

The Police Department will continue to monitor the above location by conducting regular foot patrols, bar checks and by educating the bar staff through training and quarterly meetings. The Ames Police Department recommends license renewal for the above business.

COUNCIL ACTION FORM

SUBJECT: FALL 2021 COMMISSION ON THE ARTS (COTA) SPECIAL GRANT

BACKGROUND:

On June 7, the Commission on the Arts (COTA) finalized its recommendations for the Fall 2021 Special Project Grant. One grant request was received in the amount of \$1,000. COTA has \$16,341 in funding available for Fall 2021 and Spring 2022 Special Project grants.

COTA reviewed the grant request and recommended approval as indicated below. Copies of a contract were sent to the awarded organization for approval and have been returned. The contract is now presented for City Council's approval.

ORGANIZATION	REQUEST	PROJECT	AWARD
Story Theater Company	\$1,000	Frozen, Jr.	\$1,000
Total	\$1,000		\$1,000

ALTERNATIVES:

1. Approve the COTA special project grant contract as recommended.
2. Refer the contract to COTA for further information.
3. Do not approve the contract.

CITY MANAGER'S RECOMMENDED ACTION:

Special project grants help advance participation in and awareness of the arts in the Ames community, which is a key goal of the Commission on the Arts. COTA has reviewed the request and has recommended the approval of the contract now presented to the City Council.

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

COUNCIL ACTION FORM

SUBJECT: ENCROACHMENT PERMIT FOR SIGN ON BUILDING AT 400 MAIN STREET

BACKGROUND:

ReMax Precision is seeking approval to attach a sign to its building that will encroach over the right of way. The building is located at 400 Main Street. The sign is 10.5 inches in height and 131.76 inches in width, for a total of 9.61 square feet.

Chapter 22.3(3) of the *Ames Municipal Code* requires approval of an Encroachment Permit Agreement by the City Council before the Permit can be issued. By signing the Agreement, the applicant and owner agree to hold harmless the City of Ames against any loss or liability as a result of the encroachment, to submit a certificate of liability insurance that protects the City in case of an accident, and to pay the fee for the Encroachment Permit. The applicant and owner also understand that this approval may be revoked at any time by the City Council.

The fee for this permit was calculated at \$25, and the full amount has been received by the City Clerk's Office along with the certificate of liability insurance. The Encroachment Permit application is attached.

ALTERNATIVES:

1. Approve the Encroachment Permit for a sign at 400 Main Street.
2. Deny the request.

CITY MANAGER'S RECOMMENDED ACTION:

The proposed encroachment conforms to the requirements of Municipal Code. The permit application, fee, and certificate of liability insurance have been received and are in order.

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



For Office Use Only

Documents Received

Date: 6-29-21

- Completed Application
- Certificate of Inspections

sent to PW, PAH, Building

Official on Rec'd 6-30-21

Review by DRC needed?

sent 6-29-21

Fees

Fee Amount #25 requested 7-1-21

Date Fee Paid

Insurance

Received 6-29-21

Approved 7-1-21

Agreement

Two originals prepared

Signed agreements returned

QC Meeting Date 7-13-21

Added to agenda

CAF prepared on T Drive

Follow Up

Application approved

Agreement signed by Mayor

Letter prepared and sent to applicant

Clerk's copy of Agreement sent to Recorder

Add to FMS with insurance expiration date

Notes

ENCROACHMENT PERMIT APPLICATION

An Encroachment Permit approved by the Ames City Council is required for anything of a "fixed character" which is "upon, over or under" the surface of any "street, alley, or sidewalk."

Applicant is: Property Owner Tenant Contractor

Applicant Name ReMax Precision

Address of Encroachment 400 Main St

City Ames State IA Zip Code 50010

Type of Encroachment: Sign

(If the encroachment is a sign, please apply for a sign permit through the Inspections Division.)

Total Square Feet of the Area to Encroach:

(See attached submittal guidelines.)

Property Owner Name Randy Pyle

Mailing Address PO Box 247

City Ames State IA Zip Code 50010

Daytime Phone Cell Phone 808-375-5035

E-mail: rdpyle@icloud.com

These items must be submitted with your application prior to approval of the permit:

- An Encroachment Permit Agreement approved as to form by the City Attorney and signed by the owner of the building where the encroachment will occur (obtained from the City Clerk's Office).
- A sketch of the encroaching item (i.e., sign, canopy, awning, etc.) drawn to scale.
- A sketch showing the placement of the encroaching item on the property.
- An insurance certificate with comprehensive general liability coverage in an amount of not less than \$500,000 combined single limit naming the City of Ames as an additional insured on the policy. Said certificate must be accompanied with a copy of Endorsement CG 2013.
- A fee to be determined by the City's Building Official. The fee is \$1.00 per square foot of the encroachment or a minimum of \$25.00.

Applicant's Signature [Signature] Date 6/29/2021

Property Owner's Signature [Signature] Date 6/29/2021

Submit your completed permit application to: renee.hall@cityofames.org
City of Ames
City Clerk's Office
PO Box 811
Ames, IA 50010

Job Number: _____

Customer Contact: _____

Sales Rep: **Eric Johnston**

Designer: **Katelin Kelly-Pritchard**

Custom Art For: Remax precision- Ames

Proof Date: 6/28/21

Version: 1



10.5 in ^{131.76 in}
RE/MAX-PRECISION



Please Read Carefully: PROOF REVIEWER WILL BE RESPONSIBLE FOR FINDING ALL ERRORS AT THE PROOFING STAGE. ONCE A PROOF HAS BEEN APPROVED, WE CONSIDER IT READY FOR PRINT. ANY ARTWORK, COPY AND/OR LAYOUT ERRORS DISCOVERED AFTER PRINTING, WILL BE THE PROOF REVIEWERS RESPONSIBILITY. **PLEASE DO NOT APPROVE THIS PROOF IF THERE ARE ANY ERRORS. THANK YOU!**



Order Details:
Building Sign

CUSTOMER CHECKLIST

- Quantity
- Colors
- Spelling

NOT APPROVED Please Annotate Changes Above

APPROVED BY: _____

By signing you confirm the design show is satisfactory and hereby accepted. All names and spelling are correct. Signarama is authorized to do the work as specified. Any changes made after the approved will be charged for. This design and drawing submitted for your review and approval are the exclusive property of Signarama. It may not be re-produced, copied, exhibited or utilized for any purpose, in part or whole without the written consent of Signarama.

**CERTIFICATE OF INSPECTIONS
New Encroachment Permit**

Please return to the City Clerk's Office by 7-8-21

City Council Action has been requested on 7-13-21

Applicant ReMax Precision


Phone No. _____

Location 400 Main St

Type of Encroachment Sign 10.5" T x 131.76" W = 9.61 sq ft.

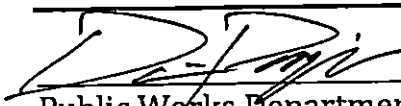
I HEREBY CERTIFY that the location for which the permit will be issued conforms with all zoning regulations of the City of Ames.

N/A Approved Approved with the following conditions:

 6-30-21
Planning Department Date

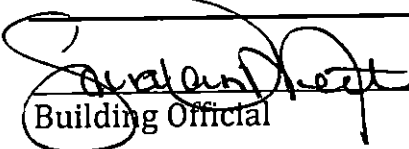
I HEREBY CERTIFY no rights-of-way users will be impacted at the location for which the permit will be issued.

N/A Approved Approved with the following conditions:

 6/30/2021
Public Works Department Date

I HEREBY CERTIFY that the requested encroachment permit has been reviewed.

N/A Approved Approved with the following conditions:

 6/30/21
Building Official Date

Review by DRC Needed?

ITEM#: 12
DATE: 07-13-21

COUNCIL ACTION FORM

SUBJECT: 2021 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT

BACKGROUND:

On June 8, 2021, the Ames Police Department received notice that it is eligible for grant funds through the 2019 Department of Justice, Office of Justice Programs, Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant (JAG) Program.

Grant funds can be used for state and local initiatives, technical assistance, training, personnel, equipment, supplies, contractual support, and information systems for criminal justice, as well as research and evaluation activities that will improve or enhance law enforcement programs related to criminal justice.

Because the Story County Sheriff provides jail services for the county, the grant conditions require that the Sheriff participate in the grant application for funding under this JAG program. Therefore, it would be appropriate for the City to enter into a Memorandum of Understanding with Story County for acquisition and use of the funds.

Total funding potentially available to the Ames Police Department and the Story County Sheriff's Office through this grant is \$15,932.00. **This year the two law enforcement agencies propose to use the funds to continue a project which enhances the capabilities and expertise in mental health and wellness. Additionally, a portion of the funds would be used to replace outdated and malfunctioning department Tasers.**

If awarded, grant funds will be used by the City to:

1. Support an extension of the concepts of the City's Healthy4Life program targeting employee health improvements and focusing these concepts specifically on the 24/7 law enforcement environment. The project increases contact between participating members and a coach, expands the scope of the interaction to include work related stress and provide professional direction to achieve health and wellness goals.
2. Two individuals of the Ames Police Peer Support Team will attend a national mental health crisis intervention conference designed to provide advanced training on issues affecting mental health. These individuals will also provide support to help advance the Officer Wellness Project as well as provide support to individual law enforcement personnel who need assistance in coping with demanding duties of the law enforcement profession.

3. The Ames Police Peer Support Team will continue to partner with a local mental health provider to assist the department in supporting employees in work related stress and physical and emotional wellness. The provider would act a consultant to the team during team meetings and critical incident debrief sessions. The provider would also facilitate individual wellness sessions with team members and other staff who wish to improve emotional wellness.
4. Purchase six Tasers (including holsters, battery packs, and cartridges) to replace outdated and malfunctioning equipment.

The grant requires that the Mayor sign a certifications and assurances document indicating that the City will abide by the grant terms and conditions. There is no monetary match required for this grant.

ALTERNATIVES:

1. A. Approve the Memorandum of Understanding with Story County to apply for grant funding under the 2021 Department of Justice, Office of Justice Programs, Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Grant (JAG) Program

B. Authorize grant application.
2. Do not approve the Memorandum of Understanding with Story County and do not authorize the Edward Byrne Memorial Justice Assistance Grant (JAG) Program grant application.

CITY MANAGER’S RECOMMENDED ACTION:

JAG funds have been used productively during the past few years to purchase equipment and provide training. The program has proven to be a valuable source of funds for special purchases and programs.

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

ITEM#: 13
DATE: 07-13-21

COUNCIL ACTION FORM

SUBJECT: ARBOR STREET - ELECTRIC UTILITY EASEMENT ON STATE OF IOWA PROPERTY

BACKGROUND:

Electric Services is planning to install a buried electrical line along the south side of Arbor Street between State Avenue and S. Sheldon Avenue during summer 2021. This line will provide an alternate circuit to serve electric customers in the area southwest of the Iowa State University campus to stay ahead of projected electric load growth in the area.

Due to the distance between State Avenue and S. Sheldon Avenue (approx. 1,200 ft), a pull box will need to be buried near the middle of the line. The pull box will enable Electric Services crews to install the new line in shorter sections to avoid damaging the line.

Multiple buried telephone lines on the south side of Arbor Street prevent the placement of the pull box in public right-of-way. The Iowa State University Arboretum is located on the south side of the Arbor Street right-of-way and would provide a suitable location for the installation of the pull box. **To accomplish this, the City and ISU must approve an agreement for a 15-foot by 30-foot easement.**

Staff from Iowa State University Facilities Planning & Management is supportive of the placement of the pull box in the ISU Arboretum site. On June 2, 2021, the Iowa Board of Regents approved the easement in exchange for \$1 in consideration.

ALTERNATIVES:

1. Approve the Electric Utility Easement on State of Iowa property for the installation of an electrical pull box.
2. Do not approve the Electric Utility Easement on State of Iowa property and direct Electric Services' staff to find an alternative location for the electrical pull box.

CITY MANAGER'S RECOMMENDED ACTION:

Electrical load is projected to increase in the area southwest of the Iowa State University campus. The installation of a buried electric line along Arbor Street will provide Electric Services with an alternate circuit to maintain quality of service to the area. An easement on ISU property is required to install a pull box for the project.

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

COUNCIL ACTION FORM

SUBJECT: FLEET REPLACEMENT PROGRAM – BOBCAT COMPACT TRACK LOADER

BACKGROUND:

Parks and Recreation uses one compact track loader and one rubber-tired utility vehicle to perform grounds maintenance, dirt work, and snow removal. Both units are Bobcat brand and share various attachments. These two units are used daily, year-round, and are indispensable for Park operations. Due to the amount and similarity of the work performed by these two units it has become apparent the rubber-tired utility vehicle is not heavy-duty enough. Therefore, a second Bobcat compact track loader is recommended to replace the utility vehicle. This replacement was scheduled in the FY 2020/21 budget year.

Bids were solicited for a new Bobcat Compact Track Loader and on June 14, 2021, one bid was received as follows:

Bidder	Make	Model	Year	Bid
Bobcat of Ames Ames, IA	Bobcat	T76 T4	2021	\$59,442.99

City staff has evaluated the bid and has determined that it meets the City’s specifications and is acceptable. The existing unit currently has replacement funding accumulated in the amount of \$61,108, which is available to fund this purchase.

ALTERNATIVES:

1. Award a contract to Bobcat of Ames, IA for one 2021 Bobcat T76 T4 Compact Track Loader for \$59,442.99.
2. Reject the bid and provide further direction to City staff.

CITY MANAGER’S RECOMMENDED ACTION:

Parks and Recreation staff and the Fleet Director are confident the purchase of the 2021 Bobcat T76 T4 Compact Track Loader will provide the City with exceptional service at the best price.

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

COUNCIL ACTION FORM

**SUBJECT: POWER PLANT DCS HARDWARE AND SOFTWARE UPGRADE –
CHANGE ORDER NO. 1**

BACKGROUND:

Electric Services uses a Distributed Control System (DCS) to monitor and operate the boilers, turbines, generators, and auxiliary equipment located in the Power Plant and at remote sites. The existing DCS was installed in 2015 during the Natural Gas Conversion Project. The DCS was supplied and is supported by Emerson Process Management Power & Water Solutions, Inc. of Pittsburgh, PA.

On January 26, 2021, the City Council approved a contract with Emerson Process Management, Power & Water Solutions, Inc. of Pittsburgh, PA to upgrade the DCS system in the amount of \$422,803 (including \$2,000 in freight). Since Emerson Process Management Power & Water Solutions, Inc. was not licensed to collect sales taxes for the State of Iowa, the City was responsible to pay \$29,456.21 in applicable Iowa sales taxes directly to the state. This brought the total cost to \$450,259.21.

Three control systems in the Power Plant (Water Treatment, Electrostatic Precipitator, and Diesel Fire Pump) are currently operated as individual systems, separated from the DCS. These three systems cannot be operated from the control room at the Power Plant and monitoring is very limited. The Water Treatment system is also very limited in its ability to automate chemical dosing, resulting in vulnerability to all the water systems in the Power Plant including the Boilers, Cooling Towers, and Internal Cooling Water systems.

When the Power Plant DCS Hardware and Software Upgrade project was planned and awarded, staff did not include the Water Treatment, Electrostatic Precipitator, and Diesel Fire Pump controls with the project, since these three systems do not integrate with the DCS. Instead, it was planned to update these three systems separately as part of a routine maintenance project.

After awarding the Power Plant DCS project to Emerson, staff began the process of researching options to update these three separate systems. As a result, it became apparent that the updates would be very complex and costlier than a typical maintenance project. Additionally, any update that could be undertaken would still cause these control systems to be separate from the Power Plant's DCS, resulting in reduced ability to monitor and respond to system conditions.

During the planning and testing phases of the current DCS hardware and software upgrade project, staff consulted with Emerson about the feasibility of

integrating these three systems into the DCS. Staff has determined that incorporating a change order into the current DCS project would be the simplest and most cost-effective approach.

The cost to do so would be an increase of the contract amount by \$175,855, plus \$12,309.85 in sales taxes, for a total cost of \$188,164.85. Since Emerson Process Management Power & Water Solutions, Inc. is not licensed to collect sales taxes for the State of Iowa, the City would pay up to \$12,309.85 in applicable Iowa sales taxes directly to the state.

The original Capital Improvements Plan funding for this project has been exhausted and the additional funding for this change order will come from the Unit 7 Turbine/Generator Overhaul project funds. The Unit 7 Turbine/Generator Overhaul has been completed and there is \$373,311 in funding remaining in that project.

ALTERNATIVES:

1. Approve Change Order No. 1 to Emerson Process Management, Power & Water Solutions, Inc. of Pittsburgh, PA in the amount of \$175,855.00. The City will pay applicable sales tax up to \$12,309.85 directly to the State of Iowa.
2. Do not approve the requested change order.

CITY MANAGER'S RECOMMENDED ACTION:

It is in the City's best interest to perform the integration of these three systems during this current project to improve system simplicity, maintenance, and reliability. It will also avoid additional cost and Power Plant down time if performed now instead of performing as a separate project in the future. The most effective way to complete this system integration is for the existing DCS supplier to perform the work.

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

COUNCIL ACTION FORM

SUBJECT: AUTHORIZE ADDITIONAL REPAIRS TO WATER POLLUTION CONTROL FACILITY METHANE ENGINE NO. 2

BACKGROUND:

The Water Pollution Control (WPC) Facility recently replaced one of its methane engine generators (MG #1) with a boiler. As part of this project, Waldinger Corporation, the general contractor, was also tasked with upgrading the controls on the two remaining methane engine generators (MG #2 and MG #3).

On January 12, 2021, a catastrophic event occurred to MG #2 making it no longer operable. During the controls upgrade, a subcontractor to Waldinger was observed multiple times operating MG #2 engine without first notifying City staff as required by the contract. There were several events that occurred when the engine was under the control of the subcontractor that staff believes were a direct cause of the failure of MG #2.

Staff has attempted to resolve the issues with the general contractor and get repairs made at no cost to the City. The general contractor and its subcontractor do not agree that the repairs are their responsibility. **The damage claim will take time to resolve. Delaying the repairs will result in ongoing electrical demand charges from the rural cooperative that serves WPC.**

Staff utilized the rapid needs procurement process allowed by the City's Purchasing Policies and Procedures and directed Interstate PowerSystems to begin repairs on the engine. Interstate PowerSystems was already under contract for routine maintenance on the standby engine at WPC, and the company has a track record of being very cost competitive on this type of engine work.

Interstate PowerSystems initially determined that two of the engine's cylinders were damaged and needed to be repaired. The original repair costs of \$24,253 were able to be approved using the department's purchasing authority. During the repairs, additional damaged components were discovered which required a cost increase of \$7,070. This pushed the total dollar amount over the departmental threshold and the cost increase was approved by the City Manager's Office.

After making the repairs to the two damaged cylinders, an operational check of the engine was performed before placing it back in service. It was discovered that two additional cylinders would not pass a compression test and required additional repair work. **Interstate PowerSystems has proposed repairs to the two additional defective cylinders for \$22,264. The additional work brings the total purchase order amount to \$53,587, which requires Council approval.**

The funding for the repairs will be from the CIP budget for the Methane Engine Generator Replacement Project. The project budget and estimated project expenses are shown below.

Authorized Funding

Budgeted in FY 2018/19 CIP	\$ 1,515,000
Savings from Structural Rehab (<i>reallocated in Fall 2019 amendments</i>)	325,000
Savings from Primary Clarifier Drive Replacement Project	124,000
Total Available Funding	\$ 1,964,000

Revised Project Expenses

Engineering	
Design	\$ 165,000
Bidding and Construction	89,200
Amendment 1 (<i>Additional Construction Services</i>)	15,000
Construction	
Original Contract	1,554,270
Change Order 1 (<i>Electric Peak Shaving</i>)	(12,000)
Change Order 2 (<i>New Starter Bucket</i>)	6,263
Misc. Project Parts/Supplies	5,798
Laboratory Testing Services	711
Permits	100
MG #2 Cylinder Repair	
Original cost estimate	24,253
Additional parts and labor	7,070
Additional Repairs (<i>This Action</i>)	22,264
Total Estimated Expense	\$ 1,877,929

It is the opinion of staff and Interstate PowerSystems that the damage appears to be catastrophic in nature, and not simply “old age” failure as Waldinger’s subcontractor is asserting. Staff believes the damage is a result of the contractor’s negligent operation of the equipment in a manner that was contrary to the requirements of the specifications.

W&PC staff is working with the City Attorney to pursue a damage claim against the general contractor. Staff is withholding payment to Waldinger in an amount equal to the total damages caused by the contractor (estimated to be in the \$150,000+/- range for the engine damage and the increased engineering and utilities costs resulting from the inoperable engine since January) plus the normal five percent retainage and twice the value of remaining uncompleted punch list work.

ALTERNATIVES:

1. Authorize additional repairs to Water Pollution Control Facility Methane Engine No. 2 by Interstate PowerSystems of Altoona, IA, in the additional amount of \$22,264.
2. Do not authorize the additional repairs until such time as the damage claim against the general contractor has been resolved. This could result in increased operational costs to the WPC Facility as a result of the lost ability for peak shaving on the electrical utility bills.
3. Do not authorize any additional repairs to MG #2. This will result in a permanent decrease in the WPC Facility's ability to generate electricity from the renewable methane produced at the facility.

CITY MANAGER'S RECOMMENDED ACTION:

The methane engine is important to the facility by generating electricity, which in turn reduces the energy that must be purchased from the electric utility to operate the facility. The contractor and subcontractor who were operating the equipment prior to the failure do not feel they have any responsibility in the damage. Resolving this disagreement will take time. It is important to return the engine to service as soon as possible to avoid increasing the operating costs of the WPC facility.

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

COUNCIL ACTION FORM

SUBJECT: **AWARD CONTRACT FOR NORTH RIVER VALLEY PARK
PLAYGROUND REPLACEMENT**

BACKGROUND:

This project is to renovate the existing playground structure adjacent to the Hawthorne Shelter on the north side of the athletic field in North River Valley Park, 725 E. 13th St. The playground structure was installed in the park in 2000 and has reached the end of its useful life. The typical lifespan of playground structures is 20 years and funds for replacement are included annually in the Capital Improvements Plan (CIP).

Staff solicited written proposals from qualified playground equipment representatives asking for proposals that offered different features that are not as prevalent in the playgrounds currently in the parks. Staff received five proposals and evaluated them based on the following criteria: safety; features (including balancing, spinning, sliding, climbing and swinging components); site compatibility; accessibility and inclusiveness; physical, cognitive, and emotional/social development; cost vs. relative play value; unique play features and aesthetics compared to existing structures within the park and the overall park system.

Vendors were provided a budget for equipment not to exceed \$55,000. The five vendors that submitted proposals are shown below in order of how they were evaluated with 1 being the highest:

<u>VENDOR</u>	<u>BID</u>
1. Boland Recreation, Marshalltown, Iowa	\$54,085
2. Outdoor Recreation Products, Omaha, Nebraska	\$55,000
3. Commercial Recreation Specialists, Verona, Wisconsin	\$55,000
4. Park Planet, Red Bluff, California	\$55,000
5. American Playground Company, Sioux Falls, South Dakota	\$51,044

Based on the review of the proposals, Boland Recreation, Marshalltown, Iowa, scored the highest and the cost of its playground structure including installation is \$54,085. The goal is to have this playground project completed sometime this fall. The playground selected for North River Valley is show below:

North River Valley Park
Ames, Iowa CD226042



The FY 2020/21 Capital Improvements Plan includes \$64,750 to replace this playground, including the playground structure, installation, installation of a two-bay swing, engineered wood fibers (EWF), and a concrete border.

ALTERNATIVES:

1. Award a contract to Boland Recreation, Marshalltown, Iowa, for the North River Valley Park Playground Replacement Project in the amount of \$54,085.
2. Award a contract to another vendor.
3. Do not award a contract.

CITY MANAGER'S RECOMMENDED ACTION:

The residents of Ames continually rate the playgrounds in the parks as good or very good as part of the annual resident satisfaction survey and the commitment to ensuring playground structures are safe and enjoyable by the residents is very important. The current playground has reached its useful life and is ready to be replaced.

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

COUNCIL ACTION FORM

SUBJECT: **AWARD CONTRACT FOR INIS GROVE PARK PLAYGROUND REPLACEMENT**

BACKGROUND:

This project is to renovate the existing playground structure adjacent to Shagbark Shelter in the northeast part of Inis Grove Park, 2500 Duff Ave. The playground structure and swing set were installed in the park in 2000 and have reached the end of its useful life. The typical lifespan of playground structures is 20 years and funds for replacement are included annually in the Capital Improvements Plan (CIP).

Staff solicited written proposals from qualified playground equipment representatives asking for proposals that offered different features that are not as prevalent in the playgrounds currently in the parks. Staff received five proposals and evaluated them based on the following criteria: safety; features (including balancing, spinning, sliding, climbing and swinging components); site compatibility; accessibility and inclusiveness; physical, cognitive, and emotional/social development; cost vs. relative play value; unique play features and aesthetics compared to existing structures within the park and the overall park system.

Vendors were provided a budget for equipment not to exceed \$55,000. The five vendors that submitted proposals are shown below in order of how they were evaluated with 1 being the highest:

<u>VENDOR</u>	<u>BID</u>
1. Outdoor Recreation Products, Omaha, Nebraska	\$53,724
2. Boland Recreation, Marshalltown, Iowa	\$55,000
3. Commercial Recreation Specialists, Verona, Wisconsin	\$54,800
4. Park Planet, Red Bluff, California	\$54,570
5. American Playground Company, Sioux Falls, South Dakota	\$54,986

Based on the review of the proposals, Outdoor Recreation Products, Omaha, Nebraska, scored the highest and the cost of its playground structure including installation is \$53,724. The goal is to have this playground project completed sometime this fall. The playground for Inis Grove Park is shown below:



The FY 2019/20 Capital Improvements Plan includes \$65,500 to replace this playground, including the playground structure, installation, a two-bay swing, engineered wood fibers (EWF), and a concrete border.

ALTERNATIVES:

1. Award a contract to Outdoor Recreation Products, Omaha, Nebraska for the Inis Grove Park Playground Replacement Project in the amount of \$53,724.
2. Award the contract to another vendor.
3. Do not award a contract at this time.

CITY MANAGER’S RECOMMENDED ACTION:

The residents of Ames continually rate the playgrounds in the parks as good or very good as part of the annual resident satisfaction survey and the commitment to ensuring playground structures are safe and enjoyable by the residents is very important. The current playground has reached its useful life and is ready to be replaced.

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



MEMO

To: Mayor and Members of the City Council

From: City Clerk's Office

Date: July 13, 2021

Subject: Contract and Bond Approval

There is/are no Council Action Form(s) for Item No. 19. Council approval of the contract and bond for this/these project(s) is simply fulfilling a *State Code* requirement.

/alc



Smart Choice

Public Works Department

515 Clark Avenue, Ames, Iowa 50010
Phone 515-239-5160 ♦ Fax 515-239-5404

July 7, 2021

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

RE: Domani Subdivision 1st Addition Financial Security Reduction #2

Mayor and Council Members:

I hereby certify that the water system and a portion of the storm sewer system required as a condition for approval of the final plat of **Domani Subdivision 1st Addition** have been completed in an acceptable manner by **Ames Trenching of Ames, Iowa**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$444,832.50**. The remaining work covered by this financial security includes earthwork, portion of storm sewer system, paving, pedestrian ramps, sidewalks, COESCO, streetlights and street trees.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John C. Joiner'.

John C. Joiner, P.E.
Director

JJ/tp

cc: Finance, Planning & Housing, Subdivision file

Item	Unit	Quantity
STORM SEWER, TRENCHED, RCP, 15 INCH	LF	519
STORM SEWER, TRENCHED, RCP, 18 INCH	LF	432
STORM SEWER, TRENCHED, RCP, 24 INCH	LF	289
STORM SEWER, TRENCHED, RCP, 30 INCH	LF	735
STORM SEWER, TRENCHED, RCP, 42 INCH EQUIVALENT ARCH PIPE	LF	84
FOOTING DRAIN COLLECTOR, PVC, 4 INCH	LF	503
FOOTING DRAIN CLEANOUT, 4 INCH	EA	2
FOOTING DRAIN OUTLETS AND CONNECTIONS, 4 INCH	EA	2
STORM SEWER SERVICE STUB, PVC, 1.5 INCH	EA	28
WATER MAIN, TRENCHED, PVC, 8 INCH	LF	1501
FITTING, 11.25° BEND, 8 INCH	EA	3
FITTING, 22.5°, 8 INCH	EA	5
FITTING, 45°, 8 INCH	EA	1
FITTING, TEE, 8 INCH X 8 INCH X 8 INCH	EA	1
WATER SERVICE STUB, HDPE, 1 INCH	EA	28
VALVE, GATE, 8 INCH	EA	5
TAPPING VALVE ASSEMBLY, 8 INCH	EA	1
FIRE HYDRANT ASSEMBLY	EA	3
FLUSHING DEVICE (BLOWOFF), 8 INCH	EA	1
STORM MANHOLE, SW-401, 48 INCH	EA	4
STORM MANHOLE, SW-401, 60 INCH	EA	3
STORM MANHOLE, SW-401, 72 INCH	EA	1
STORM MANHOLE, SW-401, 84 INCH	EA	1
INTAKE, SW-501	EA	3
INTAKE, SW-503	EA	4
INTAKE, SW-505	EA	4
INTAKE, SW-506	EA	1
CONNECTION TO EXISTING STORM PIPE	EA	1



Smart Choice

Public Works Department

515 Clark Avenue, Ames, Iowa 50010
Phone 515-239-5160 ♦ Fax 515-239-5404

July 8, 2021

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

RE: Quarry Estates Subdivision 3rd Addition Financial Security Reduction #3

Mayor and Council Members:

I hereby certify that a portion of the sidewalk and vegetative stabilization (COSESCO (erosion control) required as a condition for approval of the final plat of **Quarry Estates Subdivision, 3rd Addition** has been completed in an acceptable manner by **Topline Construction of Pleasant Hill, Iowa**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$61,175**. The remaining work covered by this financial security includes sidewalk, conservation management, and stormwater management.

Sincerely,

A handwritten signature in blue ink that reads 'John C. Joiner'.

John C. Joiner, P.E.
Director

JJ/tp

cc: Finance, Planning & Housing, Subdivision file

Description	Unit	Quantity
Sidewalk Pavement, 4"	SY	464
Outlot D Landscaping – Native Seeding	AC	6.5
Outlot D Landscaping - Trees	EA	16
Conservation Area Maintenance	AC	7.2
Stormwater Management	LS	1



Smart Choice

Public Works Department

515 Clark Avenue, Ames, Iowa 50010
Phone 515-239-5160 ♦ Fax 515-239-5404

July 8, 2021

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

RE: Quarry Estates Addition #4 Financial Security Reduction #2

Mayor and Council Members:

I hereby certify that the street lights, street base, curb and gutter and pedestrian ramp items required as a condition for approval of the final plat of **Quarry Estates #4 Addition** have been completed in an acceptable manner by **various homebuilders**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$183,912.70**. The remaining work covered by this financial security includes sidewalks, street surface, street trees, stormwater management, seeding and turf restoration as shown in attachment.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John C. Joiner'.

John C. Joiner, P.E.
Director

JJ/tp

cc: Finance, Planning & Housing, Subdivision file



Smart Choice

Public Works Department

515 Clark Avenue, Ames, Iowa 50010
Phone 515-239-5160 ♦ Fax 515-239-5404

July 8, 2021

Honorable Mayor and Council Members
City of Ames
Ames, Iowa 50010

RE: Scenic Valley 4th Addition Financial Security Reduction #3

Mayor and Council Members:

I hereby certify that the partial quantities of PCC sidewalk 4" and street trees required as a condition for approval of the final plat of **Scenic Valley 4th Addition** have been completed in an acceptable manner by **various homebuilders**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$36,970**. The remaining work covered by this financial security includes water valve adjustments, public sidewalk, ADA sidewalk ramps, COSESCO (erosion control), and street trees.

Sincerely,

A handwritten signature in blue ink that reads 'John C. Joiner'.

John C. Joiner, P.E.
Director

JJ/tp

cc: Finance, Planning & Housing, Subdivision file

Scenic Valley 4th Addition

July 8, 2021

Page 2

Description	Unit	Quantity
Manhole Adjustments	EA	9
Water Valve Adjustments	EA	6
PCC Sidewalk, 4"	SY	361
PCC Sidewalk, 6"	SY	78
Detectable Warning Panels	SF	174
COESCO (erosion control)	AC	15.85
Street Trees	EA	66

Staff Report

12th Street and Duff Avenue Intersection

July 13, 2021

BACKGROUND:

On April 13, 2021, the City Council considered a letter from Ron Frantzen, Executive Director of Facility Management at McFarland Clinic, requesting to update the crosswalk at Duff Avenue and 12th Street. In the letter, McFarland Clinic requested the following actions be taken:

- Request City of Ames to address traffic calming to slow down traffic in the medical zone between 10th Street and 13th Street, which becomes a high-speed race between lights at these intersections.
- Have a red traffic light installed [Traffic Signal] to be used for the Ambulance garage as well as this intersection to address pedestrian safety while crossing Duff.
- Update existing traffic crosswalk signals and add additional flashing notifications on each lane. Mobotrex quote is included to update to the current MUTCD standards for flashing brightness and speed of flash.
- Have police monitor traffic speed in HM [Hospital-Medical] Zone for speeding and distracted motorists.
- Review options to lower speed down to 25 MPH in Medical Zone
- Install flashing speed indicators [Dynamic Feedback Signs] like what was installed south of 9th Street on Duff Avenue.

The City Council referred the letter from McFarland Clinic to staff for a memo.

EXISTING CONDITIONS:

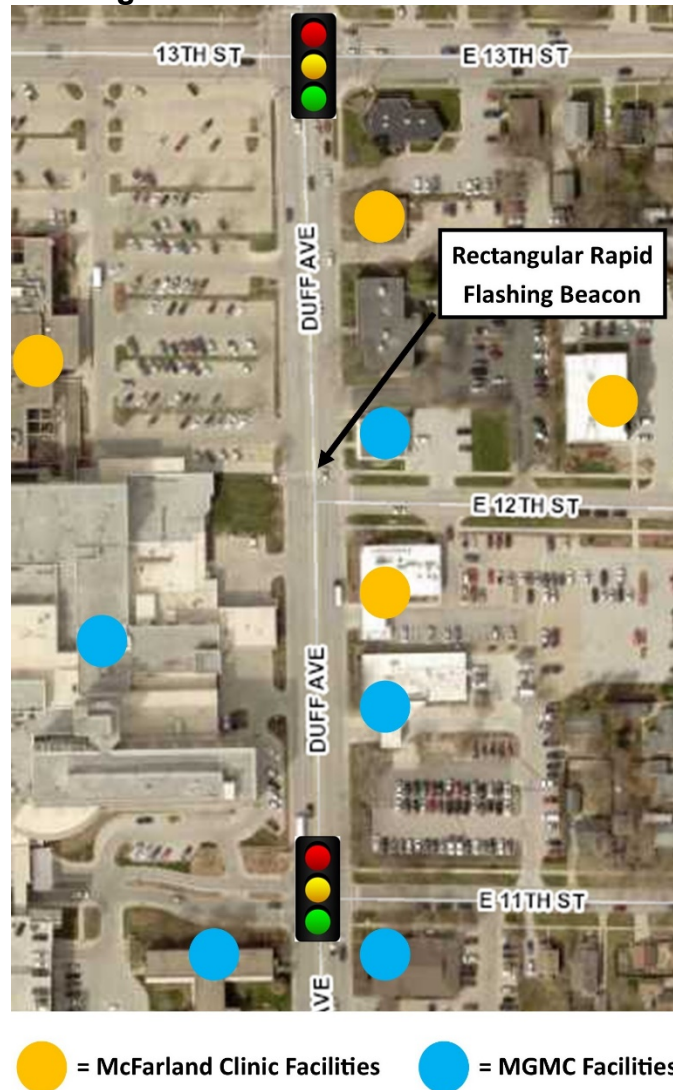
In 2013, the City and the Clinic worked to install a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of 12th St and Duff Ave due to McFarland Clinic constructing a new office building at the corner of 12th St and Carroll Ave. This new office building requires a large number of Clinic staff to travel between this new location and the main Clinic building at 1215 Duff Ave, with the most convenient walking route being through the 12th St and Duff Ave intersection. The RRFB was paid for by McFarland Clinic and donated to the City for long-term maintenance and upkeep.

Since 2013, McFarland Clinic staff has witnessed close encounters between vehicles and pedestrians at the crossing with an accident occurring on March 8, 2021, where a

McFarland Clinic staff member was hit. This was most likely due to the multilane nature of Duff Avenue, where one lane of travel may properly yield to a pedestrian while drivers in the other lane may continue through the crosswalk if not paying attention. It should be noted that OSHA & Iowa Workforce Development issued an incident notice to McFarland Clinic to post at its workplace (Attachment 1), citing the serious injury sustained in the accident.

The segment of Duff Avenue from 10th Street to 13th Street is a five-lane arterial street with a two-way center left-turn lane that sees approximately 11,000 vehicles per day. The intersections at 11th Street and 13th Street are fully signalized intersections. The speed limit along this section of Duff Avenue is posted at 30 MPH. At 12th Street, the improvements include an RRFB on the north side of the intersection and in 2019 the City added high visibility crosswalk markings and advanced warning signage.

Existing Conditions



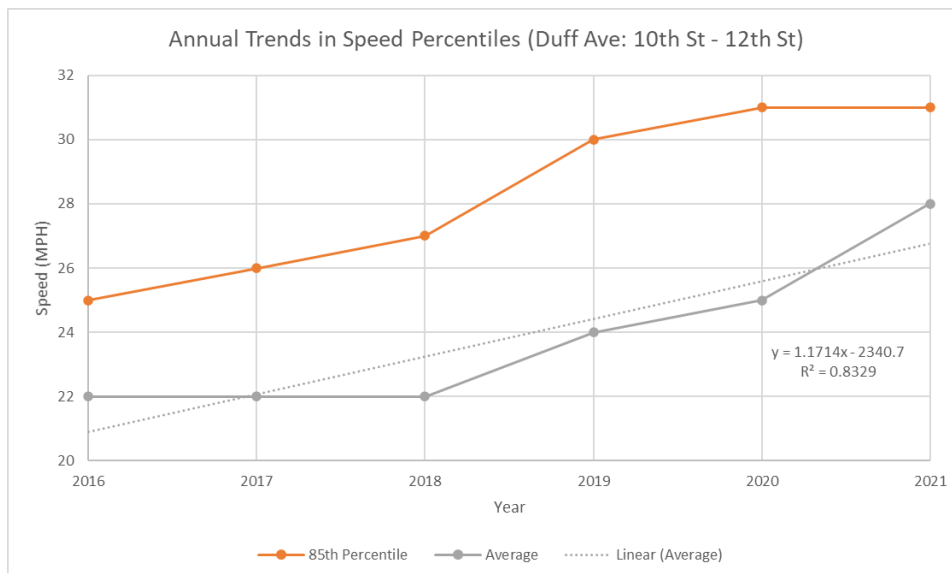
PRELIMINARY ANALYSIS AND OPTIONS:

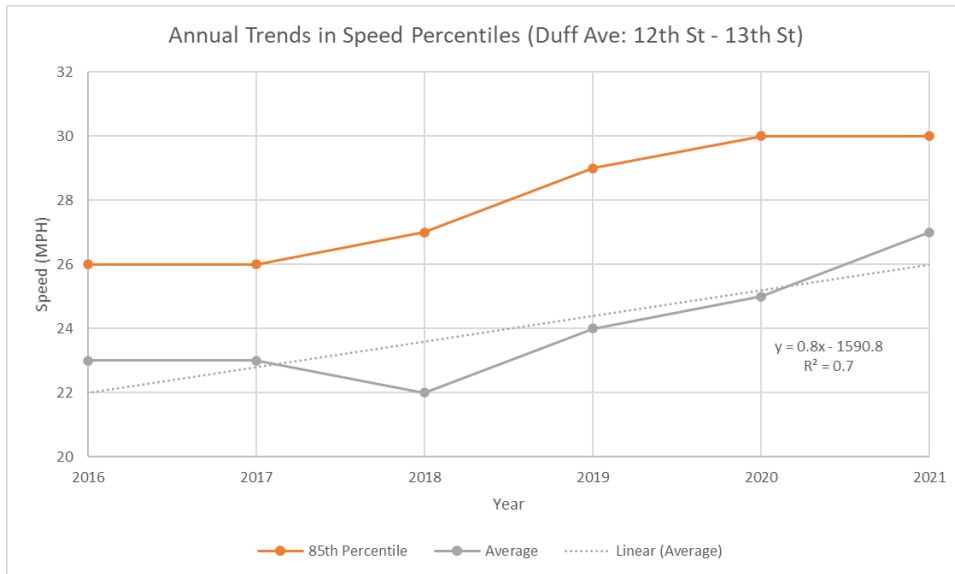
The concerns raised in McFarland Clinic's letter are mainly focused in two areas: 1) Speeding and a lowered speed limit along Duff Ave in the area, and 2) Enhanced traffic control at/near the 12th St and Duff Ave intersection.

Staff conducted a site visit to the intersection and observed several pedestrians crossing at the 12th Street RRFB. It appears that most vehicles yield to pedestrians while in the crosswalk. However, staff noted a high density of driveway access points along Duff Avenue, especially at the 12th Street intersection. These driveways and the multilane configuration of the road add to the complexity of decision-making a user must make when trying to travel safely through the intersection.

City staff retrieved a complete crash history beginning in 2013 for the 12th Street and Duff Avenue intersection vicinity (Attachment 2). There were four total crashes in the eight-and-a-half-year history since the RRFB was installed. Three crashes were Property Damage Only (PDO) accidents in 2015, 2017, and 2019, none of which included pedestrians, and the one pedestrian-vehicle crash in 2021.

Staff used a program called Streetlight to look at the historical trends of speed throughout the corridor. This program gathers and analyzes anonymized mobile device data to report traffic patterns. It appears that both the average speed and the 85th percentile are increasing over time in this corridor. Each year, the trend increases by between 0.8 and 1.2 MPH. Data from the Streetlight software are not accurate enough to base an engineering determination on but can be used as a relative metric for regional analysis. Below is a graphical summary of that data:





Following this preliminary analysis, City staff identified three potential options to address the concerns. City staff then sent letters to potentially affected neighbors east of the intersection to gather feedback regarding one option, as described below:

Option 1 – Hybrid Beacon with a partial closure of 12th Street (Pedestrian Given Highest Priority):

Given the high density of driveway access points along this corridor, staff developed a conceptual layout that would significantly change the vehicular nature of the roadway by removing many of the conflicts points between pedestrians and vehicles (Attachment 3). This concept results in a more pedestrian-focused design. The concept includes a Pedestrian Hybrid Beacon that would stop north-south traffic along Duff Avenue, giving clear right-of-way to pedestrians.

However, because of how the hybrid beacon works, it should not be placed at locations where there are higher traffic volumes from the side street. **Therefore, the concept includes a partial closure of the intersection (12th St) and the southern drive into McFarland's parking lot.** This would limit vehicle traffic into the intersection, primarily any conflicting turning movements across the crosswalk area. The hybrid beacon would also stop traffic for ambulances leaving Mary Greeley Medical Center, just as the beacon adjacent Fire Station #1 on 13th Street stops traffic for fire apparatus.

Knowing that this option could be unpopular, staff proactively sent out a letter with the conceptual drawing to all the properties fronting Duff and Carroll Avenues from 13th Street to 11th Street, asking for feedback. To date, staff has received six responses to the proposal. **It should be noted the feedback is overwhelmingly negative to this concept, from neighbors and McFarland Clinic representatives. The feedback emails received are attached to this report for reference.**

Option 2 – Maintain Existing Conditions (Continue to monitor safety):

Any pedestrian accident is cause for concern and review, especially one that results in an injury. However, the RRFB crossing has operated in a less-than-ideal location for over eight years, resulting in one pedestrian crash during that time. It should be noted that the use of the RRFB at an intersection such as the one currently in place at 12th St and Duff Ave would not likely be recommended today using current best practices. An ideal use for the treatment is a single-lane approach with a refuge median; an example of this installation type is on South Dakota Avenue north of the hospice house.

Under this option, staff would work with McFarland Clinic staff to monitor safety and speed through the corridor. Public Works staff has already requested that the Police Department conduct periodic speed enforcement in the corridor from around 10th Street to 13th Street. This type of speed enforcement can be effective for relatively low amounts of excessive speeding. However, if the situation were to worsen in the future, any changes that require City Council action would be returned to the City Council for discussion.

Option 3 – Remove the RRFB (Pedestrians can use 11th or 13th Street Signals):

This option would acknowledge the facilities and characteristics of the area. When it is unsafe or infeasible to accommodate pedestrians in a particular location, pedestrians should be encouraged and guided to crossing locations with proper treatments and improvements based on adjacent traffic conditions. Actions may include removing or discouraging crossing locations that are found to be unsafe. It is fortunate that along Duff Ave, there are two fully signalized intersections within approximately 420 feet of the existing crossing.

In this option, if the existing the RRFB is thought to give pedestrians a false sense of security, it should be removed to avoid encouraging crossing at a location not designed for that pedestrian movement. Pedestrians would be directed to the full traffic signals at 11th St or 13th St for crossing Duff Ave.

NEXT STEPS:

It is important to keep in mind that staff has not committed the time and resources to conduct a traffic study or comprehensive speed study. The Council could direct staff to conduct a comprehensive speed study and report back with findings, which could potentially warrant a reduction in the speed limit along this corridor.

The City Council could also direct staff to complete a detailed engineering design for the partial closure of the 12th Street intersection and installation of a hybrid beacon. Such an analysis would be required to move this option beyond the

conceptual phase and identify the potential traffic impacts (re-routing of traffic), costs, and funding options.

"K:\M\McFarland\OSHANotice.psd"

ATTACHMENT 1

Order Date:
3/12/2021

Customer:
McFarland Clinic

Ordered by:

Job #:
32949

Due Date:
3/16/2021

Location:

File Name:
/OSHANotice.psd

JOB NOTES

Kim Reynolds, Governor
Adam Gregg, Lt. Governor
Rod A. Roberts, Labor Commissioner



DATE: March 9, 2021
TO: [REDACTED]
CO.NAME: McFarland Clinic - 1215 Duff Avenue Office
RE: 1743931
Response due: March 16, 2021

I am writing you because a serious employee injury or illness occurred at your facility. In most cases, a serious injury or illness means there are workplace hazards. Other employees could be at risk.

While this letter is not a citation and we do not intend to conduct an on-site inspection at this time, we ask that you immediately conduct your own investigation into the incident and make any necessary changes to avoid further incidents. Complete each of the following actions by March 16, 2021:

- conduct an incident investigation and document findings (see Attachment A)
- post a copy of this letter in a prominent place available for employees to view
- complete the Certificate of Posting (see Attachment B)
- submit completed Attachments A and B with additional documentation of corrective action, if needed. Documents can be sent to me at jacqueline.castillo@iwd.iowa.gov or at the fax number or address below.

If an adequate response is not received by March 16, 2021, your worksite will be considered for an immediate on-site inspection.

Please note that it is against the law for employers to retaliate or discriminate in any way against employees for raising safety and health issues or for exercising their rights under the OSHA law. This includes the right to report a work-related injury or illness.

After correcting any immediate hazards, you may be interested in requesting free, confidential assistance from the Iowa OSHA Consultation and Education Program. Consultants will work with you to identify workplace hazards, provide advice on compliance with OSHA standards, and assist you in establishing a safety and health management program. These services are separate from enforcement and do not result in penalties or citations. Further information can be found at www.osha.gov, www.iowaosha.gov or 515-281-7629.

If you have any questions or need additional time to respond, please contact me at 515-725-5621 or jacqueline.castillo@iwd.iowa.gov.

Sincerely,

Jackie Castillo

Iowa Division of Labor | OSHA Enforcement
150 Des Moines Street | Des Moines, Iowa 50309-1836 | Phone: 515-242-5870 | Fax: 515-281-7995
www.iowaosha.gov | osha@iwd.iowa.gov



The notice above is in relation to an unfortunate incident that took place Monday, March 8, 2021. A McFarland employee was attempting to cross Duff Ave from east to west near dusk when this person was struck by a vehicle. The employee followed all appropriate procedures and crossed at the designated pedestrian crosswalk located at the corner of 12th Street and Duff Ave. Thankfully, the employee survived the accident and is recovering.

We are working with the City of Ames to evaluate this crosswalk. Please note, we are required by OSHA to post a copy of the letter above "where all affected employees will have notice or near such location where the incident occurred."

Qty: 2

14"x8.5" .080 Aluminum

Inkjet print on 3165RA w/overlam

1 sided w/1" radius corners

Qty: 4

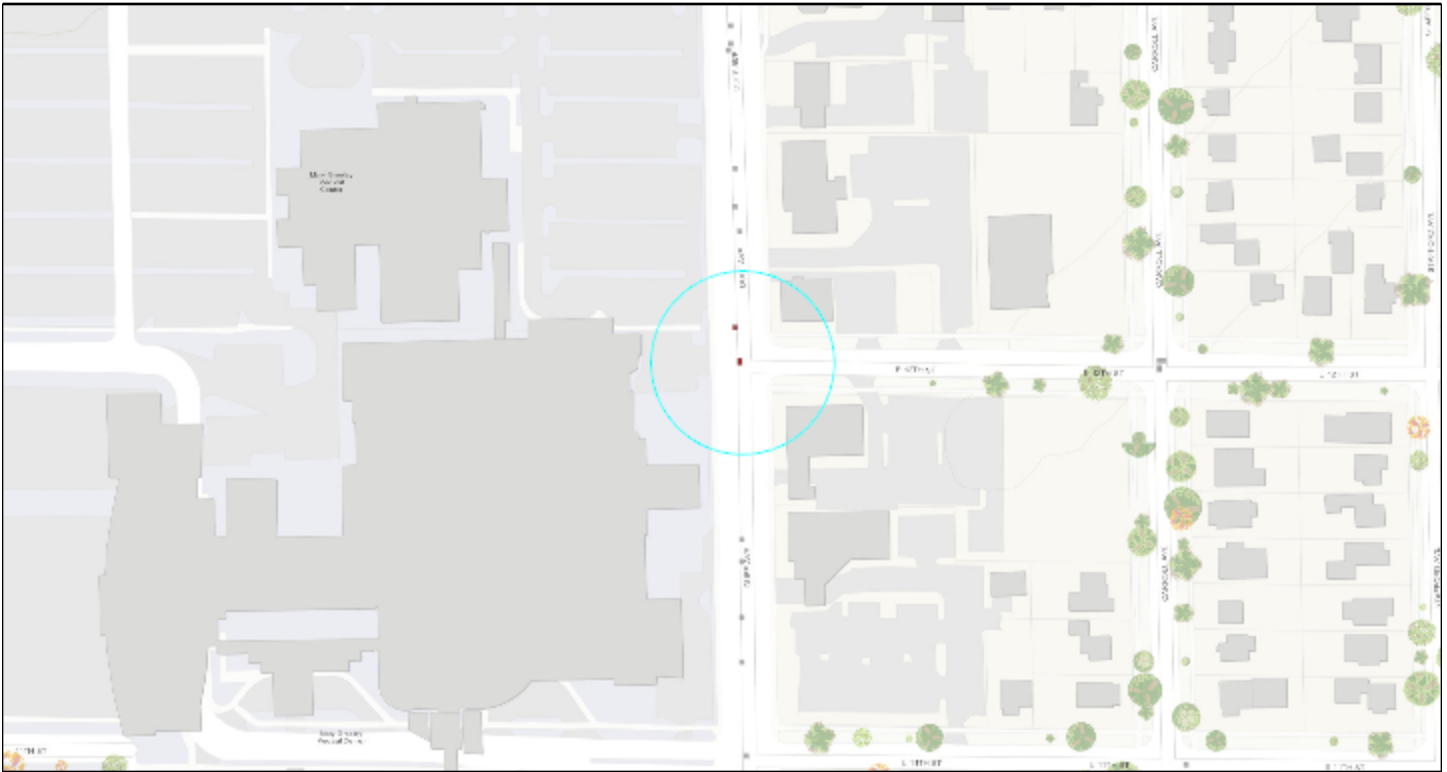
Mounting hardware to attach around pole

Crash Severity	4
Fatal Crash	0
Suspected Serious Injury Crash	1
Suspected Minor Injury Crash	0
Possible/Unknown Injury Crash	0
Property Damage Only	3

Injury Status Summary	1
Fatalities	0
Suspected serious/incapacitating	1
Suspected minor/non-incapacitating	0
Possible (complaint of pain/injury)	0
Unknown	0

Property/Vehicles/Occupants	
Property Damage Total (dollars):	9,550.00
Average (per crash dollars):	2,387.50
Total Vehicles:	6.00
Average (per crash):	1.50
Total Occupants:	6.00
Average (per crash):	1.50

Average Severity	
Fatalities/Fatal Crash:	0.00
Fatalities/Crash:	0.00
Injuries/Crash:	0.25
Major Injuries/Crash:	0.25
Minor Injuries/Crash:	0.00
Possible/Unknown Injuries/Crash:	0.00





Iowa Crash Analysis Tool
Quick Report
2013-2021

Major Cause			4
Animal	0	Ran traffic signal	0
Ran stop sign	0	Failed to yield to emergency vehicle	0
FTYROW: At uncontrolled intersection	0	FTYROW: Making right turn on red signal	0
FTYROW: From stop sign	1	FTYROW: From yield sign	0
FTYROW: Making left turn	0	FTYROW: From driveway	0
FTYROW: From parked position	0	FTYROW: To pedestrian	1
FTYROW: Other	0	Drove around RR grade crossing gates	0
Disregarded RR Signal	0	Crossed centerline (undivided)	0
Crossed median (divided)	0	Traveling wrong way or on wrong side of road	0
Aggressive driving/road rage	0	Driving too fast for conditions	1
Exceeded authorized speed	0	Improper or erratic lane changing	1
Operating vehicle in an reckless, erratic, ca...	0	Followed too close	0
Passing: On wrong side	0	Passing: Where prohibited by signs/markings	0
Passing: With insufficient distance/inadequa...	0	Passing: Through/around barrier	0
Passing: Other passing	0	Made improper turn	0
Driver Distraction: Manual operation of an e...	0	Driver Distraction: Talking on a hand-held d...	0
Driver Distraction: Talking on a hands free ...	0	Driver Distraction: Adjusting devices (radio...	0
Driver Distraction: Other electronic device ...	0	Driver Distraction: Passenger	0
Driver Distraction: Unrestrained animal	0	Driver Distraction: Reaching for object(s)/f...	0
Driver Distraction: Inattentive/lost in thou...	0	Driver Distraction: Other interior distracti...	0
Driver Distraction: Exterior distraction	0	Ran off road - right	0
Ran off road - straight	0	Ran off road - left	0
Lost control	0	Swerving/Evasive Action	0
Over correcting/over steering	0	Failed to keep in proper lane	0
Failure to signal intentions	0	Traveling on prohibited traffic way	0
Vehicle stopped on railroad tracks	0	Other: Vision obstructed	0
Other: Improper operation	0	Other: Disregarded warning sign	0
Other: Disregarded signs/road markings	0	Other: Illegal off-road driving	0
Downhill runaway	0	Separation of units	0
Towing improperly	0	Cargo/equipment loss or shift	0
Equipment failure	0	Oversized load/vehicle	0
Other: Getting off/out of vehicle	0	Failure to dim lights/have lights on	0
Improper backing	0	Improper starting	0
Illegally parked/unattended	0	Driving less than the posted speed limit	0
Operator inexperience	0	Other	0
Unknown	0	Not reported	0
Other: No improper action	0		



**Iowa Crash Analysis Tool
Quick Report
2013-2021**

Time of Day/Day of Week														
Day of Week	12 AM to 2 AM	2 AM to 4 AM	4 AM to 6 AM	6 AM to 8 AM	8 AM to 10 AM	10 AM to Noon	Noon to 2 PM	2 PM to 4 PM	4 PM to 6 PM	6 PM to 8 PM	8 PM to 10 PM	10 PM to 12 AM	Not reported	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Tuesday	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Wednesday	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Thursday	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	1	1	0	0	0	4

Manner of Crash Collision	4
Non-collision (single vehicle)	2
Head-on (front to front)	0
Rear-end (front to rear)	0
Angle, oncoming left turn	0
Broadside (front to side)	1
Sideswipe, same direction	1
Sideswipe, opposite direction	0
Rear to rear	0
Rear to side	0
Not reported	0
Other	0
Unknown	0

Surface Conditions	4
Dry	3
Wet	0
Ice/frost	0
Snow	1
Slush	0
Mud, dirt	0
Water (standing or moving)	0
Sand	0
Oil	0
Gravel	0
Not reported	0
Other	0
Unknown	0

Fixed Object Struck	6
Bridge overhead structure	0
Bridge/bridge rail parapet	0
Ditch	0
Ground	0
Guardrail - face	0
Concrete traffic barrier (median or right sid...	0
Cable barrier	0
Utility pole/light support	0
Traffic signal support	0
Fire hydrant	0
Tree	0
Snow bank	0
Wall	0
Other fixed object	0
Bridge pier or support	0
Curb/island/raised median	0
Embankment	0
Culvert/pipe opening	0
Guardrail - end	0
Other traffic barrier	0
Impact attenuator/crash cushion	0
Traffic sign support	0
Other post/pole/support	0
Mailbox	0
Landscape/shrubbery	1
Fence	0
Building	0
None (no fixed object struck)	5



Iowa Crash Analysis Tool
Quick Report
2013-2021

Driver Age/Driver Gender					
Driver Age - 5 year Bins	Female	Male	Not reported	Unknown	Total
< 14	0	0	0	0	0
= 14	0	0	0	0	0
= 15	0	0	0	0	0
= 16	0	0	0	0	0
= 17	0	0	0	0	0
= 18	0	0	0	0	0
= 19	0	1	0	0	1
= 20	0	0	0	0	0
>= 21 and <= 24	0	0	0	0	0
>= 25 and <= 29	0	0	0	0	0
>= 30 and <= 34	0	0	0	0	0
>= 35 and <= 39	0	0	0	0	0
>= 40 and <= 44	0	1	0	0	1
>= 45 and <= 49	1	0	0	0	1
>= 50 and <= 54	0	0	0	0	0
>= 55 and <= 59	1	0	0	0	1
>= 60 and <= 64	0	0	0	0	0
>= 65 and <= 69	0	0	0	0	0
>= 70 and <= 74	0	1	0	0	1
>= 75 and <= 79	0	0	0	0	0
>= 80 and <= 84	0	0	0	0	0
>= 85 and <= 89	0	1	0	0	1
>= 90 and <= 94	0	0	0	0	0
>= 95	0	0	0	0	0
Not reported	0	0	0	0	0
Unknown	0	0	0	0	0
Total	2	4	0	0	6

Alcohol Test Given	6
None	6
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	0

Drug Test Given	6
None	6
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	0

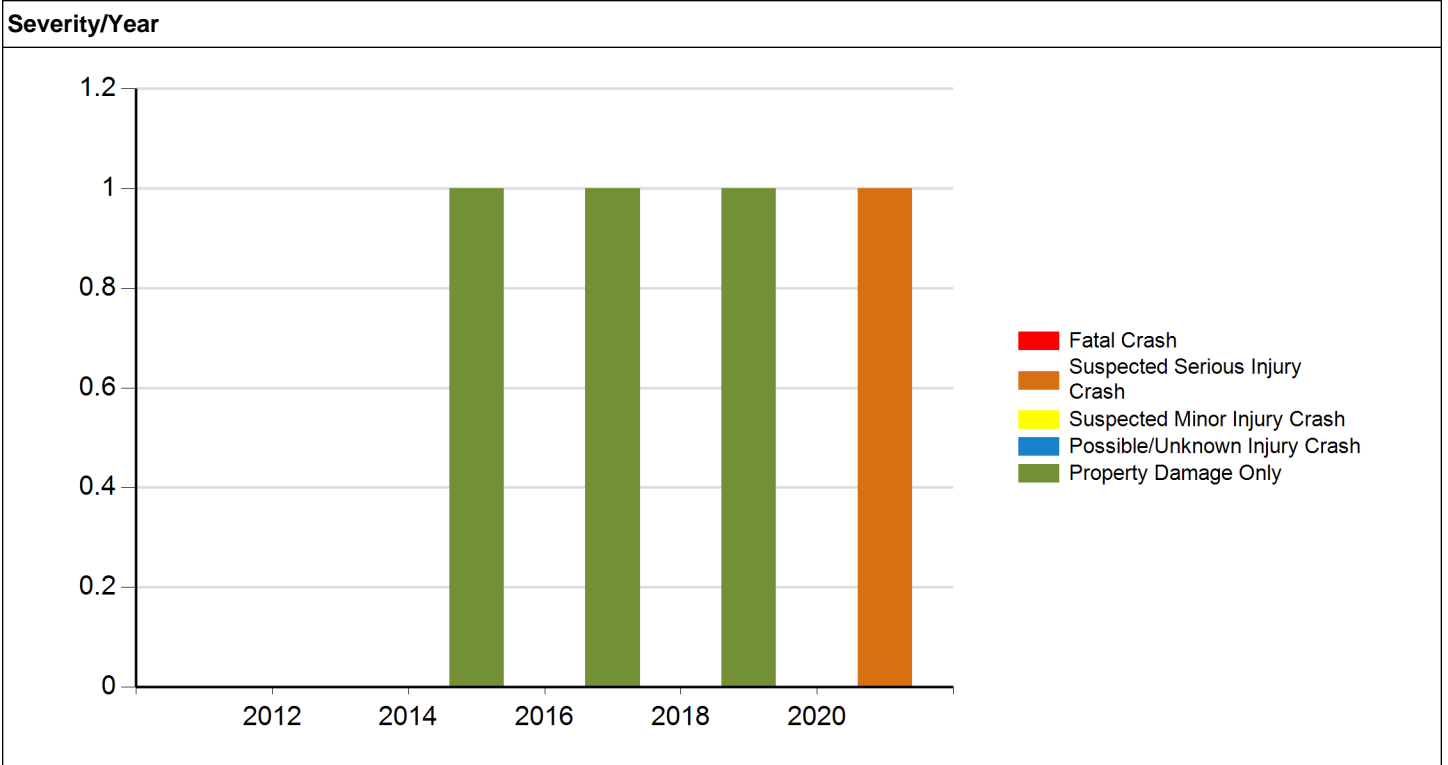
Drug Test Result	0
Negative	0
Cannabis	0
Central Nervous System depressants	0
Central Nervous System stimulants	0
Hallucinogens	0
Inhalants	0
Narcotic Analgesics	0
Dissociative Anesthetic (PCP)	0
Prescription Drug	0
Not reported	0
Other	0

Drug/Alcohol Related	4
Drug	0
Alcohol (< Statutory)	0
Alcohol (Statutory)	0
Drug and Alcohol (< Statutory)	0
Drug and Alcohol (Statutory)	0
Refused	0
Under Influence of Alcohol/Drugs/Medications	0
None Indicated	4



Iowa Crash Analysis Tool
Quick Report
2013-2021

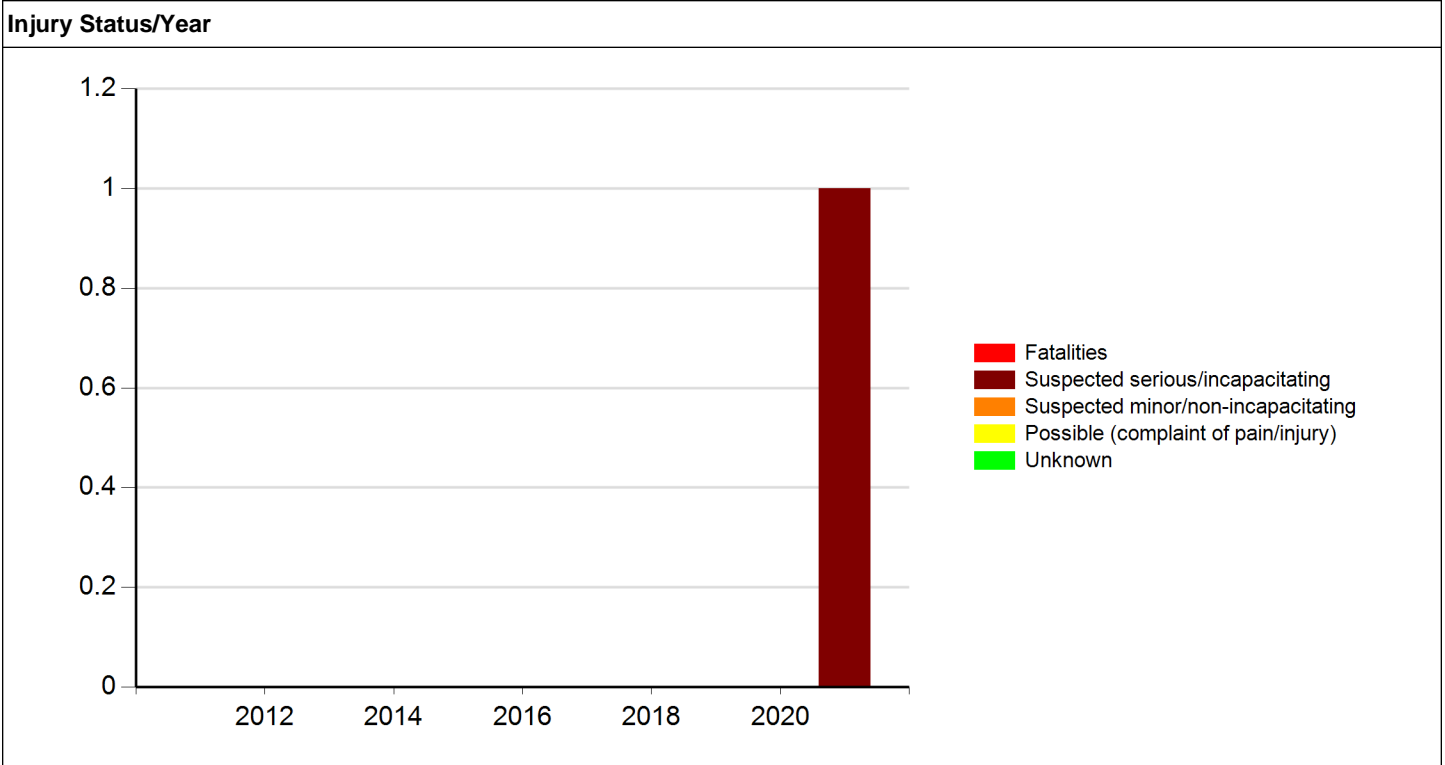
Crash Severity - Annual						
Crash Year	Fatal Crash	Suspected Serious Injury Crash	Suspected Minor Injury Crash	Possible/Unknown Injury Crash	Property Damage Only	Total
2011	0	0	0	0	0	0
2012	0	0	0	0	0	0
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	1	1
2016	0	0	0	0	0	0
2017	0	0	0	0	1	1
2018	0	0	0	0	0	0
2019	0	0	0	0	1	1
2020	0	0	0	0	0	0
2021	0	1	0	0	0	1
Total	0	1	0	0	3	4





Iowa Crash Analysis Tool
Quick Report
2013-2021

Injury Status - Annual						
Crash Year	Fatalities	Suspected serious/incapacitating	Suspected minor/non-incapacitating	Possible (complaint of pain/injury)	Unknown	Total
2011	0	0	0	0	0	0
2012	0	0	0	0	0	0
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	1	0	0	0	1
Total	0	1	0	0	0	1





Meeting the following criteria

Jurisdiction: Statewide
Year: 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021
Map Selection: Yes
Filter: None

Analyst Information

12th Street and Duff Avenue

ATTACHMENT 3



DUFF AVE

12TH ST

STOP
HERE
ON
RED

TRAFFIC SIGNAL

TRAFFIC SIGNAL

12th and Duff Citizen Feedback

Daniel Concannon <DConcannon@Hanger.com>

Tue 6/1/2021 9:42 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Hello,

My name is Daniel Concannon an employee of Hanger Clinic at the intersection of 12th and Duff. If my understanding is correct the east entrance of 12th street will be closed. This directly impacts our patients being able to enter from Duff to park in our lot. Should this be closed the patients would need to circle around on 13th or 11th then to a neighborhood block to get onto 12th from the west and then to our lot. We have many elderly patients which this would be confusing for and potentially increase their frustrations. If possible, we would like to see the east entrance of 12th left open for traffic so patients of ours can easily park.

I am regularly seeing patients in the hospital walking from our clinic. I do not like the current pedestrian crossing as most vehicles ignore the flashing lights. I like the idea of adding traffic signals at the intersection to improve safety, but not closing the east entrance to 12th.

Thank you,

Daniel Concannon, CPO

Certified Prosthetist and Orthotist

Hanger Clinic

1202 Duff Ave.

Ames, IA 50010

Office: 515-232-3927

Fax: 515-232-8517

Empowering Human Potential

12th and Duff Citizen Feedback

Holland Evermore <ganache@devermore.com>

Mon 6/14/2021 5:11 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Good Afternoon Damion,

I would like to say thank you for taking the time to read our emails on this matter.

My name is Holland Evermore, my husband Dustin and I live at 1120 Carroll, Ames IA 50010, right by 12th street and the McFarland expansion.

I am including a link to a short video in hopes that you and the council will be able to see more clearly what is being proposed than just hearing it in words.

In the video you will see a comparison of what traffic and parking is like during a weekend and weekday.

You will also see what McFarland currently has in place as instructions for their staff exiting the area, which is to exit onto duff using 12th street.

This was an agreed compromise made by McFarland to our neighborhood during the last expansion.

One of our biggest concerns is the increase of traffic down our street. Because it is easy to bypass stoplights and traffic down both Duff and 13th street, many people go down Carroll because there are limited stops.

With the addition of McFarland employees parking on the street, during business hours it becomes single file to get through, and causes congestion.

There is a daycare facility on our road as well, so buses use Carroll also.

Most of the time the speed limit isn't observed, and there is an uncontrolled four way stop.

There are currently two controlled stop lights with crosswalks on 11th, and 13th. There is a crosswalk on 12th with flashing lights that I have used many times and I have not seen any issue with traffic respecting it and stopping.

By closing off 12th street the amount of traffic is going to increase down our street, and McFarland will gain a larger parking lot that isn't used.

When the last expansion happened our neighborhood contested it for years, until McFarland was finally able to win the council over and get it approved. They did this by buying residential land, at residential rates, then letting any property on it deteriorate. Then they had the land re-zoned so they

could build commercial buildings.

Soon after other businesses tried to do the same thing.

McFarland has said they eventually see their medical campus reaching all the way back to the cemetery.

As someone who lives in the neighborhood this is rather alarming to me. It is also scary that the city council has set precedent for a business to do such shady practices and benefit from it.

If the closure of 12th is granted this will be one more step in the expansion of their medical campus and another loss for a neighborhood of affordable housing. Housing in a price range that is hard to find anymore.

I recently received a letter from a realtor gauging interest in selling for that very reason, housing in our price range doesn't open often.

That means that one, people really need more options in this price range, and two we stay in our houses for a very long time.

In closing I want to thank you again for taking the time to read this, and I hope watch the video: <https://drive.google.com/file/d/1zhf6czRGKqPxUqoly-m6RQ8ulGoyKkos/view?usp=drivesdk>

I am happy to answer any questions you may have.

Cordially,
Holland & Dustin Evermore
Carroll Ave residents since 2006

12th and Duff Citizen Feedback

Kathy Shonkwiler <kashonk@gmail.com>

Tue 6/15/2021 12:15 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Ames City Traffic Division:

I am Kathy Shonkwiler, my husband, Sam Shonkwiler and I have lived at 1217 Carroll Avenue since June 1976.

We feel very strongly that closing 12th St at Duff Avenue is going to cause considerable problems and inconvenience for those residents that live on Carroll Ave and surrounding avenues and streets. Currently during the day, Carroll Ave has employee cars from McFarland Clinic and Mary Greeley parked on both sides of the street, which makes driving on Carroll Ave challenging. If 12th St is closed at Duff Ave cars from both the Clinic Eye Building and 1211 12th St building will be using Carroll Ave more as it is the first street going north or south. We do not want our residential neighborhood street to be forced to have any restricted access of parking on either side of the street during any hours because McFarland Clinic chose to build the 1211 12th St. building in a residential area. They knew as they were planning on constructing that building it would require their employees to cross Duff Ave. During the discussions at the City Council meetings at that time, that point was addressed and the Clinic assured the neighborhood 12th St would not be closed because they planned on having that building house their administration offices (which did not happen) to make room at the main Clinic for more physicians, they told us pedestrian traffic to and from the main Clinic would not be a concern. 12th St is used daily as a through street to those living on Carroll and all neighbors along East 12th and those residents along Stafford Ave and Maxwell Ave.

Now we are a few years down the road and again the Clinic wants to force our neighborhood into another residential inconvenience. Closing off any more streets in this area of town should be discouraged. We have lost use of parts of Douglas Ave and 11th St to the medical entities.

Closing 12th St at Duff Ave does not solve the pedestrian crossing problem as cars will still be traveling on Duff Ave. We would suggest barriers at the sidewalk crossings at the corners of 12th and Duff Ave and have a pedestrian crossing be assigned halfway between 11th St. and 12th St. and/or halfway between 12th St and 13th St thereby eliminating pedestrian conflict at 12th St.

Since the real problem is unsafe pedestrians crossing Duff we would suggest you look into a walkway over Duff or a tunnel under Duff Ave in that area.

Closing 12th St is not a solution to pedestrians crossing Duff!

Kathy and Sam Shonkwiler

1217 Carroll Avenue
Ames, IA 50010

Re: Pedestrian vehicle strike

Ron Frantzen <rfrantzen@mcfarlandclinic.com>

Tue 5/25/2021 4:58 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

Cc: Gansen, Mark <Mark.Gansen@cityofames.org>

[External Email]

Hi Damion,

What you have proposed will create a significant traffic flow issue diverting commercial and normal vehicle traffic from the main arterial street of Duff Avenue into residential side streets.

Back in 2011 McFarland Clinic was developing property we owned into an office building and we held meetings with the Sunrise Addition Neighborhood Association, and the City of Ames Planning and Housing. At these meetings the Sunrise Addition Neighborhood Association, and the residents who attended did not want the 12th street access onto Duff Avenue closed. We did not either as we needed the arterial street of Duff Avenue for patient access.

We do not support closing E12th street or 1215 Duff Avenue south East exit driveway. McFarland Clinic has only one Duff Avenue egress and this would cause significant disruption to the patients leaving the location. The 1128 Duff Eye Center location is an entrance only off Duff Avenue and this entrance was not designed to be a two way traffic flow. The exiting traffic flow currently takes you out to 12th street, then to Duff Avenue to exit. Delivery vehicles do not fit under this canopy.

Sincerely,

Ron



Ron Frantzen, CPMBO, BOC I

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: rfrantzen@mcfarlandclinic.com

On Tue, May 25, 2021 at 9:04 AM Pregitzer, Damion <Damion.Pregitzer@cityofames.org> wrote:

Ron,

Yes, it would involve closing that closest driveway. To make significant improvements for pedestrian safety we have increment the character of the street towards a pedestrian focused design. A big piece of which is removing any vehicle conflict points with the pedestrian possible. Removing these conflict points also has the benefit to simplify the interactions for both peds and vehicles - they both have less to worry about under the proposed design. I could see that what happens frequently is there are too many distractions with all the driveways, cars, and people moving about daily.

I would also appreciate if you could forward the design to the EMT staff who drive the ambulances for their feedback on the potential use of a hybrid beacon when responding to a call. Typically, we have a pre-empt switch installed in the garage bay as a backup to the emitters on their vehicles.

Thanks!

Damion Pregitzer, P.E. PTOE

Traffic Engineer

Public Works

City Hall, [515 Clark Ave.](#) | Ames, IA 50010



[515.239.5160](tel:515.239.5160) *main*

[515.239.5404](tel:515.239.5404) *fax*

damion.pregitzer@cityofames.org

Mailing: [515 Clark Ave.](#) | Ames, IA 50010

www.CityofAmes.org

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From: Ron Frantzen <rfrantzen@mcfarlandclinic.com>

Sent: Monday, May 24, 2021 4:02 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

Subject: Re: Pedestrian vehicle strike

[External Email]

Damion,

I will review this in more detail but I have a question: Are you also stating McFarland Clinic eliminates a driveway into our lot off Duff?

Ron



Ron Frantzen, CPMBO, BOC I

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: rfrantzen@mcfarlandclinic.com

On Mon, May 24, 2021 at 3:49 PM Pregitzer, Damion < Damion.Pregitzer@cityofames.org > wrote:
Ron and Matt,

We have developed a conceptual improvement to minimize vehicle-ped interactions at the intersection of 12th and Duff. The goal is to remove as many potential vehicles strikes as possible while simplifying the crossing. We are also looking at a hybrid beacon that could be used for both peds as well as something that can be activated by the ambulances.

Before this goes to Council, I need to get neighborhood feedback. This memo was mailed today. I hope to get feedback in time for the June 22nd meeting.

If you have any questions or concerns, please let me know.

Thanks!

Damion Pregitzer, P.E. PTOE

Traffic Engineer

Public Works

City Hall, [515 Clark Ave.](#) | Ames, IA 50010



[515.239.5160](tel:515.239.5160) main

[515.239.5404](tel:515.239.5404) fax

damion.pregitzer@cityofames.org

Mailing: [515 Clark Ave.](#) | Ames, IA 50010

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From: Ron Frantzen <rfrantzen@mcfarlandclinic.com>

Sent: Thursday, April 8, 2021 11:15 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

Cc: Schainker, Steve <steve.schainker@cityofames.org>; Voss, Diane <diane.voss@cityofames.org>; Matt Franco <mfranco@mcfarlandclinic.com>; Roger Kluesner <rkluesner@mcfarlandclinic.com>; Kelly Hartwig <khartwig@mcfarlandclinic.com>; Seth McCoy <semccoy@mcfarlandclinic.com>; Joiner, John <john.joiner@cityofames.org>

Subject: Re: Pedestrian vehicle strike

[External Email]

Thank you



Ron Frantzen, CPMBO, BOC I

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: rfrantzen@mcfarlandclinic.com

On Thu, Apr 8, 2021 at 11:09 AM Pregitzer, Damion <Damion.Pregitzer@cityofames.org> wrote:
Ron,

I can forward it for you. Just wanted to make you aware it needed to go to Council for a referral.

Thanks!

Damion Pregitzer, P.E. PTOE

Traffic Engineer

Public Works

City Hall, 515 Clark Ave. | Ames, IA 50010



[515.239.5160](tel:515.239.5160) main

[515.239.5404](tel:515.239.5404) fax

damion.pregitzer@cityofames.org

Mailing: 515 Clark Ave. | Ames, IA 50010

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From: Ron Frantzen <rfrantzen@mcfarlandclinic.com>

Sent: Thursday, April 8, 2021 11:00 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

Cc: Schainker, Steve <steve.schainker@cityofames.org>; Voss, Diane <diane.voss@cityofames.org>; Matt Franco <mfranco@mcfarlandclinic.com>; Roger Kluesner <rkluesner@mcfarlandclinic.com>; Kelly Hartwig <khartwig@mcfarlandclinic.com>; Seth McCoy <semccoy@mcfarlandclinic.com>; Joiner, John <john.joiner@cityofames.org>

Subject: Re: Pedestrian vehicle strike

[External Email]

Damion,

Who will make this request to Diane Voss? Since I had already sent this to your attention I will assume this is an internal process at the City? Will I be made aware when this would become a City Council discussion.

Ron Frantzen



Ron Frantzen, CPMBO, BOC I

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: rfrantzen@mcfarlandclinic.com

On Thu, Apr 8, 2021 at 10:18 AM Pregitzer, Damion <Damion.Pregitzer@cityofames.org> wrote:

Ron,

I believe the best way to move forward is to make an official request to our City Council (via Diane Voss) to ask that staff review the issues you brought up and provide information to Council as to what could be included in a response.

Thanks!

Damion Pregitzer, P.E. PTOE

Traffic Engineer

Public Works

City Hall, [515 Clark Ave.](#) | Ames, IA 50010



[515.239.5160](tel:515.239.5160) main

[515.239.5404](tel:515.239.5404) fax

damion.pregitzer@cityofames.org

Mailing: [515 Clark Ave.](#) | Ames, IA 50010

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From: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>
Sent: Tuesday, March 23, 2021 2:31 PM
To: Ron Frantzen <rfrantzen@mcfarlandclinic.com>; Schainker, Steve <steve.schainker@cityofames.org>
Cc: Matt Franco <mfranco@mcfarlandclinic.com>; Roger Kluesner <rkluesner@mcfarlandclinic.com>; Kelly Hartwig <khartwig@mcfarlandclinic.com>; Seth McCoy <semccoy@mcfarlandclinic.com>; Joiner, John <john.joiner@cityofames.org>
Subject: Re: Pedestrian vehicle strike

Ron,

I will get with John and Steve as to what direction is needed to proceed with a study.

Thanks!

Damion Pregitzer, P.E. PTOE
Traffic Engineer
Public Works
City Hall, [515 Clark Ave. | Ames, IA 50010](#)



[515.239.5160](tel:515.239.5160) *main*
[515.239.5404](tel:515.239.5404) *fax*
damion.pregitzer@cityofames.org
Mailing: [515 Clark Ave. | Ames, IA 50010](#)

www.CityofAmes.org

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From: Ron Frantzen <rfrantzen@mcfarlandclinic.com>
Sent: Tuesday, March 23, 2021 1:53 PM
To: Schainker, Steve <steve.schainker@cityofames.org>; Pregitzer, Damion <Damion.Pregitzer@cityofames.org>
Cc: Matt Franco <mfranco@mcfarlandclinic.com>; Roger Kluesner <rkluesner@mcfarlandclinic.com>; Kelly Hartwig <khartwig@mcfarlandclinic.com>; Seth McCoy <semccoy@mcfarlandclinic.com>
Subject: Pedestrian vehicle strike

[External Email]

Dear Mr. Schainker and Damion Pregitzer,

Attached is a summary of what took place a couple weeks ago when a McFarland Clinic staff member was hit in the Duff Avenue Cross walk at 12th street. I am seeking City of Ames assistance in helping us prevent such an incident from occurring again and saving a life or long term disability to any resident or guest crossing this intersection here in Ames. I would be happy to work with you on this dangerous crossing. Please refer to three attachments.

Sincerely,

Ron Frantzen



Ron Frantzen, CPMBO, BOC I
Exec Director of Facilities Management
McFarland Clinic 1215 Duff Ave Ames IA 50010
t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: rfrantzen@mcfarlandclinic.com

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Thank You.

12th and Duff Citizen Feedback

ctstark@aol.com <ctstark@aol.com>

Tue 5/25/2021 8:18 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Dear Damion,

I am **strongly** opposed to a plan that closes the east side of 12th and Duff Avenue to vehicular traffic.

I am an orthodontist who has practiced at 1212 Duff Avenue for over 35 years. Blocking traffic on 12th Street would significantly limit our patient, staff and doctor access to our dental building coming and going.

In my opinion, the better and more simple solution is to place a stoplight at 12th and Duff.

As a part owner of our 1212 Duff office building, I appreciate the opportunity to speak regarding issues that will directly affect us on a daily basis.

Thank you for considering my thoughts.

Tom Stark

12th Street Proposal

amesoralsurgeons@aol.com <amesoralsurgeons@aol.com>

Wed 5/26/2021 9:23 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Dear Damion,

In regards to the proposal to close the east side of 12th Street at Duff Avenue, I am **Firmly** opposed to that plan.

I am an Oral Surgeon who practices at 1212 Duff Ave and has done so for 25 years. Patients, staff, and doctors regularly use 12th Street for access in coming to and leaving our office.

I believe that placing a stoplight at 12th Street and Duff Ave would be a far better solution.

Sincerely,

Robert A. Rudman

COUNCIL ACTION FORM

SUBJECT: MORTENSEN ROAD SIDEWALK INFILL UPDATE

BACKGROUND:

At its February 25, 2020 meeting, the City Council directed staff to allow the owners of properties located at 1305 Dickinson Avenue, 4535 Mortensen Road, and 4515 Mortensen Road until July 1, 2021 to complete the installation of their sidewalk/path projects. The Council's direction provided that if the projects were not installed by that date, staff should initiate an assessment project for any path or sidewalk remaining to be installed.

As of July 9, 2021, no sidewalk or path portions have been installed at these properties. The owner of 4515 Mortensen Road (Kum & Go) has submitted sidewalk construction plans to City staff and the plans have been approved. Staff has been unable to confirm recently with Kum & Go's construction manager, but has previously received indications that the sidewalk construction on this property will take place the week of July 19.

The owner of 1305 Dickinson Avenue and 4535 Mortensen Road (Dickson Jensen) submitted sidewalk construction plans to City staff on July 8. City staff returned comments the same day. City staff estimates that minimal design work will be required to address the comments. The property owner indicated to City staff that construction of the sidewalks is planned for these properties the week of July 12.

City staff believes the sidewalk construction for all three properties could take several days to complete, and is dependent upon favorable weather conditions.

Although both property owners have indicated the installation will occur, staff is presenting City Council with the option to authorize the design and installation if the property owners fail to follow through with the installation as promised. The mechanism for the City to get sidewalk installed is the special assessment process. The first step in a special assessment is to solicit proposals for engineering services.

ALTERNATIVES:

1. Authorize staff to solicit proposals and engage professional engineering services for a sidewalk/path infill assessment project at 1305 Dickinson Avenue, 4535 Mortensen Road, and/or 4515 Mortensen Road, **if the property owners have not commenced installation work on or before July 23, 2021.**
2. Do not proceed with the special assessment.

CITY MANAGER'S RECOMMENDED ACTION:

The owners of the three properties have construction plans for the sidewalk and anticipate commencing construction in the next two weeks. However, this timeframe is several weeks after the deadline set by the City Council to complete the construction. If construction does not move forward, the action to authorize staff to solicit proposals and engage a professional engineering firm will allow the assessment process to quickly move forward.

A July 23 deadline to commence construction allows for a reasonable period of time for the property owners to voluntarily complete the work and accommodates any potential rain delays. If the work is not completed by that date, staff will notify the property owners that the special assessment project is proceeding and take the required steps to initiate it. Proceeding with this special assessment project, if needed, will make it possible to provide important bicycle and pedestrian connections for area residents, students and commuters.

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

Staff Report

STATUS OF REINVESTMENT DISTRICT PROJECTS

July 13, 2021

INDOOR AQUATICS CENTER:

The City Council will recall that the City had applied for \$21,527,983 of incentive funding through the Iowa Reinvestment District Program. It was hoped that these state monies combined with \$10,000,000 from private donations would cover almost the total projected cost of approximately \$27,494,000 (plus \$4,426,746 in estimated interest payments on debt) for a new Indoor Aquatics Center on Lincoln Way across from the IDOT headquarters.

On June 25, 2021, the Iowa Economic Development Authority approved provisional funding decisions for the current round of Reinvestment District funding. A summary of the allocations is highlighted below.

Applicant	Requested Funding	Provisional Funding
Ames	\$21,527,983	\$10,000,000
Cedar Rapids	\$39,500,000	\$9,000,000
Des Moines	\$27,100,000	\$23,500,000
Fort Dodge	\$18,000,000	\$17,000,000
Merle Hay Reinvestment District	\$30,000,000	\$26,500,000
Newton	\$15,469,661	\$14,000,000
Total	\$151,597,644	\$100,000,000

It should be emphasized that these funding totals are considered provisional because much of the information included in each application was preliminary. The cities now have until February 25, 2022 to submit their final applications which will reflect the final design plans and expenditure/revenue projections for the projects.

Given this \$11,527,983 reduction in Reinvestment District funding, the gap that will require property taxpayer support is now estimated to be \$7,494,000, as reflected in the next table.

Estimated Cost of Aquatics Center Project (2022 Dollars)	\$27,494,000
Minus: Donations	-\$10,000,000
Estimated Amount of Debt Needed To Be Issued	\$17,494,000
Minus: Reinvestment District Revenue	-\$10,000,000
GAP: Estimated Amount To Be Paid By Property Taxes	\$7,494,000

FINANCING OPTIONS

The City Council has three principal options to finance the project. **It should be emphasized that under Options 1 and 2, the City would issue \$17,494,000 in General Obligation debt. However, it is anticipated that the net impact to taxpayers would be \$7,494,000, after accounting for the \$10,000,000 of Reinvestment District funding.** These three options for the Council to consider consist of:

1. Urban Renewal

Since the proposed site of the Aquatics Center will be situated within a designated Urban Renewal Area, under the Iowa Code the \$17,494,000 in G.O. Bonds issued for this project can be issued as an Essential Corporate Purpose. These bonds can be issued by the City Council following a hearing, without holding a public referendum to authorize the sale of the bonds.

However, a referendum can be required if the Council receives a valid petition requesting a vote. The petition must contain signatures equaling at least 10% (3,189) of the number who voted in the last regular election. The petition may be signed by any person residing in Ames who is eligible to vote at the time they sign the petition (petition signers need not be registered to vote, but simply be eligible to register). The petition must be filed with the City Clerk prior to the conclusion of the public hearing authorizing the issuance of the debt. A minimum ten-day notice is required prior to the hearing. This option is what the staff has referred to as a “Reverse Referendum.”

2. Referendum Election

The City Council can decide to bring forward for a public referendum a question to authorize \$17,494,000 in G.O. Bonds. This referendum would require a 60% approval from voters. State law allows a vote at a Special Election on September 14, 2021 or March 1, 2022, or at the General Election on November 2, 2021. Given the amount of time needed to adequately educate the public regarding the project, the earliest a referendum should be held is November 2021.

In order to place this issue before the voters, a Council resolution must be submitted to the Story County Auditor at least 46 days in advance of the election. The last regular scheduled City Council meeting 46 days before November 2 is September 14.

To educate the public for the vote, an informational campaign would be organized and would require funding from the City Council. Issues that should be addressed in the informational campaign include: the features contained in the Aquatics Center, the location, operating costs, user fees, and the unusual funding situation whereby it would be estimated that property owners would only have to pay taxes of \$7,494,000 of a total project cost of \$27,494,000.

3. Hybrid Urban Renewal and Referendum Election

Under this option, the Council would separately approve \$10,000,000 in Essential Corporate Purpose G.O. bonds within the Urban Renewal Area (subject to a reverse referendum) and authorize a \$7,494,000 G.O. Bond referendum election. Although the same total of G.O. Bonds would be issued, a possible rationale to bifurcate these bond issuances is to isolate the benefit of the Reinvestment District revenue.

With any of the three options highlighted above, the City Council could reduce the amount needed to be financed by the taxpayers by eliminating the second floor of the Aquatics Center which is intended to house the walking track and exercise area. This approach would reduce the gap from \$7,494,000 to \$2,805,000.

LINCOLN WAY REDEVELOPMENT PROJECT (CLARK TO KELLOGG):

As you will recall, our Reinvestment District application represented a development concept that was originally presented to the City Council. The proposal described in the application included a full-service hotel (136 rooms), conference space (23,000 sq. ft.), hotel restaurant, office space (75,465 sq. ft.), residential apartments (71 units), retail/restaurant space (14,500 sq. ft.), and a large outdoor plaza space.

The staff was aware at the time of preparing the application that the property owner was continuing talks with various development teams and the project might be altered, but not so significantly that it would jeopardize eligibility for the Reinvestment District incentive funding.

On June 28, 2021, City staff met with the property owner and his development team for an update about the project. The developer described an updated concept that would include some of public parking located in a garage north of the tracks, in our Central Business District parking lot behind Wells Fargo, with a pedestrian bridge connection to the south over the railroad tracks. The developer described how adjusting the location of parking would allow for a more intensive development on the Lincoln Way site. While the final square footages have not been determined, along with a full-service hotel and conference meeting space, they are exploring more residential and office space than was included in previous concepts. The additional square footage would help the developer

more efficiently develop the site and the City would realize more of its vision for the Focus Area with additional uses.

A significant amount of work remains for the developer to complete a detailed concept and financing plans for staff to evaluate and then present to the City Council. **These plans and accompanying developer agreement would need to be finalized by the end of 2021.** This is necessary to complete the final Reinvestment District application by February 2022.

DOWNTOWN PLAZA:

6th Street Parking Lot

Since public parking spaces in the lot east of City Hall will be removed to make way for this new public gathering space, a new parking lot will be constructed on the north side of 6th Street across from the City Hall. This land was purchased by the City with federal Community Development Block Grant funds as a potential site for affordable housing. However, efforts to attract developers for this type of housing proved unsuccessful as it was learned that the property was not large enough for developers to generate a sufficient return on their investment.

Therefore, the next step is to repay Department of Housing and Urban Development (HUD) for the appraised value property. Staff intends to bring this matter before the City Council in July. The \$200,000 required to reimburse the HUD is included in the FY 2020/21 budget. along with \$275,000 for the design and construction of the new parking lot on 6th Street.

Public Works staff has hired Bolton and Menk to design the new parking lot north of City Hall along 6th Street. This parking area will replace part of the parking displaced by the plaza project. It currently is planned that the project will be bid in September 2021 with construction anticipated in the spring of 2022. The new parking spaces along the west side of Clark adjacent to City Hall will be incorporated into the design and construction of the plaza. The \$225,000 to install this additional parking is included FY 2020/21.

Plaza

In July, staff plans to bring a recommendation to the Council to waive Purchasing Policies and Procedures and authorize the hiring of Confluence to design the new Downtown Plaza. This company developed the plaza concept and cost projections for the Reinvestment District application and therefore, is most familiar with our project. Second, by contracting with this company immediately, we can avoid a time consuming bidding process that would cause the project to be delayed by another year.

The current plan is for the plaza project to be bid in December 2021 with construction beginning in the summer of 2022. The FY 2020/21 budget includes

\$3,925,000 for the design, installation of the parking to the west of Kellogg, the construction of the plaza, and the commission for a signature art piece.

Artwork

The plaza concept includes three elements of public art, with a focus on a signature large sculpture at the center of the plaza. The total estimated budget for artists' commissions, fabrication, and installation by the artists is \$340,000. This amount is included within the \$3,925,000 total plaza budget. Due to central location, creative interests, and size of the signature sculpture, staff believes a Request for Qualifications to select an artist is the best approach.

Staff plans to work with a subcommittee of the Public Art Commission to release an RFQ for the signature art sculpture with a budget of \$150,000-\$175,000 in July. The proposals will be reviewed by a committee of staff and Public Art Commission representatives. Selection of the artist and beginning work on concepts for sculpture in September and October is critical to finalizing the overall plaza design plans by December. The other planned artwork elements will be decided at a later date once the final plan for the Plaza is approved.

ONONDAGA PROPERTIES (330 5TH STREET/412 BURNETT):

This project, which was under construction, was added to the Reinvestment District application to take advantage of the retail sales that were projected from the redevelopment of these properties into new retail/restaurant space. The renovation of this property is progressing very well and the Nelson family has done a wonderful job revitalizing these buildings.

STAFF COMMENTS:

A final Reinvestment District application is necessary to secure the \$10 million provisionally approved by the State. Based upon the original projections for the Lincoln Way project itself, it appears that the Lincoln Way project alone could be the sole source of retail sales tax and hotel motel tax receipts needed to support the \$10 million of Reinvestment District funds pledged by the State. The final application requires updated project plans, project pro forma, and revenue projections to meet State requirements.

The final application is due to the State by February 25, 2022. **To meet this deadline staff believes that all of Reinvestment District project components must be solidified by December 31 to allow time for staff and its economic consultant to complete their final evaluation and projections for the Reinvestment District Application.**

The critical components to move forward on this project are: 1) Resolving the projected funding gap for the aquatics center, 2) Creating an Urban Renewal Area, and 3) Reaching an agreement with the developer of the Lincoln Way project, which represents the primary source of the projected Reinvestment District revenue. The Lincoln Way project will likely include a conceptual development plan with a developer agreement approved by City Council, followed by a more detailed Major Site Development Plan that is also subject to City Council approval prior to development of each building on the site.

To move forward with the Reinvestment District projects, the first major decision for the City Council is to determine which of the three financing options for the Aquatics Center highlighted above should be pursued. It should be emphasized that the Staff is not seeking a decision at the July 13th meeting regarding which of the three financing options the City Council wishes to pursue. This can come at later date. However, if a referendum option is preferred, it would be beneficial to make this decision as soon as possible so that there is plenty of time to present an adequate public informational campaign.

COUNCIL ACTION FORM

SUBJECT: **AWARD OF DOWNTOWN FAÇADE GRANTS**

BACKGROUND:

The Downtown Façade Grant Program was introduced in 2000 to facilitate private improvements to downtown retail and other commercial storefronts. The City Council annually budgets \$50,000 as matching funds for eligible projects. The program allows for up to \$15,000 of dollar-for-dollar matching funds per front façade and up to \$1,000 for additional architectural services. This program is available to property owners within the area generally described as from 6th Street to the railroad tracks, from Duff Avenue to Northwestern Avenue, and along Kellogg Avenue to Lincoln Way (Attachment 1).

The program requires compliance with specified Design Guidelines that can be found on the Planning Division website at this [link](#). The program requirements include a prerequisite of a ground floor use of office or retail trade. Additionally, grant eligibility includes a requirement for proposed improvements to retain the historic façade or for the removal of non-compliant elements consistent with the guidelines or pursue eligibility under the other façade guidelines.

The program does not allow for maintenance activities or replacement of compliant elements with new in-kind elements as eligible activities on their own. Proposed improvements are intended to have a significant positive visual impact on the building and the district overall. If grant requests exceed the available funding, the program criteria include preferences for façades that have not received previous funding, for front façades. Attachment 2 provides an overview of the intent and process for the façade grant program.

The program is designed to operate with two application cycles. The first cycle is typically in the summer and if there are remaining funds after awards are granted in the first round, then a second application round occurs in the winter. The summer grant round is intended to provide funding for new projects with one grant per building. The second round is intended to fund new projects and potentially second façades for properties that have already received a grant.

There was one application approved in the first round during the fall of FY 2020/21. The current applications under review were solicited in late spring and are considered second round applications for FY 2020/21. Solicitation for applications with FY 2021/22 money will occur in the fall of 2021.

GRANT APPLICATIONS RECEIVED:

The City solicited applications for this round in June 2021 and received four eligible grant requests for four properties. Project summaries, a location map, and project design illustrations are attached. **The total requested grant funding is \$62,000. Available funding for this second round of FY 2020/21 is \$53,001.**

<u>Address</u>	<u>Business or Building Name</u>	<u>Amount Requested</u>	<u>Total Project</u>
108 Main Street	Vacant (Formerly Cyclone Barber)	\$15,000	\$ 33,469
209 & 211 Main Street	209: Heroic Hair	\$15,000	
	211: Heroic Ink	\$15,000	
	Design Fees	\$ 1,000	\$ 110,500
301 Main Street	Sheldon-Munn (Kellogg Avenue)	\$15,000	
	Design Fees	\$ 1,000	\$ 51,000
		\$62,000	\$194,969

108 Main Street

This is a grant request for a single-story façade at 108 Main Street, which most recently housed Cyclone Barber. This building is the easternmost in a series of seven shallow buildings at the east end of Main Street. Several of these buildings have already been awarded façade grants (110, 116, and 122). The applicant is proposing to continue with the unified design proposed for 122, completed in 2013. The façades for 110 and 116 were completed to the same design in 2020.

The subject property, 108 Main Street, is the end of a series of buildings, numbered 108-122, which were constructed around 1908 in a unified design that repeated identical storefronts across each commercial space. The railyard for the Chicago & North Western Railroad originally came up to the rear of the buildings on the south side of Main Street, creating the shallow depth (108 is an average of 30 feet deep; 122 is an average of 42 feet deep). The buildings are each 16 feet wide (110 is two storefronts wide).

LCM Properties, LLC owns the buildings at 108 Main Street, along with 110, 116, and 122 Main Street. The façades on those buildings have already been awarded grants; that work has all been completed. **In 2013, when the grant for 122 Main Street was considered, a unified façade design for these buildings was proposed. The current request intends to continue that design. The façade will maintain the entrance in the same location and will have display windows in the same location, though larger in height than what exists. The applicant has stated that the entrance to 108 will remain recessed, which staff supports.** (Attachment 4)

The series of buildings is included within the bounds of the National Register Ames Main Street Historic District. The buildings are contributing to the district.

The total estimated cost for 108 Main Street is \$33,469.60. It is eligible for the maximum grant of \$15,000. The design work has already been completed and is no longer eligible. At the time of reimbursement, the applicant will need to provide cost breakdowns to ensure only eligible activities are funded with the façade grant. Staff notes that project must conform to building code recessed entry and accessibility requirements as has been required for the previous façade grant approvals.

WORK	COST ESTIMATES
Removal of existing façade	\$33,469
Construction of new façade with brick, glass, stucco, etc.	
Associated work	
Total Project Cost	\$33,469

209 & 211 Main Street

This application is for the two-story buildings at 209 and 211 Main Street. The applicant proposes to create a new unified façade on the ground level with a single entrance including a vestibule at the property line (the second story of the historic façade remains unaltered). The vestibule would lead into each existing storefront. The storefronts currently contain a hair and nail salon (Heroic Hair at 209) and a tattoo parlor (Heroic Ink at 211). The applicant also proposes to restore the window openings on the second story of 211. **This project is eligible for two grants as there are two separate buildings, although they will share a common entrance.**

These two properties are owned by Beaver Team 5 Holdings LLC-CTR and are presently occupied by a hair and nail salon (Heroic Hair at 209) and a tattoo parlor (Heroic Ink at 211). The buildings were constructed separately: 211 was built in 1888 and records are unclear as to when 209 was constructed. At some point during the period of significance for Main Street (1920-1950), the façades of the two buildings were combined and unified. Historic photographs indicate that the two buildings operated separately after the new façade. By 1971, the ground-level façade had been combined into one storefront. Later, the storefronts were separated and housed a check-cashing business and a boutique. Both buildings are contributing structures to the National Register Ames Main Street Historic District.

The applicant is proposing a new, unified façade at the ground level. The proposed façade will mirror the rhythm and spacing of the second story windows. The ground-level storefront windows will be below the second story windows and the new entrance will be placed between the windows (Attachment 5). The second story of 211 has had its windows reduced in size. The applicant proposes to restore the windows to their original size. All second story windows will be replaced to match one another in size and style.

The total estimated cost for 209 & 211 Main Street is \$110,500, including design work. Of that amount, \$83,000 is estimated to be grant-eligible work (including design). **Since the project contains two buildings, it is eligible for a maximum funding of \$30,000 (\$15,000 per façade) plus \$1,000 for design work.** At the time of reimbursement, the

applicant will need to provide cost breakdowns to ensure only eligible activities are funded with the façade grant.

WORK	ELIGIBLE COST ESTIMATES	TOTAL COST ESTIMATES
<i>209</i>		
Ground-Level Storefront	\$30,250	
	\$30,250	\$46,250
<i>211</i>		
Second-Story Windows	\$9,000	
Ground-Level Storefront	\$41,750	
	\$50,750	\$62,250
Design Work	\$2,000	\$2,000
Total Project Cost	\$83,000	\$110,500

301 Main Street

This application is for a replacement canopy and sign for the Sheldon-Munn apartment building at 301 Main Street. The new canopy would replace the existing one on the Kellogg Avenue façade with a historically appropriate design emulating the art deco canopy found in photographs from the period of significance for the Historic District. A new sign would be added to the canopy as well.

Note that canopies can be an eligible item for a grant, but signage and lettering is viewed as a temporary improvement and not eligible for a grant. Staff has discussed with the applicant that only the canopy structure itself is potentially eligible for grant funding. As noted in the introduction to the report, in kind replacement items are not typically an eligible item on their own. This project is a replacement canopy as the storefront work was previously completed with grants awarded in 2015.

This property is owned by 301 Main LLC. Built originally as the Sheldon-Munn Hotel in 1917, an addition was constructed on the west side in 1926. The hotel was later converted to apartments. The building was awarded multiple façade grants in 2015 to restore the ground-floor retail spaces.

The intent of the canopy project is to mimic the art deco style seen in historic photographs (Attachment 6). This art deco canopy, and another on Main Street, replaced the original more formal canopies in the late 1920s or 1930s. The City’s design guidelines for canopies require canopies to be metal compared to awnings that are fabric. The applicant has not indicated detailed materials to ensure this design intent will be met as depicted and conform to guideline definitions. **To approve this grant, Council would need to determine if it is consistent the Design Guideline for “restoring documented canopy treatments.”**

The storefront north of the entrance to the apartment lobby was recently converted to a cocktail lounge called Noir. Prior to the façade grants in 2015, this space was occupied by Firehouse Books. The proposed canopy intends to incorporate a sign for Noir. The owners of the Sheldon-Munn and Noir anticipate expanding to the basement, which can be accessed from the current apartment entrance on Kellogg Avenue.

The Sheldon-Munn is within the bounds of the National Register Ames Main Street Historic District and is a contributing structure. The total estimated cost for 301 Main Street is \$51,000. This cost includes the sign that is not an eligible cost. The project would be eligible for the maximum funding of \$15,000 plus \$1,000 in design work. At the time of reimbursement, the applicant will need to provide cost breakdowns to ensure only eligible activities are funded with the façade grant, which is a maximum of 50% of eligible costs.

WORK	COST ESTIMATES
Historically Inspired Canopy	\$50,000
Design Work	\$1,000
Total Project Cost	\$51,000

ALTERNATIVES:

1. Approve Downtown Façade Improvement Grants totaling up to \$53,001 for:
 - a. 108 Main Street in the amount of estimated eligible costs up to \$15,000 for a façade to match the existing façades already approved for the series of buildings.
 - b. 209 & 211 Main Street in the amount of estimated eligible costs up to \$31,000 for window replacement and a new, unified façade on the ground level.
 - c. 301 Main Street in the amount of estimated eligible costs up to \$7,001 for a replacement canopy on Kellogg Avenue, subject to staff review and approval of materials for a metal canopy meeting the design guidelines and historic intent.

2. Approve Downtown Façade Improvement Grants totaling up to \$46,000 for:
 - a. 108 Main Street in the amount of estimated eligible costs up to \$15,000 for a façade to match the existing façades already approved for the series of buildings.
 - b. 209 & 211 Main Street in the amount of estimated eligible costs up to \$31,000 for window replacement and a new, unified façade on the ground level.

3. Approve grant awards in some other combination of amounts.

4. Do not approve façade grant awards.

CITY MANAGER'S RECOMMENDED ACTION:

The fiscal year 2020-21 permitted two rounds of grant solicitations: one in the fall and one in spring. One application was submitted in fall 2020. The current round resulted in four requests involving four buildings for a total of four grants in the amount of \$62,000. All the buildings front on Main Street, though one grant is proposed for use on Kellogg Avenue.

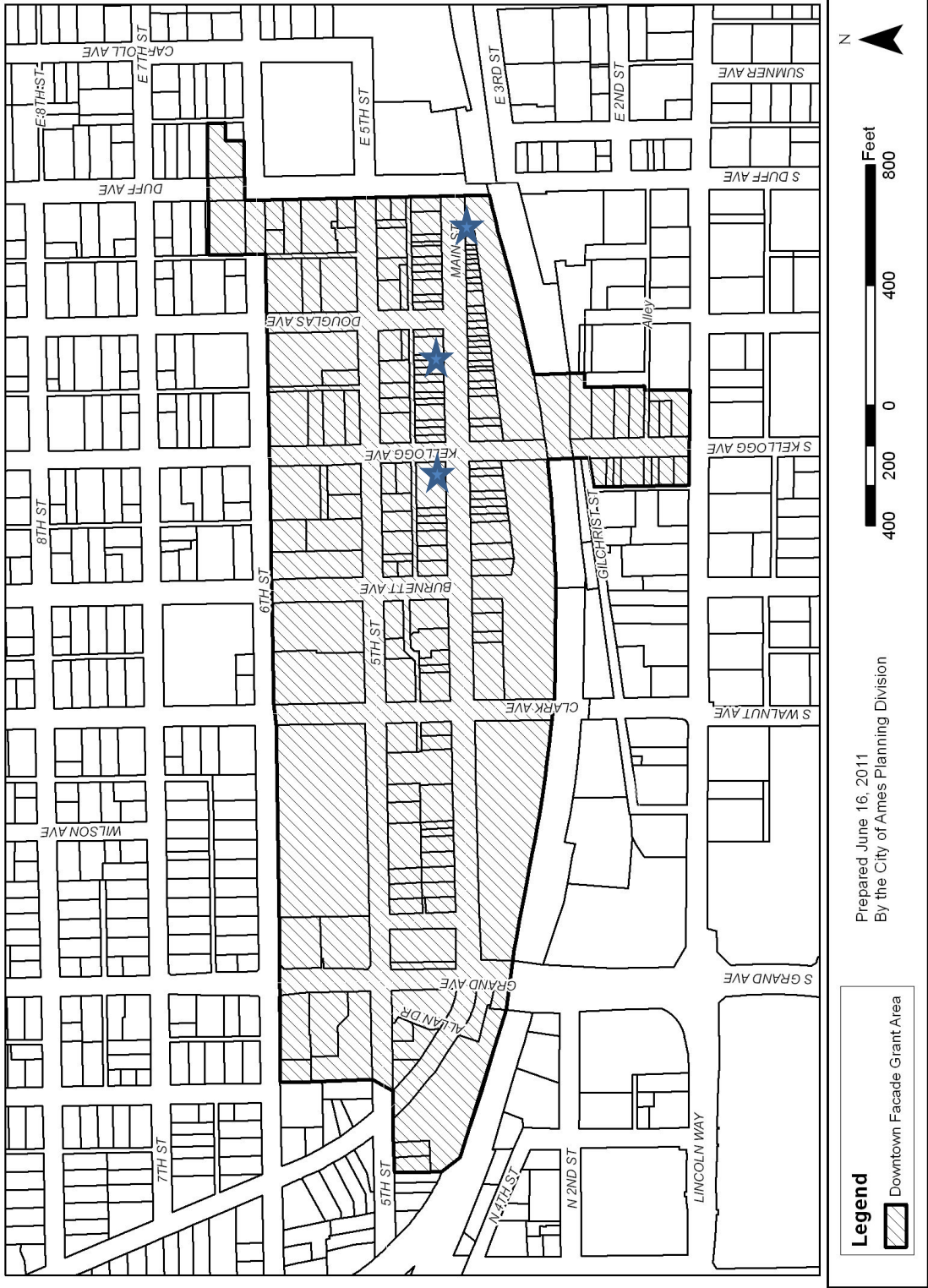
The total requested funding exceeds available funding. Staff finds the two Main Street façade projects to be compliant with the design guidelines, visually significant, and priorities due to their Main Street locations. These projects are of the highest priority and warrant full funding as requested.

The third project for the replacement canopy has minimal visual significance as a canopy because of the existing canopy it replaces. However, the proposed sign is clearly more striking, but not an eligible project. Replacement-in-kind of a feature is not on its own a typical eligible activity. However, as a second round of applications for a second request related to a previously approved façade grant, City Council could award the remaining funds (\$7,001) if the Council finds the project consistent with the Design Guidelines of restoring documented canopy treatments and that the canopy replacement is visually significant.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby approving Downtown Façade Improvement Grants for the four façade grants as noted above.

Attachment 1: Eligibility Map

Downtown Facade Grant Area



Attachment 2: Downtown Façade Grant Review

Requirements for all Façade Grants

- The building must be located downtown within boundaries established by City Council.
- The ground floor must be Office Uses or Trade Uses as defined by the Ames zoning ordinance.
- The façade design must comply with Downtown Design Guidelines.
- Improvements to historic façades shall include replacing non-compliant elements with compliant elements.
- Residential structures and buildings owned by the government, churches and other religious institutions are not eligible.
- No façade grant shall exceed \$15,000.

Program Logistics

The following process for review of applications for façade grants provides time to inform all potential applicants of the opportunity, to work with applicants, applicants to prepare submittals and for staff to review applications and report to City Council. Two grant periods will be planned for each fiscal year.

First Grant Period

For this first grant period, preference for grant awards will be given to:

- façades that have not received any previous grant funding
- front façades

Action Steps:

- Staff will inform all property and business owners of grant availability, process, and deadlines.
- Staff will work with applicants to define the project, ensure that it meets the guidelines, and assure that it is feasible and can be completed within the time frame.
- Applications will be accepted in May and June.
- Staff will review and score applications and report to City Council in July or August for awarding grants.
- Projects may then start in the fall and be potentially completed before the holiday shopping season.

Second Grant Period

If the entire budget is not committed in the first grant period in each year, a second grant period will begin in October for projects to be implemented the following spring. While façades on Main Street and façades for which no previous grants have been awarded will still receive first preference in this second grant period, all downtown grant requests will be considered and potentially approved if funds remain after all first-preference proposals are awarded.

Conditions of Grant Approval

- Grant projects must be completed within one year from award of grant.
- Any required building code and/or safety improvements to a structure must be completed before grant work proceeds or before grant funds are paid.

Attachment 3: Scoring Criteria

For each category, the following criteria shall be used to award points:

VISUAL IMPACT

Maximum Score 30 Points

- Improvements apply to more than one story on one façade
- Improvements apply to more than one 25-foot wide bay on one façade
- Improvements will create more visual significance because:
 - key, highly visual elements of the building are being improved
 - the building is prominently visible due to its location (E.g., it serves as a focal point from a street, is at a prominent intersection, or is larger than other buildings around it)

FINANCIAL IMPACT

Maximum Score 30 Points

- Matching funds exceed the minimum dollar-for-dollar match
- The project includes improvements being made to
 - ensure public safety,
 - establish or preserve the building's structural integrity
 - resist water and moisture penetration
 - correct other serious safety issues
- The façade project is part of a larger project that improves other exterior or interior parts of the building
- The project helps to make use of space that has been unoccupied or used only for storage

EXTENT OF IMPROVEMENTS

Maximum Score 20 Points

The number points granted in this category shall be based upon the number of elements from the Downtown Design Guidelines being improved. More improved elements deserve more points.

HISTORIC FAÇADES (such as Café Diem):

- Display windows
- Transoms
- Masonry (includes removing cover-up)
- Upper floor windows
- Parapet and cornices
- Awnings and canopies
- Entrance
- Kickplate

OTHER FAÇADES (such as Wheatsfield):

- Quality materials
- Façade modulation
- Fenestration
- Roof
- Awnings
- Building entrances

HISTORIC DESIGN

Maximum Score 20 Points

- Project includes historically appropriate materials and restoration techniques
- Project goes beyond basic rehabilitation and re-establishes a more historically accurate appearance than other projects

Attachment 4: 108 Main Street



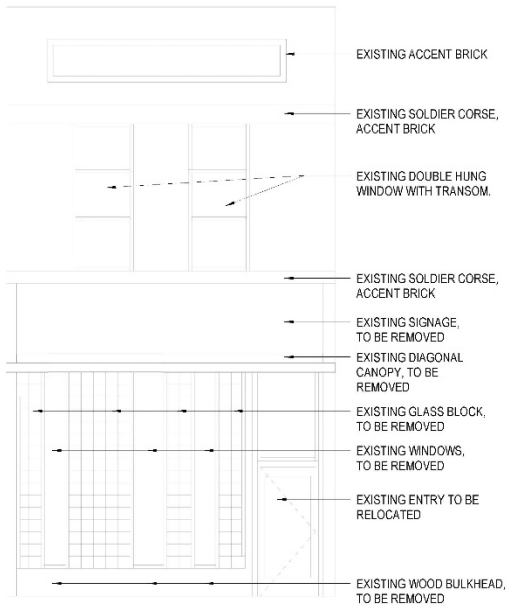
Historic Photograph of Subject Property (108 Main Street is the storefront on the left)



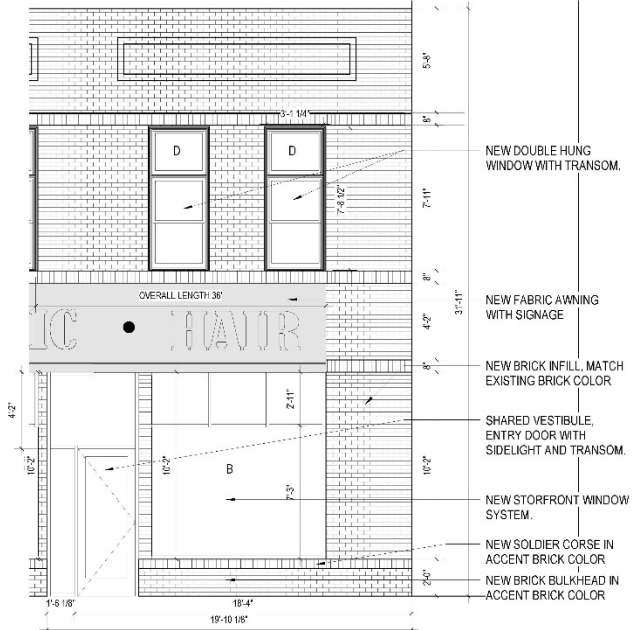
Proposed Final Façade (108 Main Street is the storeront on the left)

Attachment 5: 209 & 211 Main Street





209 MAIN ST.
1 EXISTING ELEVATION
 SCALE: 1/4" = 1'-0"



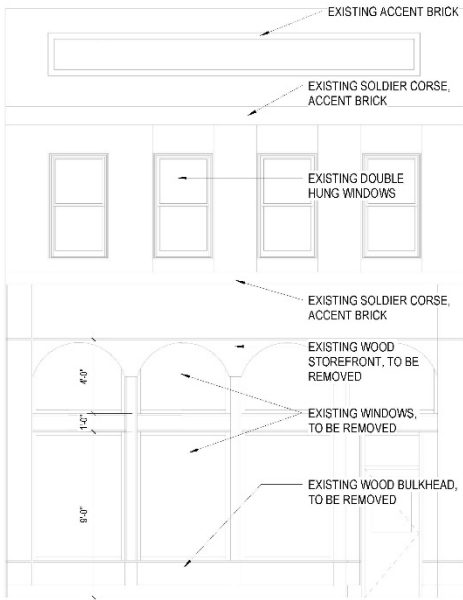
2 PROPOSED ELEVATION
 SCALE: 1/4" = 1'-0"



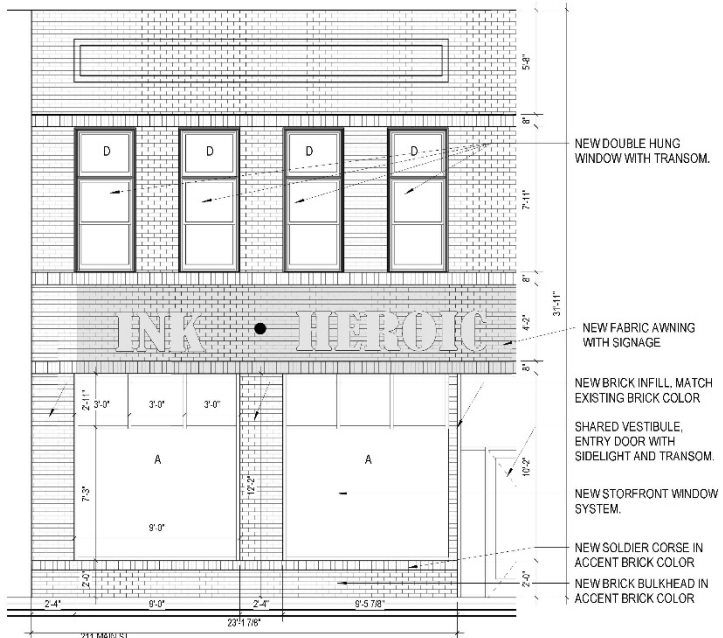
FACADE IMPROVEMENTS

HEROIC HAIR
 SCHEMATIC DESIGN
 JUNE 2, 2021

Façades for 209 (above) & 211 (below) Main Street



211 MAIN ST.
1 EXISTING ELEVATION.
 SCALE: 1/4" = 1'-0"

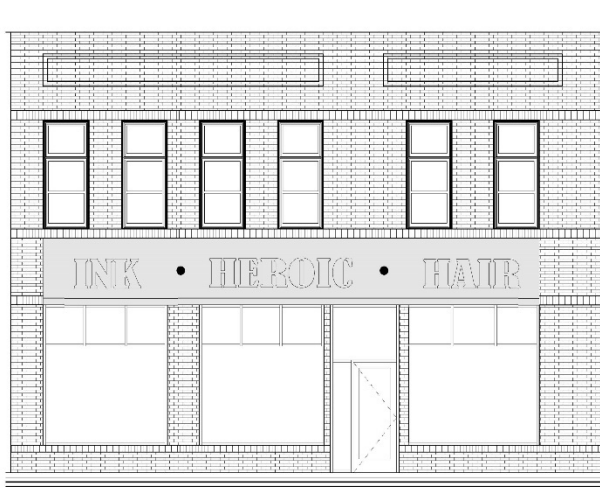


2 PROPOSED ELEVATION
 SCALE: 1/4" = 1'-0"



FACADE IMPROVEMENTS

HEROIC INK
 SCHEMATIC DESIGN
 JUNE 2, 2021



① 209 & 211 MAIN ST.
 PROPOSED COMBINED ELEVATION
 SCALE: 3/16" = 1'-0"



② 209 & 211 MAIN ST.
 PROPOSED 3D PERSPECTIVE
 SCALE:

AVEC
 ARCHITECTS
 1410 D. S. GRUBB BLVD
 131 MAIN STREET
 ARLINGTON, VA 22202
 571-203-4541

FACADE IMPROVEMENTS

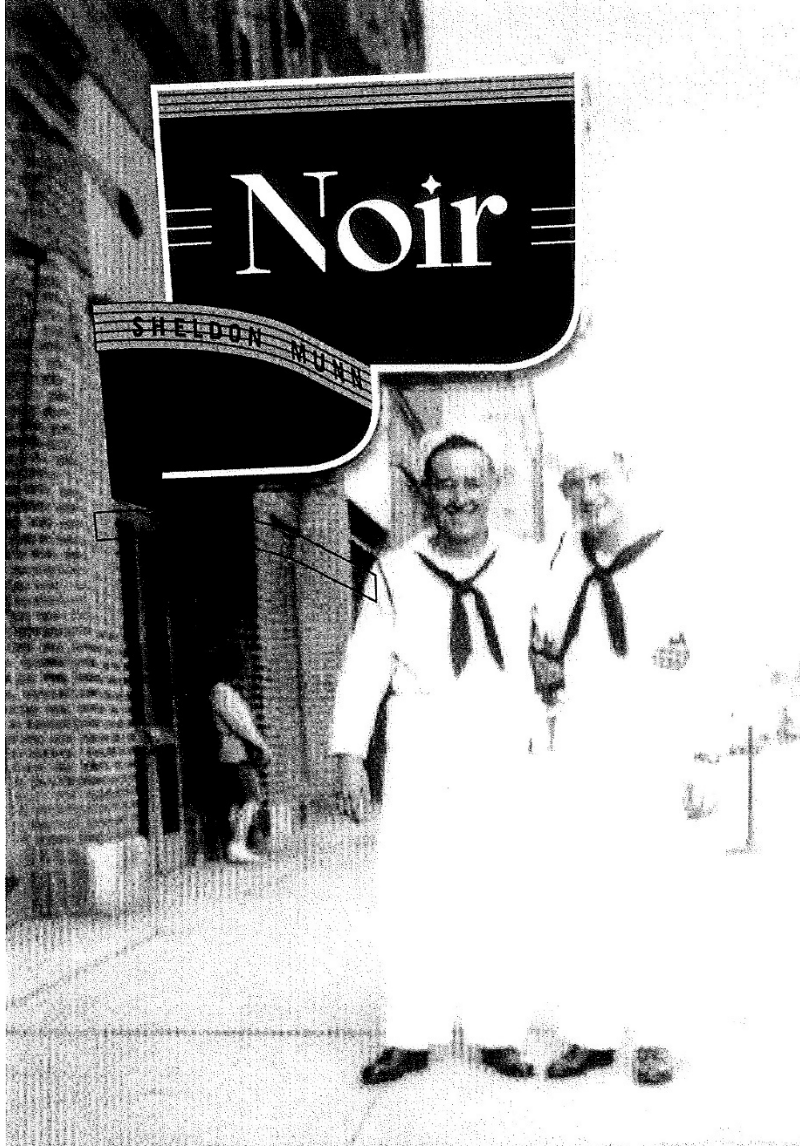
HEROIC INK & HAIR
 SCHEMATIC DESIGN
 JUNE 2, 2021

Proposed Final Façade

Attachment 6: 301 Main Street



Historic Photograph of Sign on Main Street Side



Sign as Proposed for Kellogg Avenue

COUNCIL ACTION FORM

SUBJECT: RETAIN OWNERSHIP AND RETURN FUNDS TO THE DEPARTMENT OF HOUSING AND URBAN (HUD) FOR THE CITY OWNED PROPERTIES ALONG 6TH STREET (519, 525, & 601) IN CONNECTION WITH THE CITY'S COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG).

BACKGROUND:

At the March 9, 2021, City Council directed staff to proceed with the Change of Use Designation for the three City owned lots located at 519, 525 & 601 Sixth Street (former Ames Community Preschool Center toddler house and playground, see Attachment A). This Change of Use Designation (under HUD regulations) from affordable housing would allow the staff to proceed with the sale of the lots at market value and the return the funding originally spent to acquire the site back to HUD. The returned funds would be reallocated to the City's CDBG Program and are then planned to be used towards the cost of infrastructure improvements at the Baker Subdivision along State Avenue. The market value of the lots has been appraised at \$198,000.

At the January 26, 2021 City Council meeting, regarding the Downtown Plaza update, City Council gave direction to budget \$198,000 for the City to reimburse HUD and retain ownership of the properties in order to use the site for replacement downtown parking. With City Council's authorization to move forward on the change of use of the 6th Street properties, the \$198,000 will be refunded back to HUD from the General Fund budget. Staff would like to finalize this reimbursement back to HUD on or before July 31, 2021 in order to move forward with the parking lot project and for support of Baker Subdivision.

ALTERNATIVES:

1. The City Council can adopt a resolution approving the return of \$198,000 of City funding to the Department of Housing and Urban Development (HUD) for the City-owned properties located at 519, 525, & 601 Sixth Street, to be reprogrammed for use for the infrastructure improvements at the Baker Housing Subdivision along State Avenue.
2. The City Council can deny adoption of a resolution approving the return of \$198,000 of City funding to the Department of Housing and Urban Development (HUD) for the City-owned properties located at 519, 525, & 601 Sixth Street, to be reprogrammed for use for the infrastructure improvements at the Baker Housing Subdivision along State Avenue.
3. The City Council can refer the matter back to staff for other considerations.

CITY MANAGER’S RECOMMENDED ACTION:

Retaining ownership of these three lots will be in the City’s best interest to further development of the Downtown Plaza, while also providing needed funding to our CDBG infrastructure improvements budget for the development of affordable housing in the Baker Subdivision along 321 State Avenue. With City Council’s direction to move forward, the process to rezone the site to Special Purpose Government/Airport (SGA) will begin in July. The parking lot design will then be completed and planned for construction in the Spring of 2022.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1 thereby adopting a resolution to return \$198,000 of City funding to the Department of Housing and Urban Development (HUD). This action will allow the City-owned properties located at 519, 525, & 601 Sixth Street to be converted to a new City parking lot and provide for additional funding for infrastructure improvements at the Baker Housing Subdivision along State Avenue.

ATTACHMENT A



Location Map
519, 525, 601 6th Street



COUNCIL ACTION FORM

SUBJECT: REZONE PARCELS AT 4605 & 4514 HYDE AVENUE (PROPOSED AUBURN TRAIL SUBDIVISION) FROM “A” (AGRICULTURAL) TO “FS-RL” (SUBURBAN LOW-DENSITY RESIDENTIAL) WITH A MASTER PLAN AND CONTRACT ZONING AGREEMENT

BACKGROUND:

The proposed rezoning includes two parcels totaling 75.17 acres, addressed as 4605 Hyde Avenue and 4514 Hyde Avenue. Annexation for the property at 4605 Hyde Avenue was approved on December 12, 2017, and annexation for 4514 Hyde Avenue was approved on March 23, 2021. A general location map is included as *Attachment A*. Hyde Avenue bisects the two properties. Most of the 4605 Hyde property has been farmed and is devoid of trees. The property at 4514 Hyde Avenue includes one existing house.

The properties are proposed to be rezoned together with a Master Plan to allow for a future development of both sites as a combined development. A Master Plan addresses the general layout of development and open space areas along with planned transportation connections, however, it does not depict precise locations of future improvements. The future development, i.e., subdivisions, must be in conformance with an approved Master Plan.

The Master Plan would permit the development of multiple housing types with a maximum total of 181 dwelling units. The Contract rezoning addresses needed off-site improvements related to the development of the site for an extension of a shared use path and streets to the north.

The property at 4605 Hyde was the subject of a pre-annexation agreement in 2013. The owner entered into an agreement with the City for, among other things, buyout of rural water rights and cost sharing of infrastructure. In this Agreement, the Developer also agreed that infrastructure would be designed to mitigate the environmental impact of development within the Ada Hayden Watershed and that the site would be subject to the Conservation Subdivision Ordinance. The proposed rezoning is consistent with the 2013 Agreement. Infrastructure improvements that were included in the Agreement are discussed in the Addendum.

The subject site has a Village/Suburban Residential Land Use Designation (see *Attachment B*). **The owner proposes the development of a residential subdivision to be known as Auburn Trail and is requesting a rezoning from Agricultural (A) to Suburban Residential Low Density (FS-RL). FS-RL is a consistent zoning district with the underlying land use designation.** FS-RL requires a minimum net development density of 3.75 units per acre and a maximum density of 10 units per acre.

The proposed Master Plan illustrates two categories of development: Single-Family Attached/Detached with 98 to 111 dwelling units and Single-Family Townhomes/Small Lots with 50 to 70 dwelling units, on approximately 36.29 acres. The applicant will likely apply for a Planned Unit Development (PUD) Overlay in the future for the development of part of the site as small lot homes.

The density within the developable area is estimated at approximately 4.1 to 5 dwelling units per acre. Note that with the Master Plan, the unit count is controlling along with the minimum and maximum net density standards of FS-RL zoning. **The Plan depicts the extension of existing streets from the south into the site and new streets that would extend to the north connecting into future development. A new “spine road” would connect from Hyde Avenue into Hayden’s Preserve on the north.**

In addition to identifying developable area, the Master Plan shows approximately 22.58 acres, more than the required 25% of the property, as interconnected conservation areas and open space distributed throughout the development.

The Master Plan identifies the planned approach to meeting the requirements of the City’s Conservation Subdivision Ordinance that will apply to development of the property. The open space is oriented around a first order stream, wetlands, and natural drainage ways as identified on a Natural Resource Inventory of the properties. A buffer is shown on the north side of the first order stream which is located on the eastern parcel (4514 Hyde Avenue). Notably, the 4514 Hyde property has a 100-foot shared boundary with the City’s Ada Hayden park.

At the time of annexation, a 50-foot strip of property was required to remain along the north property line to connect to unincorporated land located to the north and east of the site. The 50-foot strip is also owned by Hunziker but is under county jurisdiction. This strip of land is known as Outlot A and requires public improvements to connect to the future development to the north known as Hayden’s Preserve,

Staff recommends addressing planned off-site infrastructure extensions through the 50-foot strip with the rezoning of this site through a Contract Rezoning Agreement (see Attachment I) that includes the requirement for the property owner to extend infrastructure from the site through the abutting properties that are under their control. This would require the construction of the shared use path along Hyde Avenue and for the future improvements of the public street extension of the spine road and water and sewer lines to the north. The timing of the Hyde Avenue path construction matches the recent Hayden’s Preserve agreement, the path must be built within two years of the approval of the 1st Addition of the project.

Planning and Zoning Commission. The Planning and Zoning Commission reviewed the request on June 2, 2019 and voted 5-0 to recommend the City Council approve the rezoning with master plan for the property at 4605 Hyde Avenue and 4514 Hyde Avenue to FS-RL Suburban Residential Low Density. At the meeting members of public were

present and provide comments on the proposed rezoning. Numerous residents of Bloomington Heights West and Bloomington Court (to the south) spoke of stormwater drainage concerns related to existing conditions. The Bloomington Heights West development has existing storm water conveyance easements and storm sewers located partially along the shared boundary with the proposed Auburn Trail. A drainage channel also exists to the east of Hyde Avenue and it carries water from existing development and will also carry water from the planned development of Auburn Trail to Ada Hayden. Although the Master Plan depicts general drainage patterns and planned open spaces for the development of the site, there is not a precise storm water management plan available for the site at this time. A storm water management plan is required as part of the Conservation Subdivision review of the site, which is the next step for development of the site, after rezoning.

Public Notice. Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property in accordance with the notification requirements of Chapter 29.

ALTERNATIVES:

1. A. Approve a Contract Rezoning Agreement for the 75.17- acre property at 4605 Hyde Avenue and 4514 Hyde Avenue (*see Attachment I*)
 - B. Approve on first reading the request for rezoning the 75.17- acre property at 4605 Hyde Avenue and 4514 Hyde Avenue from Agricultural (A) to Suburban Low Density Residential (FS-RL) with the attached Master Plan (*see Attachment F*), based upon the findings and conclusions as found in the addendum.
2. Deny the request for rezoning.
3. Refer this item back to City staff and/or the applicant for additional information.

CITY MANAGER'S RECOMMENDED ACTION:

As noted in the attached addendum, the proposed rezoning is consistent with the Land Use Policy Plan land use designations and policies. The applicant has generally designated open space in areas identified as wetlands and where existing grades currently convey or collect stormwater with housing located around these areas.

The proposed housing types are allowed in the proposed zoning. Further information regarding density and open space measures will be specified with the subsequent preliminary plat. The Master Plan is consistent with the limitations noted in the pre-annexation agreement approved by the City Council in 2013.

Terms of the proposed Contract Rezoning Agreement will ensure there is no gap between the development of this site and future development to the north. The Contract includes

the requirement for the construction of the shared use path along Hyde to be completed as part of Phase 1 of the development.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1 A & B, as described above.

ADDENDUM

REZONING BACKGROUND:

Existing Land Use Policy Plan. The LUPP designation of the entire subject area is Village/Suburban Residential. The proposed change of zone to FS-RL is consistent with that designation. The LUPP designations of this and adjoining properties can be found in *Attachment B*.

The applicant has provided support materials (*see Attachment H*) regarding the proposed rezoning and its conformance with the Land Use Policy Plan. While the rezoning of an area designated as Village/Suburban Residential on the LUPP to FS-RL is supported, there are several goals that can support the proposed rezoning.

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.

Goal No. 3. It is the goal of Ames to assure that it is an “environmentally-friendly” community and that all goals and objectives are integrated with this common goal. In continuing to serve as a concentrated area for human habitat and economic activity, Ames seeks to be compatible with its ecological systems in creating an environmentally sustainable community.

Existing Zoning. The site is zoned Agricultural (A). When a property is annexed into the City it receives a default zoning of Agricultural (A) until at such time that the property owner chooses to rezone.

To the east are scattered homesteads within the county, zoned Agricultural (A-1). To the north, the proposed Hayden’s Preserve Subdivision (formerly Rose Prairie) is zoned FS-RL with some scattered county homesteads in the county zoned Agricultural Residential (A-R) and a communication tower. To the south, Bloomington Heights West is zoned RL and F-PRD and Bloomington Court is zoned F-PRD. West of the site are large properties outside of the City limits and zoned Agricultural (A-1). An excerpt of the zoning map can be found in *Attachment C*. The proposed rezoning is reflected in *Attachment D*.

Existing Uses of Land. Land uses that occupy the subject property and other surrounding properties are described in the following table:

Direction from Subject Property	Existing Land Uses
Subject Property	Farmland
North	Farmland, Proposed Hayden’s Preserve Subdivision, Communication Tower, and One Home

East	Scattered Homesteads and Ada Hayden Further to the East
South	Single-Family Detached & Attached Homes (Bloomington Heights West) and Condominiums & Townhouses (Bloomington Court)
West	Railroad Track, Northridge Heights Stormwater Pond and Farmland

Master Plan. A Master Plan is intended to provide a general description of the intended development of a property. A Master Plan must address natural areas, buildable areas, building types, range of uses, and basic access points as described in zoning requirements of Section 29.1507(4) (see *Attachment F*).

The submitted Master Plan proposes two housing types- Single-Family Attached/Detached with 98 to 111 dwelling units and Single-Family Townhomes/Small Lots with 50 to 70 dwelling units, on approximately 36.29 acres, with a minimum net development density of 3.75 units per acre.

In addition, the Master Plan shows approximately 22.58 acres, more than the required 25% of the property, as interconnected conservation areas and open space distributed throughout the development. The open space is oriented around a first order stream, wetlands, and natural drainage ways as identified on a Natural Resource Inventory of the properties. A buffer is planned on the north side of the first order stream which is located on the eastern parcel (4514 Hyde Avenue). A buffer to each side of the drainage corridor that weaves throughout the development will be included. The Conservation Subdivision requires that mass grading of the site be avoided. The majority of the property has been farmed and is devoid of trees.

Development of the site will be under the Conservation Subdivision standards of Ames *Municipal Code*. The Ames Conservation Subdivision standards are to protect the quality of water in Ada Hayden Lake, protect existing surface drainage systems, promote interconnected greenways, provide commonly owned open space and conservation areas. Conservation easements will be established for all conservation areas and maintained according to a conservation area management plan that is required during the subdivision process.

Layout and specific design of the site will be evaluated at the time of preliminary plat review. Attached single-family homes also require an administrative site development plan review after subdivision. The minimum density standard is 3.75 dwelling units per net acre. Full review of net acreage limitations will occur with the subsequent preliminary plat subdivision review.

The subject site has a Village/Suburban Residential Land Use Designation (see *Attachment B*). The owner proposes the development of a residential subdivision to be known as Auburn Trail and is requesting a rezoning from A-Agriculture to FS-RL Suburban Residential Low Density. FS-RL is a consistent zoning district with the

underlying land use designation. FS-RL requires a minimum net development density of 3.75 units per acre. A Master Plan accompanies the rezoning request. A full description of the rezoning process and plan is included in the attached addendum.

Infrastructure. During the Land Use Policy Plan review associated with the initial annexation request, an analysis of the necessary infrastructure to accommodate residential development was undertaken.

Water - The property at 4605 Hyde was also part of a buyout of service territory agreement with Xenia Rural Water Association in January 2014. The property at 4514 Hyde is presently served by Xenia Rural Water. The division of this parcel would require any new parcels/lots to connect to City water services. An agreement with the property owner and Xenia would be necessary for this to occur. Auburn Trail is within a City water connection district. The City previously undertook the extension of water service to the property. Connection fees would be paid at the time of development. This is addressed by the current pre-annexation agreement.

Sewer- Auburn Trail is within a City sanitary sewer connection district. The City previously undertook the extension of sanitary sewer service to the property. Connection fees would be paid at the time of development.

Electric- Auburn Trail lies within the Ames Electric service territory. The 2013 Agreement directed that the developer would provide easements at no cost to the City for electric distribution or transmission lines and public utilities.

Special Assessments and Off-site traffic improvements- The 2013 Agreement included an assessment for the improvement of Grant Avenue from West 190th Street (at the north end) to Hyde Avenue (at the south end). An assessment schedule was included. Also included within the assessment was the developer's share of costs associated with traffic signals at Hyde Avenue / Bloomington Road and Grand Avenue / Bloomington Road with the provision that the amount could be updated based upon cost at the time of Final Plat.

Given the 2013 Pre-annexation Agreement cost-sharing requirements for infrastructure extension and roadway improvements, City staff believes that these have been sufficiently addressed.

Access. Primary access to the site would be from Hyde Avenue. The developer is completing an assessment of intersection operations for access to the site to be included with the future subdivision. Staff expects that the study will support a requirement for the developer to provide turning lanes at the intersection of Hyde and the new spine road. Auburn Trail will be well-connected with public roads to existing development both to the south and to future development to the north. Crestmoor Avenue and Welbeck Drive which are existing streets currently stubbed at the south property line would be extended into the site. Two street connections to the north will connect into the street network from Hayden's Preserve (formerly Rose Prairie). Auburn Trails will be responsible to connect through the 50-foot county piece to the north into Rose Prairie. An Acquisition Plat would

be recorded to address the public right-of-way dedication and city maintenance of the infrastructure through the county parcel (Outlot A). The extension of the infrastructure is needed to avoid having a gap in the system and are part of the proposed Contract Rezoning Agreement (see *Attachment I*). An additional stub street will be made to the north for future connection into land that is currently in the county and undeveloped. Internal circulation will be reviewed at the time of subdivision.

Shared Use Paths and Trails- The 2013 Agreement also directed that the developer would provide easements at no cost to the City for shared use paths. A 10' shared use path would be extended along the Hyde frontage of Auburn Trail and would include an internal shared use path along the new spine road connection to Hayden's Preserve. These improvements need to extend to adjacent properties to avoid having a gap in the system and are part of the proposed Contract Rezoning Agreement (see *Attachment H*). The contract rezoning agreement includes the requirement for the shared use path along Hyde to be constructed with the first phase of development. *Notably that with the completion of this 1,400 linear feet of path, the developer of Hayden's Preserve to the north will then be required to connect to the path and eliminate any gap for the shared use path extending all the way to 190th Street.*

Additionally, the applicant is proposing a trail system that would extend along the south perimeter of the property, across Hyde Avenue, and beyond into Ada Hayden Park. The total cost of the trail construction and its connection into the trail network within Ada Hayden would be the developer's responsibility. Details on the location of this crossing and final location of the trail are still being discussed and would be finalized as part of the preliminary plat approval. For this reason, the Ada Hayden trail is not illustrated on the Master Plan.

Applicant's Statements. The applicant has provided an explanation of the reasons for the rezoning in *Attachment H*.

Findings of Fact. Based upon an analysis of the proposed rezoning and laws pertinent to the applicant's request, staff makes the following findings of fact:

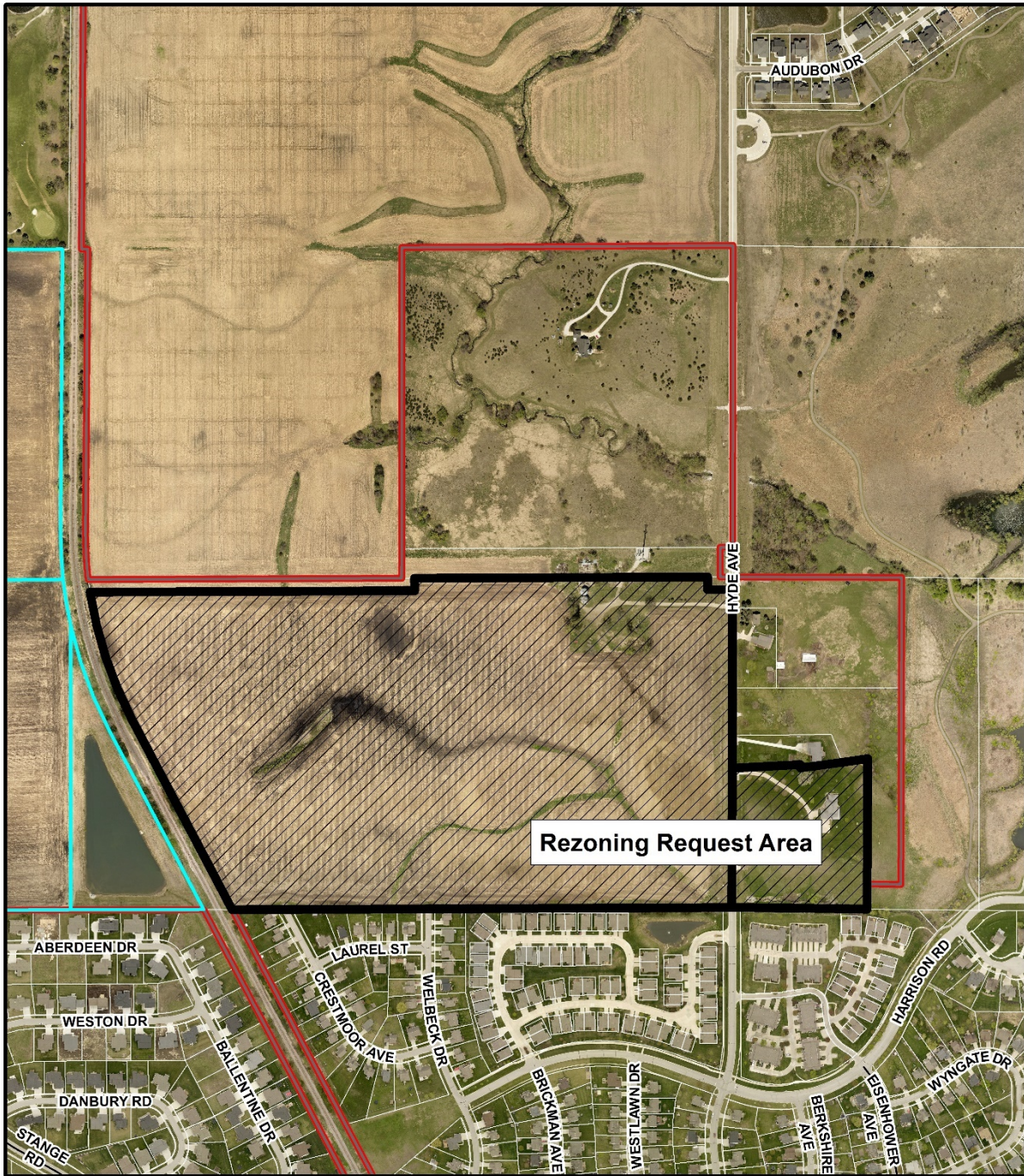
1. Ames Municipal Code Section 29.1507(2) allows owners of 50 percent or more of the area of the lots in any district desired for rezoning to file an application requesting that the City Council rezone the property. The property represented by the applicant is entirely under one ownership representing 100 percent of the property requested for rezoning.
2. The subject property has been designated on the Land Use Policy Plan (LUPP) Future Land Use Map as "Village/Suburban Residential."
3. The "Village/Suburban Residential" land use designation supports the "FS-RL Suburban Low Density Residential" zoning designation. Under a "FS-RL" zoning designation, detached and attached single-family housing types are allowed. FS-RL is consistent with the pre-annexation development agreement.

4. Infrastructure is adequate to serve the site. Auburn Trail is within a City water connection district and a City sewer connection district. The City previously undertook the extension of infrastructure to the property. Connection fees would be paid at the time of development as addressed in the pre-annexation development agreement.
5. The Master Plan identifies developable areas and range of uses consistent with the proposed FS-RL zoning district. Subsequent development will be subject to subdivision review.
6. Ames Municipal Code Sec. 29.1507(5) requires approval of a zoning agreement for an application with a master plan and that all subsequent development comply with the master plan.

Conclusions. Based upon the analysis in this report, staff concludes that the proposed rezoning of the subject property is consistent with the Future Land Use Map, as well as the Goals and Objectives of the City of Ames Land Use Policy Plan. The proposed rezoning is consistent with the allowances of the proposed FS-RL zoning district and Master Plan requirements for rezoning.

Attachment A

Location Map



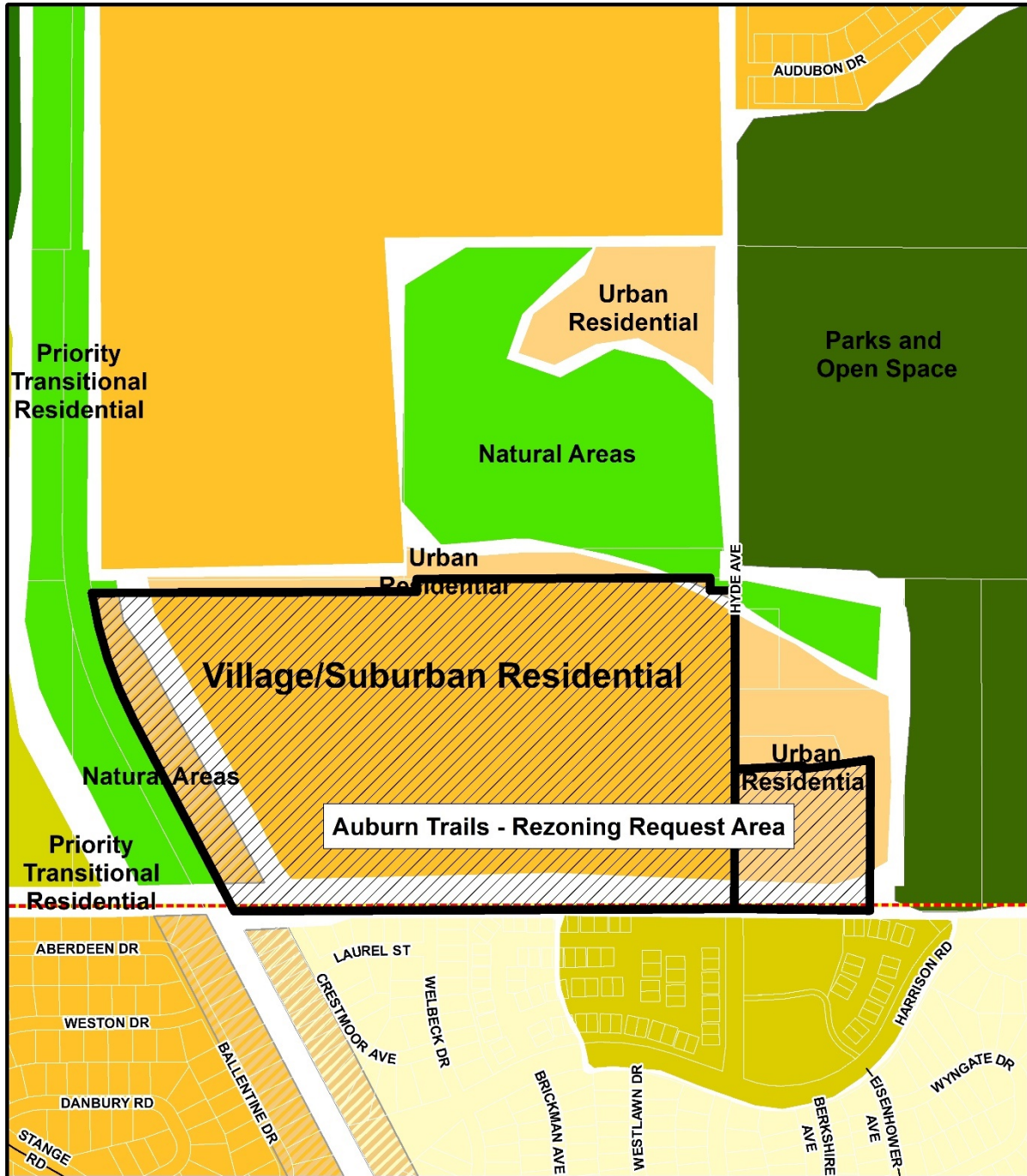
4514 & 4605 Hyde Ave Rezoning Request LOCATION MAP

Prepared by City of Ames, Planning Division, May 2021



Attachment B

LUPP Future Land Use Map



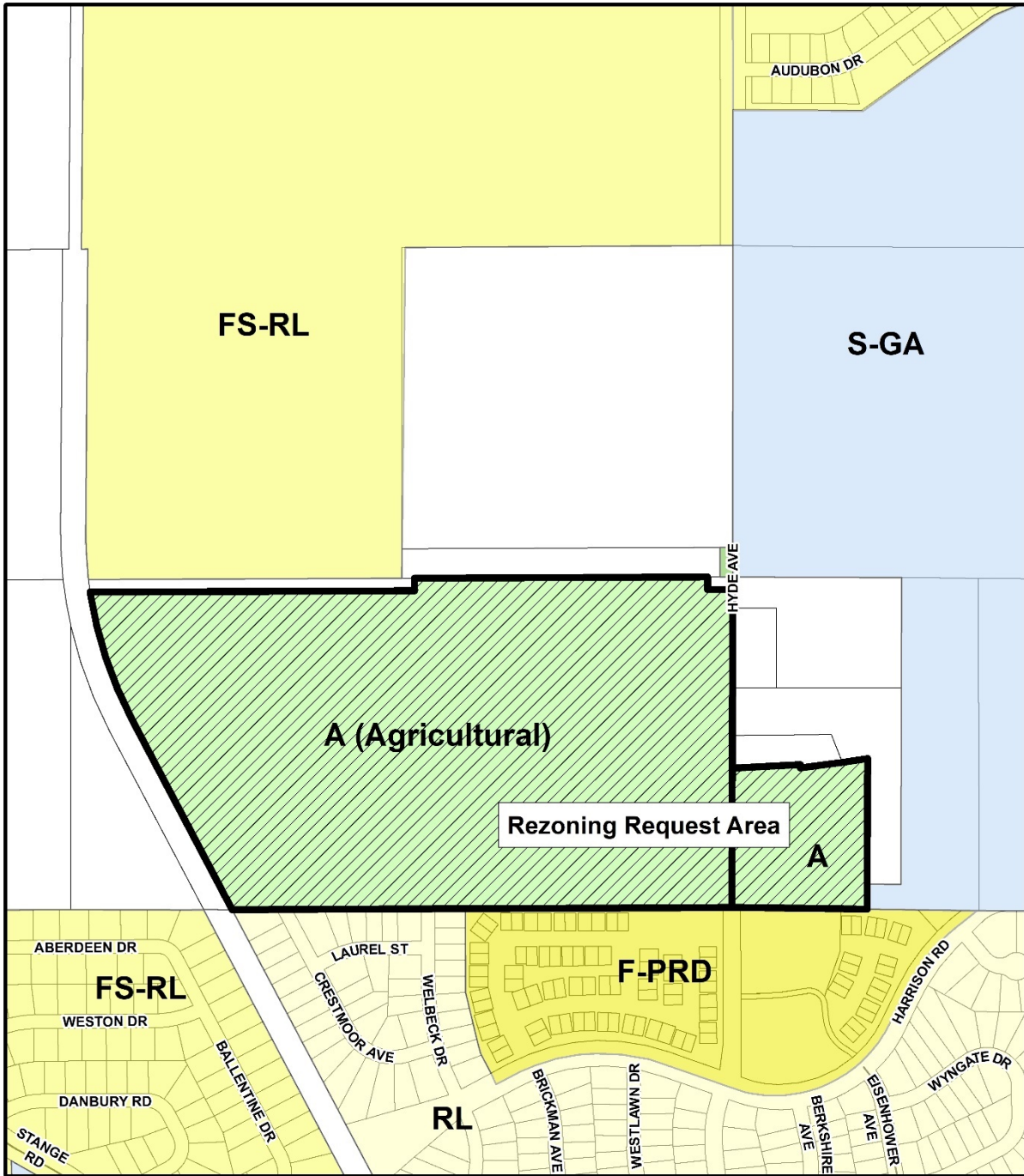
4514 & 4605 Hyde Ave Rezoning Request LUPP (Excerpt)

Prepared by City of Ames, Planning Division, May 2021



Attachment C

Existing Zoning



4514 & 4605 Hyde Ave Rezoning Request

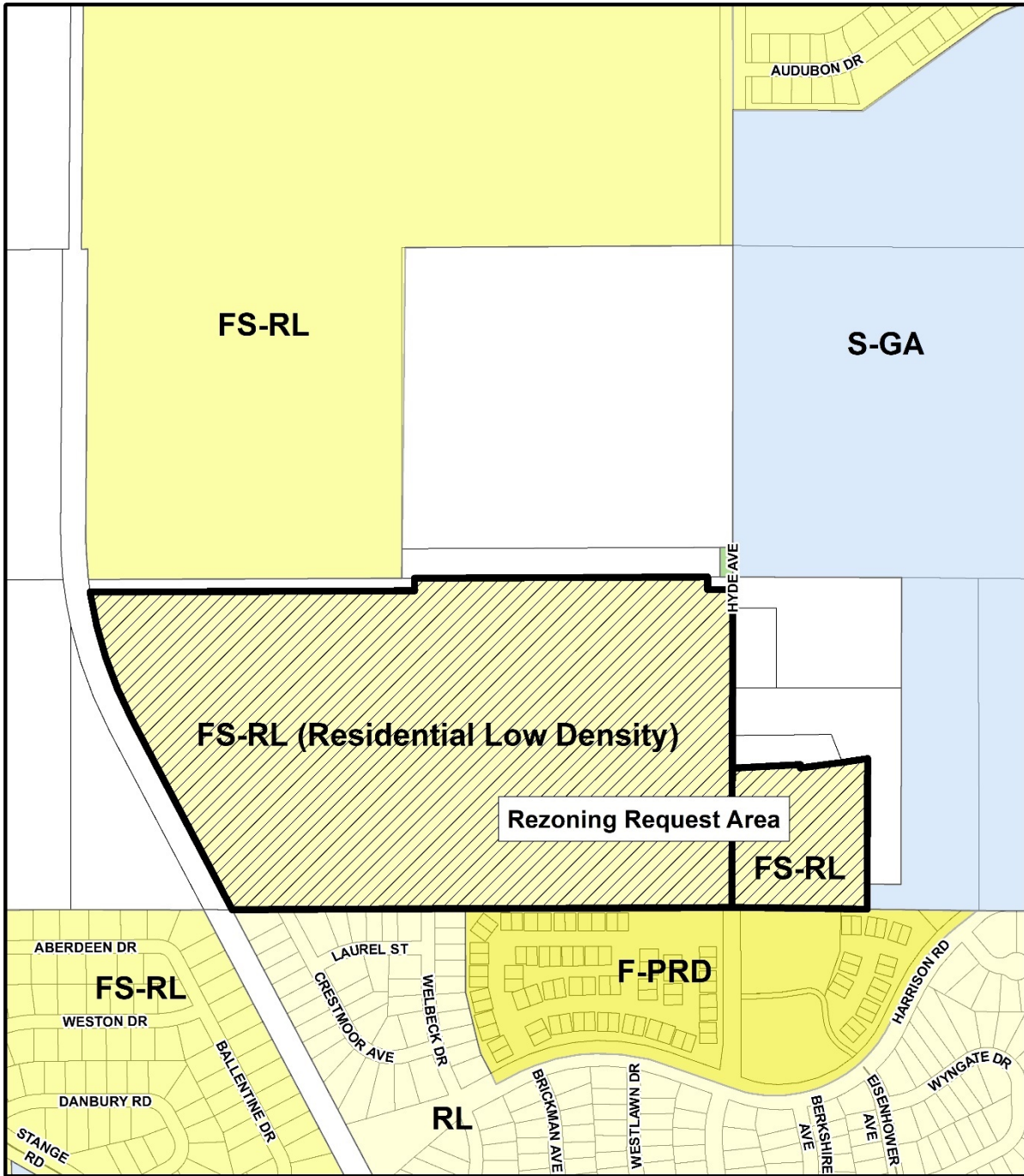
EXISTING ZONING

Prepared by City of Ames, Planning Division, May 2021



Attachment D

Proposed Zoning



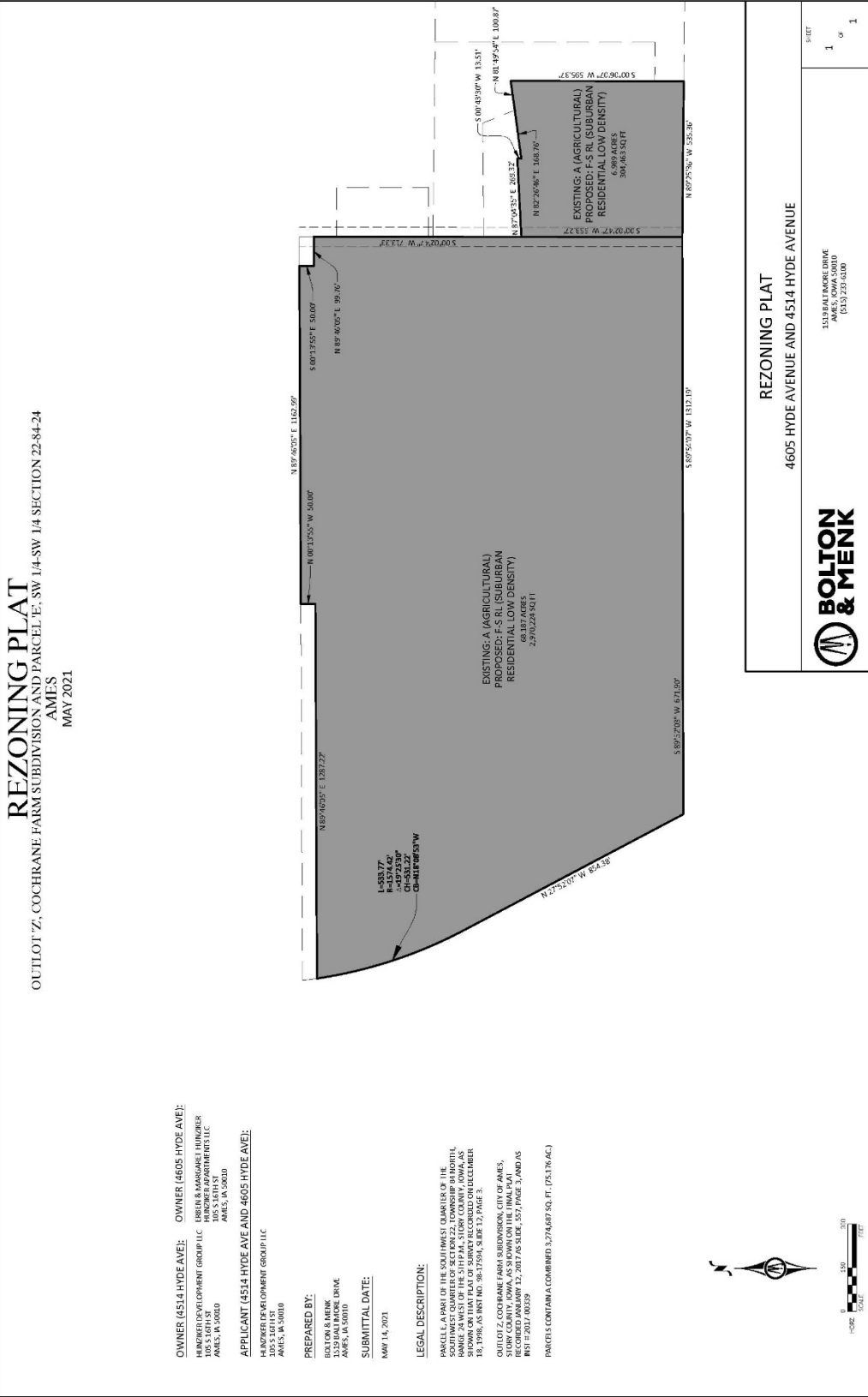
4514 & 4605 Hyde Ave Rezoning Request

PROPOSED ZONING

Prepared by City of Ames, Planning Division, May 2021



Attachment E Rezoning Plat



REZONING PLAT
 OUTLOT Z, COCHRANE FARM SUBDIVISION AND PARCEL T, SW 1/4-SW 1/4 SECTION 22-84-24
 AMES
 MAY 2021

OWNER (4514 HYDE AVE): OWNER (4605 HYDE AVE):
 HUNZNER DEVELOPMENT GROUP LLC ERIK B. MANGRUM & HUNZNER
 105 S. 10TH ST HUNZNER APARTMENTS LLC
 AMES, IA 50002 105 S. 10TH ST
 AMES, IA 50002

APPLICANT (4514 HYDE AVE AND 4605 HYDE AVE):
 HUNZNER DEVELOPMENT GROUP LLC
 105 S. 10TH ST
 AMES, IA 50002

PREPARED BY:
 BOLTON & MENK
 1133 BENT PARKER DRIVE
 AMES, IA 50010

SUBMITTAL DATE:
 MAY 14, 2021

LEGAL DESCRIPTION:
 PARCELS A PART OF THE SOUTHWEST QUARTER OF THE
 SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 94 NORTH,
 RANGE 14 WEST, COUNTY OF STORY, IOWA, AS SHOWN ON THE
 SUBDIVISION PLAT OF SUBDIVISION RECORDS OF IOWA
 BOOK 18, PAGE 18, AS FIRST NO. 98-17594, SLIDE 12, PAGE 3.
 OUTLOT Z, COCHRANE FARM SUBDIVISION, CITY OF AMES,
 STORY COUNTY, IOWA, AS SHOWN ON THE FINAL PLAT
 RECORDED JANUARY 12, 2017 AS SLIDE 157, PAGE 3, AND AS
 REVISED 2021 60029
 PARCELS CONTAIN A COMBINED 3,746,697 SQ. FT. (75.176 AC.)



BOLTON & MENK

1133 BENT PARKER DRIVE
 AMES, IOWA 50010
 (515) 273-0100

REZONING PLAT
 4605 HYDE AVENUE AND 4514 HYDE AVENUE

SHEET
 1 of 1

JEROME WALLACE

Attachment F

Master Plan

Figure 1: Master Plan
June 2021

Auburn Trail
Hunziker Land Development



USE 5.5' SIDE YARD SETBACKS FOR THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN IN THE PLAT OF SURVEY RECORDED ON 1/23/2018 IN 186, AS IN SD NO. 861784, S1 OF 17, PAGE 1.

OUTLOT 7, COCHRAN FARM SUBDIVISION, CITY OF AMES, STORY COUNTY, IOWA, AS SHOWN ON THE FINAL PLAT RECORDED JANUARY 12, 2017 AS SUBD. 2577, PAGE 2 AND 4 ON PLAT P. 2017-00359.

OPEN SPACE: 22.58 ACRES
 EXISTING ZONING: "A" (AGRICULTURAL (OH)
 UNDESIRABLE) "F-RL" (SUBURBAN RESIDENTIAL ZONING RESIDENTIAL LOW
 DENSITY) (ENTIRE SITE)
 TOTAL AREA: 75.17 ACRES
 OPEN SPACE: 22.58 ACRES
 DEVELOPABLE AREAS: 52.59 ACRES
 NET AREA: 36.37 ACRES

PREPARED BY:
 BOLTON & MENK
 105 S. JEFFERSON ST.
 AMES, IOWA 50010

SUBMITTAL DATE:
 MAY 14, 2021

OWNER:
 HUNZIKER LAND DEVELOPMENT CO.
 105 S. JEFFERSON ST.
 AMES, IOWA 50010

APPLICANT:
 HUNZIKER LAND DEVELOPMENT CO.
 105 S. JEFFERSON ST.
 AMES, IOWA 50010

LEGEND

COLOR	USE	ZONING	NET AREA EXISTING ROW	DWELLING UNITS	DENSITY
	DEVELOPABLE AREAS ATTACHED/DETACHED	F5-RL	76.44 AC	100-111	3,784.20
	DEVELOPABLE AREAS TOWNHOMES/SMALL LOTS	F5-RL	9.89 AC	50-70	5,047.05
	OPEN SPACE DETENTION AND BUFFERS	F5-RL	22.58 AC	NA	NA

Attachment G

Applicable Regulations

- Land Use Policy Plan (LUPP) Goals, Policies and the Future Land Use Map:

The Land Use Policy Plan (LUPP) Future Land Use Map identifies the land use designations for the property proposed for rezoning.

- Ames *Municipal Code* Chapter 29, Section 1507, Zoning Text and Map Amendments, includes requirements for owners of land to submit a petition for amendment, a provision to allow the City Council to impose conditions on map amendments, provisions for notice to the public, and time limits for the processing of rezoning proposals.
- Ames *Municipal Code* Chapter 29, Section 1200, Floating Zones, includes a list of uses that are permitted in the Village Residential, Suburban Residential and Planned Residential zoning districts and the zone development standards that apply to properties in those zones.

Per Section 29.1507(4): Master Plan Submittal Requirements:

- a. Name of the applicant and the name of the owner of record.
- b. Legal description of the property.
- c. North arrow, graphic scale, and date.
- d. Existing conditions within the proposed zoning boundary and within 200 feet of the proposed zoning boundary: Project boundary; all internal property boundaries; public rights-of-way on and adjacent to the site, utilities; easements; existing structures; topography (contours at two-foot intervals); areas of different vegetation types; designated wetlands; flood plain and floodway boundaries; areas designated by the Ames Land Use Policy Plan as Greenways and Environmentally Sensitive Areas.
- e. Proposed zoning boundary lines.
- f. Outline and size in acres of areas to be protected from impacts of development.
- g. Outline and size in acres of areas proposed of each separate land use and for each residential unit type.
- h. Pattern of arterial streets and trails and off-site transportation connections.
- i. For proposed residential development provide the number of unit type for each area, expressed in a range of the minimum to maximum number to be developed in each area.
- j. For proposed residential development provide a summary table describing all uses of the total site area, including the number of units per net acre for each unit type and each zoning area.

Attachment H

Applicant's Statement

Auburn Trail Subdivision Rezoning

Reasons for Requesting Rezoning

We are requesting the parcel be rezoned from the current Agricultural – A to Suburban Residential – Low Density FS-RL to allow the development of the property as residential.

Consistency of this rezoning plan with the Land Use Policy Plan

The parcel requested for rezoning meets the consistency and goals of the Land Use Policy Plan (LUPP), as FS-RL zoning is an acceptable use for residential subdivisions. The LUPP identifies the parcel as part of the North Allowable Growth Area. We feel that this rezoning meets the following goals of the LUPP:

1. **Recognizing that additional population and economic growth is likely, it is the goal of Ames to plan for and manage growth within the context of the community's capacity and preferences.** This expansion provides for additional housing to provide for the expanding population. It allows for the utilization of recently upgraded infrastructure to expand the City, making it an ideal location for a residential subdivision. The community also has a preference to locate here, as seen by recent construction.
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.** This request fits the character and compatibility of growth of the surrounding area by expanding on the development of existing residential to provide sufficient land resources.
3. **It is the goal of Ames to assure that it is an "environmentally-friendly" community and that all goals and objectives are integrated with this common goal. In continuing to serve as a concentrated area for human habitat and economic activity, Ames seeks to be compatible with its ecological systems in creating an environmentally sustainable community.** The development planned for this area is to include buffers, natural areas, and storm water management features based on the City's Conservation Subdivision overlay.
4. **It is the goal of Ames to create a greater sense of place and connectivity, physically and psychologically, in building a neighborhood and overall community identity and spirit. It is the further goal of the community to assure a more healthy, safe, and attractive environment.** The development is intended to add to the connectivity of the community by having a physical connection to Ada Hayden Park which will allow for healthy and safe recreation and attractive views of the environment.
5. **It is the goal of Ames to establish a cost-effective and efficient growth pattern for development in new areas and in a limited number of existing areas for intensification. It is a further goal of the community to link the timing of development with the installation of public infrastructure including utilities, multi-modal transportation system, parks and open space.** As noted in item 1, this development will be able to utilize the new infrastructure installed along Grant Avenue for the development for the North Allowable Growth Area.

Attachment H

Applicant's Statement, continued

6. **It is the goal of Ames to increase the supply of housing and to provide a wider range of housing choices.** This development will provide for additional lots for construction which will help with the availability of housing.
7. **It is the goal of Ames to provide greater mobility through more efficient use of personal automobiles and enhanced availability of an integrated system including alternative modes of transportation.** This development will include multiple trails and sidewalk which can both provide alternate modes of transportation. It will also include a direct connection to Ada Hayden.
8. **It is the goal of Ames to enhance the role of Downtown as a community focal point.** This project does not propose uses that would duplicate those offered by the downtown. It would increase population which will provide potential shoppers/customers/users of downtown.
9. **It is the goal of Ames to promote expansion and diversification of the economy in creating a base that is more self-sufficient and that is more sustainable with regard to the environment.** The subdivision provides additional housing for people to allow economic growth.
10. **It is the goal of Ames to maintain and enhance its cultural heritage.** The proposed site does not negatively impact the cultural heritage of Ames.

Current Zoning of the subject property

The property is currently zoned Agricultural – A

Proposed Zoning of the subject Property

The requested zoning is Suburban Residential – Low Density FS-RL

Proposed Use of the Property

The intended use of the property is single family residential housing.

Legal Description of the property proposed for rezoning.

PARCEL E, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 84 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON THAT PLAT OF SURVEY RECORDED ON DECEMBER 18, 1998, AS INST NO. 98-17594, SLIDE 12, PAGE 3.

OUTLOT Z, COCHRANE FARM SUBDIVISION, CITY OF AMES, STORY COUNTY, IOWA, AS SHOWN ON THE FINAL PLAT RECORDED JANUARY 12, 2017 AS SLIDE, 557, PAGE 3, AND AS INST # 2017-00339

PARCELS CONTAIN A COMBINED 3,274,687 SQ. FT. (75.176 AC.)

Attachment I
Contract Rezoning Agreement
(Separate Attachment)

S P A C E A B O V E R E S E R V E D F O R O F F I C I A L U S E

Legal description: See page

Return document to: City Clerk, P.O. Box 811, Ames IA 50010

Document prepared by: City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010 – 515-239-5146

**CONTRACT REZONING AGREEMENT FOR THE PROPOSED AUBURN
TRAIL SUBDIVISION LOCATED AT 4605 & 4514 HYDE AVENUE**

THIS AGREEMENT, made and entered into this _____ day of July 2021, by and between the City of Ames, Iowa, (hereinafter “City”) and two property owners, namely, **Erben Hunziker and Margaret Hunziker Apartments, L.L.C.** and **Hunziker Development Group, LLC**, (collectively, hereinafter “Developers”), and their successors and assigns,

WITNESSETH THAT:

WHEREAS, the Developers are seeking to improve and develop areas located within the corporate boundaries of the City at 4605 Hyde Avenue (Parcel ID No. 05-21-400-005), owned by Erben Hunziker and Margaret Hunziker Apartments, L.L.C., and 4514 Hyde Avenue (Parcel ID No. 05-22-300-375), owned by Hunziker Development Group, LLC, which is legally described as set forth in Exhibit ‘A’ attached hereto; and as depicted generally in Exhibit ‘B’ attached hereto (collectively, the “Site”); and

WHEREAS, the Developers have applied to the City for a rezoning of the Site from the present designation of Agricultural (A) to Suburban Residential Low Density (FS-RL) to develop a residential subdivision to be known as Auburn Trail; and

WHEREAS, the Developer and City desire to ensure reasonable conditions for the development of the site and offsite improvements are agreed to per Iowa Code 414.5; and

WHEREAS, the Developers have submitted to the City a Master Plan for the development of the Site as required by Ames Municipal Code §29.1507 and this Agreement is intended to meet the requirement of a “zoning agreement” to be approved by the City and agreed to by the owners of the real property as set forth by §29.1507(5); and

WHEREAS, the City desires to ensure that the Site will be compatible with infrastructure requirements and future incorporation into the City through an agreement between the Developer and the City with respect to public improvements.

WHEREAS, offsite improvements are necessary for the site to be compatible with infrastructure requirements.

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

I INTENT AND PURPOSE

- A. It is the intent of this Agreement to:
 - 1. Induce the City to rezone the Site.
 - 2. Provide for certain conditions binding upon the Developer that are the conditions necessary to induce the City to rezone the Site.
- B. It is the intent of the parties to conform to the approved Master Plan of Auburn Trail as reflected in the attached Exhibit 'B.'
- C. It is the intent and expectation of the Parties that the Site will be developed in two or more phases, or subdivisions of the Site.
- D. It is the intent of the Parties that neither the City nor the Developers shall be bound by the terms of this Agreement if the City Council does not approve the rezoning of the Site.
- E. The parties reaffirm the terms of the Pre-Annexation Agreement recorded August 20, 2015, as Instrument 2015-08125, as it pertains to the Site.

II AGREEMENT FOR PUBLIC INFRASTRUCTURE

- A. The Site shall be developed consistent with the Master Plan as attached to this agreement and as approved by the City Council. Any Preliminary Plat submitted and every subsequent development action upon the Site shall conform to the approved Master Plan as required by §29.1507(5) of the Code.
- B. The Developer will construct a shared use path along the west side of Hyde Avenue within two years of the date that the first final plat is approved by the City Council. The shared use path shall conform to City specifications. The shared use path shall be a minimum of ten feet in width. The shared use path shall extend north from the terminus of the existing sidewalk south of the Auburn Trail site to the south line of Outlot X, Rose Prairie Final Plat, including the frontage of Outlot B, Cochrane Farm Subdivision, Ames, Story County, Iowa, a distance of approximately 1,400 feet.
- C. As part of Phase Two of the Site development, the Developer will extend public infrastructure from the Site northward in conformance with the master plan approved by the City. The public infrastructure shall extend through Outlot A, Cochrane Farm Subdivision, Ames, Story County, Iowa, and the public infrastructure shall align with the Hayden's Preserve street network north of said Outlot A, in Cochrane Farm Subdivision. City Council may allow for deferral of these

improvements as part of the Final Plat approval.

- D. Developer shall be responsible for preparing improvement plans and plats necessary for right-of-way acquisition within Outlot A of Cochrane Farm Subdivision, as identified in paragraph II(C) above, for review and approval by the City. Developer shall be responsible for obtaining any and all necessary consents, transfers, and acquisition costs of real property dedicated for right-of-way purposes within Outlot A of Cochrane Farm Subdivision.
- E. "Public infrastructure" includes public right-of-way, street, street trees, sidewalks, shared use paths, water mains and lines, and sanitary and storm sewer lines.

III AGREEMENT FOR STREETS

- A. The Developer shall, with respect to all streets as shown on the Site, convey fee title for the street land to the City at no charge or cost to the City, said conveyance to occur at the time of subdivision platting.
- B. The Developer shall establish a street right-of-way developed in accordance with City standards.

IV. GENERAL PROVISIONS

A. Modification. The parties agree that this Agreement may be modified, amended, or supplemented only by written agreement of the parties.

B. Incorporation of Recitals and Exhibits. The recitals, together with any and all exhibits attached hereto, are confirmed by the parties as true and incorporated herein by reference as if fully set forth verbatim. The recitals and exhibits are a substantive contractual part of this Agreement.

C. Noninclusion of Other Improvement Obligations. The Parties acknowledge and agree that it is not possible to anticipate all the infrastructure and Code requirements that the Developer may be required to complete or comply with to properly develop the Site. Therefore, the Parties agree that all work done by and on behalf of the Developers with respect to other improvements, including but not limited to, building design, building construction, and utilities, both on-site and off-site, shall be made in compliance with the Iowa Code, SUDAS, and all other federal, state, and local laws and policies of general application, including but not limited to building and zoning codes, whether or not such requirements are specifically stated in this Agreement.

V.
COVENANT WITH THE LAND

- A. This covenant and agreement shall be filed for record in the office of the Story County Recorder and all covenants, agreements, promises, and representations herein stated shall be deemed to be covenants running with the Site and shall endure and be binding on the parties hereto, their mortgagees, lienholders, successors and assigns, for a period of twenty-one (21) years from the date of the recording of these covenants, unless claims to continue any interest in the covenants are filed as provided by law. The City shall have the right to file a claim to continue its interest in these covenants.

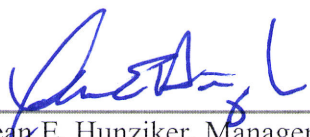
- B. Invalidation of any of these covenants by judgment or court order shall in no way affect any of the other provisions, which shall remain in full force and effect.

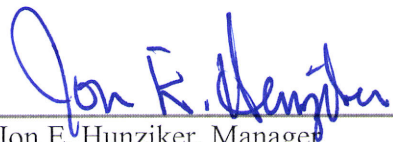
IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed effective as of the date first above written.

[S I G N A T U R E S O N S U C C E S S I V E P A G E S]

Dated July 8, 2021.

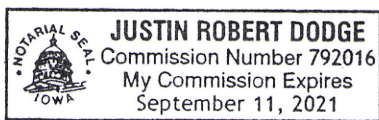
**ERBEN AND MARGARET
HUNZIKER APARTMENTS, L.L.C.**

By: 
Dean E. Hunziker, Manager

By: 
Jon E. Hunziker, Manager


STATE OF IOWA, COUNTY OF STORY, SS.:

This instrument was acknowledged before me on July 8th, 2021, by Dean E. Hunziker and Jon E. Hunziker, as Managers of Erben and Margaret Hunziker Apartments, L.L.C.





NOTARY PUBLIC

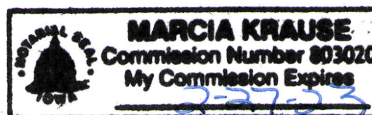
**HUNZIKER DEVELOPMENT
GROUP, LLC**

By: 
Justin R. Dodge, Manager

STATE OF IOWA, COUNTY OF STORY, SS.:

This instrument was acknowledged before me on July 8, 2021, by Justin R. Dodge, as Manager of Hunziker Development Group, LLC.


NOTARY PUBLIC



MARCIA KRAUSE
Commission Number 803010
My Commission Expires



Passed and approved on _____, 2021, by Resolution No. 21-_____
adopted by the City Council of the City of Ames, Iowa.

CITY OF AMES, IOWA

By:

John A. Haila, Mayor

Attest:

Diane R. Voss, City Clerk

STATE OF IOWA, COUNTY OF STORY, SS.:

This instrument was acknowledged before me on _____, 2021, by John A. Haila and Diane R. Voss, as Mayor and City Clerk, respectively, of the City of Ames, Iowa.

NOTARY PUBLIC

Exhibit 'A' – Legal Description

Outlot Z, Cochrane Farm Subdivision, Ames, Story County, Iowa

(approximately 67.23 acres and locally known as 4605 Hyde Avenue, Ames, Iowa)

Parcel E, a part of the Southwest Quarter of the Southwest Quarter of Section 22, Township 84 North, Range 24 West of the 5th P.M., Story County, Iowa, as shown on that Plat of Survey recorded on December 19, 1998, as Instrument No. 98-17594, Slide 12, Page 3.

(approximately 6.989 acres and locally known as 4514 Hyde Avenue, Ames, Iowa)

Exhibit 'B' – Depiction of Site – Master Plan



Figure 1: Master Plan
June 2021

Auburn Trail
Hunziker Land Development



LEGEND

LOOKUP	LOU	CONING	MLA EXCLUDING ROW	DWELLING UNITS	DENSITY
	DEVELOPABLE ACRES	P5-RI	74.48 AC	100-111	3.794 / 20
	OPEN SPACE	P5 HL	9.93 AC	50 / 0	5.04 / 0.05
	OPEN SPACE (DEFINITION AND BUFFERS)	P5-RI	77.58 AC	NA	NA

LOCAL PUBLIC UTILITY FACILITIES (P.U.F.) FOR THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 81 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN ON THE PLAT OF SURVEY RECORDED ON DECEMBER 18, 1998, AS INST. NO. 98-17598, SUB P. 1, PAGES 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

PREPARED BY
BOLTON & MENK
ARCHITECTS
205 S. 20TH ST
AMES, IOWA 50010

APPLICANT
HUNZIKER LAND DEVELOPMENT CO.
205 S. 20TH ST
AMES, IOWA 50010

DATE
JUNE 2021

OPEN SPACE: 22.58 ACRES
LIVING CONING "K" (AGRICULTURAL CORN)
PROPOSED, "P5-RI" (SUBURBAN RESIDENTIAL, ZONE RESIDENTIAL LOW DENSITY)
TOTAL AREA: 74.17 ACRES
OPEN SPACE: 22.58 ACRES
PROPOSED ROW: 2.02 ACRES
NET AREA: 76.07 ACRES

OPEN SPACE: 22.58 ACRES
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COUNCIL ACTION FORM

**SUBJECT: WATER POLLUTION CONTROL FACILITY SLUDGE PUMPING
BUILDING IMPROVEMENTS PROJECT**

BACKGROUND:

A comprehensive evaluation of the mechanical condition of the Water Pollution Control Facility was performed in 2012. The outcome of that evaluation was a prioritized schedule for the repair or replacement of key mechanical equipment associated with solids handling. The Water Pollution Control Facility (WPCF) Sludge Pumping Building Improvements Project is the final component of the Digester Improvements CIP projects. The original scope identified in the FY 2014/15 CIP included replacement of three waste pumps. Upon further investigation, there are additional improvements that staff is recommending, as described below. The savings from the Digester Improvements CIP projects and the digester cover insurance reimbursement will be used to cover the increased scope of work.

This project will consist of replacing three pumps, seventeen valves, and floor grating located over the intermediate and final clarifier scum pits. In addition to the equipment replacement, the building basement, stairwell, and piping will have all existing coatings removed and be re-coated.

City Council issued a Noticed to Bidders for this project on March 9, 2021. On April 14, 2021, bids were opened and two bids were received. Both were substantially higher than the Engineer's Estimate. City Council followed the staff recommendation and rejected all bids on April 27, 2021.

Staff widened the construction window to include additional time in the winter months and added two additional pre-approved pump manufacturers in an effort to increase competitive bidding. City Council reissued a Notice to Bidders on May 25, 2021.

On June 23, 2021, bids were opened. Three bids were received and are summarized below. As shown in the table, all three bids fell below the Engineer's Estimate.

Bidder	Total Project Bid
Woodruff Construction, Inc	\$369,700
Shank Constructors, Inc.	\$381,100
Minturn, Inc.	\$392,300
<i>Engineer's Estimate</i>	<i>\$395,000</i>

Woodruff Construction, Inc. is the lowest responsive, responsible bidder. Staff is confident in its ability to perform the work and recommends awarding the project to this firm. If this bid is accepted, the revised project expense with a 10% contingency included would be as follows.

Estimated Project Expenses

Construction	\$ 369,700
<u>Contingency (10% of construction)</u>	<u>36,970</u>
Total Estimated Expenses	\$ 406,670

The authorized project budget is shown below. The project was designed in-house, so there are no engineering fees.

Authorized Budget

FY 2020/21 CIP	\$ 183,000
Digester Improvements CIP Savings	182,742
<u>Digester Cover Insurance Reimbursement</u>	<u>83,330</u>
Total Project Budget	\$ 449,072

ALTERNATIVES:

1. Award a contract for the Water Pollution Control Facility Sludge Pumping Building Improvements Project to Woodruff Construction, Inc., of Ames, Iowa, in the amount of \$369,700.
2. Do not award a contract at this time.

CITY MANAGER’S RECOMMENDED ACTION:

The equipment and coatings in the Sludge Pumping Building have reached the end of their useful life. To ensure that the WPCF remains operational and continues to stay in compliance, these upgrades are necessary. Bids were solicited in accordance with the City’s Purchasing Policies and Procedures, and a responsive, responsible low bid was received that is below the Engineer’s Estimate and within the authorized project funding.

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