

AGENDA
SPECIAL MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE AND
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
NOVEMBER 23, 2021

NOTICE TO THE PUBLIC: The Mayor and City Council welcome comments from the public during discussion. If you wish to speak, please see the instructions listed above. 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.

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

CALL TO ORDER: 6:00 p.m.

1. Motion setting date of public hearing for December 14, 2021, regarding amendment to the FFY 2022-2025 Transportation Improvement Program

POLICY COMMITTEE COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING*

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

PROCLAMATION:

1. Proclamation for "Small Business Saturday," November 27, 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 City Council Meeting held November 9, 2021
4. Motion certifying Civil Service candidates
5. Motion approving Report of Change Orders for period November 1 - 15, 2021
6. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class C Liquor License with Outdoor Service, Sunday Sales and Catering Privilege - The Café, L.C., 2616 Northridge Parkway
 - b. Class C Liquor License with Outdoor Service and Sunday Sales - Aunt Maude's, 543-547 Main Street

- c. Class C Liquor License with Outdoor Service and Sunday Sales - Thumbs Bar, 2816 West Street
- d. Class C Liquor License with Outdoor Service and Sunday Sales - Tip Top Lounge, 201 E Lincoln Way **Pending Dram Shop Insurance**
- 7. Resolution accepting Abstract of Votes for November 2, 2021, Regular City Election
- 8. Resolution approving FY 2020/21 Annual Street Financial Report
- 9. Main Street Iowa Program:
 - a. Resolution of support for Ames Main Street
 - b. Resolution approving Main Street Iowa Program Continuation Agreement with Iowa Economic Development Authority and Ames Chamber of Commerce (d/b/a Ames Main Street)
- 10. Resolution approving 2021 Urban Renewal Report:
 - a. Resolution approving certification of TIF Debt for Campustown and annual appropriation of Kingland TIF Rebate
 - b. Resolution approving certification of TIF Debt and appropriating payment of a rebate of incremental taxes for the Barilla TIF District
- 11. Resolution approving amendment to Purchasing Policies & Procedures to include an “Unallowable Purchases Classification for Fleet Vehicles and Equipment”
- 12. Resolution awarding contract to NOVA Bus of Plattsburg, New York, for purchase of one 60-foot CyRide Articulated Bus in an amount not to exceed \$850,000
- 13. Resolution awarding contract to Siemens Industry Inc., of Buffalo Grove, Illinois, for purchase of CyRide Battery Electric Bus Charging Equipment in the amount of \$96,000
- 14. Resolution awarding contract to JTH Lighting Alliance of Apple Valley, Minnesota, for Traffic Signal Poles for the 2021/22 Traffic Signal Program (University Blvd. & S. 4th Street) in the amount of \$58,359
- 15. Resolution approving Change Order No. 1 to General Electric Steam Services, Inc., of Midlothian, Virginia, for additional Technical Field Advisor Services for Unit 8 Overhaul in an amount not to exceed \$91,000
- 16. Resolution approving Change Order No. 4 to Blade Runner Turbomachinery Services, LLC, of Navasota, Texas, for Unit 8 Turbine Generator Overhaul Project in the amount of \$123,843.27
- 17. Resolution approving Change Order No. 1 to Plibrico Company LLC, of Omaha, Nebraska, for Power Plant Boiler Maintenance Services Contract in an amount not to exceed \$320,000
- 18. Ada Hayden Heritage Park Fishing Pier Renovation Project:
 - a. Resolution approving Change Orders 1, 2, and 3 in the amount of \$9,091 to Woodruff Construction, Inc., of Ames, Iowa
 - b. Resolution accepting completion
- 19. Resolution accepting completion of 2019/20 Clear Water Diversion
- 20. Resolution accepting completion of 2020/21 Seal Coat Street Pavement Improvements (East 8th Street)
- 21. Resolution accepting completion of 2020/21 Traffic Signal Program (S. Duff & S. 5th Street)
- 22. Resolution accepting completion of 2020/21 US Highway 69 Improvements (South Duff Avenue and US Highway 30 Eastbound Off-Ramp)
- 23. Resolution accepting completion of 2019/20 Traffic Signal Program (Lincoln Way & Beach Avenue)
- 24. ISU Research Park IV project:

- a. Resolution approving Change Order No. 4 in the amount of (\$123,778.99)
- b. Resolution accepting completion

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.

PRESENTATIONS:

- 25. Presentation by Ames Main Street regarding its Vision for the future
- 26. Presentation of update regarding Lincoln Way Mixed-Use Project for the Downtown Reinvestment District

HEARINGS:

- 27. Hearing on rezoning of 3709, 3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street from Suburban Residential Medium-Density (FS-RM) to Suburban Residential Medium-Density Planned Unit Development (FS-RM PUD):
 - a. Resolution approving Contract Rezoning Agreement
 - b. First passage of ordinance (second and third readings and adoption requested)
- 28. Hearing on 2020/21 Consolidated Annual Performance and Evaluation Report (CAPER) in accordance with the Consolidated Plan:
 - a. Resolution approving 2020/21 CAPER

PARKS & RECREATION:

- 29. Staff Report regarding Indoor Aquatic Center Updates:
 - a. Construction Manager versus General Contractor
 - b. Discussion on awarding contract to RDG for design versus issuing RFP
 - c. Cost savings of a one-level building versus a two-level building
 - d. Iowa Department of Transportation land updates
 - e. Private fund-raising update
 - f. Updated project cost estimate

ORDINANCES:

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

COUNCIL COMMENTS:

ADJOURNMENT:

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

**AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

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

BACKGROUND:

To receive Federal funds for transportation improvement projects, it is necessary for the projects to be included in the approved Iowa Department of Transportation Statewide Transportation Improvement Plan (STIP). The initial step in this process is for the Ames Area MPO to develop a regional Transportation Improvement Program (TIP). The Ames Area MPO's current TIP programs projects for federal fiscal years 2022 through 2025 and was approved on July 13, 2021.

The TIP may be amended in accordance with prescribed amendment and public participation procedures. **The City of Ames has requested that the Ames Area MPO make modifications to the project limits of two projects listed in the FFY 2022-25 TIP** (see attached requests). The amendment to the FFY 2022-2025 TIP would change the limits of the two projects as follows:

- **North Dakota Ave Paving Project** (*ID:35616, FFY22*)
 - **Current Project Limits:** On North Dakota Ave, from Ontario St North 0.17 miles to Union Pacific Railroad tracks.
 - **New Project Limits:** On North Dakota Ave, from South of Ontario St North 0.20 miles to North of the Union Pacific Railroad tracks.
- **Stange Rd & 24th St Paving Project** (*ID:38303, FFY22*)
 - **Current Project Limits:** On Stange Rd and 24th St, from Blankenburg Dr North 0.4 miles to 24th St and East 0.8 Miles to RR.
 - **New Project Limits:** On Stange Rd, from Blankenburg Dr North 0.4 miles to 24th St and on 24th St from Pinehurst Rd, East 0.7 Miles to Hayes Ave.

The requirements to process an amendment to the TIP include an opportunity for public review and comment as well as approval by both the Transportation Technical and Policy Committees of the Ames Area MPO. **The Ames Area MPO Transportation Technical Committee reviewed this proposed amendment and unanimously recommended approval.** The Transportation Policy Committee must review the amendment and set the date of public hearing. The public input period will be available from November 24, 2021, to December 9, 2021. **The proposed amendment will go before the Policy Committee again for public hearing and final approval on December 14, 2021.**

ALTERNATIVES:

1. Review the amendment to the FFY 2022-2025 Transportation Improvement Program and set December 14, 2021, as the date for the public hearing.
2. Review and modify the amendment to the FDY 2022-2025 Transportation Improvement Program and set December 14, 2021, as the date for the public hearing.

ADMINISTRATOR'S RECOMMENDATION:

The Ames Area MPO Transportation Technical Committee has reviewed the proposed amendment to the FFY 2022-2025 TIP and unanimously recommended approval. This amendment will allow the City of Ames to proceed with its projects, with desired project limits, and receive federal funding.

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



Smart Choice

Oct 29th, 2021

**2021/22 Arterial Street Pavement Improvements (North Dakota, Ontario)
STBG-SWAP-0155(707) --SG-85**

Ames Area MPO,

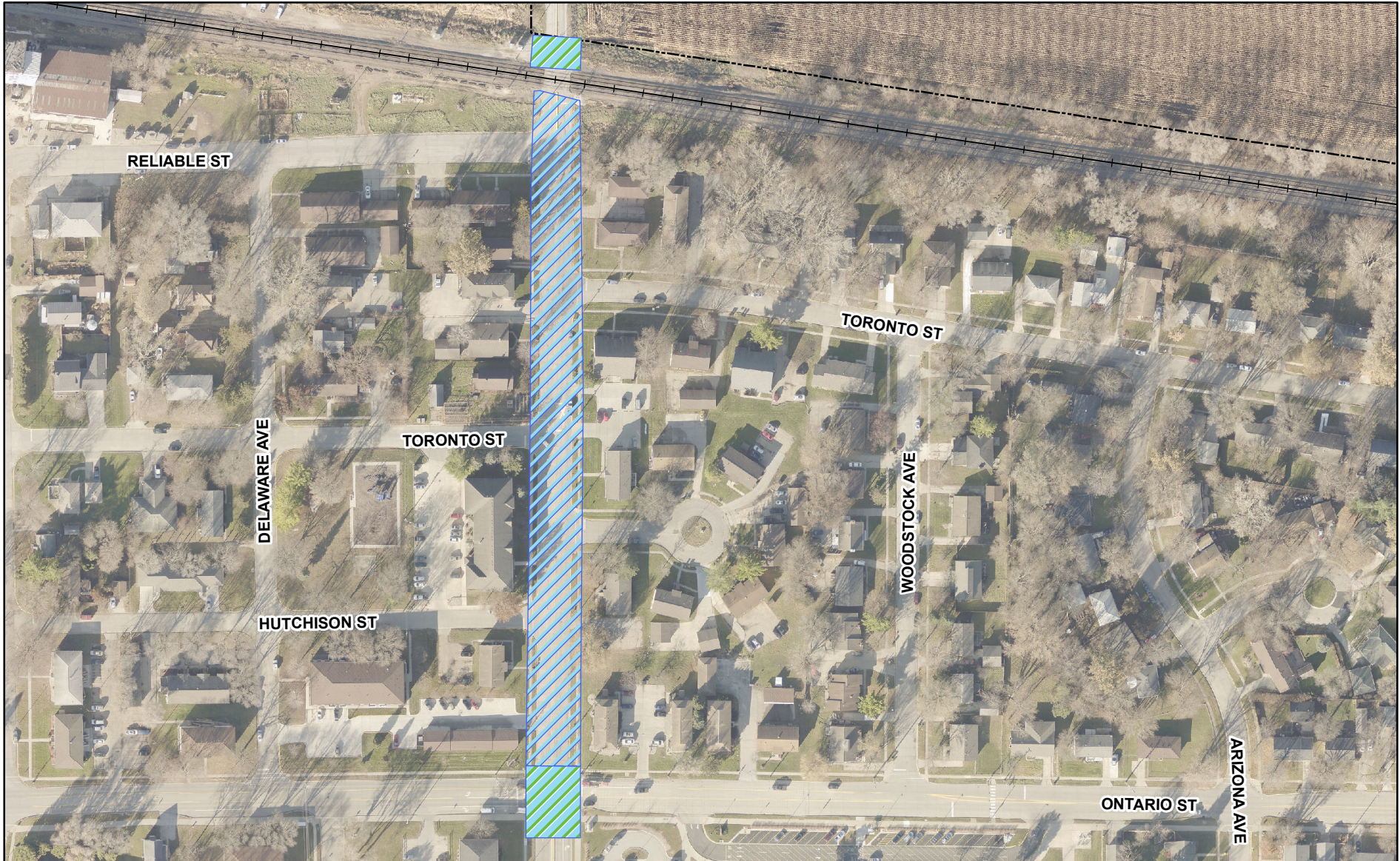
I would like to request a modification to the project limits of the 2021/22 Arterial Street Pavement Improvements (North Dakota Ave and Ontario St), project number STBG-SWAP-0155(707) --SG-85. The current limits of the project are stated as, In the city of Ames, On North Dakota Avenue, from Ontario Street North 0.17 miles to Union Pacific Railroad Tracks Paving. The new project limits would be, In the city of Ames, on North Dakota Avenue, from South of Ontario Street 0.20 miles to North of Union Pacific Railroad Tracks Paving. This modification to the project limits would allow us to replace pavement on both sides of the railroad tracks and to extend the limit south of the intersection of North Dakota Ave and Ontario St. This modification will not change the agreement amount of \$900,000 from the STBG Federal-aid Swap funds.

Thank you,

Sincerely,

Hafiz Ibrahim
Civil Engineer I
City of Ames

2021/22 Arterial Street Pavement Improvements



Original Agreement



Amendment

North Dakota Avenue - Ontario Street to Railroad Track

N



1 inch = 187 feet



Smart Choice

Oct 29th, 2021

**2021/22 Concrete Street Pavement Improvement Program:
Stange Road and 24th Street STBG-SWAP-0155(706)--SG-85**

Ames Area MPO,

I would like to request a modification to the project limits of the 2021/22 Concrete Street Pavement Improvements (Stange Rd and 24th St), project number STBG-SWAP-0155(706)—SG-85. The current limits of the project are stated as, 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. The new project limits would be, In the city of Ames, on Stange Rd from Blankenburg Dr, North .4 Miles to 24th St and on 24th St from Pinehurst RD, East .7 miles to Hayes Ave. This modification to the project limits would allow us to replace pavement on both sides of the railroad tracks with this project and to better tie into the existing pavements at the edge of the project limits.

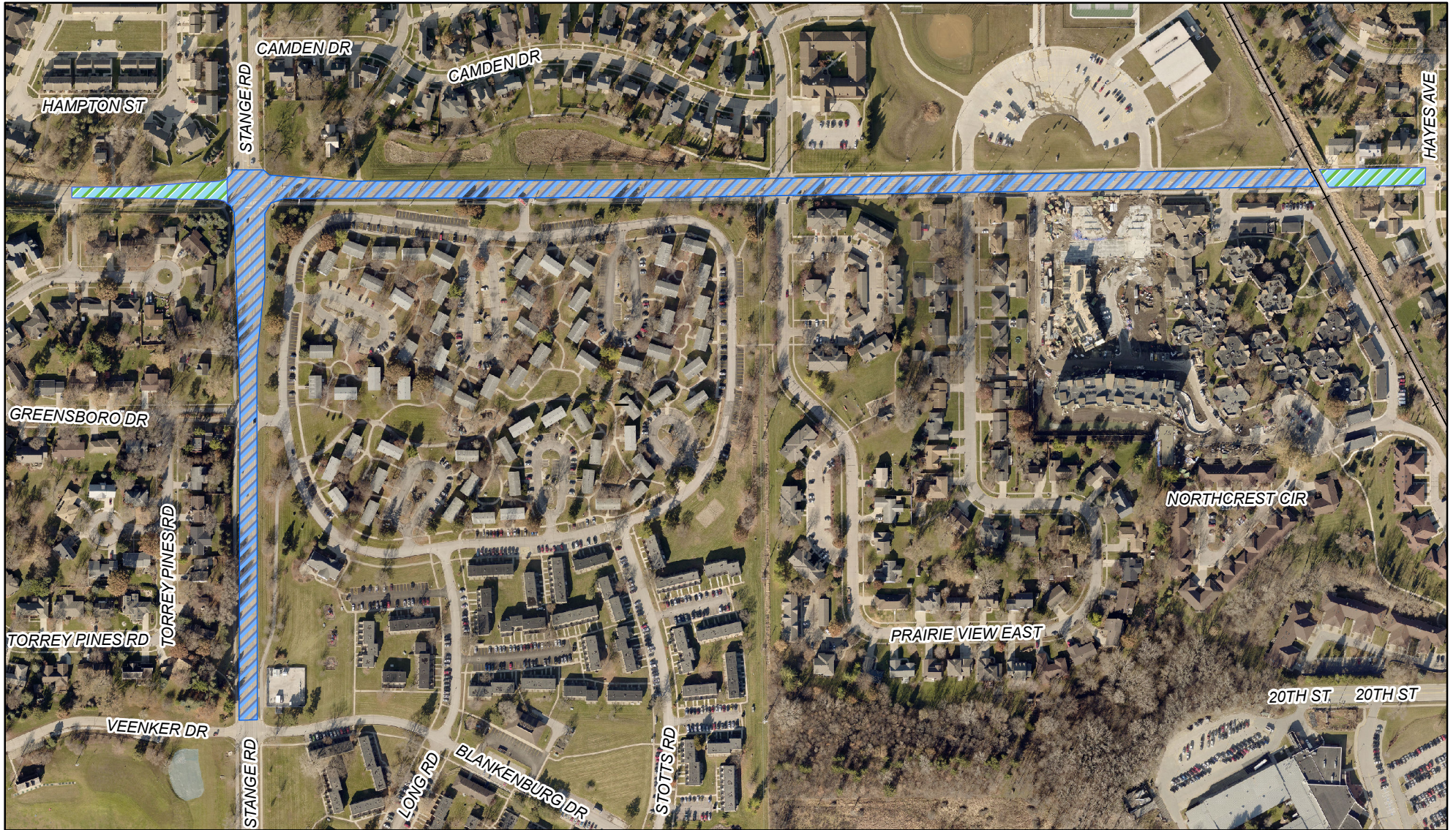
Thank you,

Sincerely,

Dean Sayre

Dean Sayre, PE.
Civil Engineer II
City of Ames

2021/22 Concrete Pavement Improvements



Original Agreement



Amendment

Stange Road (Blankenburg Dr to 24th St)
24th Street (Pinehurst Rd to Hayes Ave)



MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

NOVEMBER 9, 2021

The Regular Meeting of the Ames City Council was called to order by Mayor John Haila at 6:00 p.m. on November 9, 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 present.

The Mayor announced that the Council was working off an Amended Agenda. A Closed Session was added to the Agenda.

PROCLAMATION FOR “HUNGER AND HOMELESSNESS AWARENESS WEEK,” NOVEMBER 15-22, 2020: Mayor Haila proclaimed the week of November 13 - 21, 2021, as “Hunger and Homelessness Awareness Week.” He encouraged all citizens to recognize that many people do not have housing and need support from citizens and private/public nonprofit service entities. Accepting the Proclamation were City Housing Coordinator Vanessa Baker-Latimer, Story County Community Services representative Karla Webb, The Bridge Home representative Linda Munden, Youth and Shelter Services representative Hope Metheny, and United Way representative Anneke Mundel.

Ms. Baker-Latimer thanked the Mayor and Council for the Proclamation. She noted that over the past year the agencies have worked together to try and get funding for the citizens along with trying to avoid duplication. Ms. Baker-Latimer added her appreciation for the continued partnership.

Ms. Mundel mentioned that housing and security needs have increased during the pandemic, and hunger has been a long-time issue. More than one in four kids are eligible for free and reduced lunches. About 9% of the populace is food insecure. United Way encouraged everyone to stop by the Ames Public Library to view the display that is set up there. The display will be shown from November 13 - 23, 2021, and will display statistics, resources, and have housing assistance information.

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

1. Motion approving payment of claims
2. Motion approving Minutes of Special City Council Meeting held October 19, 2021, and Regular City Council Meeting held October 26, 2021
3. Motion certifying Civil Service candidates
4. Motion approving Report of Change Orders for period October 16 - 31, 2021
5. Motion approving premise update for Class C Liquor License, Catering Privilege and Sunday Sales - Hy-Vee Market Café, 3800 Lincoln Way
6. Motion approving premise update for Class C Liquor License, Catering Privilege and Sunday Sales - Hy-Vee Market Grille, 640 Lincoln Way
7. Motion approving new 5-day (Nov 11 - 15, 2021) Class C Liquor License for Thirsty Pigs at Comfort Inn & Suites, 603 S 16th Street

8. Motion approving ownership change for Class C Liquor License with Sunday Service - Red Lobster #0747, 1100 Buckeye Avenue
9. Motion approving ownership change for Class E Liquor License, Class B Wine Permit, Class C Beer Permit (Carryout Beer) and Sunday Sales - Kum & Go #7706, 2320 Lincoln Way
10. Motion approving renewal of the following Beer Permits, Wine Permits and Liquor Licenses:
 - a. Class E Liquor License - AJ's Liquor III, 2401 "A" Chamberlain Street
 - b. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (Carryout Beer) and Sunday Sales - Neighborhood Liquor & Smokes, 3505 Lincoln Way Ste 105
 - c. Class C Liquor License with Outdoor Service and Sunday Sales - Outlaws, 2522 Chamberlain Street **Pending Dram Shop Insurance**
 - d. Class B Native Wine Permit with Sunday Sales - Chocolaterie Stam, 230 Main Street
 - e. Class E Liquor License, Class B Wine Permit, Class C Beer Permit (Carryout Beer) and Sunday Sales - Kum & Go #7706, 2320 Lincoln Way
11. RESOLUTION NO. 21-557 approving Supplemental Funding Agreement with Ames Convention and Visitors Bureau in the amount of \$35,000
12. RESOLUTION NO. 21-558 authorizing staff to reimburse Ames International Orchestra Festival Association (AIOFA) \$9,900 from the Local Option Sales Tax Fund balance for a claim under its FY 2020/21 COTA Annual Grant
13. RESOLUTION NO. 21-559 stating that terms of 1992 Development Agreement pertaining to 238 Alexander have been satisfied and releasing property from the Development Agreement
14. RESOLUTION NO. 21-560 approving renaming Squaw Creek Drive to Stonehaven Drive and direct the City Attorney to draft the street name change
15. 2020/21 South Dayton Improvement Traffic Signal Poles and Cabinets:
 - a. RESOLUTION NO. 21-562 awarding contract for Traffic Signal Poles to JTH Lighting Alliance of Apple Valley, Minnesota, in the amount of \$78,348
 - b. RESOLUTION NO. 21-563 awarding contract for Traffic Signal Cabinets to General Traffic Controls, Inc., of Spencer, Iowa, in the amount of \$80,360
16. RESOLUTION NO. 21-564 approving Change Order No. 2 with Jetco, Inc., for Ames Water Treatment Plant Remote Site Radio and PLC Upgrade Project in the amount of \$35,879
17. RESOLUTION NO. 21-565 accepting completion of 2019/20 Multi-Modal Roadway Improvements (Mortensen Road West of South Dakota Avenue)
18. RESOLUTION NO. 21-566 approving Plat of Survey for 4909 West 190th Street (Cackler property)

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

RENAMING SQUAW CREEK DRIVE TO STONEHAVEN DRIVE: Council Member Betcher explained that she pulled this item because ever since the renaming of Ioway Creek earlier this year, the Council has been asked why the City has not been renaming other locations within the City that involved "Squaw Creek." She felt this was an important item to bring forward so the public knows that the City is working on it.

Moved by Betcher, seconded by Beatty-Hansen, to adopt RESOLUTION NO. 21-561 approving the Amendment to the Ioway Creek Watershed Management Authority 28E Agreement to add Hamilton County Board of Supervisors as a member.

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

PUBLIC FORUM: Mayor Haila opened Public Forum.

Paul Readhead, 1200 Ridgewood Avenue, Ames, stated his comments tonight would be about the Ames 2040 Plan, Climate Action Plan, and garbage service. He went to one of the public meetings for the Ames 2040 Plan and had asked about the housing density in certain areas in Ames. Mr. Readhead had recently attended the public meeting for the Climate Action Plan. He noted that part of the presentation stated that the CO₂ emissions would increase if the City of Ames continued as “business as usual.” He felt that the Ames 2040 Plan seems to continue the “business as usual” approach, at least as it relates to residential housing. Since the Ames 2040 Plan will be approved first, Mr. Readhead hoped that the 2040 Plan would be amended to conform with the Climate Action Plan goals. He pointed out that the Green Hill and NorthCrest communities are good examples of increased housing density in Ames that look nice and serve a great purpose. Mr. Readhead noted that he did an informal survey on garbage service for residents between the areas of 6th to 13th Street and Grand Avenue to Brookside Park. He found that there were eight garbage providers that came into the area out of the ten that are listed on the City website. Two of the garbage collection haulers are located in Ames, while the rest of the providers are located outside of the Ames city limits. He commented that four of the garbage haulers provide one-or two-day service. He explained this is causing a lot of increased traffic. Mr. Readhead stated that the worst situation was around Orchard Drive. In that two-block area, five garbage haulers pick up garbage on Thursdays. He had previously spoken with the City Engineer about streets. Orchard Drive is a cement street, where Brookridge/Ridgewood are asphalt streets, and there is a difference in the load-bearing capacity with the street. Mr. Readhead wondered if garbage services were costing the taxpayers additional money due to decreased street longevity and increased street maintenance. He explained that with several different garbage haulers it is also causing increased fuel consumption, noise pollution, and additional traffic. Mr. Readhead stated a better way would be if the City of Ames managed and regulated garbage service. He had collected more information, which he will provide to the Council later.

Merlin Pfannkuch, 1424 Kellogg Avenue, Ames, stated that in football too many delays of game penalties might cost a game. He felt that Chuck Winkleblack has been given too many delays of game penalties for his proposed hotel/retail area along Lincoln Way. He commented that Mr. Winkleblack has three times given the City information so late that the City has not been able to evaluate the proposal reasonably. Mr. Pfannkuch said that “even if Mr. Winkleblack is doing his best, it just isn’t good enough.” He stated that the proposed development would alter Downtown Ames forever, so it needs to be correct before any work starts. Mr. Pfannkuch mentioned that the Council might get the concept back on November 23, 2021, but there will not be any time to have a Developers Agreement in place by December 31, 2021. Mr. Pfannkuch stated he had very little

confidence that the Council will be able to review the proposal adequately. He felt that the consultant's figures claiming it could produce \$15 million in retail sales tax over 20 years was highly questionable as it was based on a square footage estimate given by Mr. Winkleblack. He asked how the City was going to get any decent financial estimates in a month. He thought of some alternatives for the December 31 deadline, and felt the staff had too, and wondered why nothing had been shared with the public. Mr. Pfannkuch felt that the City's practice of only including items on the Agenda when Council action is needed has dug the City into a hole. He commented that it is hard to comment and give input when no one knows what the final concept is. He thought the City should tell Mr. Winkleblack that his consistent lateness has caused him the \$25 million tax-break he was hoping to get and the City \$10 million for the Aquatic Center.

Christophe Petit, 1421 Douglas Avenue, Ames, stated that he has lived in Ames over the past five years and thought it was a great community. He noted that the community has been very welcoming, and he wanted to express his gratitude for the community having a positive attitude. Mr. Petit wanted to mention a business that had the audacity to impose their way of being onto him with healthcare. He explained that he was refused service by a business for not wanting to put a mask on in the examination room. It is his belief to not cover his face and will not go against his conscience. Mr. Petit mentioned he does not want to go against his god. He will be patient and hope that everyone obeys the law. He asked for help to make businesses respect and understand people's religious beliefs and treat people as human beings.

The Mayor closed public forum when no one else came forward to speak.

PRESENTATION OF RESULTS OF "PLAY AMES: IMAGINE YOUR CITY": Giving the presentation was Alenka Poplin, Associate Professor at Iowa State University and Team Leaders: Natalie M. Jacobson, Fatema Nourin, and Vishnu Priya Sairames. Professor Poplin mentioned that Stella Schroader was also a Team Leader for this project; however, she was unable to attend the meeting. Besides the Team Leaders, there were 26 students from the Smart and Sustainable Cities class. In January 2020, the City of Ames and Iowa State University agreed on a collaboration, which was summarized in the Request for Assistance (RFA) document. The main focus was to study community engagement, focus on underrepresented and marginalized groups, develop engaging methods, strategies, and technologies to engage the community. The ISU students found that two main findings were: 1) bring participation into the neighborhoods; meet the residents where they are at, and 2) offer mixed-methods of participation to reach different audiences/communities. The students came up with the idea to organize a festival. The festival was held on September 25, 2021, at four different locations with planned engagement activities. The locations were at Reliable Street, Franklin Park, East 7th Street, and 5th Street and Burnett.

On Reliable Street, there were guerilla gardens, origami, and Urban Planning board games. Franklin Park had a breathing game, barefoot path, and yoga. East 7th Street did digital mapping, paper mapping, and had a pop-up van. Also 5th Street and Burnett Avenue was where you could help paint a wall mural. Two evaluation methods were utilized: Photo ethnography and engagement survey. Additionally, a kid-friendly survey was added to gain responses from the kids. There were about 250

participants with the majority of the participants being females.

The following were recommendations that could be done differently if another festival were to be held:

- Fewer locations at one time. This would give the students the opportunity to enjoy all the locations and it would be easier to organize.
- Concentrate on one neighborhood with several “stations” of activities in the same neighborhood
- Advertise the event earlier, more extensively, and utilize social media more
- Create specific street posters that can be reused for several years, but big and visible to everyone
- A whole class needs to be dedicated to place-making and the festival. Possibly create a dedicated course/studio for the festival
- More funding is needed for the festival
- Involve schools and other organizations and form partnerships with them

Council Member Betcher asked the group what the role of the City should be going forward. Ms. Nourin mentioned that the students could be the bridge between City officials and citizens. Ms. Jacobson said she would like to see more collaboration with the City as to what areas the students should focus on for the community. By getting direction from the Council the students would be able to create activities and facilitate the next festival. Ms. Sairames felt the festival could be bigger. There are a lot of issues that the City and the community want to address, and the students want to help make sure everyone’s voice is heard. It was noted that this was the first time having the festival and everyone learned a lot about what worked and what didn’t work.

Council Member Martin commented about the low interaction of City officials. He noted that he is an introvert and needs a role, otherwise he doesn’t know what to do. Mr. Martin asked the students what they hoped for when scheduling the next event. Professor Poplin stated the festival required a lot of preparation. It required some continuity planning and a budget. Ms. Poplin commented that the students planned all summer, and going forward, a vision would be needed as to how to proceed. She noted it could be a class at ISU or a collaboration with the City.

Council Member Gartin thanked the students for their investment in the community. He inquired if there were other things the City could be doing besides the festival. Mr. Gartin mentioned that some cities will have the Mayor or Council Members hold a coffee event in a neighborhood and wanted to know if there were other ideas that would help City officials become more engaged with the community. Ms. Sairames recommended having a community center that could hold different events and different City officials could be present for those events. She noted when there is consistency, there will be more engagement from the community. It was suggested to have a booth at the Farmers’ Market for City officials to be available to answer questions and engage with the community. Ms. Nourin commented that everyone likes to play games, and these helped bring engagement. It was recommended that any informal gathering with food would be the best way to help engage City officials with the community.

The Mayor noted that in the future they don't want to assume that the students will do all the work, and the City will need to work with ISU to see what can be done going forward.

STAFF REPORT REGARDING DOWNTOWN PLAZA UPDATE: Present to answer any questions were Parks and Recreation Director Keith Abraham, Fleet Services Director Corey Mellies, Planning and Housing Director Kelly Diekmann, and Confluence representatives Matt Carlile and Katelyn Heckman. Director Mellies mentioned that they were at a point where they needed some feedback from the Council. They have a layout designed and wanted to present that to the Council before moving forward.

Mr. Carlile mentioned that this process started back in January 2021. The Plaza will include an ice loop, water runnel, splash pad, site support building, seating locations, food trucks, maintained column monument, street and parking improvements, and drop box relocation. Mr. Mellies noted that in the Staff Report it mentioned the new parking lot on 6th Street north of City Hall. He stated that the City will lose some spaces, but there will be better parking on Clark Avenue. The drop box space will no longer be a drive through, but instead it will be a dedicated space for drivers to pull in and drop off utility bills in an angled parking spot along Clark. Mr. Carlile noted that the ice ribbon will have a natural ice system with a removable dasher board and railing system. The ice rink is a continuous loop with a spin-off zone. The size of the ice ribbon was considered to make sure that it was not too big or too wide. The water runnel will have a one to two inch flow of water where you could walk and play in the feature with a 1% slope. There will not be a lifeguard on duty as it is shallow. The boulders will have water running out of them to make them interactive. Mr. Carlile noted that some mist nozzles have been added with some colored lights to make it active at night time as well as during the day. Director Abraham pointed out that the runnel is accessible for anyone that has a mobility device. The site support building will be approximately 1,500 square feet with a skate rental space, ice and water mechanical room, Zamboni garage with drainage, two restrooms with security control, and a canopy overhang in the seating area. The site furnishings will have seating, two passive nooks along the runnel path, tables and chairs under the building canopy, moveable summer seating within the ice ribbon paving, and options for swinging benches or standard benches along walkways. It was noted that lighting will be a key component to the Plaza so it can operate during the evenings.

Director Mellies showed the current cost estimate for the Plaza at \$4,350,496.82 and noted that the project is currently over budget. Some of the cost differences were the natural ice and the recirculating system. Several photos were shown for possible layouts of the Plaza with summer and winter options.

Council Member Gartin asked where bike parking would be located. Mr. Carlile said there would be two areas along 5th Street that would have the bike racks. Mr. Gartin also inquired what the hours of the Plaza would be. Director Abraham noted that all parks are open from 6 a.m. to 10:30 p.m., and if the Council wanted to follow those same rules, those would be the hours of the Plaza.

Council Member Betcher said that the amount of green space seemed small to her and wanted to know how much there was. Mr. Carlile noted that the City of Ames has a lot of green space with its other parks, and in order to have all kinds of events in the Plaza it will need to cut down on some green space. Ms. Betcher stated that during the pandemic people have looked for spaces where they are not next to other people and it seemed that green spaces were more flexible opposed to benches. Mr. Carlile said that there will be removable furniture to allow the flexibility.

City Manager Steve Schainker asked what the length of the ribbon would be. Mr. Carlile replied it would be 14 feet. Mayor Haila asked how it was compared to some of the images that were shown. It was noted that the ribbon in Caldwell, Iowa, was 20 feet, and when speaking with the ice consultants the size was discussed regarding the speed of the skaters and the consultants were more than comfortable with the 14 feet dimension.

Council Member Junck asked for more information on the stage feature. Mr. Carlile explained it is intended to be used as a secondary feature. It is a raised area that can be used for special events.

Council Member Martin asked why staff was recommending the back-in parking along 5th Street. Director Diekmann explained this was a chance to pilot back-in angled parking without having to negatively impact anyone else. It was also the idea that, if going to the Park, citizens would be able to back-in and unload whatever they have in the back of the vehicle. It is considered a safer version of angled parking.

Council Member Martin noted that when reviewing the seating options, there were a few choices that did not have backs on the. He recommended having some seating available with backing. Mr. Martin asked the consultant to do whatever they could to make sure any umbrella that is put in are actually serving its purpose.

Council Member Betcher inquired if any of the seating options would have solar charging stations available similar to what is at Tedesco Park. Director Abraham explained that it is possible to add solar charging stations into the design, but it will depend on the budget. Mr. Mellies stated they have talked to Engineering to see if the charging station feature could be added later. He noted that if there was a charging bench, it would not be easily moved, while the solar option would be easier to incorporate into the design.

Council Member Gartin mentioned that he had seen a couple other ice arenas that have music playing while skating and wanted to know if that was something that would be available. Director Abraham said that would be an option. Staff is looking at putting a sound system into the skate rental building to play music or make announcements. He noted that there has been some money set aside in the budget for Furniture, Fixtures, and Equipment (FF&E) and a sound system was included. Mr. Mellies explained these would be options that would be done separately and not part of the bid. Mr. Carlile explained that there will be a mixture of benches in the Plaza where some will have backs and some won't.

Council Member Martin asked if the stage area could be enhanced in the future if needed. Mr. Carlile stated it could, but what they heard so far during the process was there are a lot of other venues that already offer that feature, and they don't want to take away from those venues.

The Mayor wanted to know what the thought process was for the orientation of the building to make sure that when people sit down there is some protection from the wind during the winter. Director Diekmann stated that the layout was one of the first things discussed and primarily looked at north to south, as going west seemed too shallow to accomplish the goals needed. The center of the Plaza is the activity center for the majority of the use. Staff felt they did the best they could with the space. Mr. Carlile noted that another thing to look at was functionality and the small Zamboni machine coming in and out of the rink was discussed as well. Mr. Abraham pointed out that it will not be a full Zamboni, but will be more of a tractor with an ice resurfacer on the back of it. Mr. Diekmann noted that the seating and the restrooms are on the north side and this was different from the original concept. Mr. Abraham explained that the restrooms will be gender neutral and were designed similar to the restrooms at Inis Grove.

Mayor Haila asked about the canopy being translucent and what material would be used to make the canopy. Mr. Carlile said that had not been discussed yet. Director Diekmann noted that the building has been designed to have minimal maintenance.

The Mayor inquired if different filtration systems had been discussed for the runnels. Director Abraham noted that based on previous conversations, the runnel and the spray system will all be one system where the water will be recirculated. There will be a 4,000-gallon water tank underground and all the rest of the equipment will be in the building.

Mayor Haila wanted to know more about the drop box being moved and how staff has handled the relocation regarding customer satisfaction. Mr. Mellies stated that you can still drop off utility payments in the drop box, but instead of being a drive-through, you would have to pull into a parking spot, roll down your window and put your payment in the box and then back out. Staff has noticed that more people are doing online bill pay and not utilizing the drop box as often.

The Mayor asked about the dasher boards being added and removed throughout the year and if there were going to be sleeves to put them in or are they going to be bolted. He also wanted to know where the boards would be stored when removed and how much staff time and maintenance would be required. Director Abraham explained that the dasher boards will either be put onto pallets or boxes and stored at another Parks and Recreation facility. Mr. Carlile stated that they have not finalized whether the dasher boards are going to be installed by sleeves or bolted.

Mayor Haila wanted to know if the City will own the skates to rent and sharpen. Mr. Abraham mentioned that the City will own the skates and staff has discussed owning a small skate sharpening machine that would be in the building. He stated that the hours have not been finalized, but they are not looking at renting skates 12 hours a day. Staff will come up with a schedule for the weekdays and weekends as to when skate rentals would be available.

The Mayor asked about the string lights and how to avoid the birds migrating to the lights. Mr. Carlile explained that as long as the lights aren't tight, they will sway a little bit and birds will not stay on the line. Mayor Haila inquired about the benches being able to be moved around and how to avoid vandalism, maintenance, and theft. Director Abraham thought with this design, they may need more flexible chairs and tables. A security system will be placed in the Plaza, and it is the hope that with the lighting and the location of the Plaza across from the Police Department, it will deter vandalism and theft.

The question arose if the design will have some "Add Alternates" to help with the cost. Mr. Carlile explained that the budget is over right now and they are working with all the consultants to finalize pricing, but what is in the Staff Report is the current best guess. There were a few items that could be taken away from the project to be added on later or as an "Add Alternate."

Council Member Gartin asked about parking and noted that if he worked for the First National Bank next door, he would be nervous that people would park in their parking lot and come over and use the Plaza. Mr. Gartin wanted to know if any conversations have been had with the Bank. Mr. Mellies stated that they have not had specific conversations, but the Bank is aware of the project and what is going to happen to the parking. Director Diekmann mentioned that staff had shared the design of the Plaza with the Bank about a week ago and the Bank did not have any comments.

It was asked when the parking lot on 6th Street will begin to be constructed so the Plaza lot can be vacated. Director Mellies mentioned that the 6th Street Parking Lot plans will come before the Council in December for approval in order for it to go out for bid. The 6th Street parking lot will be done by June 1, 2022, and then the Plaza construction can begin. City Manager Steve Schinker stated that tonight staff wanted to show the Plaza concept to the Council to get approval. The Plaza project is over budget and the Council needed to either tell staff to cut back on features or recommend a way to find the money for the project. Mr. Schinker explained that he will come back before the Council in December and give recommendations on where the funds will come from.

Moved by Beatty-Hansen, seconded by Corrieri, to proceed with the Downtown Plaza, as presented in the Staff Report.

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

RENAMING SQUAW CREEK PARK TO IOWAY CREEK PARK: Parks and Recreation Director Keith Abraham noted there were a number of different ideas provided, but staff's recommendation was to rename Squaw Creek Park to Ioway Creek Park.

Mayor Haila opened public input and closed it when no one came forward.

Moved by Gartin, seconded by Corrieri, to adopt RESOLUTION NO. 21-567 approving the renaming of Squaw Creek Park to Ioway Creek Park.

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

ALLOCATION OF COUNCIL CONTINGENCY FUNDS FOR COMMUNITY GARDEN DEVELOPMENT FOR THE ADDITIONS TO THE CARR PARK COMMUNITY GARDEN AND THE NEW COMMUNITY GARDEN AT THE DELAWARE AVENUE SITE: Parks and Recreation Director Keith Abraham mentioned there had been multiple conversations with the Council regarding the community gardens. At the March 9, 2021, meeting, staff reminded the Council that the components necessary to complete the expansion at Carr Park and the new gardens at the Delaware site were not budgeted. Staff asked for Council approval to allocate \$22,837 in Council Contingency Funds to the project.

Moved by Corrieri, seconded by Junck, to adopt RESOLUTION NO. 21-568 approving the allocation of Council Contingency Funds for the Community Garden Development for the additions to the Carr Park Community Garden and the new Community Garden at the Delaware Avenue site in the amount of \$22,837.

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

REVIEW OF DRAFT REQUEST FOR PROPOSALS FOR SMALL LOT INDUSTRIAL DEVELOPMENT: City Planner Justin Moore mentioned that before the Council was a draft Request for Proposals (RFP) to solicit for a developer for a small lot industrial development that will involve Tax Increment Financing (TIF). At the July 27, 2021, City Council meeting, the City Council reviewed a Staff Report on the City's inventory of small industrial lots. City Council directed staff to proceed with developing an RFP. The Draft Proposal was structured similarly to the last RFP done for Bell Avenue, which is now almost full. Mr. Moore noted that there are a few items that are different on this Draft Proposal. The most notable change is the proposed 18-month speculative building construction timeline. This new proposal indicates a preference for the developer to construct a new speculative building to a minimum of a shell building standard every 18 months regardless of the status of the previously built speculative building. Staff believed this will ensure a regular construction schedule to achieve build-out of the Subdivision, create more options for businesses to locate, and a predictable increase in valuations for repayment of the TIF debt. Additionally, the minimum evaluation for spec buildings is now higher than it was in 2008, and this is intended to reflect current building values. Staff had proposed a minimum assessment on the value of land. Any new lots below 1.5 acres that do not contain speculative buildings will also have a minimum assessment value.

The Mayor opened public input.

Chuck Winkleblack, 105 S. 16th Street, Ames, asked if the RFP were to be approved tonight, would staff only accept submissions that were consistent with every line item in the RFP. Planning and Housing Director Kelly Diekmann explained that Section 3 in the draft RFP are the mandatory submittal components and are not negotiable. He pointed out that in Section 2 are the application requirements. Section 4 ties in some of the submittal requirements. Mr. Diekmann mentioned that the idea was that what is listed is what staff thinks they want, but if there is some other element that is slightly different, staff will still review the proposal. The scoring criteria were not weighted or

quantified, but will be brought back to the Council with what staff believes the City is looking for. Mr. Winkleblack pointed out that developers could go upside down easily if only they are able to sell lots for a certain price. He was trying to understand if a developer doesn't specify why they bought the land, he was not sure what the relevance would be. Director Diekmann stated that the basis of the land is a requirement. Regarding valuation, those are addressed in Section 4, letters G & H. It doesn't say what the minimum values are, but does state that those issues will be addressed in a Development Agreement.

Council Member Betcher mentioned that Director Diekmann called out Section 4G and 4H, and she wanted to know if Section 4E was also part of the same concern. Mr. Diekmann confirmed it was as it states that the developer is committed to building speculative buildings for the City, and the initial building must be completed within 12 months of the final Plat and any subsequent speculative building shall be constructed and completed to at least a final building occupancy level of shell building. The \$850,000 amount was based on current evaluations. If a proposal comes in and states other amounts and items, staff will still consider the proposal. City Manager Steve Schainker stated that building price is important as they want to make sure the developer recoups the land price, while the City is putting in all the infrastructure. There is a starting price and inflation price in order to negotiate.

Mr. Winkleblack stated that the Proposal discusses the types of uses and excluded uses. He would argue that there are some industrial users that are not large employers, but still enhance the tax base. Director Diekmann said that in the application requirements the developer has to propose the uses and/or excluded uses. He gave an example that a developer could say they want to have everything as General Industrial (GI) or don't want to allow other items. Staff specifically noted that an acceptable industrial use does not include principle uses of warehousing, mini-storage, salvage, and other types of low intensity employment uses.

Council Member Gartin wanted to be reminded why the Council was looking at doing an RFP. Director Diekmann stated that Mr. Winkleblack asked for a referral to look at adding more small industrial lots into the market for the City to be developed. The Council then referred that request to staff to evaluate. Staff concluded that there are a minimal number of existing developable lots within the one-to ten-acre range. The Council at that time indicated a willingness to utilize the Tax Increment Financing (TIF) to assist in paying for the cost of constructing infrastructure in support of a small industrial development in a manner similar to the Ames Community Development Park. Mr. Schainker explained that the City wants to be fair and the Council can offer the TIF rather than give it to the first person that asks for it. If the Council were to just give the TIF to the first person, that property is going to become more competitive than anyone else's. To be fair, the City wants to allow anyone who is interested a chance to compete for the subsidy.

Council Member Gartin inquired if the Agreement was a standardized Agreement. Director Diekmann explained that the Agreement was a compilation of three different Agreements throughout the years. Mr. Gartin asked if what the City of Ames is doing was similar to what other cities are doing. Mr. Schainker noted that there is not a best practice. Mr. Gartin mentioned his goal is to make

sure there are no unintended consequences as Mr. Winkleblack had brought up some good concerns. Mr. Winkleblack stated that the challenge is that there will likely not be another lot that is the same size, same shape, etc. to compare an RFP to. The process has to be opened to the public, but he just wants to know about some of the numbers that are different from what had been brought up before. Mr. Winkleblack commented that he doesn't have a problem with the minimum assessments, but when a developer doesn't know how long it will take to sell the properties, the developer still has to pay the taxes regardless if the lot is sold or not. Mr. Winkleblack would like to see some flexibility, so a developer doesn't end up upside down on this project. He noted that the RFP process was fine; it is just some of the details that need to be clarified.

Mr. Diekmann commented that staff is requiring a ten-acre site size, so if an RFP was submitted for under ten acres, it would be considered a non-responsive RFP. There are not a lot of ten-acre parcels in the City. City Manager Schainker explained the Council could delay the RFP, but if it did that it would be another year before the infrastructure could be added. Staff is looking to have this project added before the budget is finalized.

Public input was closed when no one else came forward to speak

Moved by Corrieri, seconded by Gartin, to direct staff to proceed with issuing a Request for Proposals to identify a developer for an industrial park targeted at small scale lots.

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

HEARING ON VACATING UTILITY EASEMENT ACROSS RED LOBSTER PROPERTY LOCATED AT 1100 BUCKEYE AVENUE (CONTINUED FROM OCTOBER 26, 2021): The Mayor inquired if the Council needed to continue the hearing. Municipal Engineer Tracy Peterson stated that staff had closed on the property and have received all the signed paperwork.

The Mayor opened the public hearing. There was no one wishing to speak, and the hearing was closed.

Moved by Betcher, seconded by Beatty-Hansen, to adopt RESOLUTION NO. 21-569 approving the vacation of the Utility Easement across the Red Lobster property located at 1100 Buckeye Avenue. Roll Call Vote: 6-0. Resolution declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON IOWAY CREEK RESTORATION AND FLOOD MITIGATION PROJECT: Municipal Engineer Tracy Peterson explained this project has been a long time coming. A design consultant was hired in 2015, and the City had applied for a Federal Emergency Management Agency (FEMA) Grant and was finally awarded the Grant in 2020. Trees were dropped earlier this year and some of those trees will be mulched and incorporated into the stabilization. Construction bids have now been received. She noted that there were four more properties to close on, but everybody has signed the documents. The City has received all the necessary permits from the Army Corps of Engineers and the Iowa Department of Natural Resources (DNR).

Mayor Haila opened public input.

Jim Howe, 912 Clark Avenue, Ames, noted that he owns Howe's Welding and Metal Fabrication on South Duff Avenue. He mentioned that he has had a hard time getting a hold of anyone from the City regarding this project. Last month when the bids were coming out, he noted that a few people were coming to him and asking him questions about access to Ioway Creek. Mr. Howe commented that he was concerned about how to reach someone when he has questions and he is unable to get answers quickly. He is at the shop from 6:30 a.m. until 9:00 p.m., and he keeps calling the City to get answers to his questions, but he is not able to get a hold of anyone. Mr. Howe noted that he is not sure he will ever agree with this project. He used to be able to walk his dog in the woods to the back of his shop and it was nice wooded land, but now the area is barren. There should be someone from the City present at the site every day to answer questions, if needed. He commented that he hoped this project does work and that more trees are put back in.

Public input was closed by the Mayor when no one else came forward.

Ms. Peterson noted that there have been times that she and Mr. Howe have been unable to connect by phone and there have been times that Mr. Howe has not been present when she came by his office. There was just a disconnect. She has done everything she could to make sure he had the answers to his questions. All the landowners will be notified of the inspectors contact information, and this information will be available on the Public Works website as well. There will be two inspectors assigned to this project along with Ms. Peterson. The Mayor asked Ms. Peterson to meet with Mr. Howe to make sure he has all the alternative phone numbers to contact the inspectors. Ms. Peterson indicated she would. The Mayor asked Ms. Peterson to address Mr. Howe's statement about trees being replanted. Ms. Peterson explained that there will be revegetation going into some areas, and they can't replant the area with trees again as that would be counter to the flood mitigation. There will be some trees lining the area, but it will look differently than what it previously was.

Moved by Gartin, seconded by Corrieri, to adopt RESOLUTION NO. 21-570 to approve the final plans and specifications and awarding a contract to Keller Excavating, Inc., of Boone, Iowa, in the amount of \$3,327,523.50.

Council Member Betcher indicated that she will be voting against the motion as she has voted against the project since the beginning. She hoped that this project does solve some of the City's flood issues and that the restoration does what it is supposed to do with returning some natural habitat and making the Creek better.

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

Moved by Corrieri, seconded by Gartin, to adopt RESOLUTION NO. 21-571 authorizing up to \$700,000 in unallocated G.O. Bonds for the Ioway Creek Restoration and Flood Mitigation Project. Roll Call Vote: 5-1. Voting Aye: Beatty-Hansen, Corrieri, Gartin, Junck, Martin. Voting Nay: Betcher. Resolution declared carried/adopted, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Gartin, seconded by Corrieri, approving the contract and bond for the Ioway Creek Restoration and Flood Mitigation Project.

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

ORDINANCES: None.

DISPOSITION OF COMMUNICATIONS TO COUNCIL: Mayor Haila mentioned there were three items to review. The first item was a letter from Douglas C. Harr, Vice President, Big Bluestem Audubon, opposing any future development plans along Worrell Creek that threaten the water quality and natural landscaping.

The Mayor noted that the Council will take Mr. Harr's letter under advisement when working on the Ames 2040 Plan.

The second item was a letter from the Iowa State University 2021/22 Student Government thanking the Council for their time and engagement at the first Joint City Council-Student Government meeting of the year. It was noted that no follow-up was needed for this item.

The last item was a letter from Angie DeWaard, Chair of the Public Art Commission, requesting the Council's permission to change the meeting format of the Commission to allow participation via Zoom.

Moved by Beatty-Hansen, seconded by Gartin, to direct staff to send a letter to the Public Art Commission declining the request.

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

Council Member Beatty-Hansen stated the Council had received a letter from Cameron Gray about art in the park. Mayor Haila mentioned that Mr. Gray's letter will be placed under Dispositions at the November 16, 2021, City Council Workshop meeting.

COUNCIL COMMENTS: Council Member Betcher indicated that she was happy to see the partners from the Iowa Community and Regional Planning Program present the results of the "Play Ames: Imagine your City" event, and hoped there was a way to create a stable and consistent relationship and pursuit for a continued way to engage the community more effectively.

Council Member Gartin noted that Thursday, November 11, 2021, is Veterans Day. He invited everyone to attend the Veteran's Day Program that would be held in the City Auditorium at 11:00 a.m. He noted that Daniel Oh will be the featured speaker, the ISU Air Force ROTC will be the color guard, and the Ames High School Concert Choral will be performing along with the Heart of Iowa Senior band.

Council Member Martin congratulated Anita Rollins, who will be sworn in as the new Ward 3 City Council representative in January. Ms. Rollins has been attending City Council meetings, and he wanted to thank her for taking on the responsibility of the office. He also congratulated the other Council Members who were re-elected.

Ex officio Poundstone mentioned that he is working with Student Government on some of the ideas that were discussed during the Joint Meeting with the City Council. He will be bringing those back to Council soon.

CLOSED SESSION: Council Member Gartin asked City Attorney Mark Lambert if there was a legal reason to go into Closed Session. Mr. Lambert replied in the affirmative, citing Section 20.17(3), *Code of Iowa*, to discuss collective bargaining strategy.

Moved by Gartin, seconded by Corrieri, to go into Closed Session.
Roll Call Vote: 6-0. Motion declared carried unanimously.

The City Council entered into a Closed Session at 8:51 p.m. and reconvened in Regular Session at 9:11 p.m.

ADJOURNMENT: Moved by Beatty-Hansen to adjourn the meeting at 9:11 p.m.

Amy L. Colwell, Deputy City Clerk

John A. Haila, Mayor

Diane R. Voss, City Clerk

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

AMES, IOWA

NOVEMBER 18, 2021

The Regular Meeting of the Ames Civil Service Commission was called to order by Chairperson Mike Crum at 8:18 AM on November 18, 2021. As it was impractical for the Commission members to attend in person, Commission Chairperson Mike Crum and Commission Member Kim Linduska were brought in telephonically. Commission Member Harold Pike was absent. Also participating telephonically was Human Resources Director Bethany Jorgenson.

APPROVAL OF MINUTES OF OCTOBER 28, 2021: Moved by Linduska, seconded by Crum, to approve the Minutes of the October 28, 2021, Regular Civil Service Commission meeting.
Vote on Motion: 2-0. 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>MechanicAssistant - CyRide</u>	Shane Stoneburner	93*
	James Hammen	85*
	Daniel Rekemeyer	85

*Includes preference points

<u>Power Plant Engineer</u>	Kristin Mach Evans	85
	Chad Aldrich	78*
	Samuel J. Feucht	76

*Includes preference points

Vote on Motion: 2-0. Motion declared carried unanimously.

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

<u>Police - Commander</u>	Daniel Walter	92*
	Heath Ropp	79
	Tom Shelton	70

*Includes preference points

Vote on Motion: 2-0. Motion declared carried unanimously.

REQUEST TO EXHAUST CERTIFIED LIST FOR MAINTENANCE WORKER - STREETS:

Chairperson Crum commented that the requests to exhaust or remove names from existing Certified Lists were explained very well in the Memos that the Commissioners had received. He asked for confirmation that the three names that remain on the existing Certified List for both Maintenance Worker - Streets and Maintenance Worker - Utilities, even though exhausted, will move to the new Lists to be certified. Human Resources Director Bethany Jorgenson stated that was true. Mr. Crum also inquired if all seven candidates on the original List that was certified on April 22, 2021, had been interviewed. Ms. Jorgenson replied that they had all been interviewed.

Moved by Crum, seconded by Linduska, to approve the request to exhaust the Certified List for Maintenance Worker - Streets.

Vote on Motion: 2-0. Motion declared carried unanimously.

REQUEST TO EXHAUST CERTIFIED LIST FOR MAINTENANCE WORKER - UTILITIES: Moved by Linduska, seconded by Crum, to approve the request to exhaust the Certified List for Maintenance Worker - Utilities.

Vote on Motion: 2-0. Motion declared carried unanimously.

REQUEST TO REMOVE NAMES FROM CERTIFIED LIST FOR POLICE OFFICER: Moved by Crum, seconded by Linduska, to approve the request to remove names from the Certified List for Police Officer.

Vote on Motion: 2-0. Motion declared carried unanimously.

REQUEST TO REMOVE NAME FROM CERTIFIED LIST FOR PROCESS MAINTENANCE WORKER: Moved by Linduska, seconded by Crum, to approve the request to remove name from the Certified List for Process Maintenance Worker.

Vote on Motion: 2-0. Motion declared carried unanimously.

REQUEST TO REMOVE NAME FROM CERTIFIED LIST FOR UTILITY ACCOUNTS TECHNICIAN: Moved by Crum, seconded by Linduska, to approve the request to remove name from the Certified List for Utility Accounts Technician..

Vote on Motion: 2-0. Motion declared carried unanimously.

REQUEST TO REMOVE NAME FROM CERTIFIED LIST FOR UTILITY CUSTOMER SERVICE CLERK: Moved by Linduska, seconded by Crum, to approve the request to remove name from the Certified List for Utility Customer Service Clerk.

Vote on Motion: 2-0. Motion declared carried unanimously.

COMMENTS: Director Jorgenson informed the Commission that the Human Resources Department continues to handle a very large number of recruitments. Monthly tests for Police Officer positions are still being conducted.

The next Regular Meeting of the Ames Civil Service Commission is scheduled for December 16, 2021, at 8:15 AM

ADJOURNMENT: The meeting adjourned at 8:24 AM

Michael R. Crum, Chairperson

Diane R. Voss, City Clerk



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input checked="" type="checkbox"/>	1 st – 15 th
	<input type="checkbox"/>	16 th – End of Month
Month & Year:	November 2021	
For City Council Date:	November 23, 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	2019/20 Multi-Modal Roadway Improvements (Mortensen Road)	2	\$65,495.95	Con-Struct, Inc.	\$13,513.39	\$-(900.00)	J. Joiner	MA
Public Works	2020/21 US Highway 69 Improvements (Hwy 30, S. Duff, Billy Sunday)	1	\$1,019,942.60	Con-Struct, Inc.	\$0.00	\$15,127.47	J. Joiner	MA
Public Works	2020/21 Traffic Signal Program (S. Duff Ave. & S. 5 th St.)	1	\$208,696.51	Voltmer, Inc.	\$0.00	\$-(264.48)	J. Joiner	MA
Public Works	2019/20 Clear Water Diversion Program	1	\$102,240.00	Keller Excavating	\$0.00	\$-(2,455.00)	J. Joiner	MA
Water & Pollution Control	Water Treatment Plant Handrails	2	\$63,510.58	Moultrie Manufacturing Company	\$1,356.39	\$3,000.00	K. Evans	MA
Water & Pollution Control	WPC Sludge Pumping Building Improvement	1	\$369,700.00	Woodruff Construction, LLC	\$0.00	\$0.00 Extend Completion Date 5/1/22	J. Dunn	KS



MEMO

Item No. 6

To: Mayor John Haila and Ames City Council Members
From: Lieutenant Heath Ropp, Ames Police Department
Date: November 11, 2021
Subject: Beer Permits & Liquor License Renewal Reference City Council Agenda

The Council agenda for November 23rd, 2021, includes beer permits and liquor license renewals for:

- **The Café** (2616 Northridge Parkway) – Class C Liquor License with Outdoor service, Sunday sales & Catering privilege
- **Aunt Maude's** (543-547 Main St) – Class C Liquor License with Outdoor service & Sunday sales
- **Thumbs Bar** (2816 West St) – Class C Liquor License with Outdoor service & Sunday sales
- **Tip Top Lounge** (2816 West St) – Class C Liquor License with Outdoor service & Sunday sales

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

STATE OF IOWA
ABSTRACT OF VOTES

Story County, Iowa

We, the undersigned Members of the Board of Supervisors and ex-officio County Board of Canvassers for this County, do hereby certify the following to be a true and correct abstract of the votes cast in this County at the 2021 Story County City School Election held on the 2nd day of November, 2021, as shown by the tally lists returned from the several election precincts.

Council Member At Large, City of Ames**Story**

AMBER CORRIERI	Received five thousand three hundred eighty-nine (5389) votes
AWEIN MAJAK	Received two thousand six hundred eighteen (2618) votes
Candidate Total	Eight thousand seven (8007) votes
SCATTERING	Seventy-four (74) votes
TOTAL	Eight thousand eighty-one (8081) votes

We therefore declare:

AMBER CORRIERI duly elected for the office of Council Member At Large, City of Ames for the term of 4 years.

Mayor, City of Ames**Story**

JOHN HAILA	Received seven thousand seven hundred five (7705) votes
Candidate Total	Seven thousand seven hundred five (7705) votes
SCATTERING	Two hundred thirty-one (231) votes
TOTAL	Seven thousand nine hundred thirty-six (7936) votes

We therefore declare:

JOHN HAILA duly elected for the office of Mayor, City of Ames for the term of 4 years.

Hospital Trustee, City of Ames**Story**

MARY KITCHELL	Received six thousand four hundred three (6403) votes
BETH SWENSON	Received six thousand two hundred ninety-one (6291) votes
Candidate Total	Twelve thousand six hundred ninety-four (12694) votes
SCATTERING	Seventy-nine (79) votes
TOTAL	Twelve thousand seven hundred seventy-three (12773) votes

We therefore declare:

MARY KITCHELL duly elected for the office of Hospital Trustee, City of Ames for the term of 4 years.
BETH SWENSON duly elected for the office of Hospital Trustee, City of Ames for the term of 4 years.

Council Member Ward 1, City of Ames**Story**

GLORIA BETCHER	Received one thousand eight hundred twenty-nine (1829) votes
Candidate Total	One thousand eight hundred twenty-nine (1829) votes
SCATTERING	Fifty-three (53) votes
TOTAL	One thousand eight hundred eighty-two (1882) votes

We therefore declare:

GLORIA BETCHER duly elected for the office of Council Member Ward 1, City of Ames for the term of 4 years.

STATE OF IOWA
ABSTRACT OF VOTES

Story County, Iowa

Council Member Ward 3, City of Ames
Story

ANITA ROLLINS	Received one thousand seven hundred sixty-seven (1767) votes
WRITE-IN	
BRANT LEMER	Received one hundred thirty-five (135) votes
Candidate Total	One thousand nine hundred two (1902) votes
SCATTERING	Twenty-five (25) votes
TOTAL	One thousand nine hundred twenty-seven (1927) votes

We therefore declare:

ANITA ROLLINS duly elected for the office of Council Member Ward 3, City of Ames for the term of 4 years.

Hospital Trustee, City of Ames - To Fill Vacancy
Story


AUSTIN D. M. WOODIN	Received six thousand nine hundred seventeen (6917) votes
Candidate Total	Six thousand nine hundred seventeen (6917) votes
SCATTERING	Fifty-five (55) votes
TOTAL	Six thousand nine hundred seventy-two (6972) votes

We therefore declare:

AUSTIN D. M. WOODIN duly elected for the office of Hospital Trustee, City of Ames - for the residue of the term.

IN TESTIMONY WHEREOF, we have hereunto set our hands and caused to be affixed the seal of this county by the Clerk of the Board of Supervisors.

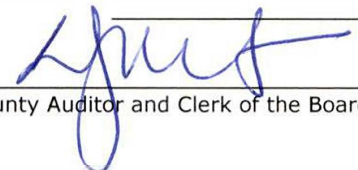
Done at Nevada the county seat of Story County, this 9th day of November, 2021.



Chairperson

(Seal)

Members of the Board
of Supervisors and
ex-officio County
Board of Canvassers

Attest: 

County Auditor and Clerk of the Board of Supervisors

ITEM # 8
DATE: 11-23-21

COUNCIL ACTION FORM

SUBJECT: APPROVAL OF FY 2020/21 ANNUAL STREET FINANCIAL REPORT

BACKGROUND:

Section 312.14 of the Code of Iowa requires each city receiving allotments of Road Use Tax funds to annually prepare and submit to the Iowa Department of Transportation (IDOT) by December 1, a Street Financial Report of expenditures and receipts for the fiscal year then ended. Those cities not complying with this section of the Code of Iowa will have Road Use Tax funds withheld until the city complies.

The report to be submitted is for the fiscal year ended June 30, 2021.

ALTERNATIVES:

1. Approve the 2021 Street Financial Report.
2. Do not approve the 2021 Street Financial Report.

MANAGER'S RECOMMENDED ACTION:

In order for the City of Ames to continue to receive Road Use Tax funds, it is necessary to submit an annual Street Financial Report to the IDOT. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the 2021 Street Financial Report.



City Street Finance Report

Fiscal Year 2021

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Expenses

	General Fund Streets (001)	Road Use (110)	Other Special Revenues	Debt Service (200)	Capital Projects (300)	Utilities (600 & U0)	Grand Total
Street Lights	\$870,686						\$870,686
Engineering		\$379,115			\$262,228	\$362,267	\$1,003,610
Street Maintenance Expense	\$8,328	\$4,718,553				\$312,936	\$5,039,817
Other Professional Services		\$290,384			\$231,859	\$17,364	\$539,607
Storm Drainage						\$455,866	\$455,866
Street - New Roadway					\$7,344,969		\$7,344,969
Street - Capacity Improvement		\$676,699	\$464,855		\$8,543,458		\$9,685,012
Street - Safety/Environment					\$158,999		\$158,999
Principal Payment				\$6,656,338			\$6,656,338
Interest Payment				\$1,473,664			\$1,473,664
Parking						\$563,659	\$563,659
Traffic Control/Safety	\$59,263	\$226,057			\$25,365		\$310,685
Snow Removal	\$5,000	\$1,390,013					\$1,395,013
Total	\$943,277	\$7,680,821	\$464,855	\$8,130,002	\$16,566,878	\$1,712,092	\$35,497,925



City Street Finance Report

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Revenue

	General Fund Streets (001)	Road Use (110)	Other Special Revenues	Debt Service (200)	Capital Projects (300)	Utilities (600 & U0)	Grand Total
Levied on Property	\$770,280		\$0	\$8,130,002			\$8,900,282
Other Taxes (Hotel, LOST)			\$464,855				\$464,855
Interest					\$95,288		\$95,288
Federal Grants	\$58,998				\$1,078,099		\$1,137,097
State Revenues - Road Use Taxes		\$8,824,834					\$8,824,834
Other State Grants - IDOT	\$64,376				\$7,177,978		\$7,242,354
Charges/fees	\$49,623					\$1,712,092	\$1,761,715
Assessments					\$244,634		\$244,634
Proceeds from Debt					\$9,366,306		\$9,366,306
Total	\$943,277	\$8,824,834	\$464,855	\$8,130,002	\$17,962,305	\$1,712,092	\$38,037,365



City Street Finance Report

Fiscal Year 2021

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Bonds/Loans

Bond/Loan Description	Principal Balance As of 7/1	Total Principal Paid	Total Interest Paid	Principal Roads	Interest Roads	Principal Balance As of 6/30
2013 GO BOND	\$2,705,000	\$510,000	\$81,150	\$510,000	\$81,150	\$2,195,000
2012 GO BOND	\$2,126,855	\$493,063	\$63,806	\$493,063	\$63,806	\$1,633,792
2011B GO BOND	\$1,811,700	\$584,100	\$41,709	\$584,100	\$41,709	\$1,227,600
2010 GO BOND	\$1,181,273	\$581,549	\$28,805	\$581,549	\$28,805	\$599,724
2015 go bond	\$4,267,376	\$548,128	\$142,393	\$548,128	\$142,393	\$3,719,248
2014 go bond	\$3,625,628	\$639,817	\$79,135	\$639,817	\$79,135	\$2,985,811
2018 GO BOND	\$6,420,000	\$515,000	\$263,000	\$515,000	\$263,000	\$5,905,000
2017 GO BOND	\$4,143,269	\$1,002,402	\$155,054	\$1,002,402	\$155,054	\$3,140,867
2016 GO BOND	\$2,921,912	\$332,575	\$80,127	\$332,575	\$80,127	\$2,589,337
2019A GO BOND	\$10,056,384	\$916,384	\$349,775	\$765,730	\$292,272	\$9,140,000
2020A GO Bond	\$9,500,000	\$785,000	\$282,580	\$683,974	\$246,213	\$8,715,000



City Street Finance Report

Fiscal Year 2021

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11/19/2021 11:11:38 AM

Equipment

Description	Model Year	Usage Type	Cost	Purchased Status
MacLander Trailer, Falt Bed, Tandem Axle, 20TFBW (14)	2005	Purchased	\$6,057	No Change
Wanco WTSP110, Arrow Board	2006	Purchased	\$5,724	No Change
Peterbilt 220, Johnson Street Sweeper	2016	Purchased	\$240,788	No Change
RAM 4500 Dump Truck	2018	Purchased	\$58,750	No Change
Caterpillar CB22, Asphalt Roller	2013	Purchased	\$34,048	No Change
International 7300, Dump Truck	2014	Purchased	\$133,249	No Change
International 7300, Dump Truck	2017	Purchased	\$157,839	No Change
Chevrolet, Colorado Pickup	2012	Purchased	\$21,835	No Change
Chicago Pneumatic 185CU Compressor	2019	Purchased	\$20,616	No Change
International 7300, Dump Truck	2017	Purchased	\$157,807	No Change
Felling FT-12IT, Trailer	2014	Purchased	\$6,215	No Change
Smith Concrete Grinding machine SPS10	2013	Purchased	\$4,118	No Change
International 7500 SFA 6X4	2018	Purchased	\$206,083	No Change
International 7500 SFA 6X4	2018	Purchased	\$206,307	No Change
Bobcat E50 Miniexcavator	2017	Purchased	\$68,334	No Change
RAM 5500 Dump Truck	2016	Purchased	\$68,862	No Change
Ford F150 Pickup Truck	2017	Purchased	\$34,919	No Change
Ford F150 Pickup	2017	Purchased	\$33,157	No Change
Stanley Breaker MBX15	2016	Purchased	\$12,575	No Change
Huskvarna Concrete Saw FS5000D	2016	Purchased	\$22,595	No Change
KM International Hot Box Trailer, KM8000	2020	Purchased	\$31,748	No Change



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11/19/2021 11:11:38 AM

Description	Model Year	Usage Type	Cost	Purchased Status
Bobcat M7017, Pavement Milling Machine, Hydraulic	2020	Purchased	\$16,180	No Change
Caterpillar 430F2 Tractor Loader Backhoe	2017	Purchased	\$124,151	No Change
Ford F150 Crew cab 4x4 Pickup	2017	Purchased	\$33,898	No Change
RAM 5500 Dump Truck	2018	Purchased	\$54,328	No Change
ADDCO AD6200, Message Board, Trailer Mounted	2005	Purchased	\$15,845	No Change
Case DV23 Asphalt Roller	2018	Purchased	\$35,285	No Change
Wanco WTSP55-LSAC Arrow Board	2020	Purchased	\$5,709	No Change
Ingersoll Rand P185WJD, Air Compressor	2002	Purchased	\$11,496	No Change
International 7300, Dump Truck	2011	Purchased	\$119,718	No Change
International 7300, Dump Truck	2011	Purchased	\$116,718	No Change
International 7300, Dump Truck	2011	Purchased	\$116,643	No Change
International 7300, Dump Truck	2011	Purchased	\$116,689	No Change
International 7300, Dump Truck	2011	Purchased	\$116,602	No Change
Honda EB3000CKA, Generator, portabl,e gas powered	2019	Purchased	\$1,578	No Change
Ford F150, pickup	2010	Purchased	\$24,237	No Change
Fair B4251, Snowcrete, Snow Blower	2011	Purchased	\$78,384	No Change
Ford F550 Aerial Truck	2012	Purchased	\$102,488	No Change
Cherolet Colorado	2012	Purchased	\$20,638	No Change
Ford Expedition EL, Utility vehicle	2012	Purchased	\$47,801	No Change
Ring-O-Matic 550-VACEX, Vacuum, Hydro, Trailer Mounted	2012	Purchased	\$54,618	No Change
Wanco WT5P55-L5AC, Arrow Board	2012	Purchased	\$5,103	No Change
Cronkhite Trailer, Flatbed, Tandem Axle	2000	Purchased	\$3,889	No Change
Kubota L4760 HSTC	2014	Purchased	\$41,120	No Change



City Street Finance Report

Fiscal Year 2021

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11/19/2021 11:11:38 AM

Description	Model Year	Usage Type	Cost	Purchased Status
ODB LCT650, Leaf Vacuum, trailer mounted	2013	Purchased	\$27,354	No Change
ODB LCT650, Leaf Vacuum, trailer mounted	2013	Purchased	\$27,391	No Change
Ver-Mac PCMS-320 Message Board, Trailer Mounted	2014	Purchased	\$18,320	No Change
Ford F550 Truck	2015	Purchased	\$125,948	No Change
H&H TC 20, Trailer	2014	Purchased	\$7,681	No Change
Deere 544K, Wheel Loader	2014	Purchased	\$120,254	No Change
Ver-Mac PCMS-548, Message Board, Trailer Mounted	2014	Purchased	\$17,067	No Change
Zetor, Proxima 120 Tractor	2015	Purchased	\$63,359	No Change
Ver-Mac PCMS-548, Message Board, Trailer Mounted	2014	Purchased	\$16,043	No Change
Ver-Mac PCMS-548, Message Board, Trailer Mounted	2014	Purchased	\$16,043	No Change
Bobcat WS18, Wheel Saw	2002	Purchased	\$9,926	No Change
Ford F350 Pickup Truck	2010	Purchased	\$45,507	No Change
Bobcat S-770, Skid Steer	2020	Purchased	\$50,304	No Change
Ford F250, Pickup	2017	Purchased	\$28,954	No Change
Bobcat Wheel Saw W-18	2020	Purchased	\$14,996	No Change
Dodge Ram Pickup 2500 2WD	2018	Purchased	\$28,115	No Change
Chevrolet Silverado 3500 Truck w/ flatbed DRW	2019	Purchased	\$50,443	No Change
Ford F150 Pickup Truck	2018	Purchased	\$30,004	No Change
Ford F150 Crew cab 4x4 Pickup	2018	Purchased	\$30,572	No Change
Cimline Mastic Hot Tar Patch Machine	2019	Purchased	\$77,050	No Change
Fair 74251, Snowcrete, Snow Blower, 8-feet	2019	Purchased	\$85,428	No Change
Case 590SN Tractor Loader Backhoe	2019	Purchased	\$120,518	No Change
Chevrolet Silverado 1500 Crew cab 4x4	2020	Purchased	\$31,022	No Change



City Street Finance Report

Fiscal Year 2021

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11/19/2021 11:11:38 AM

Description	Model Year	Usage Type	Cost	Purchased Status
Motor Grader, Cat 12M3 (Dec 1, 2019 - March 31, 2020)	2019	Lease	\$30,000	Lease Ended
Loader Volvo L90 H (Dec. 1, 2019 - March 31, 2020)	2019	Lease	\$17,400	Lease Ended
Isuzu NPR-HD truck w- EZ-Liner Roadway Line painter	2019	Purchased	\$153,949	No Change
Graco Paint Line Lazer 130H 2Gun	2020	Purchased	\$5,250	No Change
Graco Paint Line Lazer 130H 2Gun	2020	Purchased	\$5,250	No Change
Graco Paint Machine Line Driver HD	2020	Purchased	\$4,975	No Change
Graco Paint Machine Line Driver HD	2020	Purchased	\$4,975	No Change
VerMac, PCMS 548, Solar Message Board, Trailer Mount	2019	Purchased	\$18,260	No Change
Layton Paver, Asphalt	1993	Purchased	\$26,465	No Change
International HV05	2021	Purchased	\$203,000	New
International HV05	2021	Purchased	\$187,807	New
International HV05	2021	Purchased	\$187,807	New
International HV05	2021	Purchased	\$187,807	New
International HV05	2021	Purchased	\$187,807	New
International HV05	2021	Purchased	\$187,807	New
International HV05	2021	Purchased	\$187,807	New
Peterbilt 220, Schwartz Street Sweeper	2020	Purchased	\$281,473	New
Motor Grader, Cat 140M (Nov 1, 2021 - March 31, 2022)	2020	Lease	\$43,300	Lease
Deere 624k (Dec 1, 2021 - March 31, 2022)	2019	Lease	\$31,400	Lease



City Street Finance Report

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11/19/2021 11:11:38 AM

Street Projects

Project Description	Contract Price	Final Price	Contractor Name
2018/19 Asphalt Street Pavement Improvement (Florida, Reliable, Hutchinson, Delaware)	\$1,002,621	\$1,003,171	Con-Struct
2017/18 Shared Use Path Expansion (W. Lincoln Way - Sunset Ridge to N. Dakota Ave)	\$193,619	\$196,658	Manatt's Inc
2018/19 Traffic Signal Program	\$199,689	\$200,533	Iowa Signal Inc
2017/18 Arterial Street Pavement Improvements (13th Street - Ridgewood to Harding Ave)	\$1,453,187	\$1,430,156	Con-Struct
2018/19 Collector Street Pavement Improvements (Hickory Drive - Westbrook to Woodland Street)	\$1,222,196	\$1,189,507	Manatt's Inc
2017/18 Right of Way Restoration (Pierce, Tyler, Meadowlane, Carr, E. 16th, Linden, Kellogg, 18th Street, S. Duff, Duff, O'Neil, Douglas, Grand, Sherman)	\$117,370	\$130,966	GreenTech of Iowa
2019/20 Shared Use Path Expansion - Vet Med Trail (S. 16th to ISU Research Park)	\$282,715	\$278,842	Howrey Construction
2019/20 Pavement Restoration (Slurry Seal) Broadmoor, Douglas, 21st, Stafford, Agg, George Allen, Paulsen, 11th, 5th, N. Oak, E. 8th, Ross, Bayberry, Kellogg, Onyx, Turquoise, Harcourt, Southdale Sunset, Roosevelt, Arkansas, Marston, Curtiss, Red Oak, White Oak	\$240,788	\$220,622	Fort Dodge Asphalt Co.



City Street Finance Report

Fiscal Year 2021

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11/19/2021 11:11:38 AM

Project Description	Contract Price	Final Price	Contractor Name
2019/20 Multi-modal Roadway Improvements (30th Street and Duff Ave)	\$244,106	\$258,333	Iowa Plains Signing
2007/08 Shared Use Path System Expansion (Bloomington to Ada Hayden)	\$385,000	\$404,669	Elder Corporation
2019/20 Asphalt Street Pavement (14th and 15th)	\$774,662	\$884,722	Manatt's Inc



City Street Finance Report

Fiscal Year 2021

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11/19/2021 11:11:38 AM

Summary

	General Fund Streets (001)	Road Use (110)	Other Special Revenues	Debt Service (200)	Capital Projects (300)	Utilities (600 & U0)	Grand Total
Begining Balance	\$0	\$6,682,995	\$0	\$0	\$24,632,625	\$0	\$31,315,620
SubTotal Expenses (-)	\$943,277	\$7,680,821	\$464,855	\$8,130,002	\$16,566,878	\$1,712,092	\$35,497,925
Subtotal Revenues (+)	\$943,277	\$8,824,834	\$464,855	\$8,130,002	\$17,962,305	\$1,712,092	\$38,037,365
Ending Balance	\$0	\$7,827,008	\$0	\$0	\$26,028,052	\$0	\$33,855,060

Resolution Number:

Execution Date: Tuesday, November 23, 2021

Signature: Amy Crabbs

COUNCIL ACTION FORM

SUBJECT: REQUEST FOR SUPPORT FOR AMES MAIN STREET PARTICIPATION IN MAIN STREET IOWA PROGRAM

BACKGROUND:

In 2009, Main Street Iowa, a program of the Iowa Economic Development Authority, approved an application from the Main Street Cultural District (now Ames Main Street, or AMS) to become a Main Street Iowa Community. Main Street Iowa provides training, technical support, and financial resources to participating Main Street Iowa communities. A program agreement between AMS, the Iowa Economic Development Authority, and the City outlines the responsibilities of each party for AMS to continue receiving this support.

The current program agreement is set to expire on December 31, 2021. A new agreement has been submitted for the City Council to consider. The proposed agreement would be in effect through December 31, 2023.

As with prior versions of this agreement adopted by the City, the City's responsibilities include adopting a resolution of support for the AMS, which commits the City to financially support AMS, a commitment to appoint a City official to the AMS board, and a commitment that the local program will follow the approach outlined by Main Street Iowa.

The City Council has provided support for the Main Street Cultural District on an annual basis. **Although this agreement requires a commitment of financial support for the Main Street Cultural District, the City Council ultimately determines its financial support of the program on the basis of the activities proposed by AMS during each budget process.**

The program agreement contains minor adjustments compared to prior versions adopted by the City. The adjustments do not appear to obligate the City to any significant new terms or conditions. A resolution of support, which also must be submitted to IEDA, is attached to this report.

ALTERNATIVES:

1. Approve the Program Agreement and adopt a resolution of support for Ames Main Street.
2. Do not approve the Program Agreement or resolution of support.

CITY MANAGER'S RECOMMENDED ACTION:

Ames Main Street receives critical support from the Main Street Iowa program. This support facilitates the events, activities, promotions, beautification projects, and grant opportunities in which Ames Main Street participates. Although the resolution and program agreement require a financial commitment to Ames Main Street on behalf of the City, the City Council is free to determine the level of support.

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

RESOLUTION NO. ____

**RESOLUTION OF SUPPORT AND FINANCIAL COMMITMENT
FOR THE MAIN STREET PROGRAM
IN AMES, IOWA**

WHEREAS, an Agreement exists between the Iowa Economic Development Authority, Ames Main Street and the City of Ames for the purpose of continuing the Main Street Iowa program in Ames; and,

WHEREAS, this Agreement is pursuant to contractual agreements between Main Street America and the Iowa Economic Development Authority to assist in the revitalization of the designated Main Street project area of Ames, Iowa; and,

WHEREAS, the City Council of the City of Ames, Iowa endorses the goal of economic revitalization of the designated Main Street District within the context of preservation and rehabilitation of its historic buildings and supports the continuation of the Main Street Approach™ as developed by Main Street America and espoused by Main Street Iowa.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Ames, Iowa, meeting in regular session on November 23, 2021, that the City of Ames, hereby agrees to support both financially and philosophically the work of the Main Street Cultural District and commits to appoint a City official to represent the City on the local Main Street Board.

PASSED, APPROVED, AND ADOPTED THIS 23rd day of November, 2021.

John A. Haila
Mayor, City of Ames

MAIN STREET IOWA PROGRAM CONTINUATION AGREEMENT

THIS MAIN STREET IOWA PROGRAM CONTINUATION AGREEMENT (“Agreement”) is entered into and executed by the Iowa Economic Development Authority (the “IEDA”), the City of Ames (the “City”), and Ames Chamber of Commerce / DBA Ames Main Street (the “Local Main Street Program”) (Individually “Party” and Jointly, the “Parties”).

WHEREAS, the IEDA administers the Main Street Iowa Program (the “MSI Program”); and

WHEREAS, the City was selected to participate in the MSI Program in 2009 and entered into a Program Agreement with the IEDA pursuant to which the City and the Local Main Street Program established a partnership with IEDA; and

WHEREAS, the City and the Local Main Street Program desire to continue to participate in the MSI Program; and

WHEREAS, the IEDA desires to continue the relationship which has been established with the City and the Local Main Street Program;

NOW THEREFORE, in consideration of the foregoing and mutual covenants and agreements contained herein, the Parties agree as follows:

SECTION I. The Local Main Street Program agrees to:

1. Main Street Revitalization Focus:

- a. Maintain the Local Main Street Program’s focus on the revitalization of the designated Main Street district utilizing the Main Street Approach®. This focus should be reflected in the programs annual plan of action, goals and objectives, vision, and mission statement.
- b. Promote the revitalization of the Main Street district through advocacy of tools and resources that support district investment, for example: development incentives, ordinances and policy that promote the revitalization of the district, design guidelines or standards that promote the protection of the traditional character of the district, district development planning, etc.

2. Main Street Paid Executive Director:

- a. Employ a paid full-time Executive Director for the Local Main Street Program who will be responsible for the day-to-day administration of the Local Main Street Program in the City. Full-time employment is defined as 40 hours per week dedicated to the Local Main Street Program. Part time employment is 25 hours per week dedicated to the Local Main Street Program. The Local Main Street Program and the City will work to the best of their ability to provide professional support, competitive compensation, and benefits for the Executive Director position.
- b. In the event this position is vacated during the time of this agreement, the Local Main Street Program shall fill this position in a reasonable time and provide a written timeline to fill this position to the IEDA’s Main Street Iowa State Coordinator (“the Coordinator”).
- c. If the Executive Director for the Local Main Street Program also serves as the director, executive director, chief executive officer, president, or other leadership role for another organization or program (e.g., chamber, tourism, community/county economic development, City, etc.) the Executive Director shall dedicate at least twenty-five hours per week to their duties as Executive Director of the Local Main Street Program.
- d. Develop and maintain an accurate position description for the Executive Director, a copy of which shall be provided to the Coordinator, which includes the rate of compensation and describes the professional activities for which the Executive Director is responsible.
- e. Maintain worker’s compensation insurance for the Executive Director and staff.

3. Designated Main Street District: Submit to the Coordinator a current map of the approved designated Main Street district contemporaneously with execution of this Agreement.
4. Main Street Program Office: Maintain an office within the designated boundaries of the local Main Street district.
5. Main Street Economic Impact Reporting:
 - a. Submit monthly economic impact reports to the Coordinator on or before 20th day of the following month documenting the progress of the Local Main Street Program's activities.
 - b. If the Local Main Street Program is 30 or more days late submitting any monthly economic impact report, Main Street Iowa design services, business support services, eligibility for grant applications, and targeted technical assistance visits available through Main Street Iowa may be suspended until the Local Main Street Program has submitted all required reports.
6. National Main Street Accreditation:
 - a. Maintain Main Street America National Accreditation.
 - b. Maintain a "Main Street America Member Community" membership with Main Street America.
 - c. Use the words "Main Street" when referring to and marketing the Local Main Street Program, either as an official part of the organization's name or as a tagline such as "A Main Street Iowa Program". As a designated Main Street Iowa community, the Local Main Street Program shall include the Main Street America and Main Street Iowa logos on all communication materials.
7. Training Requirements:
 - a. Participate, as required by the IEDA, in training sessions as scheduled throughout the year. To remain in compliance and to be eligible for Main Street America National Accreditation, the Local Main Street Program shall be represented at both days, in their entirety, of the three (3) annual training sessions that have been designated as mandatory on the MSI Program calendar.
 - b. Any newly hired Executive Director will be required to participate in Main Street Orientation as soon after the hire date as feasible. Registration and all related travel expenses for training will be paid by the Local Main Street Program.
8. Demonstrated Support:
 - a. Obtain from the City's governing body a Resolution of Support of the Local Main Street Program. This resolution must describe sources and amounts of funding for the program, a commitment to appoint a City official to represent the City on the Local Main Street Program governing board of directors, and that the City will continue to follow the Main Street Approach® as developed by Main Street America and espoused by Main Street Iowa for Main Street district revitalization.
 - b. Obtain a Resolution of Support from the Local Main Street Program governing board in which the board commits to continuing Main Street district revitalization following the Main Street Approach® as developed by the Main Street America and espoused by the MSI Program.
9. Compliance:
 - a. Not assign this agreement to another organization without obtaining prior written approval of the IEDA.
 - b. Remain in compliance with the requirements of the MSI Program as outlined in this agreement and the administrative rules for the MSI Program, 261 IAC Chapter 39. If the

IEDA finds that the Local Main Street Program is not in compliance with the requirements of this program agreement:

- i. IEDA shall issue an "Initial Warning" describing how the Local Main Street Program is out of compliance and provide guidance on how to resolve the issues. The Local Main Street Program will have 90 days to resolve non-compliance issues. During this 90-day period, all Main Street Iowa services, with the exception of targeted technical assistance to help the Local Main Street Program mitigate non-compliant items, will be suspended. At the end of the 90-day period, the IEDA will evaluate whether The Local Main Street Program has resolved the non-compliant issues.
- ii. If the Local Main Street Program is not in compliance at the end of the 90-day Initial Warning period, the IEDA may issue a Final Warning notifying the Local Main Street Program that, if the Local Main Street Program is not in compliance within 90 days after issuance of the Final Warning, Main Street Iowa may terminate this Agreement.
- iii. The IEDA will send Notice of Termination via overnight delivery service to the Local Main Street Program, the City, and Main Street America. Termination of this Agreement will result in the loss of recognition as a participant in the MSI Program and discontinuation all services provided by IEDA.
- iv. Within 30 days after issuance of the Notice of Termination, the Local Main Street Program shall cease using the trademarked brand "Main Street" and/or "Main Street Program" in its name or as part of its organization's identity.
- v. The City may reapply for Main Street Iowa designation.

10. Main Street Re-Designation:

- a. Continued participation in the MSI Program after the term of this Agreement shall be contingent upon re-designation as a participant in the MSI Program. Submission of a request for re-designation shall be submitted at least 90 days prior to the end of the term of this Agreement.
- b. The IEDA will provide information and guidance regarding re-designation to the Local Main Street Program at least 6 months prior to the re-designation request submission deadline.
- c. To be re-designated as a participant in the MSI Program, at a minimum, the Local Main Street Program shall:
 - i. Document local revitalization impacts through its partnership with Main Street Iowa;
 - ii. Demonstrate the Local Main Street Program's active utilization of MSI Program services and benefits;
 - iii. Identify specific plans for future downtown/Main Street district revitalization;
 - iv. Set out future Main Street Iowa technical assistance needs; and
 - v. Demonstrate continued broad-based commitment and support of the Local Main Street Program and its revitalization efforts.

SECTION II. The CITY agrees to:

1. Main Street Revitalization Support:

- a. Support and partner with the Local Main Street Program's focus on the revitalization of the designated Main Street district utilizing the Main Street Approach®.
- b. Support the revitalization of the Main Street district by utilizing tools and resources that support Main Street district investment, for example: development incentives, ordinances and policy that promote the revitalization of the district, design guidelines or standards that promote the protection of the traditional character of the district, district development planning, etc.

2. Main Street Financial Support: Invest financially into the operation of the Local Main Street Program.
3. National Main Street Accreditation: Support the Local Main Street Program in compliance with this Agreement and with the completion of the annual Main Street America Accreditation and the re-designation process described above.
4. Demonstrated Support: Pass a Resolution to demonstrate the City's support of the Local Main Street Program and revitalization of the downtown/designated Main Street district as an important element of the City's economic development strategy. In the resolution, the City must commit to providing funding for the Local Main Street Program, appoint a City official to represent the City on the Local Main Street Program governing board, and commit to continuing to follow the Main Street Approach® as developed by the Main Street America and espoused by the MSI Program for local Main Street district revitalization efforts.

SECTION III. The IEDA agrees to:

1. National Main Street Accreditation: Administer the Main Street America Accreditation process in Iowa on behalf of Main Street America and recognize Local Main Street Programs and Cities who successfully meet the Main Street America Accreditation Standards.
2. Main Street Technical Assistance:
 - a. Maintain a team of downtown revitalization specialists, including a Main Street Iowa State Coordinator, to manage communication between the Local Main Street Program, City, the Main Street Iowa Program, and state government agencies.
 - b. Provide, as requested and as can be scheduled, on-site technical assistance to the Local Main Street Program and City by one or more downtown revitalization specialists. Technical assistance may include design, economic vitality, promotion, organization, committee training, board planning retreat facilitation, and action planning.
 - c. Conduct an on-site partnership visit at least once every two years.
 - d. Provide continuing advice and information to the Local Main Street Program and City.
3. Main Street Training:
 - a. Coordinate at least three (3) statewide training sessions annually for Local Main Street Programs and Cities. The nature of training to be provided at each session shall be based on the combined needs of all Iowa Main Street Communities.
 - b. Conduct at least three MSI Program orientations for all new Executive Directors and Local Main Street Program board members and volunteers. The Orientation will introduce the Executive Director and Local Main Street Program volunteers and board members to the Main Street Program and to their immediate responsibilities.
 - c. Offer optional regional training sessions.
 - d. Statewide training sessions, orientations, and optional regional training sessions may be virtual, as determined by IEDA.
4. Main Street Network: Include the Local Main Street Program and City in the Main Street Iowa network.
5. Main Street Designation: Create and implement a re-designation process to be completed by all Local Main Street Programs every five (5) years.

SECTION IV. The PARTIES hereto otherwise agree as follows:

1. The term of this Agreement shall be for a period of twenty-four (24) months beginning January 1, 2022 and ending December 31, 2023.
2. This Agreement may be amended by a written agreement to amend the Agreement signed by all three Parties, provided that the IEDA may unilaterally amend this Agreement to comply with legislative, administrative, and policy changes by the federal or state government.
3. Should any governmental unit enact, promulgate, or adopt laws, regulations, rules, or policies which alter or in any way affect the MSI Program, the City and the Local Main Street Program shall not hold IEDA liable in any manner for the resulting changes.
4. This Agreement shall be binding upon and shall inure to the benefit of the Parties and their successors.
5. No Party shall discriminate against any employee or applicant for employment because of race, color, sex, age, disability, creed, religion, sexual orientation, marital status, or national origin.
6. Any Party may terminate this Agreement without cause after 30 days written notice to the other two parties.
7. This Agreement supersedes any previous agreements or negotiations, whether oral or written.
8. Nothing contained in this Agreement shall create any employer-employee relationship between or among any of the Parties.

IN WITNESS WHEREOF, the parties have executed this agreement.

BY: _____ Date _____
Mayor Signature

_____ Ames, IA
Mayor Printed Name City

BY: _____ Date _____
 Board President *Signature*

_____ Ames Chamber of Commerce
 Board President *Printed Name* DBA Ames Main Street
 Local Main Street Program

BY: _____ Date _____
 Deborah V. Durham, Director
 Iowa Economic Development Authority

COUNCIL ACTION FORM

SUBJECT: TAX INCREMENT FINANCING (TIF) AND REPORTING RESOLUTIONS FOR ANNUAL URBAN RENEWAL REPORT AND CERTIFICATON AND ANNUAL APPROPRIATION OF KINGLAND AND BARILLA TIF REBATES

BACKGROUND:

The 2012 Iowa Urban Renewal and Tax Increment Financing (TIF) Reform bill included provisions for reporting, including the Annual Urban Renewal Report, which must be approved by the governing board and provided to the Iowa Department of Management to be made available to the public on an internet site.

This report includes documents related to the urban renewal districts, such as the plan document and City Council action establishing the district, as well as financial information regarding TIF funds related to urban renewal districts. The due date for the report filing is December 1 of each year. The penalty for non-compliance is withholding certification of tax levies.

The attached report includes financial information for the South Bell, ISU Research Park District 1, ISU Research Park District 2, Barilla, and Campustown (Kingland) TIF districts. The attached Annual Urban Renewal Report is for the fiscal year ending June 30, 2021. The new Downtown Reinvestment Act Urban Renewal Area was not approved until the current fiscal year and is not included in the report.

In addition to the state reporting, the City is required to certify TIF debt with the County Auditor for the upcoming fiscal year. The ISU Research Park Districts 1 and 2, and the South Bell debt are General Obligation bonds approved by Council when issued, so no additional action is required. The Kingland and Barilla TIF districts involve a rebate of incremental property taxes subject to annual appropriation by the City Council. A resolution is required for the annual appropriation for the collection and rebate of incremental taxes per the agreements with Kingland and Barilla. Incremental taxes for the Kingland TIF are estimated at \$430,000 for the upcoming fiscal year. Incremental taxes for the Barilla TIF are estimated at \$420,000 for the upcoming fiscal year.

SUMMARY AND CURRENT STATUS OF TIF DEBT

South Bell Avenue TIF

The South Bell TIF debt was issued for infrastructure improvements to expand development along South Bell. The debt with principal of \$1,152,000 was issued in 2009. With the development starting at the outset of a recession, the repayment of the TIF had

a slow start and incremental taxes were not able to cover debt service until recently, resulting in a negative balance for the TIF fund. The TIF district is now generating positive cashflow and the final bond payment was made in FY 2020/21. Staff expects a partial release of TIF valuation to general taxation in FY 2022/23 with the TIF debt being fully paid off that year and the full value released to general taxation in FY 2023/24.

Campustown TIF (Kingland)

The Campustown TIF debt is an annually appropriated rebate of property taxes to Kingland as an economic development incentive for improvements in the Campustown area. The maximum amount of the rebate is \$2,064,530 or a term of 10 years, whichever comes first. The rebates began in FY 2016/17. A full rebate of property taxes is expected through FY 2022/23. In FY 2023/24 the maximum rebate amount will be met and part of the value will be released to general taxation. The full value would therefore be released in FY 2024/25. Since this TIF debt is subject to annual appropriation, the Council is required to approve the debt (rebate) each year until terms of the agreement are met.

Ames ISU Research Park District 1 & 2

The Ames ISU Research Park (ISURP) TIF debt was issued for infrastructure improvements to expand development in the ISU Research Park. The debt with principal of \$2,725,000 was issued in 2015. A second TIF district was established within the same Urban Renewal Area (URA) and bonds with a principal amount of \$290,000 were issued in 2019. The TIF district was generating positive cashflow by FY 2017/18 and the TIF balance accumulated is expected to be able to fully pay off the debt for District 1 and 2 by the end of FY 2022/23. This will mean that the full value of property within the URA will be released to general taxation in FY 2023/24. The TIF bonds will not be fully retired until FY 2030/31; the accumulated TIF balance will be spent down to make the bond payments.

Barilla TIF

The Barilla TIF debt is an annually appropriated rebate of property taxes to Barilla as an economic development incentive for expansion to its facility. The maximum amount of the rebate is \$3,000,000 or a term of 10 years, whichever comes first. The rebates began in FY 2020/21. A full rebate of property taxes is expected through FY 2026/27. In FY 2027/28 the maximum rebate amount will be met, and part of the value will be released to general taxation. The full value would therefore be released in FY 2028/29. Since this TIF debt is subject to annual appropriation, the Council is required to approve the debt (rebate) each year until terms of the agreement are met.

ALTERNATIVES:

1. Approve the City's annual 2021 Urban Renewal Report and resolution appropriating the payment of a rebate of incremental taxes for the Campustown and Barilla TIF districts.
2. Do not approve the report and resolution and refer this item back to staff.

CITY MANAGER'S RECOMMENDED ACTION:

In order for the City to comply with mandated reporting requirements and fulfill requirements under the development agreements with Kingland and Barilla, it is necessary to submit this report to the Iowa Department of Management by December 1 of this year and approve the appropriation of the tax increment rebates.

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

Annual Urban Renewal Report, Fiscal Year 2020 - 2021

Levy Authority Summary

Local Government Name: AMES
 Local Government Number: 85G811

Active Urban Renewal Areas	U.R. #	# of Tif Taxing Districts
AMES COMMUNITY DEVELOPMENT PARK URBAN RENEWAL	85012	0
AMES SOUTH BELL AVENUE URBAN RENEWAL	85021	2
AMES CAMPUSTOWN URBAN RENEWAL	85023	1
AMES ISU RESEARCH PARK URBAN RENEWAL	85024	4
AMES BARILLA URBAN RENEWAL	85026	1

TIF Debt Outstanding: 2,816,821

TIF Sp. Rev. Fund Cash Balance as of 07-01-2020:	-179,263	0	Amount of 07-01-2020 Cash Balance Restricted for LMI
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TIF Revenue:	0
TIF Sp. Revenue Fund Interest:	8,445
Property Tax Replacement Claims	1,924,393
Asset Sales & Loan Repayments:	0
Total Revenue:	1,932,838

Rebate Expenditures:	702,771
Non-Rebate Expenditures:	442,468
Returned to County Treasurer:	0
Total Expenditures:	1,145,239

TIF Sp. Rev. Fund Cash Balance as of 06-30-2021:	608,336	0	Amount of 06-30-2021 Cash Balance Restricted for LMI
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**Year-End Outstanding TIF
 Obligations, Net of TIF Special
 Revenue Fund Balance: 1,063,246**

Urban Renewal Area Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES COMMUNITY DEVELOPMENT PARK URBAN RENEWAL
 UR Area Number: 85012

UR Area Creation Date:

UR Area Purpose:

Tax Districts within this Urban Renewal Area

**Base Increment Increment
 No. No. Value
 Used**

Urban Renewal Area Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	0	0	0	0	0	0	0
Taxable	0	0	0	0	0	0	0	0	0
Homestead Credits									0

TIF Sp. Rev. Fund Cash Balance as of 07-01-2020: **0** **0** **Amount of 07-01-2020 Cash Balance Restricted for LMI**

TIF Revenue:	0
TIF Sp. Revenue Fund Interest:	0
Property Tax Replacement Claims	0
Asset Sales & Loan Repayments:	0
Total Revenue:	0

Rebate Expenditures:	0
Non-Rebate Expenditures:	0
Returned to County Treasurer:	0
Total Expenditures:	0

TIF Sp. Rev. Fund Cash Balance as of 06-30-2021: **0** **0** **Amount of 06-30-2021 Cash Balance Restricted for LMI**

Urban Renewal Area Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES SOUTH BELL AVENUE URBAN RENEWAL
 UR Area Number: 85021

UR Area Creation Date: 01/2009

UR Area Purpose: To expand the available inventory of fully serviced industrial land within Ames.

Tax Districts within this Urban Renewal Area	Base No.	Increment No.	Increment Value Used
AMES CITY/AMES SCH/SOUTH BELL AVENUE URBAN RENEWL TIF INCREM	850586	850186	8,569,170
AMES CITY AG/AMES SCH/SOUTH BELL AVENUE URBAN RENEWAL TIF INCREM	850587	850187	5,215

Urban Renewal Area Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	6,400	0	9,521,300	0	0	0	9,527,700	0	9,527,700
Taxable	5,215	0	8,569,170	0	0	0	8,574,385	0	8,574,385
Homestead Credits									0

TIF Sp. Rev. Fund Cash Balance as of 07-01-2020: -385,729 **0** **Amount of 07-01-2020 Cash Balance Restricted for LMI**

TIF Revenue: 0
 TIF Sp. Revenue Fund Interest: 0
 Property Tax Replacement Claims: 241,230
 Asset Sales & Loan Repayments: 0
Total Revenue: 241,230

Rebate Expenditures: 0
 Non-Rebate Expenditures: 110,243
 Returned to County Treasurer: 0
Total Expenditures: 110,243

TIF Sp. Rev. Fund Cash Balance as of 06-30-2021: -254,742 **0** **Amount of 06-30-2021 Cash Balance Restricted for LMI**

Projects For AMES SOUTH BELL AVENUE URBAN RENEWAL

South Bell Infrastructure

Description:	Public Infrastructure for South Bell Area
Classification:	Roads, Bridges & Utilities
Physically Complete:	Yes
Payments Complete:	No

Debts/Obligations For AMES SOUTH BELL AVENUE URBAN RENEWAL

2009B GO Bonds

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	0
Interest:	0
Total:	0
Annual Appropriation?:	No
Date Incurred:	10/29/2009
FY of Last Payment:	2021

Non-Rebates For AMES SOUTH BELL AVENUE URBAN RENEWAL

TIF Expenditure Amount:	110,243
Tied To Debt:	2009B GO Bonds
Tied To Project:	South Bell Infrastructure

◆ Annual Urban Renewal Report, Fiscal Year 2020 - 2021

Outstanding TIF backed GO bonds will be retired in FY 2021, however the TIF revenues were not able to cover the debt service over the term of the bonds resulting a negative balance. TIF revenues will be claimed through FY 23 to fund the debt service.

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Sum of Private Investment Made Within This Urban Renewal Area
during FY 2021

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES SOUTH BELL AVENUE URBAN RENEWAL (85021)
 TIF Taxing District Name: AMES CITY/AMES SCH/SOUTH BELL AVENUE URBAN RENEWL TIF INCREM
 TIF Taxing District Inc. Number: 850186
 TIF Taxing District Base Year: 2008
 FY TIF Revenue First Received: 2010
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2030

UR Designation	
Slum	No
Blighted	No
Economic Development	01/2009

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	9,521,300	0	0	0	9,521,300	0	9,521,300
Taxable	0	0	8,569,170	0	0	0	8,569,170	0	8,569,170
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	14,312	8,569,170	8,569,170	0	0

FY 2021 TIF Revenue Received: 0

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES SOUTH BELL AVENUE URBAN RENEWAL (85021)
 TIF Taxing District Name: AMES CITY AG/AMES SCH/SOUTH BELL AVENUE URBAN RENEWAL TIF INCREM
 TIF Taxing District Inc. Number: 850187
 TIF Taxing District Base Year: 2008
 FY TIF Revenue First Received: 2011
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2031

UR Designation	
Slum	No
Blighted	No
Economic Development	01/2009

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	6,400	0	0	0	0	0	6,400	0	6,400
Taxable	5,215	0	0	0	0	0	5,215	0	5,215
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	218	5,215	5,215	0	0

FY 2021 TIF Revenue Received: 0

Urban Renewal Area Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES CAMPUSTOWN URBAN RENEWAL
 UR Area Number: 85023

UR Area Creation Date: 11/2014

UR Area Purpose: To promote economic development
 in the Campustown area through
 the expansion of office and retail
 space.

Tax Districts within this Urban Renewal Area	Base No.	Increment No.	Increment Value Used
AMES CITY/AMES SCH/CAMPUSTOWN URBAN RENEWALTIF INCREM	850630	850230	13,607,800

Urban Renewal Area Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	17,075,000	0	0	0	17,075,000	0	17,075,000
Taxable	0	0	15,367,500	0	0	0	15,367,500	0	15,367,500
Homestead Credits									0

TIF Sp. Rev. Fund Cash Balance as of 07-01-2020: **0** **0** **Amount of 07-01-2020 Cash Balance Restricted for LMI**

TIF Revenue: 0
 TIF Sp. Revenue Fund Interest: 0
 Property Tax Replacement Claims 321,726
 Asset Sales & Loan Repayments: 0
Total Revenue: 321,726

Rebate Expenditures: 320,925
 Non-Rebate Expenditures: 0
 Returned to County Treasurer: 0
Total Expenditures: 320,925

TIF Sp. Rev. Fund Cash Balance as of 06-30-2021: **801** **0** **Amount of 06-30-2021 Cash Balance Restricted for LMI**

Projects For AMES CAMPUSTOWN URBAN RENEWAL

Campustown Kingland Building

Description:	Office and Retail Development
Classification:	Commercial - office properties
Physically Complete:	Yes
Payments Complete:	Yes

Debts/Obligations For AMES CAMPUSTOWN URBAN RENEWAL

Campustown Urban Renewal

Debt/Obligation Type:	Rebates
Principal:	320,925
Interest:	0
Total:	320,925
Annual Appropriation?:	Yes
Date Incurred:	11/10/2015
FY of Last Payment:	2021

Rebates For AMES CAMPUSTOWN URBAN RENEWAL

Kingland Systems

TIF Expenditure Amount:	320,925
Rebate Paid To:	Kingland Systems
Tied To Debt:	Campustown Urban Renewal
Tied To Project:	Campustown Kingland Building
Projected Final FY of Rebate:	2021

▲ Annual Urban Renewal Report, Fiscal Year 2020 - 2021

Urban renewal area for Campustown Redevelopment. Rebate of TIF to Kingland Campus Properties per development agreement provides a total of \$2,064,530 in tax rebate or a period of 10 years, whichever comes first. Subject to annual appropriation.

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Sum of Private Investment Made Within This Urban Renewal Area
during FY 2021

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES CAMPUSTOWN URBAN RENEWAL (85023)
 TIF Taxing District Name: AMES CITY/AMES SCH/CAMPUSTOWN URBAN RENEWALTIF INCREM
 TIF Taxing District Inc. Number: 850230
 TIF Taxing District Base Year: 2014
 FY TIF Revenue First Received: 2017
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2037

	UR Designation
Slum	No
Blighted	No
Economic Development	11/2013

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	17,075,000	0	0	0	17,075,000	0	17,075,000
Taxable	0	0	15,367,500	0	0	0	15,367,500	0	15,367,500
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	3,467,200	13,607,800	13,607,800	0	0

FY 2021 TIF Revenue Received: 0

Urban Renewal Area Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES ISU RESEARCH PARK URBAN RENEWAL
 UR Area Number: 85024

UR Area Creation Date: 11/2013

UR Area Purpose: To promote economic development
 for Iowa State University Research
 Park by extending public
 infrastructure.

Tax Districts within this Urban Renewal Area	Base No.	Increment No.	Increment Value Used
AMES CITY/AMES SCH/ISU RESEARCH PARK URBAN RENEWAL TIF INCREM	850628	850228	34,783,441
AMES CITY AG/AMES SCH/ISU RESEARCH PARK URBAN RENEWAL TIF INCREM	850629	850229	0
AMES CITY/AMES SCH/ISU RESEARCH PARK DISTRICT 2 UR	850658	850659	2,403,526
AMES CITY AG/AMES SCH/ISU RESEARCH PARK DISTRICT 2 UR	850660	850661	48,690

Urban Renewal Area Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	188,200	386,400	38,507,400	2,575,000	0	0	41,657,000	0	41,657,000
Taxable	153,352	212,807	34,656,660	2,317,500	0	0	37,340,319	0	37,340,319
Homestead Credits									0

TIF Sp. Rev. Fund Cash Balance as of 07-01-2020: **209,000** **0** **Amount of 07-01-2020 Cash Balance Restricted for LMI**

TIF Revenue: 0
 TIF Sp. Revenue Fund Interest: 8,445
 Property Tax Replacement Claims: 978,240
 Asset Sales & Loan Repayments: 0
Total Revenue: 986,685

Rebate Expenditures: 0
 Non-Rebate Expenditures: 332,225
 Returned to County Treasurer: 0
Total Expenditures: 332,225

TIF Sp. Rev. Fund Cash Balance as of 06-30-2021: **863,460** **0** **Amount of 06-30-2021 Cash Balance Restricted for LMI**

Projects For AMES ISU RESEARCH PARK URBAN RENEWAL

ISURP Infrastructure Extension

Description:	Extension of public infrastructure to serve ISURP
Classification:	Roads, Bridges & Utilities
Physically Complete:	Yes
Payments Complete:	Yes

Debts/Obligations For AMES ISU RESEARCH PARK URBAN RENEWAL

General Obligation Series 2015A

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	1,865,000
Interest:	249,050
Total:	2,114,050
Annual Appropriation?:	No
Date Incurred:	11/13/2015
FY of Last Payment:	2027

Non-Rebates For AMES ISU RESEARCH PARK URBAN RENEWAL

TIF Expenditure Amount:	332,225
Tied To Debt:	General Obligation Series 2015A
Tied To Project:	ISURP Infrastructure Extension

TIF Ord. amended 11.12.2019

256 Characters Left

Sum of Private Investment Made Within This Urban Renewal Area
during FY 2021

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES ISU RESEARCH PARK URBAN RENEWAL (85024)
 TIF Taxing District Name: AMES CITY/AMES SCH/ISU RESEARCH PARK URBAN RENEWAL TIF INCREM
 TIF Taxing District Inc. Number: 850228
 TIF Taxing District Base Year: 2014
 FY TIF Revenue First Received: 2017
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2037

UR Designation	
Slum	No
Blighted	No
Economic Development	11/2013

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	230,200	38,507,400	0	0	0	38,737,600	0	38,737,600
Taxable	0	126,781	34,656,660	0	0	0	34,783,441	0	34,783,441
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	149,100	34,783,441	34,783,441	0	0

FY 2021 TIF Revenue Received: 0

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES ISU RESEARCH PARK URBAN RENEWAL (85024)
 TIF Taxing District Name: AMES CITY AG/AMES SCH/ISU RESEARCH PARK URBAN RENEWAL TIF INCREM
 TIF Taxing District Inc. Number: 850229
 TIF Taxing District Base Year: 2014
 FY TIF Revenue First Received:
 Subject to a Statutory end date? No

UR Designation	
Slum	No
Blighted	No
Economic Development	No

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	57,300	0	0	0	0	0	57,300	0	57,300
Taxable	46,690	0	0	0	0	0	46,690	0	46,690
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	394,222	0	0	0	0

FY 2021 TIF Revenue Received: 0

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES ISU RESEARCH PARK URBAN RENEWAL (85024)
 TIF Taxing District Name: AMES CITY/AMES SCH/ISU RESEARCH PARK DISTRICT 2 UR
 TIF Taxing District Inc. Number: 850659
 TIF Taxing District Base Year: 2018
 FY TIF Revenue First Received:
 Subject to a Statutory end date? No

UR Designation	
Slum	No
Blighted	No
Economic Development	No

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	156,200	0	2,575,000	0	0	2,731,200	0	2,731,200
Taxable	0	86,026	0	2,317,500	0	0	2,403,526	0	2,403,526
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	165,761	2,403,526	2,403,526	0	0

FY 2021 TIF Revenue Received: 0

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES ISU RESEARCH PARK URBAN RENEWAL (85024)
 TIF Taxing District Name: AMES CITY AG/AMES SCH/ISU RESEARCH PARK DISTRICT 2 UR
 TIF Taxing District Inc. Number: 850661
 TIF Taxing District Base Year: 2018
 FY TIF Revenue First Received:
 Subject to a Statutory end date? No

UR Designation	
Slum	No
Blighted	No
Economic Development	No

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	130,900	0	0	0	0	0	130,900	0	130,900
Taxable	106,662	0	0	0	0	0	106,662	0	106,662
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	82,210	48,690	48,690	0	0

FY 2021 TIF Revenue Received: 0

Urban Renewal Area Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES BARILLA URBAN RENEWAL
 UR Area Number: 85026

UR Area Creation Date: 07/2017

This urban renewal area was created to facilitate the expansion of the Barilla manufacturing facility at 3303 and 3311 East Lincoln Way.

UR Area Purpose:

Tax Districts within this Urban Renewal Area

	Base No.	Increment No.	Increment Value Used
AMES CITY/AMES SCH/BARILLA URBAN RENEWAL INCREM	850638	850238	16,493,200

Urban Renewal Area Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	957,400	54,348,800	0	0	55,306,200	0	55,306,200
Taxable	0	0	861,660	48,913,920	0	0	49,775,580	0	49,775,580
Homestead Credits									0

TIF Sp. Rev. Fund Cash Balance as of 07-01-2020: **-2,534** **0** **Amount of 07-01-2020 Cash Balance Restricted for LMI**

TIF Revenue: 0
 TIF Sp. Revenue Fund Interest: 0
 Property Tax Replacement Claims: 383,197
 Asset Sales & Loan Repayments: 0
Total Revenue: 383,197

Rebate Expenditures: 381,846
 Non-Rebate Expenditures: 0
 Returned to County Treasurer: 0
Total Expenditures: 381,846

TIF Sp. Rev. Fund Cash Balance as of 06-30-2021: **-1,183** **0** **Amount of 06-30-2021 Cash Balance Restricted for LMI**

Projects For AMES BARILLA URBAN RENEWAL

Barilla Expansion

Description:	Expansion of pasta production and transportation facilities at Barilla America Inc.
Classification:	Industrial/manufacturing property
Physically Complete:	Yes
Payments Complete:	Yes

Debts/Obligations For AMES BARILLA URBAN RENEWAL

Barilla TIF Rebate

Debt/Obligation Type:	Rebates
Principal:	381,846
Interest:	0
Total:	381,846
Annual Appropriation?:	Yes
Date Incurred:	11/13/2018
FY of Last Payment:	2021

Rebates For AMES BARILLA URBAN RENEWAL

Ames Barilla

TIF Expenditure Amount:	381,846
Rebate Paid To:	Ames Barilla
Tied To Debt:	Barilla TIF Rebate
Tied To Project:	Barilla Expansion
Projected Final FY of Rebate:	2021

Jobs For AMES BARILLA URBAN RENEWAL

Project:	Barilla Expansion
Company Name:	Barilla America Inc
Date Agreement Began:	11/13/2018
Date Agreement Ends:	11/13/2023
Number of Jobs Created or Retained:	41
Total Annual Wages of Required Jobs:	2,039,897
Total Estimated Private Capital Investment:	64,000,000
Total Estimated Cost of Public Infrastructure:	0

◆ Annual Urban Renewal Report, Fiscal Year 2020 - 2021

Entered development agreement in November 2018. Beginning in FY 2019/20 incremental taxes will be rebated to Barilla for a period of 10 years or a total of \$3,000,000.

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Sum of Private Investment Made Within This Urban Renewal Area
during FY 2021

6400000

TIF Taxing District Data Collection

Local Government Name: AMES (85G811)
 Urban Renewal Area: AMES BARILLA URBAN RENEWAL (85026)
 TIF Taxing District Name: AMES CITY/AMES SCH/BARILLA URBAN RENEWAL INCREM
 TIF Taxing District Inc. Number: 850238
 TIF Taxing District Base Year: 2017
 FY TIF Revenue First Received:
 Subject to a Statutory end date? No

UR Designation	
Slum	No
Blighted	No
Economic Development	No

TIF Taxing District Value by Class - 1/1/2019 for FY 2021

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	957,400	54,348,800	0	0	55,306,200	0	55,306,200
Taxable	0	0	861,660	48,913,920	0	0	49,775,580	0	49,775,580
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2021	38,813,028	16,493,172	16,493,200	-28	-1

FY 2021 TIF Revenue Received: 0

ITEM#: 11
DATE: 11/23/21

COUNCIL ACTION FORM

SUBJECT: AMEND PURCHASING POLICIES TO INCLUDE AN UNALLOWABLE PURCHASES CLASSIFICATION FOR FLEET VEHICLES AND EQUIPMENT

BACKGROUND:

On September 14, 2021, the City Council approved the prioritization of action steps from the “Policing in Ames” Report. Item 20 of this report recommends that “the City Council will adopt a policy that no surplus armored military vehicles may be purchased or accepted for City use”. City staff determined the Policy should be located within the City’s Purchasing Policies. This Policy requires City Council approval to amend.

The proposed addition to purchasing policies is under Section 3, Fleet Vehicles and Equipment, 3.07 Unallowable Purchases:

- A. The City shall not purchase surplus armored military vehicles or accept them for City use.

ALTERNATIVES:

1. Approve the amendment to the purchasing policies outlined above to prohibit the purchase or acceptance of surplus armored military vehicles.
2. Reject the proposed amendment to the purchasing policies.

CITY MANAGER’S RECOMMENDED ACTION:

The proposed amendment to the Purchasing Policies accomplishes one of the action steps approved by the City Council following the issuance of the “Policing in Ames” report.

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

ITEM#: 12
DATE: 11-23-21

COUNCIL ACTION FORM

SUBJECT: CYRIDE AWARD OF CONTRACT FOR ARTICULATING BUS PURCHASE

BACKGROUND:

Over the past several years CyRide has been working to increase the number of 60-foot articulated buses in the fleet to a total of ten so the #23 Orange route can be operated exclusively with articulated buses. These larger vehicles allow for a higher capacity of passengers during peak periods, reducing the need to operate extra buses.

CyRide currently owns six 60-foot articulated buses, all manufactured by NOVA Bus of Plattsburg, New York and the purchase of a seventh 60-foot articulated bus was approved and awarded to NOVA Bus in March 2021 by the Transit Board of Trustees and the Ames City Council. The Capital Improvement Plan (CIP) has one articulated bus programmed each year through FY 2024 bring the total articulated buses fleet to ten.

The following sources are available to fund the FY 2021/22 articulated bus project and are programmed in the CIP.

Item	Federal Share	Local Share	Total Cost
Section 5307	\$410,426	\$102,606	\$513,032
Section 5307 – Surface Transportation Block Grant	\$225,000	\$56,250	\$281,250
Local Funding	-	\$55,718	\$55,718
Funding Summary	\$635,426	\$214,574	\$850,000

If approved, this eighth articulating bus would replace an existing 40-foot bus that is past its useful life, moving CyRide closer to meeting its federal Transit Asset Management (TAM) plan goals. Newer buses provide significantly cleaner emissions and a lower operational cost per mile.

As with the articulated bus approved for purchase in March 2021, CyRide has determined the most cost-effective method for purchasing this new bus is utilizing a state cooperative procurement schedule. Statewide purchasing schedules allow CyRide to reduce administrative time and leverage the buying power of many agencies, which would not otherwise be available if CyRide were to pursue an independent procurement process. The use of another state's procurement schedule is authorized under the FAST Act for grantees acquiring rolling stock and related equipment. The State of Washington contract has been identified as offering the best value for CyRide.

CyRide's current fleet of NOVA articulated buses have proven to be cost effective and reliable. There are significant savings realized by keeping the articulated bus fleet standardized to one manufacturer, including a reduction in spare parts inventory, lower costs for additional training, and quicker repair times. As a result, CyRide has selected NOVA Bus to be the original equipment manufacturer for this purchase.

The estimated price from NOVA Bus has been quoted at \$796,333. The purchase of additional technologies like automatic vehicle location hardware, automatic vehicle annunciators, and automatic passenger counters are still being considered for these buses and will be maintained within the overall project budget. CyRide will continue to refine bus specifications until approximately six months before the vehicles are built, at which point the manufacturer will provide updated pricing. Since vehicle pricing is not finalized until late in the process, CyRide is requesting approval of award to NOVA Bus of Plattsburg, New York, at the not-to-exceed amount of \$850,000. The delivery date of the bus will be approximately 6 to 8 months after a purchase order is issued.

The Transit Board of Trustees approved the award of contract to Nova Bus at their November 10, 2021, meeting.

ALTERNATIVES:

1. Approve the award of contract for one 60-foot articulated bus to NOVA Bus of Plattsburg, New York, for a total not-to-exceed amount of \$850,000.
2. Direct staff to proceed according to Council priorities.

CITY MANAGER'S RECOMMENDED ACTION:

The purchase of this new articulated bus will move CyRide closer to the goal of operating the #23 Orange route exclusively with articulated buses. This new bus will also help CyRide achieve its TAM plan goals and increase the overall sustainability of the fleet.

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

ITEM#: 13
 DATE: 11-23-21

COUNCIL ACTION FORM

SUBJECT: CYRIDE AWARD OF CONTRACT FOR BATTERY ELECTRIC BUS CHARGING EQUIPMENT

BACKGROUND:

To operate CyRide’s two new battery electric buses planned to arrive in the summer of 2022, CyRide needs to equip the building with specialized bus charging equipment. The equipment required includes a centralized charging unit and two vehicle dispensers. Depot charging equipment was included in the original battery electric bus project budget, which is detailed below, and is included in the Capital Improvements Plan.

Item	Low/No Grant	VW Grant	Local	Total
Depot Charging Station and Dispensers	\$85,000	\$20,000	\$35,000	\$140,000

On September 27, 2021, CyRide staff, in coordination with the Purchasing Department, issued a request for proposals (RFP) asking vendors to submit information on battery electric bus chargers and associated equipment. RFP responses were due October 19, 2021. CyRide received responses from three firms, which were subsequently scored by CyRide staff. The results of the scoring process are summarized below.

Criteria	Weight	Siemens	ChargePoint	WESTCO (ABB)
Base Proposal Price		\$96,000.00	\$139,250.00	\$160,193.19
Bid Responsiveness	5%	0.45	0.50	0.50
Price	40%	4.00	2.74	2.38
Experience Connecting to Heavy-Duty Buses	10%	0.77	0.73	0.77
Lead Time	15%	1.50	1.00	1.15
Charging Control Abilities	10%	0.77	0.97	0.93
Serviceability, Maintenance, and Maintainability	20%	1.33	1.93	1.87
Total	100%	8.82	7.87	7.60

Following this evaluation, CyRide staff determined the proposal from Siemens Industry Inc. of Buffalo Grove, IL, offers the best overall value for CyRide. Siemens has the lowest cost and the shortest delivery lead time while still meeting the system requirements for charging the new battery electric buses.

This RFP was for charging hardware only. If this purchase is approved by Council an additional procurement will be released for installation and construction services to install the equipment at the CyRide facility.

The Transit Board of Trustees approved award of contract to Siemens Industry at its November 10, 2021, meeting

ALTERNATIVES:

1. Approve award of contract to Siemens Industry Inc. of Buffalo Grove, IL, for the bid amount of \$96,000.
2. Direct staff to proceed according to Council priorities.

CITY MANAGER'S RECOMMENDED ACTION:

Approving award of charging equipment to Siemens will enable CyRide to proceed with the battery electric bus project's facility construction and equipment phases, at the best value.

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

COUNCIL ACTION FORM

SUBJECT: 2021/22 TRAFFIC SIGNAL PROGRAM (UNIVERSITY BOULEVARD & SOUTH FOURTH STREET)

BACKGROUND:

The Traffic Signal Program is the annual program that provides for replacing older traffic signals and constructing new traffic signals in the City, which will result in improved visibility, reliability, and appearance of signals. Traffic signal replacements include video detection systems instead of in-pavement loop detection systems, providing detection of bicycles in addition to vehicles, and much higher reliability.

To reduce the impact of long lead times for traffic signal poles, staff solicited bids for the poles prior to the future letting of the signal replacement project at University Avenue/S. 4th Street. On November 9, 2021, bids were received by Purchasing for the traffic signal poles as follows:

Bidder	Total Bid
<i>Engineer's estimate</i>	<i>\$45,000</i>
JTH Lighting Alliance	\$58,359
Valmont Industries	\$72,059

The engineering, construction administration, and construction budget for this project is currently programmed with \$400,000 in Road Use Tax funds.

ALTERNATIVES:

1. Award the Traffic Signal Poles purchase to JTH Lighting Alliance of Apple Valley, Minnesota in the amount of \$58,359.00.
2. Reject the bids and direct staff to purchase equipment with the construction letting.

CITY MANAGER'S RECOMMENDED ACTION:

Proceeding with this purchase will make it possible to receive these signal poles in time for 2022 construction. The other equipment necessary for this project and the project construction will be bid separately at a later date.

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

COUNCIL ACTION FORM

**SUBJECT: CONTRACT FOR FIELD ENGINEERING SERVICES FOR UNIT #8
OVERHAUL AT POWER PLANT – CHANGE ORDER 1**

BACKGROUND:

On June 23, 2020, the City Council approved plans and specifications for the Unit 8 Turbine-Generator Overhaul Project. The Unit 8 Turbine-Generator is disassembled at regular intervals to inspect the turbine and the generator for repairs and to install replacement parts that may be needed to prevent unplanned turbine-generator outages, prevent costly turbine-generator damage, and increase turbine-generator efficiency and reliability.

Major turbine-generator overhauls are performed generally every 5-10 years, depending on amount of run time and conditions. The last major overhaul on Unit 8 was performed in 2013. The overhaul consists of removing the top turbine casing, removing the turbine rotor, removing the end caps on the generator, and removing the generator rotor. Numerous inspections, measurements, and tests are taken on all parts to assess wear and damage and they are within tolerance. Damaged or worn parts are repaired or replaced, and the unit is reassembled.

General Electric (GE) is the original equipment manufacturer (OEM) of the turbine generator. Because of the precision of the many parts inside the turbine-generator and the knowledge and experience required to inspect and repair them correctly, a field service person from GE is needed to be on site overseeing all inspections and repairs during the entire project. As the OEM, GE has all necessary drawings and is very familiar with our unit since we have used GE's services for the turbine controls conversion in 2016. Additionally, GE technical services was used during the last overhaul performed on Unit 7 in 2019.

On April 13, 2021, City Council approved a contract for GE's technical services in the amount of \$242,800. The original proposal provided a firm price for GE to perform field engineering services on site for 10-hour shifts, 6 days a week, for 8 weeks.

The overhaul project has not been able to be completed within the originally planned 8-week window due to two major factors. First, the Electric utility is subject to membership requirements of the Mid-Continent Independent System Operator (MISO), the utility's power marketing organization. In order to meet MISO operating requirements, Unit 8 needed to be operational by August 29, 2021, and operate for a minimum of 30 days to have the unit's capacity accredited with MISO. Therefore, the project scheduling expected the contractor to mobilize in June and complete the project before this August 29 deadline.

Second, ahead of the project, the Unit 8 crane was supposed to be rebuilt by a separate contractor. The crane is necessary to completely disassemble the turbine and generator components for inspection and repair. However, the crane was not returned to service prior to the turbine-generator overhaul project commencing, despite the original completion date of the crane rebuild being October 31, 2020.

Therefore, the turbine contractor (Blade Runner) mobilized to the site on June 11, 2021, and GE was on site June 14, 2021, to begin the outage on Unit 8. The turbine contractor performed what could be done without the overhead unit crane, expecting the crane to be available within days. **Due to delays by the crane contractor because of material availability, the crane was not installed until June 12, 2021.** The next day, June 13, 2021, the crane failed its load certification test and was rendered inoperable.

Ames staff believed the contractor could repair the crane and pass the test within a few days. However, it became apparent that the crane would not be available in time to complete the entire overhaul before MISO's August 29 deadline. Therefore, Electric staff determined it would be best to perform all repairs that would ensure Unit 8's availability by the 29th, operate the unit for the 30-day requirement, and then return to perform the remaining overhaul scope in a second maintenance outage beginning October 4, 2021.

Following the failed load certification test, the Unit 8 crane was repaired and certified on July 23, 2021. The turbine contractor and GE returned to site on October 4, 2021, and continued the work to complete the entire scope of the overhaul. Unfortunately, the crane incident slowed down the project, which necessitates an additional three weeks of technical services from GE.

To date, the total contract amount has been spent. **Based on the initial contract, three weeks would cost an additional \$91,000. Therefore, the action being requested is to approve Change Order No. 1 to General Electric in the amount of \$91,000 to extend the contract to provide technical oversight for an additional 3 weeks.** GE's technical services payment is based on verification of timesheets and using approved rates.

Funding for the Unit 8 Turbine-Generator Overhaul Project was originally budgeted in the 2019/20 CIP in the amount of \$3,000,000 total. **If approved, this Change Order increases the total GE contract amount to \$333,800. This is below the \$350,000 budgeted for GE services in the CIP. However, the entire project has exceeded the \$3,000,000 in available funding due to Change Orders with the turbine contractor, Blade Runner. A separate Council Action Form is being presented to the City Council on the November 23, 2021, agenda outlining the Blade Runner Change Orders and the funding sources to cover them.**

Contracts awarded to date on this project are:

Argo	Parts	\$ 1,077,109.00
Argo	City to pay sales tax	\$ 74,711.63
MD&A	Parts (sales tax included)	\$ 191,461.85
Power Plant Services	Parts (sales tax included)	\$ 147,224.65
Burns & McDonnell	Engineering	\$ 39,176.89
General Electric	Technical Support	\$ 242,800.00
General Electric	CO #1 (This Council Action)	\$ 91,000.00
Blade Runner	Prime Contractor	\$ 699,800.00
Blade Runner	City to pay sales tax	\$ 48,986.00
Blade Runner	CO # 1	\$ 607,678.37
Blade Runner	City to pay sales tax	\$ 42,537.49
Blade Runner	CO # 2	\$ 26,993.86
Blade Runner	City to pay sales tax	\$ 1,889.57
Blade Runner	CO # 3	\$ 181,357.44
Blade Runner	City to pay sales tax	\$ 12,695.02
Blade Runner	CO # 4 (Separate Council Action)	\$ 123,843.27
Blade Runner	City to pay sales tax	\$ 8,669.03
	TOTAL	\$3,617,934.07

The Engineer's estimate for the cost of the total project was \$2,488,000, although it is very difficult to determine the actual repair cost before the unit is completely disassembled and measured/tested. Funding for the Unit 8 Turbine-Generator Overhaul Project was originally budgeted in the 2019/20 CIP in the amount of \$3,000,000. Funds to finance expenses exceeding that amount will be taken from the Unit 7 Boiler Repair Project CIP, the Unit 7 Turbine-Generator Overhaul CIP, and the Unit 8 Turbine & Generator Maintenance account.

In total, funds are available for this project as follows:

2019/20 Unit #8 Turbine Generator Overhaul CIP

Materials/Parts	\$1,000,000.00
Construction	1,650,000.00
GE Tech Support	350,000.00
Unit 7 Boiler Tube CIP	311,623.00
Unit 7 Overhaul CIP	288,924.12
Unit 8 Turbine & Generator Maint.	55,000.00
TOTAL	\$3,655,547.12

City staff is reviewing the crane contract and the events leading up to the failure of the crane during the load certification testing. The delays that resulted from this incident have resulted in this cost increase as well as other cost increases to re-mobilize other contractors on this project. Staff is consulting with legal counsel to determine the liability the crane contractor has for these costs and will consider pursuing a claim against the crane contractor and/or others responsible for the damage and resulting delays.

ALTERNATIVES:

1. Approve Change Order 1 for additional technical field advisor services for Unit 8 overhaul with General Electric Steam Services, Inc., Midlothian, Virginia, in an amount not-to-exceed \$91,000.
2. Do not approve Change Order 1 for additional technical field engineering services for Unit 8 overhaul.

CITY MANAGER'S RECOMMENDED ACTION:

This project will complete the overhaul of Unit 8 Turbine-Generator. It is crucial to perform this work in a timely fashion in order to maintain compliance with the turbine-generator and maintain reliability. General Electric is the manufacturer of the turbinegenerator and its technical field direction during the actual work is critical to the success of the project.

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

COUNCIL ACTION FORM

SUBJECT: UNIT 8 TURBINE-GENERATOR OVERHAUL PROJECT – CHANGE ORDER NO. 4

BACKGROUND:

On June 23, 2020, the City Council approved plans and specifications for the Unit 8 Turbine-Generator Overhaul Project. The Unit 8 Turbine-Generator is disassembled at regular intervals to inspect the turbine and the generator for repairs and to install replacement parts that may be needed to prevent unplanned turbine-generator outages, prevent costly turbine-generator damage, and increase turbine-generator efficiency and reliability.

Repairs and replacement of worn parts will be completed as the inspection progresses. Experience has shown that certain parts require replacement every major overhaul and some parts become unusable during the disassembly process. This overhaul to repair and replace parts is required and recommended by boiler and machinery insurance carriers and follows accepted industry standards. This contract is for labor and materials for the inspection and repairs to Unit 8 turbine-generator. Spare parts are made available to the contractor for repair and replacement and are bid under a separate contract.

Award of contract was made October 13, 2020, to Blade Runner Turbomachinery Services (BRTS), LLC of Navasota, Texas, for the base bid and Alternate #10 (Turbine Lube Oil System High Speed Flush) in the amount of \$699,800 (plus applicable sales taxes to be paid by the City).

Once the turbine was opened, it was determined that the generator rotor needed to be removed, shipped to a repair facility, and undergo a re-winding. To accomplish this work, Change Order #1 was approved by the City Council on September 28, 2021, in the amount of \$607,678.37 (plus \$42,537.49 in sales taxes to be paid by the City).

Change Order #2 authorized the contractor to disassemble the turbine stop valve, clean the main valve and seat, transport the pilot valve and seat to a shop in Chicago where parts were machined to correct tolerances, and then re-install the parts into the turbine stop valve. The cost for Change Order No. 2 was \$26,993.86 (plus \$1,889.57 in sales taxes to be paid by the City) and approved by the City Manager.

Change Order #3 was approved by the City Council on October 26, 2021 in the amount of \$181,357.44 (plus \$12,695.03 in sales taxes to be paid by the City). This change order was for performing four major items: a low-speed balance test of the turbine rotor, major repairs to the diaphragms (stationary blades), machine work on the casing, and to perform bearing repairs.

THIS ACTION:

The action now being requested is to approve Change Order No. 4 to Blade Runner Turbomachinery Services in the amount of \$123,843.27. This change order includes three items: additional costs incurred that are outside the original scope of work due to Unit 8 crane delay, additional work/machining for bucket installation, and installing a new gear in the turning gear. This change order requires an additional \$8,669.03 to be paid in sales taxes by the City to the state of Iowa.

The Unit 8 crane delay has caused additional costs for this contract because it resulted in the overhaul project not being able to be completed within the originally planned 8-week project window. The Electric utility is subject to requirements from the Mid-Continent Independent System Operator (MISO). In order to meet MISO operating requirements, Unit 8 needed to be operational by August 29, 2021 and operate for 30 days to avoid potentially costly consequences. Therefore, the project scheduling expected the contractor to mobilize in June and complete the project before this August 29 deadline.

Ahead of the overhaul project, the Unit 8 crane was supposed to be rebuilt by a separate contractor. The crane is necessary to completely disassemble the turbine and generator components for inspection and repair. However, the crane was not returned to service prior to the turbine/generator overhaul project commencing, despite the original completion date of the crane rebuild being October 31, 2020.

Therefore, Blade Runner mobilized to the site on June 11, 2021 and GE (technical services) was on site June 14, 2021, to begin the outage on Unit 8. Blade Runner performed what could be done without the overhead unit crane, expecting the crane to be available within days. **Due to delays by the crane contractor because of material availability, the crane was not installed until June 12, 2021.** The next day, the crane failed its load certification test and was rendered inoperable.

Ames staff believed the crane contractor could repair the crane and pass the test within a few days. However, it became apparent that the crane would not be available in time to complete the entire overhaul before MISO's August 29 deadline. Therefore, Electric staff determined it would be best to perform all repairs that would ensure Unit 8's availability by the 29th, operate the unit for the 30-day requirement, and then return to perform the remaining overhaul scope in a second maintenance outage beginning October 4.

The Unit 8 crane was repaired and certified on July 23, 2021. Blade Runner and GE returned to site on October 4 and have continued the work to complete the entire scope of the overhaul. **Unfortunately, the unavailability of the crane slowed down the project and a large portion of the tasks that needed to be performed before the August 29th deadline need to be recompleted to accomplish the remaining overhaul scope. These tasks include additional mobilizing costs, a second disassembly and reassembly of main components, and extending the rental of equipment and tools.**

While some of the performed tasks were part of the original scope, it was less efficient to perform them without the crane. The additional work includes fitting different style blade attachments than what was originally on the turbine. The different blade attachment style is needed because the original style is unavailable. The additional rotor work is to remove the old turning gear, machine the new gear, and install on the turbine rotor. The City also experienced additional costs with GE technical services due to the delay; these costs are addressed in a separate Council Action Form.

This Change Order, in an amount of \$123,843.27 plus tax, increases the total Blade Runner contract amount to \$1,754,450.06. Contracts awarded to date on this project are:

Argo	Parts	\$ 1,077,109.00
Argo	City to pay sales tax	\$ 74,711.63
MD&A	Parts (sales tax included)	\$ 191,461.85
Power Plant Services	Parts (sales tax included)	\$ 147,224.65
Burns & McDonnell	Engineering	\$ 39,176.89
General Electric	Technical Support	\$ 242,800.00
General Electric	CO #1 (Separate Council Action)	\$ 91,000.00
Blade Runner	Prime Contractor	\$ 699,800.00
Blade Runner	City to pay sales tax	\$ 48,986.00
Blade Runner	CO # 1	\$ 607,678.37
Blade Runner	City to pay sales tax	\$ 42,537.49
Blade Runner	CO # 2	\$ 26,993.86
Blade Runner	City to pay sales tax	\$ 1,889.57
Blade Runner	CO # 3	\$ 181,357.44
Blade Runner	City to pay sales tax	\$ 12,695.02
Blade Runner	CO # 4 (This Council Action)	\$ 123,843.27
Blade Runner	City to pay sales tax	\$ 8,669.03
	TOTAL	\$3,617,934.07

The Engineer's estimate for the cost of the total project was \$2,488,000, although it is very difficult to determine the repair cost before the unit is completely disassembled and measured/tested. Funding for the Unit 8 Turbine-Generator Overhaul Project was originally budgeted in the 2019/20 CIP in the amount of \$3,000,000. **Funds to finance expenses exceeding that amount will be taken from savings related to Unit 7 Boiler Repair Project CIP, the Unit 7 Turbine-Generator Overhaul CIP, and the Unit 8 Turbine & Generator Maintenance account.**

In total, funds are available for this project as follows:

2019/20 Unit #8 Turbine Generator Overhaul CIP	
Materials/Parts	\$1,000,000.00
Construction	1,650,000.00
GE Tech Support	350,000.00
Unit 7 Boiler Tube CIP	311,623.00
Unit 7 Overhaul CIP	288,924.12
Unit 8 Turbine & Generator Maint.	55,000.00
TOTAL	\$3,655,547.12

City staff is reviewing the crane contract and the events leading up to the failure of the crane during the load certification testing. The delays that resulted from this incident have resulted in this cost increase as well as other cost increases to re-mobilize other contractors on this project. Staff is consulting with legal counsel to determine the liability the crane contractor has for these costs and will consider pursuing a claim against the crane contractor and/or others responsible for the damage and resulting delays.

ALTERNATIVES:

1. Approve Change Order No. 4 to Blade Runner Turbomachinery Services, LLC of Navasota, Texas, in the amount of \$123,843.27 for the Unit 8 Turbine-Generator Overhaul Project.
2. Do not approve the change order and direct staff to seek other options available to complete this work.

CITY MANAGER'S RECOMMENDED ACTION:

Approving this change order will restore the Unit 8 generator rotor to near like-new condition, providing reliable generator availability and performance for the future.

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

COUNCIL ACTION FORM

**SUBJECT: POWER PLANT BOILER MAINTENANCE SERVICES CONTRACT—
CHANGE ORDER NO. 1**

BACKGROUND:

The Electric Plant has two natural gas-fired, high-pressure steam turbine electric generating units which are referred to as Units No. 7 and 8. These units require regular professional maintenance and repair. The maintenance of these units consists of both emergency and planned repairs and service. Services include a variety of boiler maintenance and repairs, pump and piping repairs, and other miscellaneous mechanical Power Plant work.

On June 22, 2021, Council approved the contract renewal with Plibrico Company LLC, Omaha, NE, for the Power Plant Boiler Maintenance Services Contract, for a one-year period from July 1, 2021, through June 30, 2022, in an amount not to exceed \$315,000. This renewal was the second of four-renewal periods subject to Council approval of funding for boiler maintenance services.

The benefits of having a contract for these services in place include the following:

- 1) Consistency of work and quality from a single contractor.
- 2) Reduction in the City's exposure to market forces regarding prices and availability for labor, travel, and supplies.
- 3) Rapid contractor mobilization to start emergency repairs, thus reducing power plant downtime.
- 4) Save City staff time preparing specifications, obtaining and evaluating bids, and securing other procurement documentation.

This contract has traditionally been used for all pressure part maintenance and repair. For FY 2020/21, the City had also entered into a Power Plant Maintenance contract with API to provide other maintenance services. **API decided late in the annual renewal process to decline to renew the Power Plant Maintenance contract for FY 2021/22.**

To fill this void, Power Plant staff has been using Plibrico to provide these maintenance services under the rates agreed to in the Boiler Maintenance contract. This in essence had caused all maintenance for the current fiscal year—boiler and general power plant—to be performed under the Plibrico contract. Plibrico's rates for these services were competitively bid when the Boiler Maintenance contract was originally awarded, and were determined to provide the utility with a good value. Staff has evaluated Plibrico's rates compared to API's rates for the work and believes a comparable amount of work can be completed for this contract amount.

Staff is requesting that Council utilize the funds that were budgeted for the Power Plant Maintenance contract (API) to finance an increase in the Power Plant Boiler Maintenance contract (Plibrico). The Power Plant Maintenance contract would then not be sent out to bid for the current fiscal year.

The proper way to accomplish this is through a Change Order to the Plibrico contract. **Change Order No. 1 to the Boiler Maintenance Services Contract will add an additional \$320,000 plus \$22,400 tax to the contract for FY 2021/22. This will bring the total contract amount to \$657,400.** Invoices will be based on contract rates for time and materials for services that are actually performed.

ALTERNATIVES:

1. Approve contract Change Order No. 1 with Plibrico Company LLC, Omaha, NE for the Power Plant Boiler Maintenance Services Contract in the not-to-exceed amount of \$320,000. This will bring the total FY 2020/21 contract value to a not-to-exceed amount of \$657,400.
2. Do not approve the change order. This action will delay performing needed maintenance and repairs.

CITY MANAGER'S RECOMMENDED ACTION:

This work is necessary to ensure that a qualified professional firm will respond to both scheduled and emergency needs for both boiler repair and power plant maintenance services and will also control costs by having established billing rates. Funds will be expended only as work is performed.

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

COUNCIL ACTION FORM

SUBJECT: CONTRACT COMPLETION FOR THE ADA HAYDEN HERITAGE PARK FISHING PIER IMPROVEMENTS PROJECT

BACKGROUND:

This project included renovating the accessible fishing pier at Ada Hayden Heritage Park that was originally constructed in 2009. Over the past few years, undulations started to appear on the deck which were determined to be caused by the heaving of the pilings below the structure of the pier. A geotechnical consultant determined that heaving of the pilings was caused by “ice jacking” which occurs when ice forms around the pilings, the water level increases, and the pilings heave.

Snyder & Associates, Inc., Ankeny, Iowa developed plans and specifications to correct the problem and reduce the risk of this happening again. The base bid included removing the decking material, railings, and six pilings from the lake side of the pier; leveling the existing pilings; adding rip rap around each piling to prevent ice formation during winter months, replacement of the decking and railings; removal of a portion of the asphalt trail and walkways to the pier, and installation of a new path to the north of the existing path so park users had a safe route during construction. Alternate #1 included adding a retaining wall on the north side of the pier, between the two walkways, which provides additional support to prevent heaving. City Council awarded the Base Bid and Alternate #1 to Woodruff Construction, Inc., Ames, Iowa on June 8, 2021, in the amount of \$201,130.

During the project there were three change orders adding \$9,091 to the total cost of the project. Change order #1 was for a deduction of \$90 from the base bid amount due to a clerical error. Change order #2 included an increase in the amount of concrete needed to complete the replacement path adjacent to the pier. Change order #3 included replacement of the wood joists and additional perimeter decking material. Originally the plan was to reuse the joists, but it was determined during construction that they were unable to be reused. A breakdown of final projects costs is below:

Project Component	Cost
Design	\$ 15,000
Construction (Base bid & Alt. 1)	\$ 201,130
Change Order #1,2,3	\$ 9,091
Construction Materials Testing	\$ 1,192
Geotechnical Exploration	\$ 5,600
Total Project Cost	\$ 232,013

Total available funding for the project was \$225,753 and total project cost was \$232,013, leaving a funding shortfall of \$6,260. Staff has identified approximately \$41,872 in savings from the Emma McCarthy Lee Park Pedestrian Bridge Project, which will be used to cover the funding shortfall.

ALTERNATIVES:

1. The City Council can:
 - a. Approve Change Order #1-3 in the amount of \$9,091 to Woodruff Construction, Inc., Ames, Iowa for the Ada Hayden Heritage Park Fishing Pier Improvements Project.
 - b. Accept completion of the contract for the Ada Hayden Heritage Park Fishing Pier Improvements Project with Woodruff Construction, Inc., Ames, Iowa in the amount of \$210,221
2. Do not accept the completion of the Ada Hayden Heritage Park Fishing Pier Improvements Project.

CITY MANAGER'S RECOMMENDED ACTION:

Ada Hayden Heritage Park is one of the most popular parks in Ames and offers one of the few fishing opportunities in the area. The completed improvements ensure the structure will continue to be an amenity that will be longstanding and enjoyed by many.

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

ITEM#: 19
DATE: 11-23-21

COUNCIL ACTION FORM

SUBJECT: **2019/20 CLEAR WATER DIVERSION**

BACKGROUND:

Clear water (groundwater) from footing drains causes overloading and backups in the sanitary sewer and increases the volume of clean water that is treated at the sewage treatment facility. The Clear Water Diversion program involves diverting footing drain discharge from sanitary sewers to storm sewers, resulting in lower volumes of clean water being treated at the sewage treatment facility, thereby decreasing operating and maintenance costs. In addition, the program addresses locations where sump pumps discharge directly over the curb because no storm sewer exists in the area. In winter conditions, these sump pump discharges can cause ice build-up in the curb and gutter.

The locations for the 2019/20 Clear Water Diversion Program include: Grand Ave (1004 and 1010), 11th St (622 11th St. to Wilson Ave), Burnett Ave (14th St to 15th St), Kellogg Ave (12th St to 13th St), and Johnson St (1132 to 1126).

On July 28, 2020, City Council awarded the project to Keller Excavating, Inc., of Boone, Iowa, in the amount of \$102,240. Change Order No. 1, (balancing) was to reflect the actual measured quantities completed during construction, with a net contract reduction of (\$2,455.). **The final construction of the projected was completed in the amount of \$99,785.0.**

Revenue and expenses associated with this program are as follows:

Funding Source	Available Revenue	Estimated Expenses
2018/19 Clear Water Diversion program	\$ 24,000	
2019/20 Clear Water Diversion Program	100,000	
2020/21 Clear Water Diversion Program	50,000	
Final Construction		\$ 99,785
Engineering and Administration		15,000
TOTAL	\$174,000	\$114,785

ALTERNATIVES:

1. Accept the 2019/20 Clear Water Diversion Program as completed by Keller Excavating Inc. of Boone, IA, in the amount of \$99,785.00
2. Direct staff to pursue modifications to the project.

CITY MANAGER'S RECOMMENDED ACTION:

This project was completed in accordance with the approved plans and specifications.

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

COUNCIL ACTION FORM

SUBJECT: 2020/21 SEAL COAT STREET PAVEMENT IMPROVEMENTS (EAST 8TH STREET)

BACKGROUND:

The Seal Coat Street Pavement Improvements Program is the annual program for the removal of deteriorated seal coat pavements and replacement with a new pavement surface. Built-up seal coat on streets causes excess crown which results in vehicles dragging at driveway entrances. This replacement results in reduced maintenance costs, increased safety with improved surface texture/ride, and increased pavement life expectancy.

The location of this project is East 8th Street. The project includes the replacement of the existing street pavement with 8-inch concrete pavement, upgraded pedestrian facilities to meet the current federal regulations, and storm/sanitary sewer spot repair/replacement.

On August 25, 2020, City Council awarded the project to All Star Concrete, of Ankeny, Iowa, in the amount of \$161,610.46. Change Order No. 1 was for using geogrid fabric to address locations where standard subgrade preparation was not possible due to existing gas main being at a higher elevation than expected (deduct of \$1,264.58). Change Order No. 2 (balancing) was to reflect the actual measured quantities completed during construction, with a net contract deduction of (\$7,873.83) **The construction of the projected was completed in the amount of \$152,472.05**

Funding Source	Available Revenue	Estimated Expenses
2019/20 Seal Coat (Road Use Tax Available Funds)	\$ 280,000	
2019/20 Seal Coat Available Funds	65,000	
2019/20 Neighborhood Curb (Franklin Ave)	150,000	
2020/21 Seal Coat Program	750,000	
Franklin Ave Construction (Est) (separate contract)		\$ 929,490.92
East 8th St Construction (Actual) (this contract)		152,472.05
Engineering and Administration		162,300.00
Total	\$1,245,000	\$1,244,262.97

ALTERNATIVES:

1. Accept the 2020/21 Seal Coat Street Pavement Improvements (East 8th St) as completed by All Star Concrete, Of Ankeny, Iowa, in the amount of \$152,472.05.
2. Direct staff to pursue modifications to the project.

CITY MANAGER'S RECOMMENDED ACTION:

This project was completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1.

COUNCIL ACTION FORM

SUBJECT: 2020/21 TRAFFIC SIGNAL PROGRAM (S. DUFF & S. 5TH STREET)

BACKGROUND:

The Traffic Signal Program is the annual program that provides for replacing older traffic signals and constructing new traffic signals, which will result in improved visibility, reliability, and appearance of signals. Traffic signal replacements include video detection systems instead of in-pavement loop detection systems, providing detection of bicycles in addition to vehicles, and much higher reliability. **This project installed new signals and one new pedestrian ramp at the intersection of S. Duff Avenue and S. 5th Street.**

On August 25, 2020, City Council awarded the project to Voltmer, Inc. of Decorah, Iowa in the amount of \$208,696.51. One change order (deduct) was administratively approved by staff in the amount of (\$264.48) to reflect final measured quantities, **bringing the final construction cost to \$208,432.03.**

Revenues and expenses for this project are shown below:

Revenues		Expenses	
Road Use Tax	\$389,500	Administration	\$ 30,000.00
		Design	20,880.64
		Construction	208,432.03
		Signal Cabinet	31,773.00
		Signal Poles	33,149.00
		Gridsmart Detection	18,455.00
Total	\$389,500	Total	\$342,689.67

Project savings will be used for future traffic signal improvement projects.

ALTERNATIVES:

1. Accept the 2020/21 Traffic Signal Program (S. Duff & S. 5th Street) project as completed by Voltmer, Inc. of Decorah, Iowa in the amount of \$208,432.03.
2. Direct staff to pursue modification to the project.

CITY MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: 2020/21 US HIGHWAY 69 IMPROVEMENTS (SOUTH DUFF AVENUE AND US HIGHWAY 30 EASTBOUND OFF-RAMP)

BACKGROUND:

This program provides for intersection and corridor improvement projects along US Highway 69 to alleviate congestion and reduce accidents. **This project included intersection improvements and traffic signal installation at S. Duff Avenue and US HWY 30 Eastbound Off-Ramp.**

On July 28, 2020, City Council awarded the project to Con-Struct, Inc. of Ames, Iowa in the amount of \$1,019,942.60. One change order (balancing) was in the amount of \$15,127.47 to reflect final measured quantities, bringing the final construction cost to \$1,035,070.07.

Revenues and expenses for this project are shown below:

<u>Revenues</u>		<u>Expenses</u>	
FY 18/19 Road Use Tax	\$ 90,000	Administration	\$ 140,000.00
G.O. Bonds	230,000	Design (WHKS)	70,440.00
Road Use Tax	300,000	City Fiber HH Relocation	8,709.91
Grant Funding	800,000	Materials Testing	3,883.50
		Construction	1,035,070.07
		Traffic Signal Poles	32,298.00
		Traffic Signal Cabinet	31,773.00
		Gridsmart Detection System	27,535.00
Total	\$1,420,000	Total	\$1,349,709.48

Project savings will be in Road Use Tax funds and will be used on a future project.

ALTERNATIVES:

1. Accept the 2020/21 US Highway 69 Improvements (South Duff Avenue and US Highway 30 Eastbound Off-Ramp) project as completed by Con-Struct, Inc. of Ames, Iowa in the amount of \$1,035,070.07.
2. Direct staff to pursue modification to the project.

CITY MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: 2019/20 TRAFFIC SIGNAL PROGRAM (LINCOLN WAY & BEACH AVE)

BACKGROUND:

The Traffic Signal Program is the annual program that provides for replacing older traffic signals and constructing new traffic signals in the City, which will result in improved visibility, reliability, and appearance of signals. This program provides the upgrading of the traffic signal system technology. Traffic signal replacements have included video detection systems instead of in-pavement loop detection systems that had previously been used and were frequently a point of failure. Another advantage of the video-based system is that it detects bicycles in addition to vehicles. **This project included a new signal and pedestrian ramps at the intersection of Lincoln Way & Beach Avenue.**

On December 8, 2020, City Council awarded the project to Van Maanen Electric, Inc. of Newton, Iowa in the amount of \$274,254.18. One change order (balancing) was a deduction in the amount of \$4,884.93 to reflect final measured quantities, **bringing the final construction cost to \$269,369.25.** Revenues and expenses for this project are shown below:

Revenues		Expenses	
Road Use Tax	\$370,750	Administration	\$ 15,000.00
18/19 Traffic Signal Savings	19,000	Design	23,973.92
		Construction	269,369.25
		Signal Cabinet	31,868.00
		Signal Poles	35,320.00
Total	\$389,750	Total	\$375,531.17

Project savings will go toward future traffic signal improvement projects.

ALTERNATIVES:

1. Accept the 2019/20 Traffic Signal Program (Lincoln Way & Beach Ave) project as completed by Van Maanen Electric, Inc. of Newton, Iowa in the amount of \$269,369.25.
2. Direct staff to pursue modification to the project.

CITY MANAGER'S RECOMMENDED ACTION:

The project has now been completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

COUNCIL ACTION FORM

SUBJECT: IOWA STATE UNIVERSITY RESEARCH PARK PHASE IV

BACKGROUND:

The ISU Research Park Phase IV Road and Utility Improvements Project consisted of the public improvements associated with this most recent expansion phase of the Research Park. This project included the paving of 1,570 feet of South Riverside Drive (with shared use path), paving of 1,860 feet of Collaboration Place (with on-street bike lanes), extension of sanitary sewer and water main, installation of electric distribution improvements, and installation of street lighting.

On March 10, 2020, City Council awarded the contract to Con-Struct Inc. of Ames, Iowa in the amount of \$2,823,757.81. Change Order No. 1 was administratively approved with an adjustment for incorrect plan quantities of trench granular backfill in an amount of \$24,609.47. Change Orders No. 2 and 3 were administratively approved to reflect grading and sidewalk modifications at the John Deere facility in the amounts of \$14,352.05 and (\$0.90) (math error correction) respectively.

The final balancing Change Order No. 4 is to reflect actual field quantities installed as part of this project, in the contract net reduction amount of (\$123,778.99). **The completed construction contract, inclusive of all change orders, totals \$2,738,939.44.**

<u>Funding Source</u>	<u>Amount</u>	<u>Expenses</u>
Iowa DOT (RISE – up to 70%, utilities not eligible)	\$1,812,091	
Department of Commerce (EDA – up to 50%)	1,743,558	
G.O. Bonds (TIF Abated – electric not eligible)	314,204	
Ames Electric Operating Budget	135,000	
Engineering/Admin		\$ 633,328.49
Construction		2,738,939.44
TOTAL	\$4,004,853	\$3,372,267.93

ALTERNATIVES:

1. a. Approve Change Order No. 4 for the Iowa State University Research Park Phase IV Project, in the amount of (\$123,778.99).
b. Accept the Iowa State University Research Park Phase IV Project as completed by Con-Struct Inc., of Ames, Iowa, in the amount of \$2,738,939.44.
2. Direct staff to pursue modifications to the project.

CITY MANAGER'S RECOMMENDED ACTION:

This project has been completed in accordance with plans and specifications. This change order is necessary to reflect actual quantities installed.

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



November 8, 2021

Mayor John Haila
City of Ames
515 Clark Ave
Ames, Iowa 50010

Dear Mayor Haila:

Thank you for meeting with the Ames Main Street board of directors this past July. We appreciate the opportunity to discuss with you the future of downtown Ames.

Since our meeting, we have pursued the following --

Ames Main Street Vision – We have outlined, and the board has approved, a process for creating a future vision for the Ames Main Street. We have reviewed prior studies and work conducted related to the mission, vision, and key objectives for Main Street, identified stakeholders that will be involved in this process, current public and private sector projects, and a process for either complementing and/or identifying initiatives or projects for the next 3-5 years. We anticipate beginning this process in January and concluding in no later than mid-year. We will report back to the City Council at that time.

Streetscape/Maintenance Items – We are continuing to identify current streetscape and other maintenance items that we believe need attention in downtown Ames. Specifically, these items include trash receptacles, flower planters, bike racks and the decorative light pillars. Many of these items need repaired, replaced, or simply removed. We have identified approximately \$70-75,000 of improvements and would respectfully request assistance from the Ames City Council to address these items. We will review further at the City Council meeting.

Financial Support – We have been working on a long-term financial support plan for downtown and the Ames Main Street program. The board will review this plan at its November board meeting.

City Support – We understand Accreditation Agreement with the City of Ames, Ames Main Street and the Iowa Economic Development Authority will be on the agenda for consideration and approval. We appreciate the ongoing City support of our program and its efforts.

Mayor, we would welcome the opportunity to be on the November 23 agenda for 10-15 minutes. We would be pleased to update you and the Council on the items above and answer any questions about these initiatives.

Thank you for your support of Ames Main Street.

Sincerely,

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

Steve Goodhue
Chair, Ames Main Street

Staff Report

Lincoln Way Mixed Use Development Project for the Downtown Reinvestment District

November 23, 2021

BACKGROUND:

The City of Ames has identified the area along Lincoln Way between Clark and Kellogg as a priority area for redevelopment as part of the Downtown Gateway Focus Area within the Lincoln Way Corridor Plan. Over the past three years many of the properties on the north side of Lincoln Way have been acquired and assembled for the purpose of redevelopment in accordance with the Downtown Gateway Zoning district. (Site Location Map Attachment A).

This site was included as part of the City's Downtown Reinvestment District Preliminary Application that was submitted to the State in February 2021. The concept project with the initial Reinvestment District application included a hotel, conference space, housing, office, and commercial uses. The property owner has been working with development partners to formulate a more specific redevelopment project for City Council approval and for the use as part of the City's final application for the Reinvestment District that is due in February 2022. The development team in consultation with city staff have refined a concept that is now suitable for an update to the City Council on the design of the site and mix of uses.

It should be emphasized that at this time this information is intended as an update from the development team on their intended plans for the site and it is not a formal proposal for approval of the project. The developer intends to pursue a development agreement with the City yet this year and complete the agreement for the development before the February 2022 Reinvestment District application deadline. Development of the site will require subsequent formal approval of Major Site Development Plans, among other permits and approvals by the City.

The attached conceptual design plans depict redevelopment of the site along Lincoln Way with a northerly extension of a pedestrian bridge from the site over the Union Pacific Railroad to a new public parking garage located within the CDB Parking Lot. The site consists of all of the property between Gilchrist and Lincoln Way from Clark to Kellogg, with the exception of the corner properties at Gilchrist and Kellogg. The proposal includes the acquisition of the City's well site along Gilchrist and for partial vacation of the alley near Kellogg. The public parking garage is on City property, but the pedestrian bridge would require additional acquisition of easement rights or property for its construction north of Gilchrist. The conceptual design plans are included as Attachment B.

The general building height and massing are represented for the project with the attached concepts. The plan shows a 10-story hotel with a top floor restaurant, an 8-story office building with ground floor commercial, and mixed-use residential buildings that are 4-6 stories. The layout includes some on site parking to meet the typical needs of residential, office, and hotel users with a goal of meeting additional office parking needs with parking in the public parking garage north of the tracks. Primary access to the site will be from Gilchrist with a hotel drop-off area accessed from Lincoln Way. The Plan includes ground level open space and amenity space for use by commercial customers, residents, and office users.

Specific design details, floor plans, and materials are not yet available for review. As currently laid out, the mix of uses is as follows:

- Residential-180 Apartments (Studio, 1Br, 2Br, 3Br)
- Hotel-130 Rooms
- Conference Space-15,600 sq. ft.
- Office-93,600 sq. ft.
- Retail Commercial-33,200 sq. ft. (including 8,500 sq. ft. in parking garage along Clark Ave.)
- Restaurant/Bar-27,400 sq. ft.
- On-site parking spaces (south of railroad)-approximately 580 spaces
- Public parking garage-approximately 400 spaces (280 net new)

The development team has indicated that this mix of uses will be marketable in Ames and meets their interests. It should be remembered that the amount of development square footage is still subject to change as the concept continues to be refined.

The proposed mix of uses is consistent with the vision for redevelopment in the Downtown Gateway Focus Area and will meet the requirements for a development project related to the Reinvestment District application.

STAFF COMMENTS:

The three key differences of the current concept as compared to the one shown the City Council as part of the Reinvestment District application in February 2021 are:

- 1) An increase of approximately 110 residential apartment units
- 2) Relocation of the second parking garage north of the tracks south of Wells Fargo in the CBD parking lot – While constructed by the developer, this garage will be owned and operated by the City
- 3) The building design has taller buildings with more open space between buildings

The proposed development concept includes many elements identified within the Corridor Plan as important for the area and is similar in nature to the initial plan used in the Reinvestment District application. The Corridor Plan indicates a vision for this area that expands the use and interest of downtown with new residential, boutique hotel, and commercial uses configured in an urban and walkable design configuration that takes advantage of shared parking. The Plan also identifies Kellogg Avenue as the heart of the Gateway area and the primary entrance to Downtown. Additionally, there is a goal to establish additional commercial uses with an option for a plaza space as a primary feature that enhances and diversifies the commercial opportunities for the area.

The current concept is focused on the hotel conference center anchor along with the office building in the center of the site. Ground floor commercial is planned along Kellogg and at the base of the office building at the interior of the site. The design intends to create a visual connection to the north through the center of the site and the physical connection with the bridge. The pedestrian bridge is accessed via stairs or an elevator at the center of the site. As the project continues to evolve it will be important to maintain a focus on useability and quality of the open space as it relates to retail and restaurant space in the project.

The proposed residential apartments meet a City interest for expanding housing options near downtown. The concept focuses on smaller apartment units as is desired by the City for broad appeal to the general market, rather than as student housing. The plan primarily consists of 1 and 2-bedroom units with a minor number of studio and 3-bedroom options.

The overall plan for parking has not been evaluated in great detail. The Downtown Gateway Zoning District allows for consideration of significant parking reductions based on shared or collective parking availability along with the use of on-street and public parking options. **Although the developer has included the net new 180 parking spaces as in the public garage north of the railroad tracks as part of their parking count, staff has indicated that the majority of the parking would need to be first come first serve, and not reserved for a specific user.** As currently depicted the parking provided on site with the new public parking garage to the north is at the low end of required parking as calculated by zoning standards. There are a number of details to work out regarding parking counts and demand as the plan is refined.

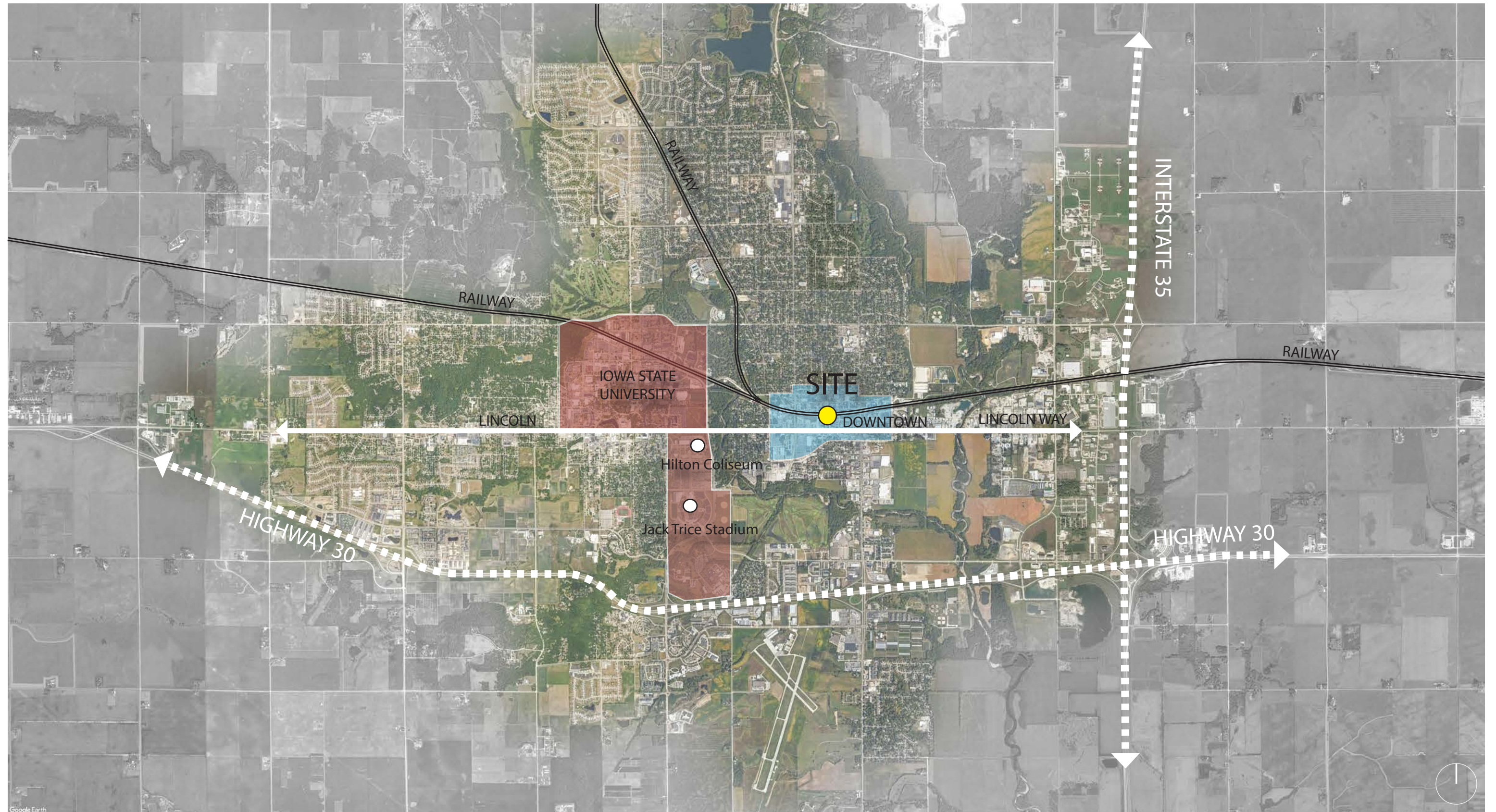
One notable exception for parking is the parking requirement for the conference center. City standards will only require 5 spaces per 1,000 square feet, which is approximately 78 parking spaces. For large events or banquets there will be substantially more parking needed than is provided on site, which will likely involve overflow use of public parking located off of Market Avenue to the east of the site and primarily it will entail use of public parking located north of railroad tracks.

The developer realizes that a number of formal approval steps are needed before the project can receive final approval from the City Council. At this time the developer is interested in providing an update to the City Council to demonstrate how they intend to redevelop the site and to hear feedback on the conceptual layout.

With an indication that the concept is acceptable to the Council, the developer will prusue formal approval from the City and begin to review the financial aspects and phasing plans for the project. Staff would prefer not to spend the time negotiating the extent of financial incentives to offer to the project only to learn later that the City Council does not support the design concept.

Attachment A
Site Location Map



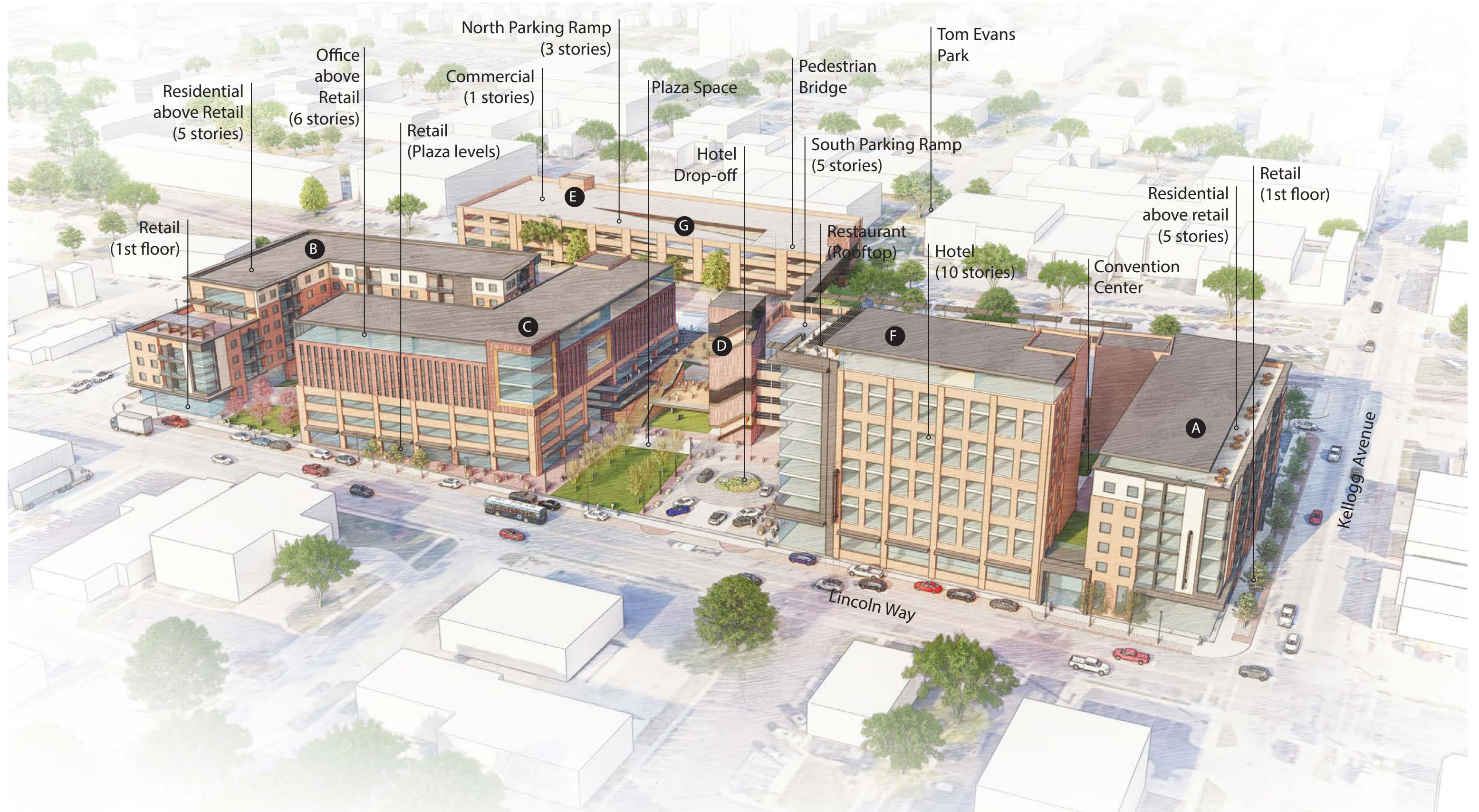


SHEET TITLE





- A. RESIDENTIAL MIXED USE
- B. RESIDENTIAL MIXED USE
- C. COMMERCIAL MIXED USE
- D. SOUTH PARKING + ELEV. PLAZA + PED. BRIDGE
- E. PROPOSED COMMERCIAL
- F. HOTEL + CONVENTION CENTER
- G. NORTH PARKING













SPACE USAGE (GROSS SF)	
Residential	192,000 SF
Office	93,600 SF
Amenity	34,500 SF
Parking	403,900 SF
Convention	15,600 SF
Retail	33,200 SF
Food + Drink	27,400 SF
Pedestrian Bridge	3,000 SF
Hotel	91,400 SF
TOTAL GROSS BUILDING SF	894,600 SF
Circulation + Struct / Mech + Elec	(78,490) SF
TOTAL NET BUILDING PROGRAM (LESS PARKING)	412,210 SF

PARKING REQUIREMENTS

CATEGORY	REQ	PER PROGRAM	IN PROJECT	TOTAL REQ	NOTES
Public	-	(Removing)	-	-	
Residential	0.8	Studio / 1 bed	103	82	
	1	2 bed	76	76	
	2.5	3 bed	9	23	
	3	4 bed	0	0	
Hotel	1	1 room	128	128	
	0.5	2 employees	35	18 Est.	
	5	1000 SF Accessory	15600	78	Convention
General Office	3	1000 SF	93600	281	
Retail + Service	3	1000 SF	26000	78	
Restaurant	5	1000 SF	20200	101	
General Office	-	-	0	-	No Req. (Kellogg)
Retail + Service	-	-	7200	-	No Req. (Kellogg)
Restaurant	-	-	7200	-	No Req. (Kellogg)
Recreation Use	-	-	-	-	Major Site Dev. Review
TOTAL				864	
TOTAL PROVIDED				980	

PARKING USAGE	CATEGORY	PARKING	WEEK DAY				WEEK END			
			AM	NOON	PM	EVENING	AM	NOON	PM	EVENING
	Additional Public	116								
	Residential	182								
	Hotel + Convention	223								
	General Office	281								
	Retail + Service	78								
	Restaurant	101								
	980									

	Studio	Small	Med	Large	Total
	Studio/Hotel	1 Bed	2 Bed	3 Bed	
% of Total SF	3%	46%	44%	7%	100%
SF per Unit	550	850	1000	1300	
% of Total Unit Count	5%	50%	40%	5%	

	Studio/Hotel	1 Bed	2 Bed	3 Bed	Total
Total Residential Units	10	104	84	10	209
Total Hotel Rooms	142				
Efficiency [Assume 10% Building Support (i.e. circulation, mechanical, electrical, etc.)]					90%
TOTAL UNITS	9	94	76	9	188
TOTAL HOTEL ROOMS	128				128

	Parking	Grade	Struct	Total
Structured	-	-	870	870
On Grade	219	-	-	219
Efficiency (10% dog wash, bike stor, vert circ, etc.)				90%
TOTAL PARKING	197	783	980	
PARKING REQ.				864

COUNCIL ACTION FORM

SUBJECT: REZONE PROPERTY AT 3709 TRIPP STREET AND PROPERTY AT 3803, 3807, 3811, 3815, 3819, 3905, 3911, AND 3917 TRIPP STREET FROM “FS-RM” (SUBURBAN RESIDENTIAL MEDIUM-DENSITY) TO “FS-RM PUD” (PLANNED UNIT DEVELOPMENT OVERLAY) ZONE ON BOTH PROPERTIES.

BACKGROUND:

The property at 3709 Tripp Street and the property at 3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street are developed with multi-family structures. The owner has requested the Planned Unit Development (PUD) zoning overlay designation to allow use of the 61-unit Independent Senior Living Facility as an apartment dwelling in the FS-RM zone at 3709 Tripp Street.

The FS-RM zone limits the number of units in an apartment dwelling to no more than twelve units, unless it is for senior living. Approval of the PUD Overlay would replace the senior housing requirements and support providing for affordable housing within a larger building with reduced parking than would typically be permitted.

The PUD Overlay allows for a full range of uses as defined within the base zone of FS-RM, but also allows for design flexibility to meet specific purposes regarding residential development goals as defined within the Overlay standards. The applicant proposes to allow for the 61-unit building to be used for any age group based upon a proposal to provide for affordable housing at incomes level that do not exceed 60% of the household average median income. The affordability requirement would be based upon conformance to Low Income Housing Tax Credit (LIHTC) requirements as the applicant desires to secure tax credits to refurbish the apartments.

The proposed rezoning from FS-RM to FS-RM PUD includes two lots (Lots 1 & 2, South Fork Subdivision, First Addition) with a combined total of 8.27 acres. Lot 1 is addressed as 3709 Tripp Street and includes 3.65 acres. Lot 2 is addressed as 3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street and includes 4.62 acres (*See Attachment A: Location Map*). *Note that the two previously approved site plans accompany the rezoning request instead of a Master Plan, since both lots are fully developed with existing multiple-family structures.*

Lots 1 and 2 are developed with multiple-family structures. Lot 1, South Fork Subdivision, First Addition (3709 Tripp Street) includes a three-story 61-unit structure which was approved as an Independent Senior Living Facility, known as Brighton Park, through the granting of a Special Use Permit (SUP) by the Zoning Board of Adjustment (ZBA) on March 6, 2002. A second SUP was granted by the ZBA on September 24, 2003, to allow the

construction of two carport structures over existing parking spaces. Zoning requirements for Independent Senior Living Facilities are notably different from apartment buildings in two aspects: 1) It is allowed to have any building size compared to an apartment building within the minimum and maximum density limits of the zoning district, and 2) It is allowed to have reduced parking of one space per unit compared to one space per bedroom for apartments.

Lot 2, South Fork Subdivision, First Addition (3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street) includes seven separate three-story 12-unit apartment buildings and a community building, known as Windsor Pointe. A Major Site Development Plan was approved by the City Council for this development on April 23, 2002.

The applicant for the PUD Overlay, Windsor TWG LP, purchased Lots 1 and 2 in October 2020. Windsor TWG LP was aware at the time of purchase that use of the 61-unit building at 3709 Tripp Street was limited to Independent Senior Living. The applicant claims that this building has been used as rental units by the general population, not exclusively by seniors, for the last fifteen (15) years. **The prior owner indicated to TWG representatives that they intended to operate a senior facility but switched to general population very early in its operation through their LIHTC agreements with the state. The City was not a party to any of the original LIHTC approvals related to the site.**

The rezoning proposed addresses the prior use of the site, but more importantly would allow for continued use of the site without senior housing due to the applicant's proposal to commit to 30 years of affordable housing. The applicant previously requested approval of a use variance that was denied by the Zoning Board of Adjustment on October 13th.

The findings for a PUD Overlay are included within *Attachment G*. The applicant's application materials are included within *Attachment H*. The request accounts for use of the site as household living within apartment dwellings, no mandatory senior living facility, common area and open space, and a parking reduction of 36 parking spaces in relationship to the 36 3-bedroom apartment units. **The PUD overlay allows for a reduction of parking in relationship to three-bedroom units from three parking spaces to two parking spaces. All other parking requirements apply. With the PUD's allowable reduction, the site would meet minimum parking requirements.**

The applicant provided a Market Study with the previous Variance application for this property and the adjacent Windsor Pointe Apartments. The study compares the relative demand for low-income affordable housing to senior housing from the summer of 2021 for senior apartment facilities in Ames. The study concludes the following:

- *Vacancy Rate- "According to the contact at this property, the property is undergoing a change in management. The contact attributed the elevated vacancy rate to management by the previous company, the management transition, and the COVID-19 pandemic. However, the contact stated demand for affordable family housing in the area is high, and the property historically has been occupied at 97 percent or higher.*

- *“The senior (55+) properties in the PMA (Primary Market Area) report an occupancy level of 90.4 percent overall. None of the properties report a waiting list. This indicates there is a higher demand for affordable family/general tenancy housing in the PMA than senior housing.”*
- *“There is a higher demand for affordable family/general tenancy in the PMA (Primary Market Area) than senior housing.”* The study also concludes that: *“There is a larger number of family renter households than seniors in the lowest income cohorts (Income less than \$39,999: family 65.3%; senior 55+ 45.5%). This supports a higher need for low-income housing for families than seniors, which is also demonstrated by the previous affordable in the PMA Occupancy table.”*

Off-street parking requirements for apartment dwellings is 1.5 spaces for each one-bedroom unit and 1.0 space per bedroom for units of two bedrooms, or more. Parking requirements for a PUD may be reduced to a maximum of two parking spaces for each residential unit provided affordable housing is provided for low- and moderate-income households. This means that units with three, or more, bedrooms require only two parking spaces, instead of three, provided the units are reserved for low- and moderate-income households. The total number of parking spaces required and provided for the PUD is 276 due to the use as affordable housing.

The proposed Planned Unit Development (PUD), including Lots 1 and 2, has a total net density of 17.5 dwelling units per net acre. Approximately forty-four percent (44%) of the 8.27 acres (3.64 acres) is common open space and amenities. This includes the landscaped areas, playground, and clubhouse. It does not include the storm water detention pond on the east end of the development. The entire development is located **adjacent to the north side of Tripp Street. No public streets are included in the proposed PUD (See Attachment I – Open Space Graphic).**

The property owner proposes to reserve for a period of 30 years all 145 apartments for individuals or families whose income is sixty percent (60%) or less of the Area Median Income (AMI). This includes twenty-nine (29) one-bedroom, eighty (80) two-bedroom, and thirty-six (36) three-bedroom units. **A contract rezoning agreement would obligate the property owner to provide for affordable housing for 30 years (Draft Contract-Attachment J) in recognition of approval of the PUD Overlay and to provide annual documentation to the City to verify consistency with LIHTC standards for low-income households.**

Planning and Zoning Commission. The Planning and Zoning Commission reviewed the request on November 17, 2021. The Commission reviewed the PUD process, history of the site and senior housing, affordable housing requirements, and needs for different housing types. The Commission voted 6-0 to recommend the City Council approve the request for rezoning from FS-RM to FS-RM PUD conditioned upon approval of a contract rezoning agreement for a 30-year affordable housing commitment and that the owner include a shared parking agreement between the two sites. Staff supports the P&Z recommendation

to account for the perpetual sharing of parking between the two sites based on 36 space parking reduction included within the PUD proposal.

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. Approve on first reading the request for rezoning of Lots 1 and 2, South Fork Subdivision, First Addition located at 3709, 3807, 3811, 3815, 3819, 3905, 3911 and 3917 Tripp Street from FS-RM (Suburban Residential Medium Density) to FS-RM PUD (Suburban Residential Medium Density Planned Unit Development), with a shared parking agreement and a contract rezoning agreement including the following provisions for the PUD:
 - A. 145 units of housing affordable to households making 60% of AMI or less for a minimum of a 30-years
 - B. Reduction of required parking by 36 parking spaces
 - C. No requirement for senior living within the 61-unit residential building

NOTE- the applicant has requested suspending the rules and allowing for all three readings of the ordinance on November 23rd, or to hold a special meeting the following week to complete the rezoning process in order to make a state deadline of applying for LIHTC in December.

Additionally, the applicant would need to agree to the contract rezoning agreement prior to the close of the public hearing on the rezoning.

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 site was previously developed in conformance with zoning standards at the time of their site plan approval. The proposed PUD does not change the configuration of the site but does include a use allowance of the 61-unit building as an apartment building that is not an independent senior living facility and for a 36-space parking reduction based upon the number of three-bedroom apartments. The existing open space on site and amenity space are satisfactory in meeting the PUD Overlay requirements in relation to its use as affordable housing.

The requested change of permitted use from a mix of apartments and independent senior living units to apartment dwellings as affordable housing with a 30-year commitment to affordability is consistent with the market assessment and the City's Consolidated Housing

Plan Goals to expand affordable housing options within the City. Staff does not believe the site will operate in any substantially different manner that would cause concerns for change of use and parking reduction.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, 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-RM PUD” is consistent with that designation. The LUPP designations of this and adjoining properties can be found in *Attachment B – LUPP Future Land Use Map*.

The applicant has provided support materials (*see Attachment G*) 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-RM PUD is supported, Goal No. 6 and Objective 6.A. in the LUPP supports the rezoning, and reads as follows:

Goal No. 6. It is the goal of Ames to increase the supply of housing and to provide a wider range of housing choices.

- Objective 6.A. Ames seeks to increase the overall supply of low and moderate-income housing through the following means: (1) conservation of such units in existing areas that are not designated for redevelopment or intensification; and (2) inclusion of such units in new market-driven housing developments through zoning incentives.

Existing Zoning. The following table shows the existing zoning of the subject properties and the zoning of abutting properties in each direction.

NORTHWEST		NORTH		NORTHEAST	
<i>Jurisdiction:</i>	Ames	<i>Jurisdiction:</i>	Ames	<i>Jurisdiction:</i>	Ames
<i>Existing Zoning:</i>	Highway Oriented Commercial	<i>Existing Zoning:</i>	Highway Oriented Commercial	<i>Existing Zoning:</i>	Highway Oriented Commercial Government/Airport
<i>Overlay District:</i>	None	<i>Overlay District:</i>	None	<i>Overlay District:</i>	None
WEST		SUBJECT PROPERTIES		EAST	
<i>Jurisdiction:</i>	Ames	<i>Jurisdiction:</i>	Ames	<i>Jurisdiction:</i>	Ames
<i>Existing Zoning:</i>	Suburban Residential Low Density	<i>Existing Zoning:</i>	Suburban Residential Medium Density	<i>Existing Zoning:</i>	Low Density Residential Government/Airport
<i>Overlay District:</i>	None	<i>Overlay District:</i>	None	<i>Overlay District:</i>	None
SOUTHWEST		SOUTH		SOUTHEAST	
<i>Jurisdiction:</i>	Ames	<i>Jurisdiction:</i>	Ames	<i>Jurisdiction:</i>	Ames
<i>Existing Zoning:</i>	Suburban Residential Low Density	<i>Existing Zoning:</i>	Suburban Residential Medium Density Suburban Residential Low Density	<i>Existing Zoning:</i>	Low Density Residential
<i>Overlay District:</i>	None	<i>Overlay District:</i>	None	<i>Overlay District:</i>	None

An excerpt of the Zoning Map can be found in *Attachment C – Existing Zoning*. The proposed rezoning is reflected in *Attachment D – Proposed Zoning*.

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 Subject Properties	Existing Land Uses
North	Multiple-Family Residential Commercial Trade Retail and Services
East	Franklin Park and Single-Family & Two-Family Dwellings (Rental)
South	Multiple-Family Residential and Single-Family and Two-Family Dwellings (Rental)
West	Single-Family Dwellings (Rental)

Site Plans. The properties proposed for rezoning with a PUD Overlay Zone include two existing platted lots. Each platted lot has an approved site plan. The Minor Site Development Plan for Lot 1 (3709 Tripp Street) was approved as part of a Special Use Permit granted by the Zoning Board of Adjustment on September 21, 2003 (See *Attachment E.*). The Major Site Development Plan was approved by the City Council for Lot 2 (3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street) on April 23, 2002.

The approved site plan for Lot 1 (3709 Tripp Street) includes a single 61-unit building originally approved for Independent Senior Living units. There are seventeen (17) one-bedroom units and forty-four (44) two-bedroom units in the 61-unit building. The applicant proposes that these units be used as apartments for low- and moderate- income tenants, instead of exclusively for those who qualify for independent senior living. The occupancy of an independent senior living facility is limited to persons of the age of 55 or greater; or, 'Handicapped' but not including those persons currently illegally using or addicted to a 'controlled substance' as defined in the Controlled Substances Act 21 U.S.C. Section 802(6).

The approved site plan for Lot 2 (3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street) includes seven (7) 12-unit apartment buildings and a community building. There are twelve (12) one-bedroom units, thirty-six (36) two-bedroom units, and thirty-six (36) three-bedroom units. The applicant also proposes that these units be used as apartments for low- and moderate-income tenants.

There are 74 existing parking spaces on Lot 1 and 202 existing parking spaces on Lot 2, for a total of 276 parking spaces in the proposed PUD. One-bedroom units require 1.5 parking spaces per unit. Units with two bedrooms, or greater, requires 2.0 parking spaces per unit. There are 29 exiting one-bedroom units which requires 43.5, rounded to 44 parking spaces, 80 two-bedroom units and 36 three-bedroom units which requires 232 parking spaces. The total number of required parking spaces for the 145 units in the PUD is 276, which equals the number of existing parking spaces on the site (Lots 1 and 2).

Infrastructure. The existing 12-unit buildings, 61-unit building, and the community building are all served with municipal water and sanitary sewer. A storm water detention pond is located on the east end of the site to control the rate of storm water runoff. Existing sidewalks, both public and private provide adequate access to all areas of the proposed PUD. No changes are proposed by the property owner to the existing infrastructure.

Streets and Access The proposed PUD site abuts the north side of Tripp Street. The site also abuts the City's recently constructed bike path along the north edge of the property. All existing off-street parking areas are accessed from driveways that connect to Tripp Street. Public sidewalk has been constructed in the public right-of-way along the north side of Tripp Street. Private sidewalks on the site connect to the public sidewalk along Tripp Street. Public parking is permitted only on the north side of Tripp Street.

Open Space. A minimum of ten percent (10%) of the gross area shall be devoted to common open space. The intended purpose of the proposed open space must be set forth in the plan. The land provided for common open space must be improved for its intended purpose, and readily accessible to residents. Provide for the ownership and maintenance of the common open space.

Clubhouse, roof deck patios, and similar community amenities may be credited toward the open space requirement.

Development exceeding 50 dwelling units shall provide for usable open space and amenities to serve the residents of the development which may include a combination of common area and private usable yard areas located outside front yard setbacks.

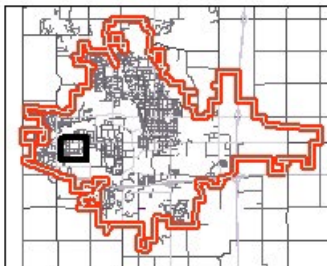
Development of medium and high-density developments may be exempt from providing common open space when recreational amenities, such as clubhouses, pools, or sport courts, are sufficiently provided for as an alternative.

The applicant states that forty-four percent (44%) of the gross area of the site is common open space. This includes all landscaped areas, playground, and clubhouse. It excludes the detention pond.

Community Building. The applicant states that amenities in the Community Building include a community room, business center, clubhouse, fitness room. Elevator, TV lounge, laundry facilities, and on-site maintenance. Residents are the only people to use these amenities and they can be accessed through secure entry.

Attachment A

Location Map



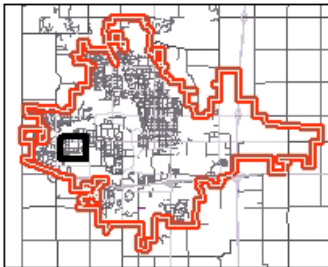
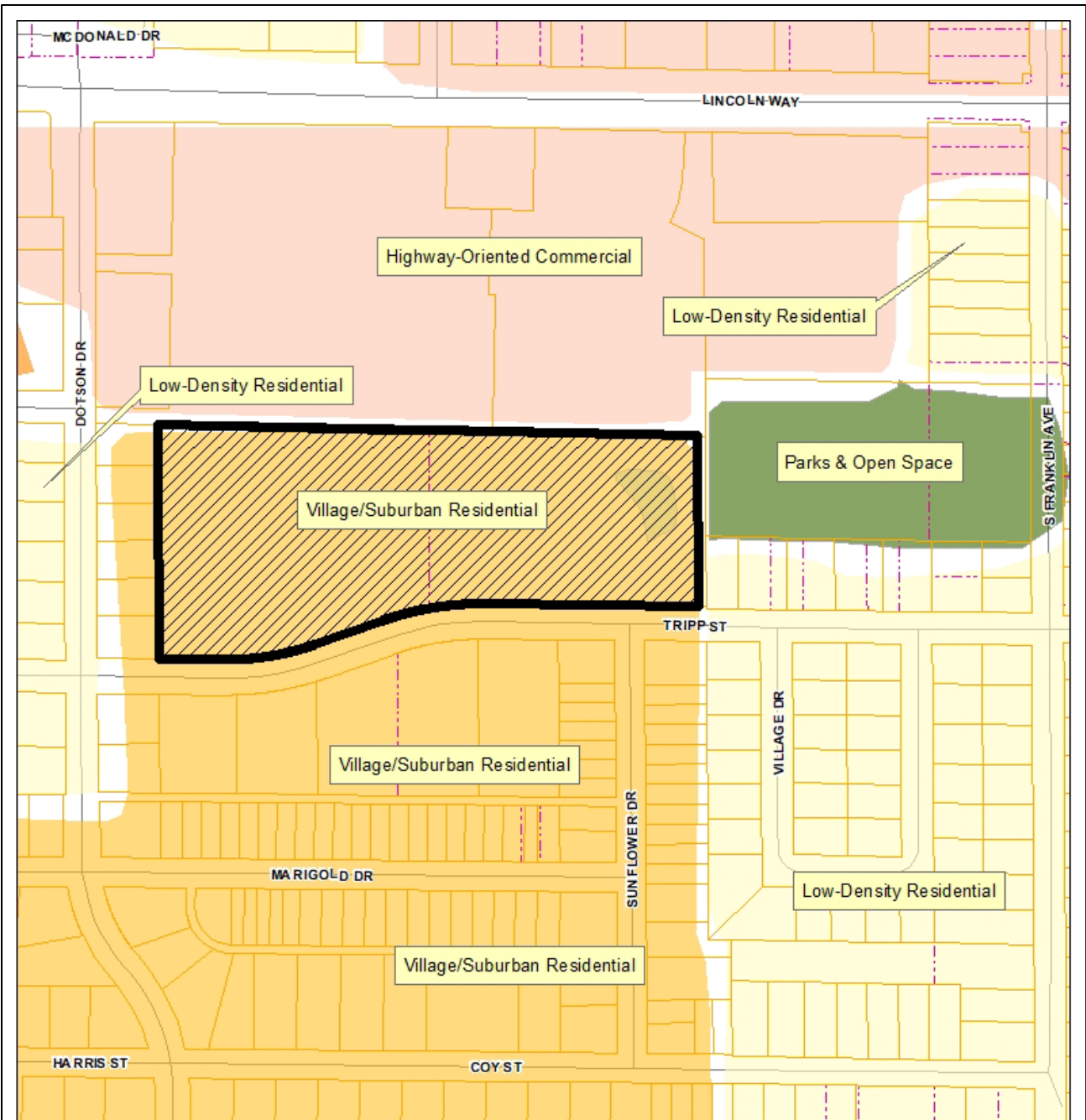
Location Map

3709, 3803, 3807, 3811, 3815, 3819,
3905, 3911, & 3917 Tripp Street



Attachment B

LUPP Future Land Use Map



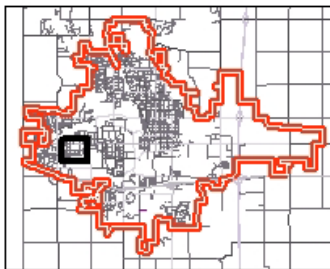
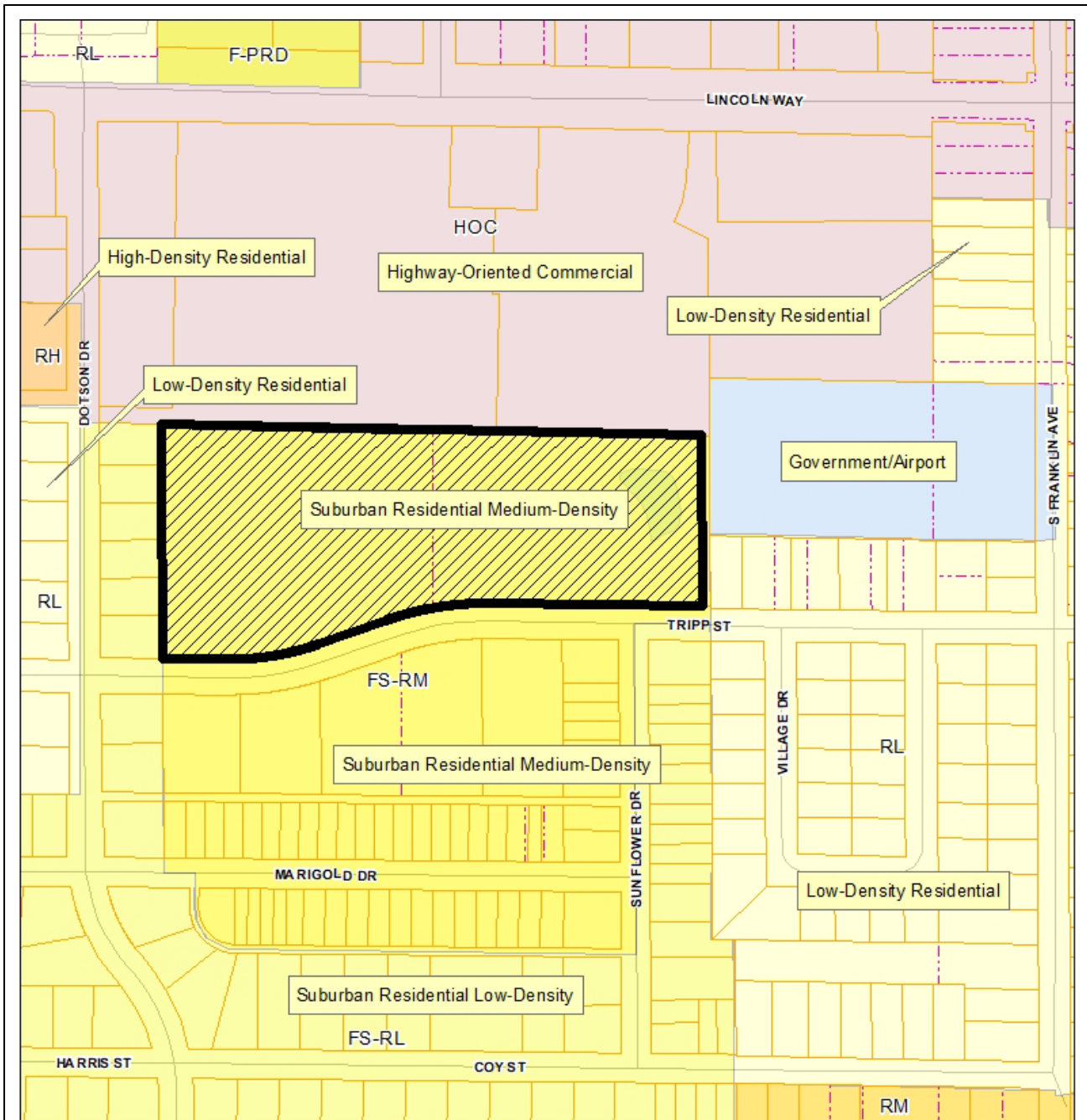
LUPP Future Land Use Map

3709, 3803, 3807, 3811, 3815, 3819,
3905, 3911, & 3917 Tripp Street



Attachment C

Existing Zoning



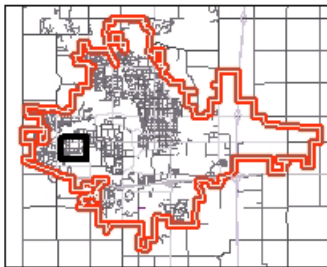
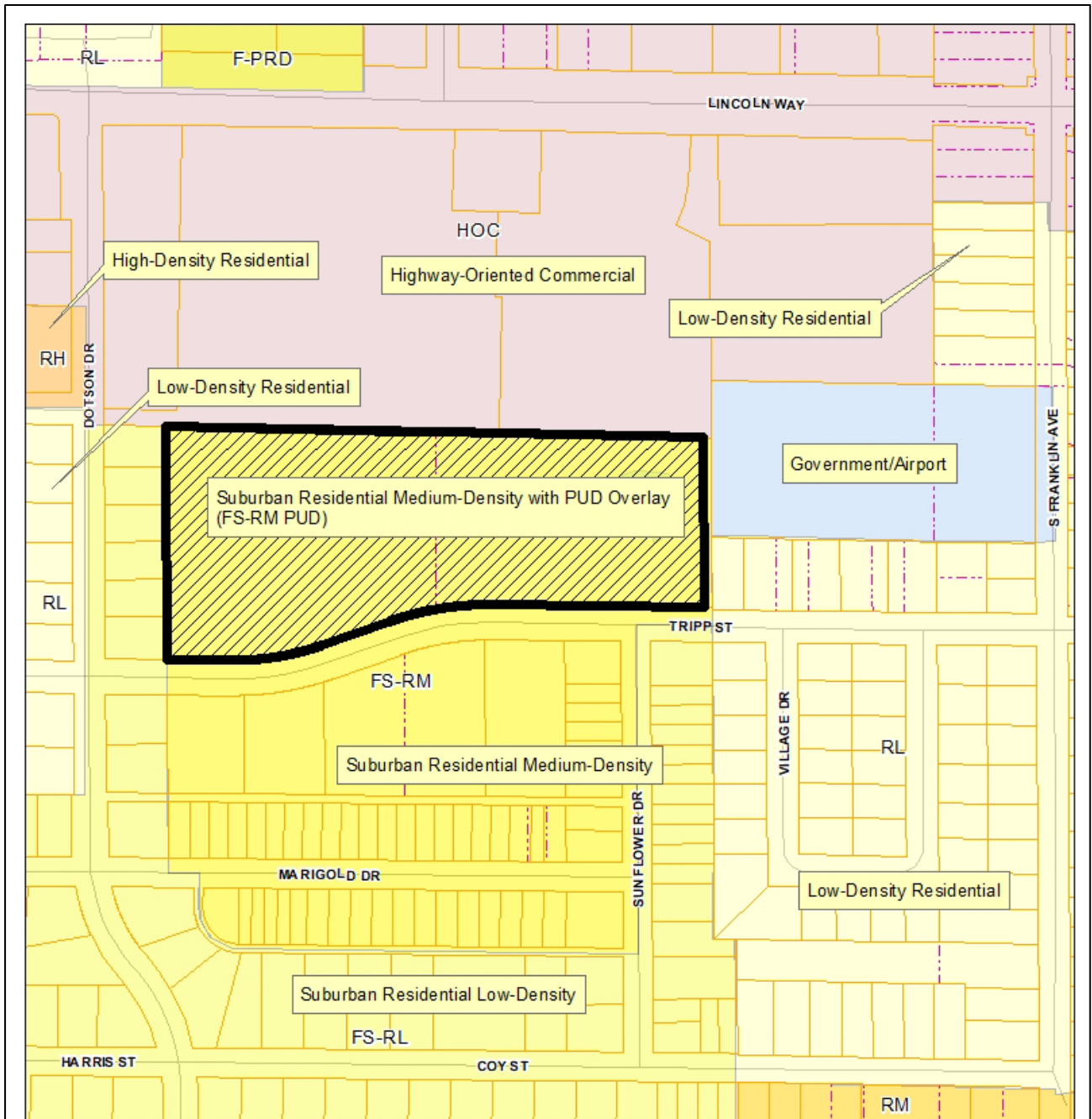
Current Zoning Map

3709, 3803, 3807, 3811, 3815, 3819,
3905, 3911, & 3917 Tripp Street



Attachment D

Proposed Zoning



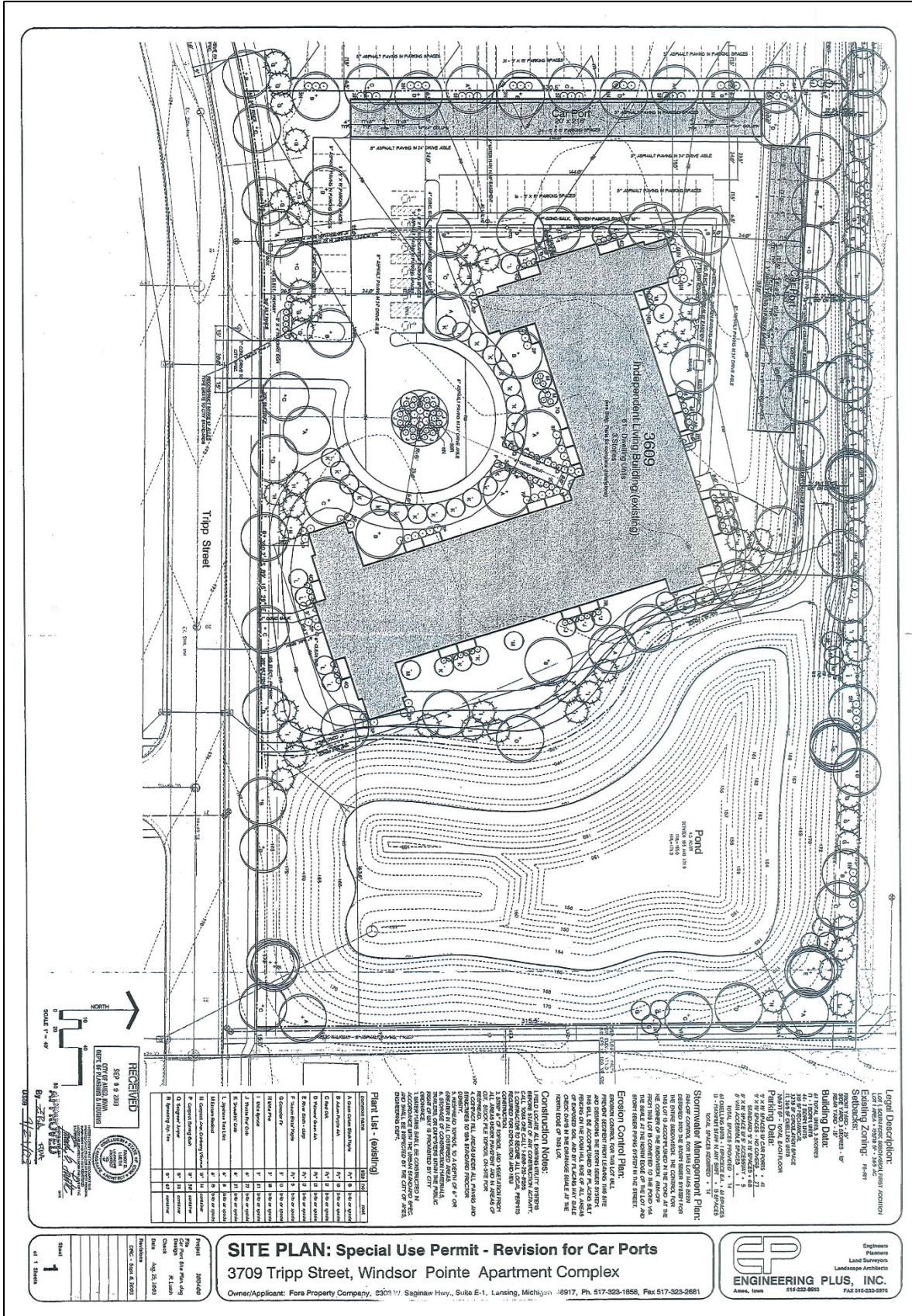
Proposed Zoning Map

3709, 3803, 3807, 3811, 3815, 3819,
3905, 3911, & 3917 Tripp Street



Attachment E

3709 Tripp Street Approved Site Plan (09/21/03)



RECEIVED
 SEP 24 2003
 CIVIL ENGINEERING
 DEPT. OF TRANSPORTATION
 LANSING, MICHIGAN
 BY: *[Signature]*
 4783

Plant List - (existing)

Plant Name	Quantity	Notes
1. 4" x 6" x 8" Pine	10	Planting in parking spaces
2. 4" x 6" x 8" Spruce	10	Planting in parking spaces
3. 4" x 6" x 8" Fir	10	Planting in parking spaces
4. 4" x 6" x 8" Cedar	10	Planting in parking spaces
5. 4" x 6" x 8" Redwood	10	Planting in parking spaces
6. 4" x 6" x 8" Cypress	10	Planting in parking spaces
7. 4" x 6" x 8" Juniper	10	Planting in parking spaces
8. 4" x 6" x 8" Yew	10	Planting in parking spaces
9. 4" x 6" x 8" Boxwood	10	Planting in parking spaces
10. 4" x 6" x 8" Ligustrum	10	Planting in parking spaces
11. 4" x 6" x 8" Mahonia	10	Planting in parking spaces
12. 4" x 6" x 8" Pieris	10	Planting in parking spaces
13. 4" x 6" x 8" Nandina	10	Planting in parking spaces
14. 4" x 6" x 8" Euonymus	10	Planting in parking spaces
15. 4" x 6" x 8" Taxus	10	Planting in parking spaces
16. 4" x 6" x 8" Pinus	10	Planting in parking spaces
17. 4" x 6" x 8" Larch	10	Planting in parking spaces
18. 4" x 6" x 8" Spruce	10	Planting in parking spaces
19. 4" x 6" x 8" Fir	10	Planting in parking spaces
20. 4" x 6" x 8" Cedar	10	Planting in parking spaces

Legal Description:
 Lot 1, Windsor Pointe Apartment Complex
 Existing Zoning: R-40
Setbacks: 10' front, 10' side, 10' rear
Building Data:
 1. Total Area: 10,000 sq. ft.
 2. Number of Units: 10
 3. Number of Stories: 1
Parking Data:
 1. Total Number of Spaces: 10
 2. Number of Spaces: 10
Stormwater Management Plan:
 The stormwater management plan for this site shall be designed to meet the requirements of the Michigan Stormwater Management Act (Act 308 of 1997) and the National Sanitation Foundation Water Quality Award (NSF) criteria. The plan shall include measures to prevent erosion, sedimentation, and other pollutants from entering the stormwater system. The plan shall also include measures to protect the water quality of the receiving water body.

Construction Notes:
 1. All construction shall be in accordance with the Michigan Building Code and the Michigan Electrical Code.
 2. All construction shall be in accordance with the Michigan Mechanical Code and the Michigan Plumbing Code.
 3. All construction shall be in accordance with the Michigan Fire Code and the Michigan Safety Code.
 4. All construction shall be in accordance with the Michigan Environmental Code and the Michigan Land Use Code.
 5. All construction shall be in accordance with the Michigan Health Code and the Michigan Sanitation Code.
 6. All construction shall be in accordance with the Michigan Agriculture Code and the Michigan Forestry Code.
 7. All construction shall be in accordance with the Michigan Transportation Code and the Michigan Public Works Code.
 8. All construction shall be in accordance with the Michigan Parks and Recreation Code and the Michigan Cultural Code.
 9. All construction shall be in accordance with the Michigan Education Code and the Michigan Social Services Code.
 10. All construction shall be in accordance with the Michigan Public Safety Code and the Michigan Public Health Code.

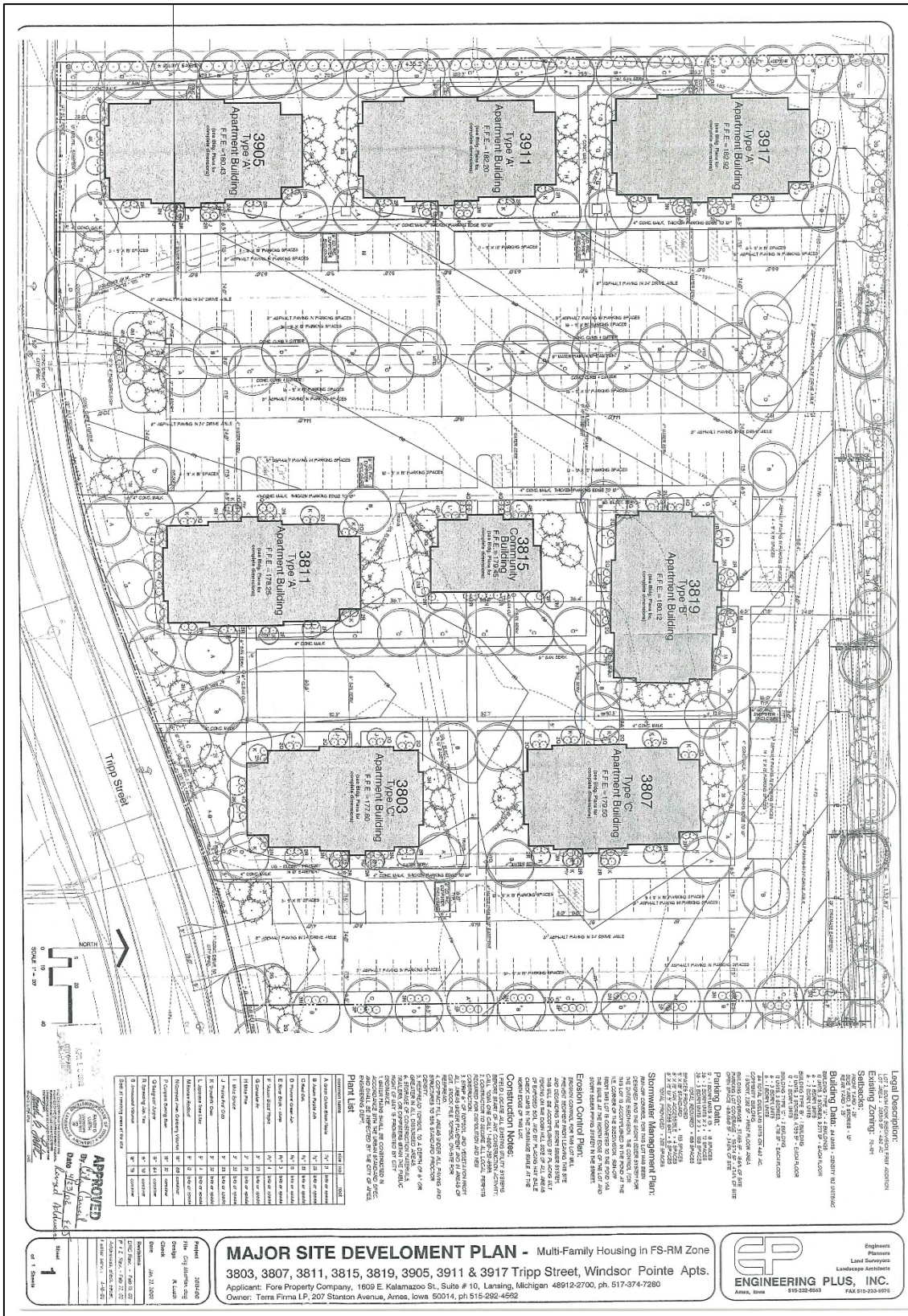
SITE PLAN: Special Use Permit - Revision for Car Ports
3709 Tripp Street, Windsor Pointe Apartment Complex
 Owner/Applicant: Fore Property Company, 2305 W. Saginaw Hwy., Suite E-1, Lansing, Michigan 48917, Ph. 517-323-1858, Fax 517-323-2661

ENGINEERING PLUS, INC.
 Engineers
 Planners
 Land Surveyors
 Landscape Architects
 Ann Arbor, MI 48106
 517-323-8600
 FAX 517-323-5976

Project: 3709 Tripp Street
 Date: 09/21/03
 Scale: 1" = 40'
 Sheet 1 of 1

Attachment F

3803, 3807, 3811, 3815, 3819, 3905, 3911, & 3917 Tripp Street Approved Major Site Development Plan (04/23/02)



APPROVED
By: *[Signature]*
Date: 04/23/02

Plant List	Quantity	Notes
1. 4" x 6" x 8" Pine	100	Plant in parking areas
2. 4" x 6" x 8" Spruce	100	Plant in parking areas
3. 4" x 6" x 8" Fir	100	Plant in parking areas
4. 4" x 6" x 8" Cedar	100	Plant in parking areas
5. 4" x 6" x 8" Redwood	100	Plant in parking areas
6. 4" x 6" x 8" Cypress	100	Plant in parking areas
7. 4" x 6" x 8" Juniper	100	Plant in parking areas
8. 4" x 6" x 8" Yew	100	Plant in parking areas
9. 4" x 6" x 8" Boxwood	100	Plant in parking areas
10. 4" x 6" x 8" Ligustrum	100	Plant in parking areas

Notes:
1. All trees to be planted in accordance with the approved site plan.
2. All trees to be planted in accordance with the approved site plan.
3. All trees to be planted in accordance with the approved site plan.
4. All trees to be planted in accordance with the approved site plan.
5. All trees to be planted in accordance with the approved site plan.
6. All trees to be planted in accordance with the approved site plan.
7. All trees to be planted in accordance with the approved site plan.
8. All trees to be planted in accordance with the approved site plan.
9. All trees to be planted in accordance with the approved site plan.
10. All trees to be planted in accordance with the approved site plan.

Legend:
1. Building Footprint
2. Parking Space
3. Walkway
4. Landscaping
5. Erosion Control
6. Stormwater Management
7. Utility Lines
8. Property Lines
9. Street Right-of-Way
10. Other

Stormwater Management Plan:
The stormwater management plan for this project is based on the following assumptions:
1. The site is located in a residential area.
2. The site is located in a developed area.
3. The site is located in a developed area.
4. The site is located in a developed area.
5. The site is located in a developed area.
6. The site is located in a developed area.
7. The site is located in a developed area.
8. The site is located in a developed area.
9. The site is located in a developed area.
10. The site is located in a developed area.

Erosion Control Plan:
The erosion control plan for this project is based on the following assumptions:
1. The site is located in a residential area.
2. The site is located in a developed area.
3. The site is located in a developed area.
4. The site is located in a developed area.
5. The site is located in a developed area.
6. The site is located in a developed area.
7. The site is located in a developed area.
8. The site is located in a developed area.
9. The site is located in a developed area.
10. The site is located in a developed area.

Plant List:
1. 4" x 6" x 8" Pine
2. 4" x 6" x 8" Spruce
3. 4" x 6" x 8" Fir
4. 4" x 6" x 8" Cedar
5. 4" x 6" x 8" Redwood
6. 4" x 6" x 8" Cypress
7. 4" x 6" x 8" Juniper
8. 4" x 6" x 8" Yew
9. 4" x 6" x 8" Boxwood
10. 4" x 6" x 8" Ligustrum

Legal Description:
Lot 1, 2, 3, 4, 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.

ENGINEERING PLUS, INC.
Ann Arbor, MI
515-232-8853
FAX 515-233-8875

MAJOR SITE DEVELOPMENT PLAN - Multi-Family Housing in FS-RM Zone
3803, 3807, 3811, 3815, 3819, 3905, 3911 & 3917 Tripp Street, Windsor Pointe Apts.
Applicant: Fore Property Company, 1609 E Kalamazoo St., Suite # 10, Lansing, Michigan 48912-2700, ph. 517-374-7280
Owner: Terre Firma L.P., 237 Stanton Avenue, Ames, Iowa 50014, ph 515-292-4592

Attachment G

Applicable Regulations

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.

Sec. 29.1114 “PUD” PLANNED UNIT DEVELOPMENT OVERLAY DISTRICT (1)
Purpose.

(1) Purpose. The Planned Unit Development (PUD) Overlay zone is intended to allow flexibility in Zoning District and General Standards where design flexibility helps further the goals of the Comprehensive Plan and is compatible with its surroundings. The PUD zone is intended to:

- (a) Provide for innovative and imaginative development through flexibility in the design, placement of buildings, clustering of housing types, use of open space, and related site and architectural design considerations.
- (b) Increase the stock of diverse housing types for a variety of income levels.
- (c) Promote efficient land use and infrastructure construction, while maintaining high-quality living environments for privacy, architectural interest, streetscape, walkability, and open spaces for private and common use.
- (d) Provide for a variety of private and common open space areas corresponding to smaller lot sizes along with additional amenities for larger developments.
- (e) Encourage and preserve opportunities for energy efficient development; and
- (f) Encourage context-sensitive infill development.

(3) Establishment. The PUD Overlay zone applies to all lands that are zoned PUD on the Zoning Map. A Zoning Map Amendment may be approved provided the City Council makes the following findings:

- (a) The Zoning District and Overlay are consistent with the comprehensive plan.
- (b) The property on which the PUD is requested has a residential zoning of RL, RM, UCRM, RH, FS-RL, FS-RM, S-SMD, or is concurrently proposed to be changed to one of these Zoning Districts.
- (c) The existing and proposed infrastructure is sufficient in design and capacity to support the project with water, sanitary sewer, storm drainage, streets, and other transportation related facilities.
- (d) The PUD Master Plan includes interconnected pedestrian and bicycle circulation routes to the surrounding areas and within the development.
- (e) The proposed PUD Master Plan is consistent with the requirements of this ordinance and all deviations, exceptions, and limitations stated on the Master Plan are clear, identifiable, and necessary in support of the design concept and the purpose statements of the overlay.
- (f) The proposed PUD Master Plan is in harmony with the purpose of the overlay.
- (g) Findings for approval of a Master Plan with a PUD Overlay rezoning may be deferred when the City Council initiates a property rezoning.

Attachment H

Applicant's Statement

Reasons for Requesting a PUD

We are requesting to rezone both Lot 1 and Lot 2 or the South Fork Subdivision, First Addition, from FS-RM (Suburban Residential Medium Density) into the proposed zoning classification of FS-RM (Suburban Residential Medium Density) PUD Overlay. The existing infrastructure is sufficient in design and capacity to support the project with water, sanitary, sewer, storm drainage, streets, and other transportation related facilities. Through this application, you will see that the Findings included in Sec. 29.1114(3) are met.

TWG Development purchased Windsor Pointe from Fore Windsor Point, LP in October 2020. We have applied for Low Income Housing Tax Credits from Iowa Finance Authority in July 2021 to do a substantial rehab on the property and keep it an affordable housing project. This address falls out of a QCT in 2022, making the project unfeasible.

We are hoping to remove the Independent Senior Living overlay on the Brighton Park building to allow for the general population that has been living in the apartments for the last 15 years. We do not want to displace potentially 61 households. The subject property has been operating as a multi-family apartment building for at least the last 15 years. There has been no zoning violations or complaints regarding this land use.

Consistency with the Land Use Policy Plan

The future land use designation in the City's Land Use Policy Plan is Village/Suburban Residential. The Suburban Residential land use category supports residential uses with a net density of more than 5.0 dwelling units per acre. The subject property has a net density of more than 5.0 dwelling units per acre.

The future land use designation in the City's Land Use Policy Plan is Village/Suburban Residential. The Suburban Residential land use category supports residential uses with a net density of more than 5.0 dwelling units per acre. The number of units and type of housing provided is not proposed to change from how the site has operated for the last 15 years.

Proposed Use

The proposed use is to have the project continue operating as Multi-Family Affordable Housing for the general population. The subject property has been running as a multi-family apartments for over 15 years.

Attachment H

Applicant's Statement (continued)

Area Requirement - Total number of acres in proposed PUD

Approx. 8.3 acres

Density - Identify net density

17.5 units/acre

Minimum Lot Area/ Width/ Frontage

Per Ray - N/A to this existing development

Minimum Principal & Accessory Building Setbacks and Lot Coverage

Per Ray - N/A no changes are proposed

Street Trees and Minimum Landscaped Area - Landscaping shall comply with the approved site plans. Any missing landscaping must be replaced.

29 (1/35')

Maximum Height-Principal Building

Per Ray - N/A to this existing development

Parking Requirements - Explain how the proposed PUD satisfies resident parking requirements and how visitor parking is accommodated.

The proposed zoning classification of FS-RM (Suburban Residential Medium Density) PUD Overlay, satisfies the parking requirements for the residents and visitors. There has been no zoning violations or complaints regarding this land use. With the affordable housing parking standards, the whole property will have enough parking for both residents and visitors. We have 276 parking spaces. With Ames' new Affordable Housing Parking Standards, we need 276 parking spots. Please see Common Space and Landscaping Plans.

Lot 1 has 202

Lot 2 has 74

Street/Infrastructure Improvements

Attachment H

Applicant's Statement (continued)

Per Ray - N/A to this existing development

Common Open Space and Amenities - Describe the open space amenities provided and how residents will be able to access them. Include the percentage of the site that is open space. Identify what you are counting as open space on a copy of the approved site plan.

44% Common Open Space. This includes all softscaped areas, playground, and clubhouse. Excludes detention pond. Please see Common Space and Landscaping Plans.

Block Design

Per Ray - N/A to this existing development

Compatibility Standards & Other Conditions

Garages and Driveways

Per Ray - N/A to this existing development

Entrances

Per Ray - N/A no changes are proposed

Massing

Per Ray - N/A to this existing development

Use - Identify the types of principal and accessory uses that will be included in this PUD project, the number of each type of structure, and the number of dwelling units in each structure. Requirements of the Outdoor Lighting Ordinance would apply.

On this 8.3 acres on land, we have eight (8) three-story garden style apartment buildings and one (1) clubhouse/leasing office. Seven of the eight of those buildings feature 12 units. One of the eight buildings is elevator services featuring 61 units and interior amenity space, such as a fitness room and laundry facility. The one clubhouse/leasing office is a single-story building featuring a fitness facility.

Confirmation that sites have been development with approved site plans

Were the parking spaces constructed as shown on the approved site plans?

Yes

Attachment H

Applicant's Statement (continued)

How many accessible parking spaces have been provided on each of the two sites?

Please see Plan and Cost Review Set

Where are the accessible units located?

Please see Plan and Cost Review Set

Are the site features including landscaping, walkways, accessory structures such as carports, and other amenities in place as shown on the approved site plans? If not, what is missing or has been moved?

Please see Plan and Cost Review Set

Are any changes proposed to exterior lighting?

If we are able to get a PUD overlay to be awarded tax credits, we have \$75,000 in our budget to make improvements to our exterior lighting.

What amenities are available in the Community Building for use by tenants of the apartments?

Common Amenities include a community room, business center, clubhouse, fitness room, elevator, TV lounge, laundry facilities, and onsite maintenance. Residents are the only people to use these amenities and they can be accessed through secure entry.

Note any changes that have been made or are proposed for each of the two sites.

No changes have been made. If we are able to get a PUD Overlay then we can be awarded tax credits. We will then do a like for like substantial rehab that will be around \$35,000/unit. This includes site improvements, roofing, siding, doors, windows, LVT flooring, paint, signage, energy efficient appliances, kitchen cabinets and countertops, bathroom vanities, energy efficient HVAC and mechanicals, and accessible.

Number of Units and Bedrooms

Include a table that shows the total number units with one bedroom, two bedrooms, and three bedrooms

UNIT MIX	145 Total
1 br	29
2 br	80
3 br	36

Show calculations for the minimum number of parking spaces required for the units in the proposed PUD, based on 1.5 parking spaces for each one-bedroom unit, 2 parking spaces for each two-bedroom unit, and 2 parking spaces for each three-bedroom unit.

UNIT MIX	145 TOTAL	276 PARKING TOTAL
1 br	29	29*1.5=43.5

Attachment H

Applicant's Statement (continued)

2 br	80	$80 * 2 = 160$
3 br	36	$36 * 2 = 72$

In the table, include the number of existing parking spaces on each lot.

LOT 1	202
LOT 2	74

Has the bedroom mix changed from what was originally approved, as shown on each approved site plan?

The bedroom mix has not changed from what was originally approved. We have 145 units, 29 one-bedroom, 80 two-bedroom, and 36 three-bedroom.

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 5, Attachment "A."

Return document to: City Clerk, 515 Clark Avenue, Ames IA 50010

Document prepared by: Mark O. Lambert, City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010 – 515-239-5146

**CONTRACT REZONING AGREEMENT PERTAINING TO THE
LAND AT 3709, 3803, 3807, 3811, 3815, 3819, 3905, 3911, 3917 TRIP STREET.**

THIS AGREEMENT, made and entered into this ____ day of _____, 202__, by and between the City of Ames, Iowa (hereinafter called "City") and Fore Windsor Pointe Apartments Limited Partnership, and Iowa limited partnership (hereinafter called "Developer"), its successors and assigns.

WITNESSETH THAT:

WHEREAS, the Developer owns real property of Lot 1 and Lot 2 of the South Fork Subdivision First Addition, which consists of apartment buildings and condominiums in Ames Iowa, including the addresses of 3709, 3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street, as described in Attachment "A"; and,

WHEREAS, the property was previously developed under Floating Suburban Residential Medium density (FS-RM) zoning with a Major Site Development Plan and a Special Use Permit for household living within apartment dwellings and for part of the site to have an independent senior living facility and the Developer wishes to have the property zoned for use of the entire site as household living within apartment dwellings for low-income housing; and

WHEREAS, the City is willing to rezone the property to through a Planned Unit Development overlay based upon the standards and principles of the Ames Zoning Ordinance, subject to certain conditions; and,

WHEREAS, as contemplated by Iowa Code section 414.5, the City desires to impose certain additional conditions on the property owner in addition to existing regulations in connection with granting the Planned Unit Development zoning; and

WHEREAS, both City and the Developer expressly agree that said additional conditions are reasonable and imposed to satisfy public needs which are directly caused by the requested zoning change.

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

I. INTENT AND PURPOSE

A. It is the intent of this Agreement to:

1. Recognize that the Developer is the owner of the real property being rezoned and expressly agrees to the imposition of additional conditions as authorized by Iowa Code section 414.5.
2. Confirm and document that the Parties recognize and acknowledge that a substantial benefit to the public will be realized by imposition of the additional conditions for rezoning.
3. Grant rezoning of the real property from FS-RM to FS-RM/PUD.

II. GENERAL PROVISIONS

A. Modification. The parties agree that this Agreement may be modified, amended or supplemented only by written agreement of the parties, and their successors and/or assigns.

B. General Applicability of Other Laws and Ordinances. The Developer understands and agrees that all work done by or on its behalf shall be made in compliance with Iowa Code, the Ames Municipal Code, Iowa Statewide Urban Design and Specifications and all other federal, state, and local laws of general application (including the Fair Housing Act as applicable), whether or not such requirements are specifically stated in this agreement. All ordinances, regulations and policies of the City now existing, or as may hereafter be enacted, shall apply to activity or uses on the site.

C. Incorporation of Recitals and Exhibits. The recitals, together with any and all exhibits attached hereto, are confirmed by the parties as true and incorporated herein by reference as if fully set forth verbatim. The recitals and exhibits are a substantive contractual part of this agreement.

D. Violations of this agreement. Violations of this agreement by the

Developer may result in the PUD overlay being repealed, and the rezoning of the property at the City's discretion.

E. Signatures on Agreement. Prior to the approval of the third reading of the Ordinance rezoning the property, this rezoning agreement must be signed by the Developer and delivered to the City.

III. SPECIFIC PROVISIONS

A. The PUD overlay rezoning will allow for the use of a 61-unit building as an affordable housing apartment dwelling, and not as a senior living facility.

B. The Developer agrees that 100% of the units will be provided as affordable housing for a minimum of 30 years. "Affordable housing" means for occupancy by households making 60% or less of Area Median Income (AMI) as established by the U.S. Department of Housing & Urban Development, and in conformance with the federal Low Income Housing Tax Credit (LIHTC) requirements.

C. The Developer will provide to the City of Ames Planning and Housing Director annually, no later than April 1st, information necessary to verify operation of the site and qualifying of households within affordable housing consistent with LIHTC requirements for the prior calendar year. In the event the Planning and Housing Director determines that the Developer has not maintained and operated the site for affordable housing for 30 years consistent with LIHTC requirements, it shall be considered a municipal infraction for operating and using the site in a manner that is inconsistent with zoning.

D. The City agrees that it will approve a reduction in required parking by thirty-six (36) parking spaces, consistent with the 36 three-bedroom affordable housing units.

IV. COVENANTS RUN WITH THE LAND

This Agreement shall run with the site and shall be binding upon the Developer, its successors, subsequent purchasers and assigns.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed effective as of the date first above written.

[Signatures on next page]

<p>CITY OF AMES, IOWA</p> <p>By _____ John A. Haila, Mayor</p> <p>Attest _____ Diane R. Voss, City Clerk</p> <p>STATE OF IOWA, COUNTY OF STORY, ss:</p> <p>On this _____ day of _____, 2021, before me, a Notary Public in and for the State of Iowa, personally appeared John A. Haila and Diane R. Voss, to me personally known, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Ames, Iowa; that the seal affixed to the foregoing instrument is the corporate seal of the corporation, and that the instrument was signed and sealed on behalf of the corporation by authority of its City Council, as contained in Resolution No. _____ adopted by the City Council on the _____ day of _____, 2021, and that John A. Haila and Diane R Voss acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it voluntarily executed.</p> <p>_____ Notary Public in and for the State of Iowa</p>	<p>FORE WINDSOR POINTE APARTMENTS LIMITED PARTNERSHIP</p> <p>By _____</p> <p>STATE OF _____, COUNTY OF _____, ss:</p> <p>This instrument was acknowledged before me on this _____ day of _____, 2021, by _____, as Manager, Fore Windsor Pointe Apartments Limited Partnership.</p> <p>BY _____, Notary Public in and for the State of _____.</p>
---	--

Attachment J

ATTACHMENT "A"

DESCRIPTION:

Real property in the City of Ames, County of Story, State of Iowa, described as follows:

UNITS 1 THROUGH 12, 3803 TRIPP STREET BUILDING;
UNITS 1 THROUGH 12, 3807 TRIPP STREET BUILDING;
UNITS 1 THROUGH 12, 3811 TRIPP STREET BUILDING;
UNITS 1 THROUGH 12, 3819 TRIPP STREET BUILDING;
UNITS 1 THROUGH 12, 3905 TRIPP STREET BUILDING;
UNITS 1 THROUGH 12, 3911 TRIPP STREET BUILDING;
UNITS 1 THROUGH 12, 3917 TRIPP STREET BUILDING;
UNITS 101 THROUGH 106, 113, THROUGH 117, 119, 121, 133, 134, 136, 137, 201 THROUGH
207, 211 THROUGH 216, 218, 220 THROUGH 223, 226, 227, 229, 230, 301 THROUGH 307,
311 THROUGH 316, 318, 320 THROUGH 323, 326, 327, 329 AND 330, 3709 TRIPP STREET
BUILDING;

ALL IN TRIPP STREET 3709 & 3815 CONDOMINIUMS, STORY COUNTY, IOWA; BEING
A CONDOMINIUM CREATED UNDER THE HORIZONTAL PROPERTY REGIME UNDER
CHAPTER 499B OF THE IOWA CODE (2003), BY A DECLARATION OF SUBMISSION OF
PROPERTY TO HORIZONTAL PROPERTY REGIME FOR TRIPP STREET 3709 & 3815
CONDOMINIUMS DATED OCTOBER 16, 2003 AND RECORDED DECEMBER 23, 2003 IN
THE OFFICE OF THE COUNTY RECORDER FOR STORY COUNTY, IOWA AS
DOCUMENT NO. 03-25315, AND AS AMENDED OR SUPPLEMENTED, TOGETHER WITH
THE UNDIVIDED INTEREST IN GENERAL AND LIMITED COMMON ELEMENTS
APPURTENANT TO SUCH UNITS AS PROVIDED IN THE AFORESAID DECLARATION.

DO NOT WRITE IN THE SPACE ABOVE THIS LINE, RESERVED FOR RECORDER
Prepared by: City Clerk's Office, 515 Clark Avenue, Ames, IA 50010 Phone: 515-239-5105
Return to: Ames City Clerk, P.O. Box 811, Ames, IA 50010

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF AMES, IOWA, AS PROVIDED FOR IN SECTION 29.301 OF THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY CHANGING THE BOUNDARIES OF THE DISTRICTS ESTABLISHED AND SHOWN ON SAID MAP AS PROVIDED IN SECTION 29.1507 OF THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH AND ESTABLISHING AN EFFECTIVE DATE

BE IT HEREBY ORDAINED by the City Council of the City of Ames, Iowa;

Section 1: The Official Zoning Map of the City of Ames, Iowa, as provided for in Section 29.301 of the *Municipal Code* of the City of Ames, Iowa, is amended by changing the boundaries of the districts established and shown on said Map in the manner authorized by Section 29.1507 of the *Municipal Code* of the City of Ames, Iowa, as follows: That the real estate, generally located at 3709, 3803, 3807, 3811, 3815, 3819, 3905, 3911, and 3917 Tripp Street is rezoned from Suburban Residential Medium-Density (FS-RM) to Suburban Residential Medium-Density Planned Unit Development (FS-RM PUD).

Real Estate Description: Lot 1, South Fork Subdivision, First Addition and Lot 2, South Fork Subdivision, First Addition.

Section 2: All other ordinances and parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3: This ordinance is in full force and effect from and after its adoption and publication as provided by law.

ADOPTED THIS _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor



TWG

DEVELOPMENT | CONSTRUCTION | MANAGEMENT

1301 EAST WASHINGTON STREET, SUITE 100, INDIANAPOLIS, IN 46202 | 317.264.1833 | TWGDEV.COM

11/02/2021

Kelly Diekmann
Planning & Housing Director
City of Ames
515 Clark Avenue
Ames, Iowa 50010

RECEIVED

NOV 03 2021

CITY OF AMES IA
DEPT. OF PLANNING AND HOUSING

RE: Request for Three Readings of Rezoning Ordinance on November 23rd

Dear Mr. Diekmann,

Please consider our request to have three readings of our rezoning ordinance for City Council meeting on November 23rd to have everything completed by the end of the month. Windsor Pointe Apartments is scheduled to be awarded for Low Income Housing Tax Credits this year with approval of zoning from the City of Ames. Unfortunately, if we are unable to get zoning, Windsor Pointe Apartments falls out of a Qualified Census Tract (QCT) in 2022, making this substantial rehab unfeasible. Iowa Finance Authority has requested the month of December to process paperwork if zoning is considered. We hope City Council understands the urgency of our situation and can accommodate the three readings on November 23rd. If we are unable to do three readings on November 23rd, we would like to request a special meeting the following week to complete the three readings. Please let us know which path would be best for City Council. We appreciate your help in getting this scheduled.

Sincerely,

Ryan Kelly
Acquisitions Director

COUNCIL ACTION FORM

SUBJECT: PUBLIC HEARING ON ACCEPTANCE & SUBMITTAL OF 2020-21 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) IN CONNECTION WITH COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)

BACKGROUND:

The Community Development Block Grant (CDBG) regulations require that, within 90 days from the end of its fiscal year, the City must prepare a Consolidated Annual Performance and Evaluation Report (CAPER). This report must be submitted to the Department of Housing and Urban Development (HUD) on or before September 29 each year. However, staff requested and received an extension to submit the report on or before November 30, 2021.

The 2020-21 CAPER reports accomplishments in relation to goals and objectives identified in the City's 2019-2023 Consolidated Plan and in the Annual Action Plan for fiscal year July 1, 2020, through June 30, 2021. The regulations require that the CAPER be available for a 15-day public review and comment period, which occurred November 2 through November 17, 2021.

Attached for Council review are key pages from the 2020-21 CAPER. **A full copy of the CAPER and attachments are available for review on the City's web site at: www.cityofames.org/housing/CAPER.**

For the 2020-21 program year, approximately \$945,329 of CDBG funds were spent. The total amount of funding was a combination of entitlement funds and program income. Approximately \$42,608 of the total was generated program income. Of the \$945,329, approximately \$121,462 was administrative expenses. Approximately \$823,867 was expensed on the 2020-21 program activities, of which \$794,568 was to address Low and Moderate Income Housing (LMI) housing.

For the HOME funds, approximately \$22,987 was spent on program administration. This was the only expense for the HOME program. For the CARES (COVID-19) funds, approximately \$475,713 was spent. Of the \$475,713, approximately \$32,489 was spent for program administration approximately \$396,816 was used for Rent & Utility Relief and \$46,408 was spent on Mortgage & Utility Relief.

In addition to the CARES programs, the major activity implemented in FY 2020-21 was the public infrastructure improvements at Baker Subdivision. Because this activity occurred in the City's Neighborhood Revitalization Strategy Area (NRSA), approximately 2,310 people/households were benefitted.

ALTERNATIVES:

1. Approve the submittal of the City's 2020-21 Consolidated Annual Performance and Evaluation Report (CAPER).
2. Do not approve the submittal of the City's 2020-21 Consolidated Annual Performance and Evaluation Report (CAPER).

CITY MANAGER'S RECOMMENDED ACTION:

The CAPER outlines the City's accomplishments in the CDBG programs in the past year. The report is required to be submitted to HUD prior to November 30, 2021.

It is therefore the recommendation of the City Manager that the City Council adopt Alternative #1, as described above.



PROPOSED DRAFT

CITY OF AMES

**CONSOLIDATED ANNUAL PERFORMANCE
AND EVALUATION REPORTS (CAPER)**

**CITY OF AMES FISCAL YEAR
JULY 1, 2020 THROUGH JUNE 30, 2021**



**Public Comment Period:
November 2, 2021 thru November 17, 2021**



CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)

This could be an overview that includes major initiatives and highlights that were proposed and executed throughout the program year.

With community input, the overall goals and outcomes of the City's 2019-23 Strategic Plan continue to be to increase the supply of affordable housing for low- and moderate-income persons, and to continue to support and maintain the public service needs for special populations, homeless, and low-income households. The major progress that the City made in carrying out these two overall strategies was through the implementation of the following project activities for 2020-21 and 2019-20 rollover activities for the CDBG Programs: Acquisition/Reuse for Affordable Housing, Disposition of 6th Properties, Acquisition/Rehab of Properties, the Installation of Public Infrastructure Improvements Program for Baker Subdivision (321 State Avenue), along with a first Amendment to the Action Plan to include an Acquisition/Relocation/Demolition Program for an Installation of a Shared Use Bike Path in our NRSA. Lastly, second and third Amendments to the Action Plan were completed to include CDBG-CARES funding to implement the following three programs due a worldwide Coronavirus Pandemic: 1) Rent Relief Assistance; 2) Mortgage Relief and 3) Utility Relief Assistance for both Renters and Homeowners. For the HOME Programs: 1) Homeownership Construction Program; 2) Homebuyer Assistance Program, and 2) future funding for Low-Income Housing Tax Credits (LIHTC) units in the Baker Subdivision.

The **Acquisition/Reuse Program**. This activity was designed to create, expand, and maintain affordable housing for homeless and low-income persons (80% or less of AMI) by: a. increasing the supply of affordable rental housing for low-income families, b. increasing the availability of affordable owner-occupied housing or c. maintaining the supply of affordable owner-occupied housing. Under this activity the City **did not** acquire any properties under the 2020-21 program year.

The Disposition of Properties. This activity was designed to provide maintenance and costs for properties purchased in previous program years. For 2020-21 the activity included the on-going maintenance of three lots remaining along Sixth Street. For the Sixth Street properties, a Change In Use Designation was requested and approved. This disposition change allowed the three contiguous lots to be sold as one on the open market for re-development. The City of Ames will be purchasing those lots in the 21-22 program year for \$198,000. This revenue will to be returned to HUD to be reprogrammed to be used towards the Baker Subdivision and any other activity needs in the 2021-22 program year.

The Acquisition/Rehabilitation Activity. This activity was designed to rehabilitate properties purchased under the Acquisition/Reuse Program that needed repairs before being sold to eligible buyers or to a nonprofit housing developer. For 2020-21, there is one property that remains under this activity, which is the rehabilitation of the Village property. For 2020-21, driveway improvements were installed at the property. The property was scheduled to be sold in 20-21 program year; however, this activity has been rolled into the 2021-22 program year.

The Public Infrastructure Improvements Program for 321 State Avenue. Under this program activity, during the 2015-16 program year, the acquisition of one 10-acre parcel (old Ames Middle School site) was completed. Although construction of housing has not begun, in 2016-17 the City was successful in receiving its first Neighborhood Revitalization Strategy Area designation for the 10-acre parcel. In 2017-18, although there was an unsuccessful attempt to negotiate an agreement with a local developer in the spring of 2018, the City as the “developer” prepared the specifications, solicited for bids and was successful in awarding a contract to begin the installation of the infrastructure improvements on the site. For 2018-19, phase I of the infrastructure improvements were install, which was the construction of an extension of Tripp Street through the middle of the site. For 2019-20, Phase II of the development began with the installation of a public sidewalk along the south side of the new Tripp Street extension, along the hiring of an Engineering firm to begin the platting of the subdivision, which includes the layout of lots for homes. Additionally, the bid letting to install the public utilities and street installation was completed and the work will begin in the 2020-21 program year. During the 2020-21 program year, an Engineering firm was hired and the final design and platting of the subdivision that included twenty-six single family lots and one multi-family lot was completed and approved. Also, during this program year, the plans, and specifications for the project improvements (sanitary sewer, water main, storm sewers, utility services; construction of Latimer Lane, alley/shared use path pavement, stormwater basin improvements, and sidewalk installation) were be prepared that will be bid and started in the 2021-22 program year. In addition, the City solicited and chose a partner developer to prepare a Low-Income Housing Tax Credit (LIHTC) application to the Iowa Finance Authority in the fall of 2020, and if awarded, 36 low-income affordable multi-family housing units on lot 27 in the Baker Subdivision would begin possible construction in the spring of 2021-22.

The Acquisition/Reuse Program for the Public Facility Installation of a Shared Used Bike Path in our NRSA. This activity was added to the 2019-20 program year and was rolled into the 2020-21 program year. This activity was a joint collaboration between the Parks and Recreation, Public Works Departments, and the Housing Division to enhance the recreational features of the neighborhood that is located in the City’s only Neighborhood Revitalization Strategy Area (NRSA) by connecting a share used bike path from an existing park to the newly developing housing subdivision. The Parks Department is upgrading the park with new features and play equipment, the Public Works Department identified this route in their 2040 Long Range Transportation Plan to connect the west side of the area to the east side. The Housing Division utilizing its CDBG funding would implement the following activities that is the key to connecting the park to the housing subdivision: 1) acquisition of an existing single-family that is located in the middle of the identified bike path route; 2) relocation of the tenants residing in the property; 3) demolition of the property; and 4) Installation of a new bike path. In the 2019-20 program the property was successfully acquired. In 2020-21, the three tenants were successfully relocated from the property and the property was demolished. The CDBG funds for the installation of a new bike path from Franklin Park to the Baker Subdivision was removed and the activity will be 100% funded by the Public Works Department and anticipated to be installed in the spring of 2022.

The CDBG CARES (COVID-19) Program for Rent, Mortgage and Utility Relief Assistance. This activity was added to the 2019-20 program year and continued into the 2020-21 program year. The United States has been impacted by a global pandemic of the Coronavirus that has crippled our economy. In response to this crisis, CDBG funding was made available to be used to prevent, prepare for, and respond to this pandemic. Under this special allocation of funding the following programs were created to provide assistance to low and moderate-income households: Rent Relief, Mortgage Relief and Utility Relief for both renters and homeowners. A number of programs and activities had to be shifted in order to prepare for the implementation of these needed programs. In 2020-21 program year the program has assisted the following individuals and households affected by the pandemic: For the Rent Relief Assistance 72 households were assisted; For Rent Relief Utilities Assistance 58 households were assisted; For the Mortgage Relief Assistance six (6) households were assisted; and For the Mortgage Utility Assistance five (5) households were assisted. The total for all four programs was 141 households assisted.

The Homeownership New Construction Program and the Homebuyer Assistance Programs. These two activities are being funded under our HOME Program. Due to implementing the installation of the public improvements (electricity, geothermal, water, sewer, streets, etc.) for the platted lots being under way, other than administrative expenses, the homeownership new construction program nor any homebuyer assistance was started in the 2020-21 program year. The City still intends to use the HOME funding to build affordable homes on in the Baker Subdivision, that is in our NRSA, in which we anticipate housing construction may occur in the program year of 2021-22. The opportunity to acquire a large parcel of land to expand the development of affordable housing for low-income persons and households – which addresses the heart of the strategic plan – continues to be the primary focus of all the activities that were implemented for the 2020-21 program year and that will continue for the 2021-22 program year. Also using a portion of its HOME Funds as match, an application for LIHTC funding for lot 27 in the Baker Subdivision was submitted in May 2021.

In addition to the outcomes listed below, a summary of accomplishments in attaining the goals and objectives for the reporting period can be found in Appendix I, along with a project map and budget in Appendix II.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

The implementation of some of activities versus actual outcomes during the 2020-21 program year, was due to the continued need to address the impact of the pandemic on our community. An additional receipt of \$356,455 of CARES funding was awarded to the city that required a 3rd Amendment to be completed to the 2019-20 Action Plan. This amendment was taking place in 2020-

21 program year. This also caused a delay in the submittal of the CAPER for 2019-20, which was submitted in 2020-21. These changes also caused the delay in the submittal of the 2020-21 Action Plan. This led to the delay of starting the Engineering and Public Infrastructure Bidding for the Baker Subdivision that was started but has delayed the New Home Construction and Homebuyer Assistance Programs. Also, the installation of the Shared Use Bike Path from Franklin Park to the Baker Subdivision was removed as an activity and the Acquisition/Reuse for Affordable Housing was removed for 2020-21.

Staff Report

INDOOR AQUATIC CENTER UPDATE

November 23, 2021

BACKGROUND:

The Ames Municipal Pool, owned by the City and situated on Ames Community School District property, will close at the end of February 2022. The building will then be demolished in early March in order to finish construction on the new high school. At that time, there will no longer be an indoor community pool in Ames. The City Council has made it a priority to construct a new warm-water Indoor Aquatic Center (IAC) at 122 North Oak, which is property currently owned by the Iowa Department of Transportation (IDOT).

City staff has been concentrating on six core issues related to the IAC over the past several months, which are discussed in this report. The first three issues indicated below require City Council direction, while the remaining three issues are only updates for Council information:

ISSUES REQUIRING CITY COUNCIL DIRECTION:

- Whether to use an architect in conjunction with a General Contractor, or a Construction Manager, or a Construction Advisor to assist the staff in completing the Indoor Aquatic Center project
- Whether to move ahead immediately to hire RDG to design the Indoor Aquatic Center or create a competitive process that would solicit proposals from all companies that are interested in providing these services
- Whether to design the Indoor Aquatic Center with two floors or only one floor

INFORMATIONAL UPDATES:

- IDOT land update regarding the appraisal amount and date for access to property for construction
- Private fundraising totals
- Latest total project cost estimate

ISSUE 1 (Council direction requested):

Whether to use an architect in conjunction with a General Contractor, or a Construction Manager, or a Construction Advisor to assist the staff in completing the Indoor Aquatic Center project

There are three potential project delivery methods. The pros and cons of each of these methods are detailed in Attachment A.

Option 1: Architect and a General Contractor

The more traditional method that most people are familiar with is the use of an architect and a general contractor (GC). In this scenario, the architect serves as the owner's representative on the project to make sure the contractor is building the project in accordance with the plans and specifications. This method involves one bid package, and the GC holds the contracts with the subcontractors. Therefore, the GC is responsible for the quality of work of the subcontractors. When problems arise, the owner's representative only has to deal with one entity, the general contractor, in correcting problems. The general contractor aggregates the requests for progress payments from all of the subcontractors and submits one unified bill to the City for payment. The architect advises the City whether the bill for the work is justified.

Some of the shortcomings of this method include: a potential adversarial relationship between the architect and GC due to the architect holding the GC accountable to building to plans and specifications, possible inaccurate cost estimating if the architect is not knowledgeable of the latest construction techniques and material costs, possible increase in the number of costly change orders since no construction expertise is provided during design phase, requires significant amount of City staff time to manage the project since the architect only provides periodic inspections of the project, and possible longer project schedule due to the sequential project delivery process. Finally, when disputes arise between the architect and the general contractor, it is difficult for the architect serving as the owner's representative to provide impartial recommendation to the City for resolving the dispute.

Option 2: Architect and a General Contractor with Construction Advisor

The second method is similar to the first; however, a construction advisor (CA) is hired to serve as the owner's representative. The CA would have input during the design process and may be able to alleviate some of shortcomings stated for the first method. Specifically, the CA would provide construction expertise during the design phase reducing the probability of costly change orders and reduce the amount of City staff time to manage the project since the CA will be on site more frequently. The downside of this method is that it would be more expensive as the City would not only be paying the GC's markup, but also the cost of the CA. The City did use a CA for the Library project so there is some familiarity with this approach.

Option 3: Architect and a Construction Manager

The third method is the use of an architect and a construction manager (CM). With this approach, the CM acts as an extension of the owner's staff and the GC is eliminated. The owner holds all the individual contracts and the CM competitively bids the different elements of construction (bid packages). Because of this approach, some tasks can take place simultaneously, thus shortening the overall project timeline. For example, a demolition and site work package could be bid prior to the overall design being completed. This method allows the CM to be involved in the design process which has

the potential to minimize change orders, uses a collaborative team approach between owner, architect, CM, and contractors. It is hoped that the increased cost to hire a CM is offset by the elimination of the GC's markup to the construction bid amount.

This method does come with some shortcomings which include administrative challenges associated with managing multiple contracts held by the owner, unfamiliarity of this method to the City, the City assuming the risk associated with increased cost of materials, and the difficulty of determining the cost savings due to CM involvement.

ISSUE 2 (Council direction requested):

Whether to move ahead immediately to hire RDG to design the Indoor Aquatic Center or create a competitive process that would solicit proposals from all companies that are interested in providing these services

RDG Planning and Design was selected through a Request for Proposal (RFP) process to develop a conceptual design for the Healthy Life Center (HLC). When Council directed staff to apply for the Iowa Reinvestment District Program, it also approved using RDG to develop a conceptual design for the IAC which was based on the aquatics portion of the HLC. Through the development of the HLC and the IAC, RDG has developed a very good understanding of the City's goals as it relates to an aquatic facility.

Council could choose to take one of two paths as the City moves forward with final design for the IAC. The first would be to direct staff to develop an RFP and begin the process of selecting an architect based on this new competitive selection process. This approach could slow down the design process as the City would issue an RFP, receive and review submittals, interview potential architects, select an architect, then develop and have Council approve a contract. If a firm other than RDG is selected, staff will need to bring that firm up to speed regarding how the City has gotten to this point.

The second potential path would be for the City Council to waive purchasing policies and award a contract to RDG. This path would be quicker as staff can finalize a scope of services with RDG and negotiate a fee that would be brought to Council for approval. RDG is familiar with the project and could get into schematic design rather quickly.

ISSUE 3 (Council direction requested):

Whether to design the Indoor Aquatic Center with two floors or only one floor

Staff originally presented City Council with two options for the IAC. One option called for a one-level structure with just the aquatic components with the possibility to expand the building to the east on the proposed site. The second option was for a two-level building with a walking track and multipurpose space on the second level. At that time, City Council approved pursuing the two-level option to provide non-aquatic related activities for users.

In August 2021, the City hired Stecker Harmsen to provide an updated cost estimate in 2023 dollars for the one-level and two-level options. An additional option was added to obtain a cost estimate for a one-level building which included the aquatic components, as well as 9,000 square feet of multipurpose space (a walking track and multipurpose rooms). Stecker Harmsen has indicated that by moving the walking track and multipurpose space to the first level, the estimated cost savings will be \$796,898 versus the two-level option. Additionally, operational savings should be expected with the one level building with multipurpose addition.

The one downside to this approach is that the one level structure with the walking track and multi-purpose space would eliminate the possibility for expansion on this site in the future.

ISSUE 4 (Informational only):

Iowa Department of Transportation update regarding the land cost and date for access to property for construction

As the City Council is aware, staff is continuing to work with IDOT leadership regarding the City purchasing the land at 122 North Oak and a timeline for IDOT to vacate the buildings located on the site. **In the Iowa Reinvestment District Program application, the City indicated a purchase price of \$2,000,000. This value was provided to the City by the IDOT staff based on their prior internal estimate. In early November, the IDOT shared with City staff a copy of their formal appraisal with the final value being \$2,900,000.**

City staff has also expressed the desire for the IDOT to vacate the buildings on the said property no later than fall 2022. This will allow for the City to demolish the buildings and parking lots so construction can begin as soon as possible. The IDOT has a large renovation project of the northwest wing coming up and it is currently conducting a space study to determine if all employees from the northwest wing and the buildings at 122 North Oak can be relocated to the main building. **To date, City staff has not received a final decision from IDOT as to when the City could take possession of the site.**

City staff believes we should move ahead with project before an agreement is reached regarding the purchase price of the site and the date transferring the site to the City.

ISSUE 5 (Informational only):

Private Fundraising Update

Dan Culhane, President and CEO of the Ames Chamber of Commerce has graciously volunteered to privately fundraise \$8 million for the IAC and City staff is very appreciative of his efforts. To date, Dan has secured \$8,232,500 in donations and/or pledges. This amount does not include \$2 million of city funding from the Geitel Winakor estate. Any

fundraising over \$10 million could be used to cover project cost overruns or reduce the amount of bonding needed for the project. Some of the pledges have been made for up to three years, rather than in one lump sum up-front prior to the City entering into a construction contract. Therefore, there will be some risk that not all of the pledges will be honored.

One issue that has arisen is that most of the individuals making the pledges would prefer to donate the money to the Ames Foundation, which would collect the donations and then transfer the funds to the City, rather than donating the funds directly to the City. In addition, there is nothing yet in writing to verify these pledges. Therefore, City staff is exploring the creation of a pledge document that will allow donations to be directed to the Ames Foundation and also bind individuals who are making the pledges, and their estates, to honor these pledges to the City.

ISSUE 6 (Informational only):

Project Cost Estimate Update

The chart below shows the cost estimates that have been provided throughout this process. The second column is the original estimate provided by RDG in February 2021. The third column is the current estimate with a 15% increase over the original estimate which accounts for the increase in material costs. The fourth column uses the information provided by Stecker Harmsen and includes \$3 million for the land and the use of a CM. The fifth column is the estimate provided by Stecker Harmsen for a one-level building with 9,000 square foot multipurpose space addition. This estimate also includes a \$3 million land purchase price and the use of a CM.

Best Estimates -Subject to Change!	Two-Level	Two-Level	Two-Level	One-Level w/Addition
Items	Original Estimate	Current Estimate Shown to Council (15% over Original Estimate)*	Revised w/Stecker Harmsen Estimate & Const. Mgr.	Revised w/Stecker Harmsen Estimate & Const. Mgr.
Construction Cost	\$ 19,739,000	\$ 22,699,850	\$ 20,230,673	\$ 19,537,718
Land	\$ 2,000,000	\$ 2,000,000	\$ 2,900,000	\$ 2,900,000
FFE	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Construction Manager**			\$ 1,400,000	\$ 1,400,000
Design Fees	\$ 1,480,000	\$ 1,702,000	\$ 1,702,000	\$ 1,702,000
Soils, Survey, Testing	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000
Subtotal	\$ 23,909,000	\$ 27,091,850	\$ 26,922,673	\$ 26,229,718
Contingency (15%)	\$ 3,585,000	\$ 4,063,778	\$ 4,038,401	\$ 3,934,458
Total	\$ 27,494,000	\$ 31,155,628	\$ 30,961,074	\$ 30,164,176

***Current total rounded to \$31,200,000**

****Estimate based on \$22 million construction cost and 18-month construction schedule**

STAFF COMMENTS:

Based on the above information, staff is seeking direction regarding the following issues:

1. Issue 1. Staff believes that this project is too large and complex not to secure construction expertise for our team and, therefore, supports the additional expense of a Construction Manager. The Construction Manager will assure on-site daily inspection/supervision of the construction project and provide the expertise to help with any design needed to hold construction costs within the budgeted amounts.

If Council concurs, a competitive process will be utilized to select the Construction Management firm. It is expected that the actual cost for this service will be less than the amount of the mark-up charged by a General Contractor.

2. Issue 2. Staff supports continuing the relationship with RDG, the company that provided the design concepts for the Indoor Aquatic Center beginning with the Healthy Life Center. RDG is familiar with our proposed project and can move quickly to begin the design of the facility when the City is ready to proceed.

If Council concurs, staff will begin negotiations with RDG with the expectation that the final design fee will be less than the amount shown above for the updated project cost estimates.

3. Issue 3. Staff supports designing a one level building. Given the additional cost to acquire the site than was originally planned for, the construction of a single floor building will save approximately \$800,000 as compared to a two-story structure. While the ability to expand on the site will be eliminated with this decision, expansion of the current site would have been difficult or impossible anyway because of the lack of sufficient land to accommodate the required parking for any expansion. Therefore, in the event of expansion, more land will need to be acquired.

NEXT STEPS:

- Perform an Environmental Phase Study
- Prepare an RFP for Construction Management services for Council approval
- Negotiate a design contract with RDG (assuming the Council concurs with the staff recommendation)
- Finalize agreement with IDOT which will include the purchase price and timeline for transferring site to the City

ATTACHMENT A

PROJECT DELIVERY METHODS

Architect and a General Contractor (GC)

This is a traditional project delivery method which is linear in nature, where one phase is completed before the next one is started.

Pros:

- Architect serves as owner's representative, frees up staff time
- One bid package for construction
- Traditional method that most people are familiar with
- Understood by all parties
- Often easier to manage a linear process

Cons:

- Potential adversarial relationship between contractor and architect/engineer
- Restricted owner control due to separation of roles and responsibilities
- Accurate cost estimating requires architect to be knowledgeable of latest construction techniques and market
- No opportunity for contractor input prior to construction which may increase the probability of costly change orders
- Requires owner resources to manage
- Owner may have to act as "referee" to resolve disagreements
- Longer time frame due to linear or sequential process
- If bid is over budget, there will be delays and possibly additional costs for redrawing and rebidding
- Architect not on site very often for inspection

Architect and a General Contractor (GC) w/a Construction Advisor (CA)

This project delivery method is very similar to the first, however, a CA is hired to address some of the shortcomings associated with the first method.

Pros:

- CA serves as owner's representative, frees up staff time
- One bid package for construction
- A variation of a traditional method that most people are familiar with
- Understood by all parties
- Often easier to manage a linear process

- CA can be involved from design through construction providing construction expertise to all project phases

Cons:

- Potential adversarial relationship between contractor and architect/engineer
- Restricted owner control due to separation of roles and responsibilities
- Accurate cost estimating requires architect and/or CA to be knowledgeable of latest construction techniques and market
- No opportunity for contractor input prior to construction, however, the CA can serve this role
- Requires owner resources to manage
- Owner may have to act as “referee” to resolve disagreements (CA can help with this)
- Longer time frame due to linear or sequential process
- If bid is over budget, there will be delays and possibly additional costs for redrawing and rebidding
- May be the more expensive option (GC markup plus CA fee)
- CA on-site for inspections more often than Architect, but not continuously

Architect and a Construction Manager (CM)

In this project delivery method, the construction manager acts as an extension of the owner’s staff and the general contractor is eliminated. The owner holds all contracts and each subcontractor becomes a prime contractor and is responsible for cost, schedule, quality, and safety on the project. The construction manager competitively bids the different elements of construction (bid packages).

Pros:

- The CM is on the owner’s side as the risk is contracted to the prime contractors
- Selection of CM can be based on firm’s qualifications and cost can be negotiated
- Pre-construction services are provided by qualified individuals that are knowledgeable about current construction methods and costs
- Produces more predictable and manageable results through a collaborative effort of entire team
- Increases opportunity for local participation of vendors, material suppliers, and subcontractors
- Non-adversarial effort reduces risks for owner, architect, and construction manager
- Owner holds all contracts
- Option to fast track by phasing bid packages allows quicker facility usage
- Allows for more owner control in selecting CM and subcontractors

- Potential to minimize change orders
- May be the least expensive option

Cons:

- Multiple contracts held by owner can create administrative challenges
- Potential challenge to determine who is “at fault” if project is delivered late with multiple prime contracts
- It is an unfamiliar method to the City of Ames
- City will assume the risk associated with increased costs due to material shortages and delivery delays
- May be difficult to determine cost savings due to CM involvement