

**Due to the COVID-19 concerns and social distancing recommendations, a virtual meeting is being offered. Participants wishing to speak on a topic should message the meeting moderator. All participants are asked to mute their individual computers at times when they are not speaking to minimize background noise. Join: <https://us02web.zoom.us/j/81911996496>*

NOTICE OF A REGULAR MEETING BONDURANT CITY COUNCIL MARCH 18, 2024

NOTICE IS HEREBY GIVEN that a Regular Meeting of the City Council will be held at 6:00 PM on March 18, 2024, in the Bondurant City Center, 200 Second Street, Northeast, Bondurant, Polk County, Iowa. Said meeting is open and the public is encouraged to attend.

AGENDA

1. Roll Call
2. Call to Order and Declaring a Quorum
3. Abstentions declared
4. Perfecting and Approval of the Agenda
5. Consent Agenda:
All items listed below are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member or citizen so requests, in which event the item will be removed from the Consent Agenda and considered separately.
 - a. Approval fo March 4, 2024, City Council Meeting Minutes
 - b. Claims List
 - c. Applications for City Council Approval
 - d. Receive & File - February 7, 2024, Library Board Meeting Minutes & Director's Report
 - e. - Resolution approving pay request no. 11R2 to KLC Construction, LLC for the 15th Street and NE 88th Street/32nd Street, SE and Jorie Way Water Main Project in the amount of \$15,890.05
 - f. - Resolution approving change order no. 1 for additional control structures and valving for the Water Tower Project in the amount of \$181,000
 - g. - Resolution approving the Campus Industrial Park Plat of Survey
 - h. - Resolution of endorsement for the City of Bondurant's grant application to the Bravo Greater Des Moines ICON Public Art Program for funding to assist with implementing the Mud Creek installation at Eagle Park
 - i. - Resolution of endorsement for the City of Bondurant's grant application to the Bravo Greater Des Moines Public Art Program for funding to assist with implementing the Garden Project at the ARTocka Trail Loop
 - j. - Resolution of endorsement for the City of Bondurant's full grant application to the Iowa Economic Development Authority's Community

The Bondurant City Council maintains the right to waive the first and second readings of ordinances presented and may pass the third and final reading of the same ordinance within the same council meeting.

Any person with a disability who requires a modification or accommodation in order to participate in the meeting, or any person with limited English proficiency (LEP) who requires language assistance to communicate with the City Council during the meeting, should contact the City Clerk, (515) 967-2418 or shagan@cityofbondurant.com, no fewer than two business days prior to the meeting to enable the City of Bondurant to make reasonable arrangements to assure accessibility or language assistance for the meeting.

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Catalyst Grant Application for 13 Main Street, SE

- k. - Resolution approving a Professional Services agreement between the City of Bondurant and Shive-Hattery in the amount of \$23,800 for work associated with the design of the new City Park public parking lot project at 201 3rd Street, SE
 - l. - Resolution recommending awarding bid for the City Hall Solar Project to 1 Source Solar in the amount of \$84,170.00
 - m. O-240304-204 - (Second Reading) Ordinance amending Sections 179.01, 180.04, 180.05, and 180.07 of the Zoning Code regarding Stormwater Detention and Retention Basin Setback Requirements
 - n. O-240304-205 - (Second Reading) Ordinance amending Section 177.04 of the Zoning Code regarding Accessory Structure Setback Requirements
 - o. - Resolution adopting changes to the Mission Square Deferred Compensation Plan
6. Guests requesting to address the City Council
- a. Proclamation setting Arbor Day
 - b. Update on Bondurant Emergency Services Facility Design
7. **Public Hearing**
- a. Public Hearing regarding text amendments to Section 181.13 of the Zoning Code regarding electronic message displays.
 - b. Public Hearing regarding adoption of the Major Streets Master Plan
8. Action Items
- a. - (First Reading) Ordinance amending Text amendments to Section 181.13 of the Zoning Code regarding electronic message displays
 - b. - Resolution adopting the Major Streets Master Plan, including formalizing the future arterial and collector street policy as presented in the Major Streets Master Plan
 - c. - Resolution approving the Alan's Seamless Gutters site plan for an addition at 1601 Garfield Street, SW
9. Reports / Comments and appropriate action thereon:
- a. Mayor
 - b. Council Members
 - c. Administrator

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- d. Directors
- 10. **Closed Session**- Pursuant to Iowa Code 21.5.1(j) to discuss property acquisition and 21.5.1(c) potential or pending litigation
- 11. Adjournment

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BONDURANT CITY COUNCIL

Minutes

March 4, 2024

Bondurant City Council

1. Roll Call

Present: Mayor Doug Elrod, Council Member Tara Cox, Council Member Angela McKenzie, Council Member Bob Pepper, Council Member Chad Driscoll

Absent: Council Member Matt Sillanpaa

City Officials Present: City Administrator Marketa Oliver, City Clerk Shelby Hagan, Public Works Director John Horton, Fire Chief Aaron Kreuder, Library Director Jill Sanders, Planning & Community Development Director Maggie Murray, City Planner Isaac Pezley

2. Call to Order and Declaring a Quorum

Mayor Elrod called the meeting to order at 06:02 PM and declared a quorum.

3. Abstentions declared

None.

4. Perfecting and Approval of the Agenda

Motion by Driscoll, seconded by McKenzie, to approve the agenda. Vote on Motion 4-0. Motion carried.

5. Guests requesting to address the City Council

a. Proclamation for Years of Service

Mayor Elrod honored Rebecca Morris for her years of dedicated service on the Bondurant Emergency Services by presenting her with a proclamation.

6. Consent Agenda:

All items listed below are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member or citizen so requests, in which event the item will be removed from the Consent Agenda and considered separately.

a. Approval of February 20, 2024, City Council Meeting Minutes

b. Claims List

c. Applications for City Council Approval

- d. Receive & File - Parks and Recreation Board Meeting Minutes from December 2023
- e. R-240304-62- Resolution approving proposal from Hotel Appraisers & Advisors for a Hotel Market Study
- f. R-240304-63- Resolution affixing a date for a public hearing to consider adoption of the Major Streets Master Plan
- g. R-240304-64- Resolution accepting the Quit Claim Deed for Pleasant Street SE in the Hawthorne Crossing Plat 2 Area
- h. R-240304-65- Resolution affixing a date for a public hearing to consider text amendments to Section 181.13 of the Zoning Code regarding electronic message displays
- i. R-240304-66- Resolution Approving Purchase of 2 New Pickups from Stivers Ford in amount not to exceed \$102,312.00
During the meeting, Council Member McKenzie addressed item #6e, leading to a discussion among council members and staff about hotels within the city. The deliberation included insights into the hotel market study, specifically focusing on its implications for Bondurant as a whole.

Motion by Driscoll, seconded by Pepper, to Approve R-240304-66. Roll Call: Ayes: Cox, McKenzie, Pepper, Driscoll. Nays: None. Absent: Sillanpaa. Motion carried 4-0.

7. **Public Hearing**

- a. Public Hearing to consider text amendments to Sections 179.01, 180.04, 180.05, and 180.07 of the Zoning Code regarding Stormwater Detention and Retention Basin Setback Requirements
Mayor Elrod opened the public hearing at 06:11 PM.

City Administrator Oliver offered contextual background information related to the text amendments during the public hearing.

Mayor Elrod closed the public hearing at 06:14 PM.
- b. Public Hearing to consider text amendments to Section 177.04 of the Zoning Code regarding Accessory Structure Setback Requirements

Mayor Elrod opened the public hearing at 06:14 PM.

Planning & Community Director Murray explained the text amendments to both the council and the public, also touching upon a submitted building permit for an accessory structure. City Planner Isaac Pezley contributed valuable input during the discussion, providing insights into research conducted on similar initiatives in other cities within the metro area, and more.

Mayor Elrod closed the public hearing at 06:21 PM.

8. Action Items

- a. O-240304-204 - Consideration of ordinance amending Sections 179.01, 180.04, 180.05, and 180.07 of the Zoning Code regarding Stormwater Detention and Retention Basin Setback Requirements
Motion by McKenzie, seconded by Driscoll, to Approve the first reading of O-240304-204. Roll Call: Ayes: Cox, McKenzie, Pepper, Driscoll. Nays: None. Absent: Sillanpaa. Motion carried 4-0.
- b. O-240304-205 - Consideration of ordinance amending Section 177.04 of the Zoning Code regarding Accessory Structure Setback Requirements
Motion by Cox, seconded by McKenzie, to Approve the first reading of O-240304-205. Roll Call: Ayes: Cox, McKenzie, Pepper, Driscoll. Nays: None. Absent: Sillanpaa. Motion carried 4-0.

9. Discussion Items -

- a. BRAVO ICON Art Grant
City Administrator Oliver presented information on the BRAVO ICON Art Grant. The City of Bondurant is pursuing a BRAVO Icon Water Trails public art grant for Eagle Park. The concept envisions functional and aesthetic structures inspired by creek puddles, integrating cast resin panels and earthcast concrete elements as a bench, a table, and a canopy along Mud Creek and the footpath. The concept aims to harmoniously blend art with the natural environment.

10. Reports / Comments and appropriate action thereon:

- a. Mayor
Chamber Dinner comments, MPO update.
- b. Council Members
Driscoll - Chamber Dinner comments, BRAVO update, attending Local Leaders Day, Go Bluejays tomorrow.
Pepper - None.
McKenzie - ICON & CVB update.
Cox - DART & EPIC update, Congrats to the Library.

**Due to the COVID-19 concerns and social distancing recommendations, a virtual meeting was offered.*

- c. Administrator
Meeting with RE/Max this week about the proposed levy rate, Pi Day event at Homeslice, Edward Jones ribbon cutting at the end of the month.
 - d. Directors
Horton - Local News update, thanked council for the truck approval, security cameras update.
Kreduer - Department update.
Sanders - None.
Murray - Parks, Trails & Greenways Master Plan update.
11. **Closed Session**- Pursuant to Iowa Code 21.5.1(j) to discuss property acquisition and 21.5.1(c) potential or pending litigation
None.
12. Adjournment
Motion by Peffer, seconded by Cox, to adjourn at 06:59 PM. Vote on Motion 4-0. Motion carried.

Shelby Hagan, City Clerk

ATTEST:

Doug Elrod, Mayor

I, the understated Mayor of the City of Bondurant, Polk County, Iowa, hereby certify that the foregoing is a true and accurate copy of proceedings had and done by the City Council on March 4, 2024, that all the subjects included in the foregoing proceedings were contained in the agenda for the meeting kept continually current and readily available for the public inspection at the Office of the City Clerk; that such subject were contained in said agenda for at least twenty-four hours prior to said meeting and the said minutes from which the foregoing proceedings have been extracted were in written form and available for public inspection within ten business days and prior to the next convened meeting of said body.

Doug Elrod, Mayor



Check Register

Packet: APPKT00884 - 3/12/24 LIBRARY PETTY CASH

By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP Bank Code-AP Bank						
1134	PETTY CASH	03/12/2024	Regular	0.00	98.74	63353

Bank Code AP Bank Code Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	1	1	0.00	98.74
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	1	1	0.00	98.74

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	3/2024	98.74
			98.74



Payable Register

Payable Detail by Vendor Name

Packet: APPKT00885 - PYPKT00538 - 02/26-03/10/2024 PAID ON 3/15/2024

Payable #	Payable Type	Post Date	Payable Date	Due Date	Discount Date	Amount	Tax	Shipping	Discount	Total
Payable Description	Bank Code				On Hold					
Vendor: 0106 - COLLECTION SERVICES CENTER									Vendor Total:	91.38
INV0003711	Invoice	3/15/2024	3/15/2024	3/15/2024	3/15/2024	91.38	0.00	0.00	0.00	91.38
CASE # 652464	AP Bank Code - AP Bank				No	Payment Date: 3/15/2024			Bank Draft:	DFT0002949
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount		Total
CASE # 652464	NA		0.00	0.00	91.38	0.00	0.00	0.00		91.38
Distributions										
Account Number	Account Name	Project Account Key			Amount	Percent				
610-050-2127	CHILD SUPPORT WITHHOLDING				18.28	0%				
600-050-2127	CHILD SUPPORT WITHHOLDING				18.28	0%				
110-050-2127	CHILD SUPPORT WITHHOLDING				41.13	0%				
741-050-2127	CHILD SUPPORT WITHHOLDING				9.12	0%				
001-050-2127	CHILD SUPPORT WITHHOLDING				4.57	0%				

Vendor: 2304 - EBS									Vendor Total:	24,130.31
INV0003700	Invoice	4/1/2024	4/1/2024	4/1/2024	4/1/2024	1,585.37	0.00	0.00	0.00	1,585.37
DELTA DENTAL PAYMENT	AP Bank Code - AP Bank				No	Payment Date: 4/1/2024			Bank Draft:	DFT0002938
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount		Total
DELTA DENTAL PAYMENT	Service		0.00	0.00	1,585.37	0.00	0.00	0.00		1,585.37
Distributions										
Account Number	Account Name	Project Account Key			Amount	Percent				
112-050-2125	DENTAL INSURANCE				1,585.37	100.00%				

INV0003705	Invoice	4/1/2024	4/1/2024	4/1/2024	4/1/2024	17,634.47	0.00	0.00	0.00	17,634.47
HEALTH INSURANCE WELLMARK	AP Bank Code - AP Bank				No	Payment Date: 4/1/2024			Bank Draft:	DFT0002943
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount		Total
HEALTH INSURANCE WELLMARK	Service		0.00	0.00	17,634.47	0.00	0.00	0.00		17,634.47
Distributions										
Account Number	Account Name	Project Account Key			Amount	Percent				
112-050-2124	HEALTH INSURANCE WITHHOLDING				17,634.47	100.00%				

INV0003706	Invoice	4/1/2024	4/1/2024	4/1/2024	4/1/2024	942.96	0.00	0.00	0.00	942.96
EBS ADMIN COST	AP Bank Code - AP Bank				No	Payment Date: 4/1/2024			Bank Draft:	DFT0002944
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount		Total
EBS ADMIN COST	Service		0.00	0.00	942.96	0.00	0.00	0.00		942.96
Distributions										
Account Number	Account Name	Project Account Key			Amount	Percent				
112-050-2124	HEALTH INSURANCE WITHHOLDING				942.96	100.00%				

INV0003707	Invoice	4/1/2024	4/1/2024	4/1/2024	4/1/2024	1,228.59	0.00	0.00	0.00	1,228.59
LIFE & DIS PRINCIPAL	AP Bank Code - AP Bank				No	Payment Date: 4/1/2024			Bank Draft:	DFT0002945
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount		Total
LIFE & DIS PRINCIPAL	Service		0.00	0.00	1,228.59	0.00	0.00	0.00		1,228.59
Distributions										
Account Number	Account Name	Project Account Key			Amount	Percent				
112-050-2124	HEALTH INSURANCE WITHHOLDING				1,228.59	100.00%				

INV0003708	Invoice	4/1/2024	4/1/2024	4/1/2024	4/1/2024	2,552.00	0.00	0.00	0.00	2,552.00
SELF FUNDED DEDUCTABLE INSURANCE	AP Bank Code - AP Bank				No	Payment Date: 4/1/2024			Bank Draft:	DFT0002946

Payable Register

Packet: APPKT00885 - PYPKT00538 - 02/26-03/10/2024 PAID ON 3/15/2024

Payable #	Payable Type	Post Date	Payable Date	Due Date	Discount Date	Amount	Tax	Shipping	Discount	Total	
Payable Description	Bank Code	On Hold									
Items											
Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total			
SELF FUNDED DEDUCTABLE INSURANCE	Service	0.00	0.00	2,552.00	0.00	0.00	0.00	2,552.00			
Distributions											
Account Number	Account Name	Project Account Key			Amount	Percent					
112-050-2124	HEALTH INSURANCE WITHHOLDING				2,552.00	100.00%					
INV0003709	Invoice	4/1/2024	4/1/2024	4/1/2024	4/1/2024	186.92	0.00	0.00	0.00	186.92	
VISION AVISES	AP Bank Code - AP Bank	No				Payment Date: 4/1/2024		Bank Draft:	DFT0002947		
Items											
Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total			
VISION AVISES	Service	0.00	0.00	186.92	0.00	0.00	0.00	186.92			
Distributions											
Account Number	Account Name	Project Account Key			Amount	Percent					
112-050-2132	VISION WITHHOLDING				186.92	100.00%					

Vendor: [0238 - IOWA WORKFORCE DEVELOPMENT](#)

INV0003714	Invoice	3/29/2024	3/29/2024	3/29/2024	3/29/2024	102.32	0.00	0.00	0.00	102.32
Unemployment Insurance	AP Bank Code - AP Bank			No	Payment Date: 3/29/2024			Bank Draft:	DFT0002952	
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount	Total	
Unemployment Insurance	NA		0.00	0.00	102.32	0.00	0.00	0.00	102.32	
Distributions										
Account Number	Account Name		Project Account Key		Amount	Percent				
112-050-2122	STATE WITHHOLDING				102.32	100.00%				

Vendor: [0239 - IPERS](#)

INV0003710	Invoice	3/29/2024	3/29/2024	3/29/2024	3/29/2024	16,512.41	0.00	0.00	0.00	16,512.41
Payroll Contribution	AP Bank Code - AP Bank		No		Payment Date: 3/29/2024		Bank Draft:		DFT0002948	
Items										
Item Description		Commodity		Units	Price	Amount	Tax	Shipping	Discount	Total
Payroll Contribution		NA		0.00	0.00	4,869.81	0.00	0.00	0.00	4,869.81
Distributions										
Account Number		Account Name		Project Account Key		Amount	Percent			
112-050-2123		IPERS WITHHOLDING				4,869.81	100.00%			
Items										
Item Description		Commodity		Units	Price	Amount	Tax	Shipping	Discount	Total
Payroll Contribution		NA		0.00	0.00	11,642.60	0.00	0.00	0.00	11,642.60
Distributions										
Account Number		Account Name		Project Account Key		Amount	Percent			
112-050-2123		IPERS WITHHOLDING				11,642.60	100.00%			

Vendor: [1512 - IRS USATAXPYMT](#)

INV0003713	Invoice	3/15/2024	3/15/2024	3/15/2024	3/15/2024	23,703.40	0.00	0.00	0.00	23,703.40
Federal Tax Withheld	AP Bank Code - AP Bank			No	Payment Date: 3/15/2024			Bank Draft:		DFT0002951
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount	Total	
Social Security Withholding	NA		0.00	0.00	12,644.74	0.00	0.00	0.00	12,644.74	
Distributions										
Account Number	Account Name		Project Account Key		Amount	Percent				
112-050-2121	FICA/MEDICARE WITHHOLDING				12,644.74	0%				
Items										
Item Description	Commodity		Units	Price	Amount	Tax	Shipping	Discount	Total	
Medicare Withholding	NA		0.00	0.00	2,957.20	0.00	0.00	0.00	2,957.20	
Distributions										
Account Number	Account Name		Project Account Key		Amount	Percent				
112-050-2121	FICA/MEDICARE WITHHOLDING				2,957.20	0%				

Payable Register

Packet: APPKT00885 - PYPKT00538 - 02/26-03/10/2024 PAID ON 3/15/2024

Payable #	Payable Type	Post Date	Payable Date	Due Date	Discount Date	Amount	Tax	Shipping	Discount	Total
Payable Description	Bank Code	On Hold								
Items										
Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total		
Federal Tax Withheld Distributions	NA	0.00	0.00	8,101.46	0.00	0.00	0.00	8,101.46		
Account Number	Account Name	Project Account Key			Amount	Percent				
670-050-2120	FEDERAL WITHHOLDING				17.78	0%				
741-050-2120	FEDERAL WITHHOLDING				263.98	0%				
610-050-2120	FEDERAL WITHHOLDING				747.09	0%				
600-050-2120	FEDERAL WITHHOLDING				804.56	0%				
110-050-2120	FEDERAL WITHHOLDING				732.73	0%				
001-050-2120	FEDERAL WITHHOLDING				5,535.32	0%				

Vendor: [2249 - ISOLVED BENEFIT SERVICES](#)

Vendor Total: 2,434.63

INV0003701	Invoice	3/15/2024	3/15/2024	3/15/2024	3/15/2024	2,387.47	0.00	0.00	0.00	2,387.47
Payroll Deduction	AP Bank Code - AP Bank				No	Payment Date: 3/15/2024				Bank Draft: DFT0002939

Items

Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total
Payroll Deduction Distributions	NA	0.00	0.00	2,387.47	0.00	0.00	0.00	2,387.47
Account Number	Account Name	Project Account Key			Amount	Percent		
820-050-2131	SELF-FUNDED WITHHOLDING				2,387.47	0%		

INV0003702	Invoice	3/15/2024	3/15/2024	4/6/2024	3/15/2024	47.16	0.00	0.00	0.00	47.16
FSA ADMIN FEE	AP Bank Code - AP Bank				No	Payment Date: 4/6/2024				Bank Draft: DFT0002940

Items

Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total
FLEX SPENDING ADMINISTRATION FEE Distributions	Service	0.00	0.00	47.16	0.00	0.00	0.00	47.16
Account Number	Account Name	Project Account Key			Amount	Percent		
820-050-2131	SELF-FUNDED WITHHOLDING				47.16	0%		

Vendor: [1274 - MISSION SQUARE](#)

Vendor Total: 1,788.41

INV0003703	Invoice	3/29/2024	3/29/2024	3/29/2024	3/29/2024	1,400.00	0.00	0.00	0.00	1,400.00
Payroll Deduction	AP Bank Code - AP Bank				No	Payment Date: 3/29/2024				Bank Draft: DFT0002941

Items

Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total
Payroll Deduction Distributions	NA	0.00	0.00	1,400.00	0.00	0.00	0.00	1,400.00
Account Number	Account Name	Project Account Key		Amount	Percent			
001-050-2130	ICMA-RC			1,400.00	100.00%			

INV0003704	Invoice	3/29/2024	3/29/2024	3/29/2024	3/29/2024	388.41	0.00	0.00	0.00	388.41
DEFERRED COMPENSATION	AP Bank Code - AP Bank				No	Payment Date: 3/29/2024				Bank Draft: DFT0002942

Items

Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total
DEFERRED COMPENSATION Distributions	Service	0.00	0.00	388.41	0.00	0.00	0.00	388.41
Account Number	Account Name	Project Account Key			Amount	Percent		
001-050-2130	ICMA-RC				388.41	100.00%		

Vendor: [1832 - TREASURER - STATE OF IOWA](#)

Vendor Total: 3,587.75

INV0003712	Invoice	3/29/2024	3/29/2024	3/29/2024	3/29/2024	3,587.75	0.00	0.00	0.00	3,587.75
State Tax Withholding	AP Bank Code - AP Bank				No	Payment Date: 3/29/2024				Bank Draft: DFT0002950

Payable Register

Payable #	Payable Type	Post Date	Payable Date	Due Date	Discount Date	Amount	Tax	Shipping	Discount	Total	
Payable Description	Bank Code	On Hold									
Items											
Item Description	Commodity	Units	Price	Amount	Tax	Shipping	Discount	Total			
State Tax Withholding Distributions	NA	0.00	0.00	3,587.75	0.00	0.00	0.00	3,587.75			
Account Number	Account Name	Project Account Key			Amount	Percent					
670-050-2122	STATE WITHHOLDING				13.90	0.39%					
110-050-2122	STATE WITHHOLDING				349.50	9.74%					
600-050-2122	STATE WITHHOLDING				354.49	9.88%					
610-050-2122	STATE WITHHOLDING				319.24	8.90%					
741-050-2122	STATE WITHHOLDING				146.44	4.08%					
001-050-2122	STATE WITHHOLDING				2,404.18	67.01%					

Payable Summary

Type	Count	Gross	Tax	Shipping	Discount	Total	Manual Payment	Balance
Invoice	15	72,350.61	0.00	0.00	0.00	72,350.61	72,350.61	0.00
Grand Total:		72,350.61	0.00	0.00	0.00	72,350.61	72,350.61	0.00

Account Summary

Account	Name	Amount
001-050-2120	FEDERAL WITHHOLDING	5,535.32
001-050-2122	STATE WITHHOLDING	2,404.18
001-050-2127	CHILD SUPPORT WITHHOLDING	4.57
001-050-2130	ICMA-RC	1,788.41
Total:		9,732.48

Account	Name	Amount
110-050-2120	FEDERAL WITHHOLDING	732.73
110-050-2122	STATE WITHHOLDING	349.50
110-050-2127	CHILD SUPPORT WITHHOLDING	41.13
Total:		1,123.36

Account	Name	Amount
112-050-2121	FICA/MEDICARE WITHHOLDING	15,601.94
112-050-2122	STATE WITHHOLDING	102.32
112-050-2123	IPERS WITHHOLDING	16,512.41
112-050-2124	HEALTH INSURANCE WITHHOLDING	22,358.02
112-050-2125	DENTAL INSURANCE	1,585.37
112-050-2132	VISION WITHHOLDING	186.92
Total:		56,346.98

Account	Name	Amount
600-050-2120	FEDERAL WITHHOLDING	804.56
600-050-2122	STATE WITHHOLDING	354.49
600-050-2127	CHILD SUPPORT WITHHOLDING	18.28
Total:		1,177.33

Account	Name	Amount
610-050-2120	FEDERAL WITHHOLDING	747.09
610-050-2122	STATE WITHHOLDING	319.24
610-050-2127	CHILD SUPPORT WITHHOLDING	18.28
Total:		1,084.61

Account	Name	Amount
670-050-2120	FEDERAL WITHHOLDING	17.78
670-050-2122	STATE WITHHOLDING	13.90
Total:		31.68

Account	Name	Amount
741-050-2120	FEDERAL WITHHOLDING	263.98
741-050-2122	STATE WITHHOLDING	146.44
741-050-2127	CHILD SUPPORT WITHHOLDING	9.12
Total:		419.54

Account	Name	Amount
820-050-2131	SELF-FUNDED WITHHOLDING	2,434.63
Total:		2,434.63



Payroll Check Register

Checks

Pay Period: 2/26/2024-3/10/2024

Packet: PYPKT00538 - 02/26-03/10/2024 PAID ON 3/15/2024

Payroll Set: CITY OF BONDURANT, IA - 01

Employee	Employee #	Check Type	Date	Amount	Number
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*** No Checks Created In This Packet ***



Payroll Check Register

Direct Deposits

Packet: PYPKT00538 - 02/26-03/10/2024 PAID ON 3/15/2024
Payroll Set: CITY OF BONDURANT, IA - 01

Employee	Employee #	Date	Amount	Number
BAAS, JAMIE	4147	03/15/2024	242.83	104768
BAILEY, BOYCE E	7104	03/15/2024	1,318.47	104769
BERGESON, JOHN W	7121	03/15/2024	1,928.89	104770
BRIGGS, ASHTON S	1511	03/15/2024	817.39	104771
BRUCE, EMMA	3141	03/15/2024	956.37	104772
CARPENTER, JOHN C	5129	03/15/2024	1,541.52	104773
COLLISON, PATRICK F	5103	03/15/2024	2,237.90	104774
CORY, JOHN P	7120	03/15/2024	1,619.75	104775
CRITTENDEN, MATTHEW	1567	03/15/2024	1,140.58	104776
DE LOS SANTOS, JUAN DAVID	7128	03/15/2024	1,177.84	104777
DOMINGUEZ, MATTHEW P	1513	03/15/2024	812.71	104778
GANNAWAY, COURTNEY	1597	03/15/2024	781.61	104779
GILSON, DUSTY ALAN	7124	03/15/2024	1,397.58	104780
HAGAN, SHELBY L	5118	03/15/2024	2,577.47	104781
HARMISON, TROY G	1503	03/15/2024	1,759.31	104782
HIGGINS, DAVID P.	7105	03/15/2024	1,471.81	104783
HORTON, JOHN C	7112	03/15/2024	3,406.47	104784
HORTON, JOHN C	7112	03/15/2024	100.00	104784
HOWIESON, DANIEL	1572	03/15/2024	746.59	104785
HUFF, TIMOTHY J	1559	03/15/2024	1,976.33	104786
JESS, JENE' N	5123	03/15/2024	3,428.33	104787
JOHNSON, ANNASTASHA	5130	03/15/2024	1,389.65	104788
KING, CHRISTINA M	3143	03/15/2024	795.41	104789
KLINKER-FELD, MICHELL M	3135	03/15/2024	2,436.84	104790
KREUDER, AARON M	1441	03/15/2024	3,590.12	104791
KRUSE, OSCAR	1586	03/15/2024	816.92	104792
LUING, TIFFANY A	5133	03/15/2024	1,957.50	104793
LUNDQUIST, BRADLEY D	1555	03/15/2024	771.93	104794
MARSHMAN, CRAIG A	5125	03/15/2024	1,645.37	104795
MASON, KYLE	1598	03/15/2024	802.65	104796
MILLER, BRODY E	1582	03/15/2024	1,511.43	104797
MURRAY, MARGARET	5126	03/15/2024	2,954.59	104798
OLIVER, MARKETA S	8403	03/15/2024	300.00	104799
OLIVER, MARKETA S	8403	03/15/2024	3,601.98	104799
PATTERSON, JACOB	1596	03/15/2024	755.29	104800
PEZLEY, ISAAC J	5132	03/15/2024	2,239.11	104801
PHIPPS-BUCKLIN, CHANTEL E	4145	03/15/2024	673.39	104802
REYNOLDS, RAY A	1537	03/15/2024	692.33	104803
RICCIO, ANTHONY F	1583	03/15/2024	679.47	104804
SANDERS, JILL C	3128	03/15/2024	3,212.61	104805
SCHINCKE, MEGAN	3137	03/15/2024	941.00	104806
SCHINCKE, MEGAN	3137	03/15/2024	403.29	104806
SCHINCKE, MEGAN	3137	03/15/2024	125.00	104806
SEXTON, WILLIAM M	7125	03/15/2024	1,098.14	104807
SEXTON, WILLIAM M	7125	03/15/2024	250.00	104807
SHARP, COLE P	1581	03/15/2024	460.68	104808
SPOERRY, DANIELLE M	1527	03/15/2024	1,256.72	104809
SUHR, CARLENE E.F.	3144	03/15/2024	1,405.90	104810
SUMMERS, AANNA N	1575	03/15/2024	1,625.06	104811
SUMMERS, ALAN C	1534	03/15/2024	1,999.08	104812
VAN HOUTEN, NICOLE M	5121	03/15/2024	1,634.73	104813



Payroll Check Register

Report Summary

Packet: PYPKT00538 - 02/26-03/10/2024 PAID ON 3/15/2024
Payroll Set: CITY OF BONDURANT, IA - 01

Type	Count	Amount
Regular Checks	0	0.00
Manual Checks	0	0.00
Reversals	0	0.00
Voided Checks	0	0.00
Direct Deposits	51	73,465.94
Total	51	73,465.94

Tax Abatement Applications
March 18, 2024
City of Bondurant

Name	Address	Closing Date	Cost
Jon Puls	791 McIntosh Court, NE	12/12/23	\$329,900

Meeting Minutes
Bondurant Community Library | Library Board of Trustees
Wednesday, February 7, 2024

Call to order: Meeting called to order at 6:00 PM by President Bryant.

1. **Roll Call:** *Members Present:* Josh Bryant, Sue Ugulini, Julie Bergeson, Mike Kramer, Amber Flinn and Jen Keeler. Assistant Director Klinker-Feld was also present.
Guests present: Marketa Oliver, City Administer (on-line). Travis Appelgate.
2. **Perfecting and Approving the Agenda:** Motion to approve the agenda as by Ugulini, seconded by Keeler. Motion carried.
3. **Approval of Consent Agenda:**
 - a. Minutes of past meeting – January 2024
 - b. Financial Report
 - c. Approve Warrant list / authorize expenditures
 - d. Staff Report – January 2024
 - e. Director's Report – January 2024

Assistant Director Klinker-Feld provided additional statistics for the Adventure Pass program. Motion to approve the above consent agenda by Keeler, seconded by Kramer. Motion carried.

4. **Public Comments:** None.
5. **Library Foundation Update:** Upcoming events: 3rd Annual Mini-Golf Event is February 20, 2024 from 10AM – 5PM at the Library.
6. **Friends of the Library Update:** Upcoming events: 3rd Annual Mini-Golf Event is February 20, 2024 from 10AM – 5PM at the Library.
7. **City Council Liaison Report:** Bondurant Chowder Ride is February 11, 2024. Continue monitoring the current Legislative session and budget planning.
8. **Old Business:** None.
9. **New Business:**
 - a) **Consider/Recommend Library Board of Trustees Applicants.** Motion to recommend Travis Appelgate to Bondurant City Council to the Library Board of Trustees by Ugulini, seconded by Kramer. Motion carried.
 - b) **Trustee Training – Chapter 11 Trustee Handbook: *Effective Board Meetings*.** Reviewed and discussed this chapter.
 - c) **Discuss/Approve LFI proposal.** Reviewed quote from LFI to purchase nine chairs. Motion to approve by Kramer, seconded by Bergeson. Motion carried.
 - d) **Review/Approve Meeting Room policy.** Motion to approve, with edits, by Ugulini, seconded by Flinn. Motion carried.

e) Review/Approve Open Access policy. Motion to approve by Keeler, seconded by Kramer. Motion carried.

10. Board President Items: None.

12. Adjournment: Motion to adjourn by Bergeson, seconded by Flinn. Motion carried.

Next Meeting: March 6, 2024 at 6 PM.



Librarian items February, 2024

- The Library staff has begun working with a student from Bondurant-Farrar schools in the Work Placement program. They will be at the Library Tuesday through Friday for an hour for the balance of the school year. Update: The school has decided to hold on to these books at this time as legal representation has been hired.
- Library Staff meeting was held on February 27.
- Replacement of faulty Group Study door estimate is a little over \$2500.00 with a 6-8 week delivery period.

Michell:

- Webinar “Lunch with the State Library: OCLC”
- Attended City Council meeting February 5
- Hosted webinar “ISLA Legislative Day Info Session”
- NeoGov-OHC Training

Megan S:

- Pop YS – Eclipse programming
- Kids Lib
- 2024 All Iowa Reads Shortlist webinar
- Check It Out webinar

Carly:

- Kids Lib
- MLIS courses

Events in February:

- 12 Story Times at the Library
- 5 Sessions of Baby Story & Play
- 8 Sessions of Fit for Life!
- Adult Craft Night
- Book Discussion for Adults
- Books on Tap book discussion at Reclaimed Rails
- Cyber Security workshop
- Adult Crafternoon
- Book Club for grades 3-5
- Book Club for grades 6-8

- Teens Only Sunday Funday
- Pokémon Club
- STEAM Club
- After School STEAM
- After School Craft
- After School Movie
- Family BINGO
- Library O”Leap”ics
- LIBRARY CLOSED February 19 for Presidents Day

Stats for February, 2024

- Total Circulation for the month 7,887, 6,876 last year at this time.
- On-line usage (e-Books, Downloadable music, Hoopla (music, ebooks, streaming video), Rocket Language, Brainfuse, Adventure Pass 2,360, 1,701 last year.
- **Door Count 4,604, last year 1,796.**
- Assisting patrons by phone, with the catalog, computers, etc. 443 and 482 last year.
- Story times- 15 were held with 229 attending.
- Total programming attendance 713 for adults, youth and children, 755 last year.
- Internet usage in house was 661, last year 338, 1,418 Wi-Fi users 1,179 last year, 88 hotspot were used this past month last year 91.
- **Meeting room -February had 152 reservations by the community, last year 34.**
- Issued 47 new library cards. Last year we issued 40 cards during the month of January.
- The library did 40 requests for materials from other libraries and provided 91 to other libraries.
- 206 items were added to the collection and 222 were removed.
- **78 Mobile Printing, last year 25.**
- **32 patrons used the Tablet Station**

Please note the above stats in red. Significant increases this past month.



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.e.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution approving pay request no. 11R2 to KLC Construction, LLC for the 15th Street and NE 88th Street/32nd Street, SE and Jorie Way Water Main Project in the amount of \$15,890.05

CONTACT PERSON:

John Horton, Public Works Director

BRIEF HISTORY & ANALYSIS: Staff would recommend to Council the approval of the attached resolution to approve pay app #11R2 in the amount of \$15,890.05 related to the 15th Street and NE 88th Street/32nd St SE and Jorie Way Water Main Project.

This pay application reflects a correction that needed to be made. In Pay estimate #8 the city inadvertently overpaid \$20,000 due to a typo on the cover letter that accompanied that pay estimate. This overpayment was accounted for in pay estimate #10R1, but the summary page was not updated to reflect the balance of work completed vs work that had been paid. This pay estimate makes that correction to the summary page and the amount of work completed vs work that has been paid for results in an amount due to KLC Construction of \$15,890.05.

This has been reviewed by Public Works and City Finance Staff as well as the Accounting Department from Veenstra & Kim. The contractor for the project is aware of the situation as well and has been involved in the solution to correct it.

FUNDING SOURCE: SRF Funds

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-67
2. Pay Estimate No. 11R2 03-18-2024

CITY OF BONDURANT
RESOLUTION NO. 240318-67

RESOLUTION APPROVING PAY REQUEST NO. 11R2 TO KLC CONSTRUCTION
LLC. FOR THE 15th STREET AND NE 88th STREET/32nd STREE, SE AND JORIE WAY
WATER MAIN PROJECT IN THE AMOUNT OF \$15,890.05

WHEREAS, the 15th Street and NE 88th Street/32nd St SE and Jorie Way Water Main
Project Pay Request No. 11R2 was submitted on March 4th, 2024; AND

WHEREAS the pay request no. 11R2 is for work completed from December 22nd, 2023
thru February 10th, 2024, on the 15th Street and NE 88th Street/32nd Street, SE and Jorie
Way Water Main Project; AND

WHEREAS City Staff and engineers from Veenstra & Kimm have reviewed the pay
application for accuracy.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bondurant,
Iowa, that the pay request no. 11R2 to KLC Construction LLC. in the amount of
\$15,890.05 hereby approved.

Passed this 18th day of March 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of
the City Council held on the above date, among other proceedings the above was
adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				



VEENSTRA & KIMM INC.

3000 Westown Parkway
West Des Moines, Iowa 50266

515.225.8000 // 800.241.8000
www.v-k.net

March 4, 2024

Marketa Oliver
City Administrator
City of Bondurant
200 Second Street NE
P.O. Box 37
Bondurant, Iowa 50035

BONDURANT, IOWA
15TH STREET SE & NE 88TH STREET WATER MAIN
32ND STREET SE & JORIE WAY WATER MAIN
PARTIAL PAYMENT ESTIMATE NO. 11R2

Enclosed is a copy of Partial Payment Estimate No. 11R2 for the 15th Street SE & NE 88th Street Water Main and 32nd Street SE & Jorie Way Water Main project. Partial Pay Estimate No. 11R2 is a revision to Pay Estimate No. 11R1 for the pay period ending February 10th and is in the amount of \$15,890.05.

Pay Estimate No. 11R2 was revised to reflect an error carried forward from Pay Estimate No. 8. Pay Estimate No. 8 had an amount due of \$200,265.70. Due to a typo in the transmittal letter, the actual amount paid was \$220,265.70. Pay Estimate No. 11R2 corrects the amount paid for Pay Estimate No. 8 on the summary sheet to match the actual amount previously paid.

If you have any questions or comments concerning the project, please contact the writer at 515-669-7768 or at chornsby@v-k.net.

VEENSTRA & KIMM, INC.

A blue ink signature of Callin Hornsby, written in a cursive style.

Callin Hornsby

CRH
428109

cc: Megan Loynachan – KLC Construction (electronic)
John Horton – City of Bondurant (electronic)



PAY ESTIMATE NO. 11R2 DRAFT

BID ITEMS

Page 27 of 228

[illegible]

SUMMARY			
		Contract Price	Value Completed
Original Contract Price		\$1,995,059.00	\$ 1,884,237.49
Approved Change Orders (list each)			
TOTAL ALL CHANGE ORDERS		\$ -	\$ -
Revised Contract Price		\$ 1,995,059.00	\$ 1,884,237.49
Materials Stored		\$	-
Value of Completed Work and Materials Stored		\$	1,884,237.49
Less Retained Percentage (5%)		\$	94,211.87
Net Amount Due This Estimate		\$	1,790,025.62
Less Estimate(s) Previously Approved	No.1	\$ 237,508.32	
	No.2	\$ 52,527.10	
	No.3	\$ 57,887.93	
	No.4	\$ 129,750.79	
	No.5	\$ 272,325.07	
	No.6	\$ 211,010.20	
	No. 7	\$ 229,185.60	
	No. 8	\$ 220,265.70	
	No. 9	\$ 191,301.50	
	No. 10	\$ 172,373.36	
	No. 11		
	No. 12		
Less Total Pay Estimates Previously Approved		\$	1,774,135.57
		Amount Due This Estimate	\$ 15,890.05

The amount \$ 15,890.05 is recommended for approval for payment in accordance with the terms of the contract.

Quantities Complete Submitted By:	Recommended By:	Approved By:
KLC Construction, LLC	Veenstra & Kimm, Inc.	City of Bondurant
Signature: <i>Megan Lachar</i>	Signature: <i>Callin Hornsby</i>	Signature:
Name: <i>Megan Lachar</i>	Name: Callin Hornsby	Name:
Title: <i>Manager</i>	Title: Project Manager	Title:
Date: <i>3-7-24</i>	Date: <i>3/7/2024</i>	Date:



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.f.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution approving change order no. 1 for additional control structures and valving for the Water Tower Project in the amount of \$181,000

CONTACT PERSON:

John Horton, Public Works Director

BRIEF HISTORY & ANALYSIS: Staff recommends the approval of change order #1 in the amount of \$181,000.00 related to adding a control valve structure and valving to the new Water Tower Project. After awarding the project, the DMWW expressed concerns that our new tower could possibly impact the operations of the existing Tower that Bondurant relies upon for maintaining system pressure. The concern is that Bondurant's Tower will be closer to the booster station and will fill before the North Tower reaches its capacity level.

By adding the control valves at the base of the Bondurant Tower, this will eliminate the concern of the DMWW and allow both towers to work together until such time as Bondurant is ready to disconnect from the DMWW system.

When Bondurant applied for the construction loan through the SRF program, there was an allowance for contingencies that would allow this to be paid through the construction loan. If we were to exceed that contingency, the City would then have to decide to either fund that outside of the construction loan or apply for a new construction loan for a larger unforeseen change.

FUNDING SOURCE: SRF Loan

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-68
2. Change Order No. 1

CITY OF BONDURANT
RESOLUTION NO. 240318-68

RESOLUTION APPROVING CHANGE ORDER NO. 1 FOR THE BONDURANT
WATER TOWER PROJECT TO GERARD TANK & STEEL IN THE AMOUNT OF
\$181,000.00

WHEREAS, the Bondurant Water Tower Project Change Order No. 1 was submitted on March 8th, 2024; AND

WHEREAS, the change order no. 1 is for additional control structure and valving; AND

WHEREAS, Engineers from Veenstra & Kimm and City Staff have reviewed the change order for accuracy; AND

WHEREAS, the amount for Change Order no. 1 is \$181,000.00

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bondurant, Iowa, that the change order no. 1 to Gerard Tank & Steel for the Bondurant Water Tower Project in the amount of \$181,000.00 is hereby approved.

Passed this 18th day of March 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Peffer				
Driscoll				
McKenzie				
Sillanpaa				



VEENSTRA & KIMM INC.

3000 Westown Parkway
West Des Moines, Iowa 50266

515.225.8000 // 800.241.8000
www.v-k.net

March 8, 2024

Marketa Oliver
City Administrator
City of Bondurant
200 Second Street NE
P.O. Box 37
Bondurant, Iowa 50035

BONDURANT, IOWA
WATER TOWER
CHANGE ORDER NO. 1

Enclosed is a copy of proposed Change Order No. 1 for the contract between the City of Bondurant and Gerard Tank & Steel, Inc. for the Water Tower project. Change Order No. 1 is in the amount of \$181,000.

Following the award of the construction contract for the Water Tower, the Des Moines Water Works expressed concern regarding the impact of the new Water Tower on the operation of the existing Des Moines Water Works tower located northwest of Bondurant. The Des Moines Water Works is concerned the location of the Bondurant Water Tower is closer to the booster station and the booster station could fill the Bondurant tower before it would completely fill the Des Moines Water Works tower.

With two water towers operating in the same pressure zone when one of the water towers reaches its maximum water elevation the booster station will need to turn off. When there are two towers it is almost certain one of the towers will reach overflow prior to the other tower. This means the second tower would not be able to reach its maximum water elevation as continued pumping would overflow the first tower that reaches its maximum water elevation.

The Des Moines Water Works recognizes in the timeframe of 2027 Bondurant will have its own water plant and even prior to that date will have an independent booster pump and 12-inch water main. Nonetheless, the Des Moines Water Works requested the City of Bondurant to install regulating valves that would prevent the Bondurant tower from adversely impacting the ability to fill the Des Moines Water Works tower.

The control valves would operate so when the Bondurant tower reaches its maximum elevation the valve closes and prevents water from flowing into the tower.

Change Order No. 1 incorporates the valves that are necessary to meet the request of the Des Moines Water Works. The change order includes two valve structures with distinct types of valves. One structure includes a pressure sustaining and regulating valve. This valve automatically closes when the water tower is full and opens as necessary to allow water to flow out of the tower. The other structure includes a check valve. The check valve allows water to flow out of the tower in the unlikely event there would be a problem with the pressure sustaining and regulating valve.

The SRF construction loan application that was filed by the City in May 2023 included a \$201,000 contingency allowance. The change order can be funded from the contingency allowance. Funding of the \$181,000 change order would reduce the contingency available for the project to about \$20,000. This contingency would cover both the water main and water tower.

It is possible change orders on the project, other than Change Order No. 1, could be in a total amount of greater than \$20,000 and would exceed the amount available in the existing construction loan. If there is a relatively minor exceedance the City would likely fund that exceedance from sources other than the SRF loan program. If there is a more significant exceedance the City could pursue a second construction loan that would cover the additional costs. It is not necessary to address this issue until construction of the project utilizes the remaining contingency allowance. What is known at the present time is there should be sufficient funds in the contingency allowance to cover the cost of Change Order No. 1.

Change Order No. 1 is to satisfy the request of the Des Moines Water Works. It is recommended the City Council approve Change Order No. 1 that increases the contract price by \$181,000.

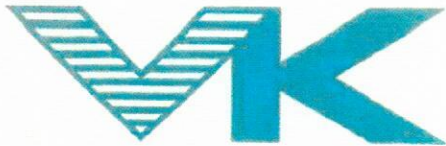
If you have any questions or comments concerning the project, please contact the writer at 515-225-8000, or at bveenstra@v-k.net.

VEENSTRA & KIMM, INC.



H. R. Veenstra Jr.

HRVJr:paj
428106
Enclosure
Cc: John Horton

**VEENSTRA & KIMM INC.**3000 Westown Parkway
West Des Moines, Iowa 50266515.225.8000 // 800.241.8000
www.v-k.net

March 7, 2024

CHANGE ORDER NO. 1**BONDURANT, IOWA
WATER TOWER**

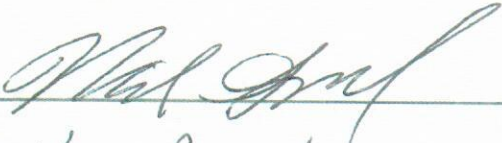
This change order is to add to the construction contract for the Water Tower the installation of control valve structures requested by the Des Moines Water Works. The change order includes a structure that houses a pressure sustaining and regulating valve and a separate structure that houses a bypass valve. The control valve structures will be located on the 16-inch water line near the water tower.

Change Order No. 1 makes the following modifications to the contract:

1. Installation of level control valve and bypass valve in separate structures for the lump sum of \$181,000 +\$181,000

Change Order No. 1 increases the contract by \$181,000.

GERARD TANK & STEEL, INC.

By 
Title Vice President
Date 3-7-24

VEENSTRA & KIMM, INC.

By 
Title Project Engineer
Date March 7, 2024

CITY OF BONDURANT, IOWA

By _____
Title _____
Date _____

ATTEST:

By _____
Title _____
Date _____



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.g.
For Meeting of 3/18/2024
Discussion Item

TITLE: - Resolution approving the Campus Industrial Park Plat of Survey

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: For review by the City Council is the Campus Industrial Park Plat of Survey. The applicant is J4 Investments, LLC and Jamie Myers. The Plat of Survey was submitted by Pelds Design Services. The Campus Industrial Park Plat of Survey development creates a 8.53-acre lot from Lot 5 of the Campus Industrial Park Plat 1 Subdivision. The Plat of Survey area is located at the intersection of Pleasant Street SE and 15th Street SE. The Plat of Survey area is shown below.



The Plat of Survey can be accessed from 15th Street SE to the south and Campus Drive SE to the east. The west 140' of the property is zoned Agricultural (A-1). The installation of the berming within the 140'-wide no build buffer area will be reviewed as

each lot in the Campus Industrial Park Preliminary Plat area is developed. This Plat of Survey would be treated the same.

FUNDING SOURCE:

STAFF RECOMMENDATION: The Planning & Zoning Commission voted 6-0 with one abstention to recommend approval of the submitted Campus Industrial Park Plat of Survey at their March 14, 2024 meeting.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-69
2. Campus Industrial Park Plat of Survey

CITY OF BONDURANT
RESOLUTION NO. 240318-69

RESOLUTION APPROVING THE PLAT OF SURVEY CREATING PARCEL '2024-47'
IN THE CAMPUS INDUSTRIAL PRELIMINARY PLAT AREA.

WHEREAS, Pelds Design Services has submitted a plat of survey on the behalf of the property owner, David Ross, and the applicant, J4 Investments, LLC, to create Parcel '2024-47' a part of the Campus Industrial Preliminary Plat area, which is described as follows:

PARCEL 2024-47 PART OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 80 NORTH, RANGE 22 WEST OF THE 5TH P.M., POLK COUNTY, IOWA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32, THENCE NORTH 00°01'45" EAST ALONG THE WEST LINE OF SAID SECTION 32, A DISTANCE OF 60.00 FEET; THENCE SOUTH 89°52'39" EAST A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF PLEASANT STREET SE AND ON THE NORTH RIGHT OF WAY LINE OF 15TH STREET SE.; THENCE NORTH 00°01'45" EAST ALONG THE EAST RIGHT OF WAY OF SAID PLEASANT ST SE, A DISTANCE OF 495.00 FEET; THENCE SOUTH 89°52'38" EAST A DISTANCE OF 751 FEET; THENCE SOUTH 00°08'41" WEST A DISTANCE OF 495.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID 15TH STREET SE; THENCE NORTH 89°52'39" WEST ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 750.00 FEET TO THE POINT OF BEGINNING, AND CONTAINING 8.53 ACRES, MORE OR LESS, ALL BEING IN AND FORMING A PART OF BONDURANT, POLK COUNTY, IOWA.

WHEREAS, the Planning & Zoning Commission reviewed this Plat of Survey request during their March 14, 2024 meeting and voted 6-0 with 1 abstention to recommend approval.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BONDURANT, IOWA: that the Campus Industrial Park Plat of Survey is hereby approved.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 18th day of March, 2024.

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

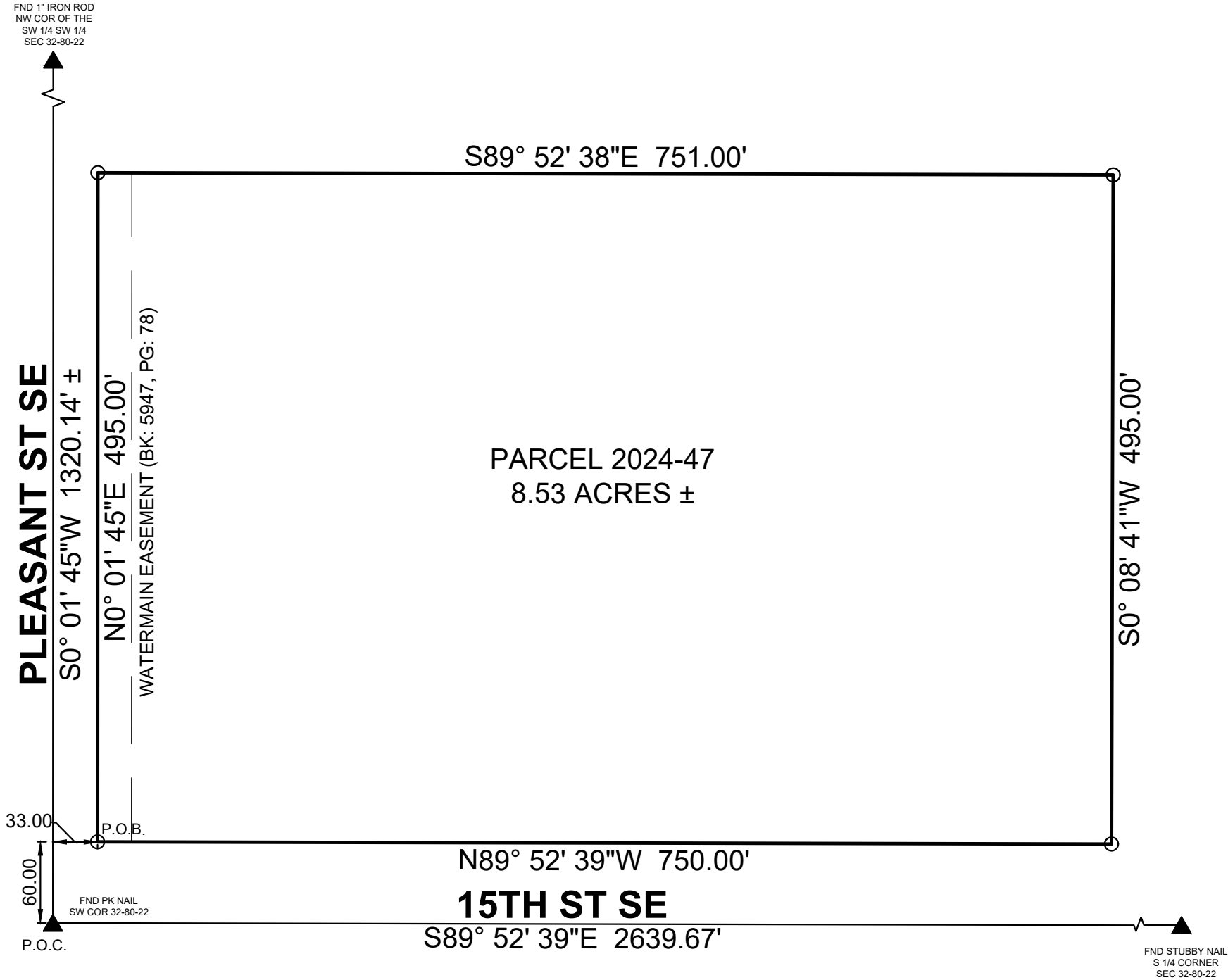
IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

PREPARED BY: PELDS DESIGN SERVICES - 2323 DIXON STREET, DES MOINES, IOWA 50316 - PH. (515)265-8196

PLAT OF SURVEY

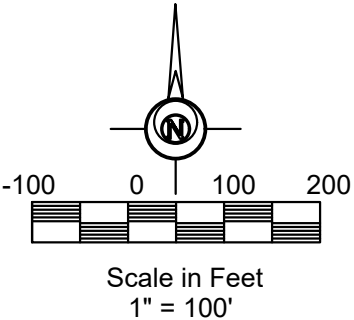


NOTE:
This survey was performed without the benefit of a Title Opinion, therefore all existing easements may not be shown.

NOTE:
ORIENTATION OF THIS BEARING SYSTEM IS IOWA STATE PLANE SOUTH (NAD 83)
THIS SURVEY WAS PERFORMED USING THE IOWA RTN NETWORK.

NOTE:
THIS DRAWING IS BEING MADE AVAILABLE BY PELDS DESIGN SERVICES (P.D.S.) FOR USE ON THIS PROJECT IN ACCORDANCE WITH P.D.S.'s AGREEMENT FOR PROFESSIONAL SERVICES. P.D.S. ASSUMES NO RESPONSIBILITY OR LIABILITY (CONSEQUENTIAL OR OTHERWISE) FOR ANY USE OF THESE DRAWINGS (OR ANY PART THEREOF) EXCEPT IN ACCORDANCE WITH THE TERMS OF SAID AGREEMENT.

- SYMBOLS LEGEND**
- FOUND IRON ROD OR PIPE
 - SET 1/2" REROD w/ YELLOW PLASTIC CAP STAMPED #18842
 - ▲ FOUND SECTION CORNER
 - ± MORE OR LESS
 - (M)/(P)/(R) MEASURED/PLATTED/RECORDED
 - WYC WITH YELLOW CAP
 - PUE PUBLIC UTILITY EASEMENT



DATE OF SURVEY:
10.23.2023

RECORD INDEX:

LOCATION:
15TH ST SE & PLEASANT ST SE, BONDURANT, IA

REQUESTOR:
J4 INVESTMENTS, LLC

PROPRIETOR(S):
DAVID ROSS, STEPHEN P ROSS, AND JORENE K KING

PROPRIETOR ADDRESS:
8564 NE SANTIAGO DR
BONDURANT, IA 50035-1251

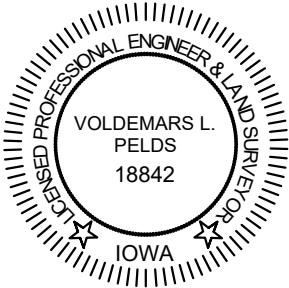
SURVEYOR:
VOLDEMARS PELDS

COMPANY:
PELDS DESIGN SERVICES

RETURN TO:
2323 DIXON STREET
DES MOINES, IA 50316

LEGAL DESCRIPTION:
PARCEL 2024-47 PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 80 NORTH, RANGE 22 WEST OF THE 5th P.M., POLK COUNTY, IOWA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32, THENCE NORTH 00°01'45" EAST ALONG THE WEST LINE OF SAID SECTION 32, A DISTANCE OF 60.00 FEET; THENCE SOUTH 89°52'39" EAST A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF PLEASANT STREET SE AND ON THE NORTH RIGHT OF WAY LINE OF 15TH STREET SE.; THENCE NORTH 00°01'45" EAST ALONG THE EAST RIGHT OF WAY OF SAID PLEASANT ST SE, A DISTANCE OF 495.00 FEET; THENCE SOUTH 89°52'38" EAST A DISTANCE OF 751 FEET; THENCE SOUTH 00°08'41" WEST A DISTANCE OF 495.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID 15TH STREET SE; THENCE NORTH 89°52'39" WEST ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 750.00 FEET TO THE POINT OF BEGINNING, AND CONTAINING 8.53 ACRES, MORE ORE LESS, ALL BEING IN AND FORMING A PART OF BONDURANT, POLK COUNTY, IOWA.



I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

VOLDEMARS LEO PELDS, P.L.S. IA. LIC. NO.18842 DATE
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2023
ADDITIONAL PAGES OR SHEETS COVERED BY THIS SEAL (NONE UNLESS INDICATED HERE):

PELDS DESIGN SERVICES

Architecture | Engineering | Surveying
2323 Dixon Street, Des Moines, Iowa 50316 | PO Box 4626, Des Moines, Iowa 50305 | Ph: 515 265 8196

PLAT OF SURVEY
15TH ST SE & PLEASNT ST SE
BONDURANT IA, 50035

DATE	BY	DATE	BY
02.29.2024	A.PELDS	02.29.2024	22-090

POS



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.h.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution of endorsement for the City of Bondurant's grant application to the Bravo Greater Des Moines ICON Public Art Program for funding to assist with implementing the Mud Creek installation at Eagle Park

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The attached resolution is a resolution of endorsement for the City of Bondurant's grant application to the Bravo Greater Des Moines ICON Public Art Program grant application for funding to assist with implementing the proposed Mud Creek installation at Eagle Park. Implementation of this project is consistent with Opportunity 1C of the recently-adopted Art, Culture, & Wayfinding Master Plan, which reads: Add art installation in Eagle Park, to encourage interaction with the water. The concept for this public art in this space is based on the idea of puddles that you would find along the creek. I/Thee notes that, "The concept envisions a trio of sculptural forms harmoniously integrated along Mud Creek and the existing footpath. Utilizing cast resin panels and earthcast concrete elements, these structures manifest as a bench, a table, and a canopy. Each of the three forms serve both as functional installations and aesthetic expressions, grounding visitors in the environment".



At their February meeting, the Parks and Recreation Board discussed the grant and concepts for art in Eagle Park and recommended soliciting a concept from I/Thee, the

same group selected for the ARTocka Trail Loop because of their work with natural materials.

The concept provided by I/Thee that will be included as part of the City's grant application is attached for reference.

The grant is due April 5, 2024. It is a 50/50 cost share and Bondurant would be seeking \$25,000.

FUNDING SOURCE: N/A to submit application

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-70
2. Artist Concept

CITY OF BONDURANT
RESOLUTION NO. 240318-70

RESOLUTION OF ENDORSEMENT FOR THE CITY OF BONDURANT'S
APPLICATION TO THE BRAVO ICON PUBLIC ART GRANT PROGRAM FOR
FUNDING TO ASSIST WITH IMPLEMENTING THE MUD CREEK INSTALLATION AT
EAGLE PARK

WHEREAS, the 2024-adopted Art, Culture, & Wayfinding Master Plan identifies the need to establish an art installation at Eagle Park to help encourage interaction with the Mud Creek corridor that cuts north/south through the park; AND

WHEREAS, this identified public art project will complement other recent park improvements completed at Eagle Park, including a limestone walking path, native plantings, educational signage, and others; AND

WHEREAS, the Parks & Recreation Board had indicated they would like an art feature having natural qualities installed along the new limestone walking path at Eagle Park; AND

WHEREAS, a concept has been submitted by the artist group I/Thee based on the idea of puddles that you would find along the creek that will be installed in the form of seating, a table, and a canopy; AND

WHEREAS, the art installation will have an overall budget of approximately \$50,000; AND

WHEREAS, the City of Bondurant is appreciative of the opportunity to apply for funds through the BRAVO ICON Public Art Grant Program in the amount of \$25,000.

NOW, THEREFORE, BE IT RESOLVED, that the Bondurant City Council authorizes City Staff to submit a BRAVO ICON Public Art Grant application for funding to assist with implementing the Mud Creek installation at Eagle Park.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 18th day of March.

Passed this 18th day of March 2024,

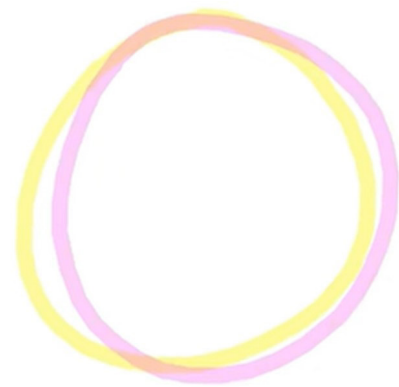
By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

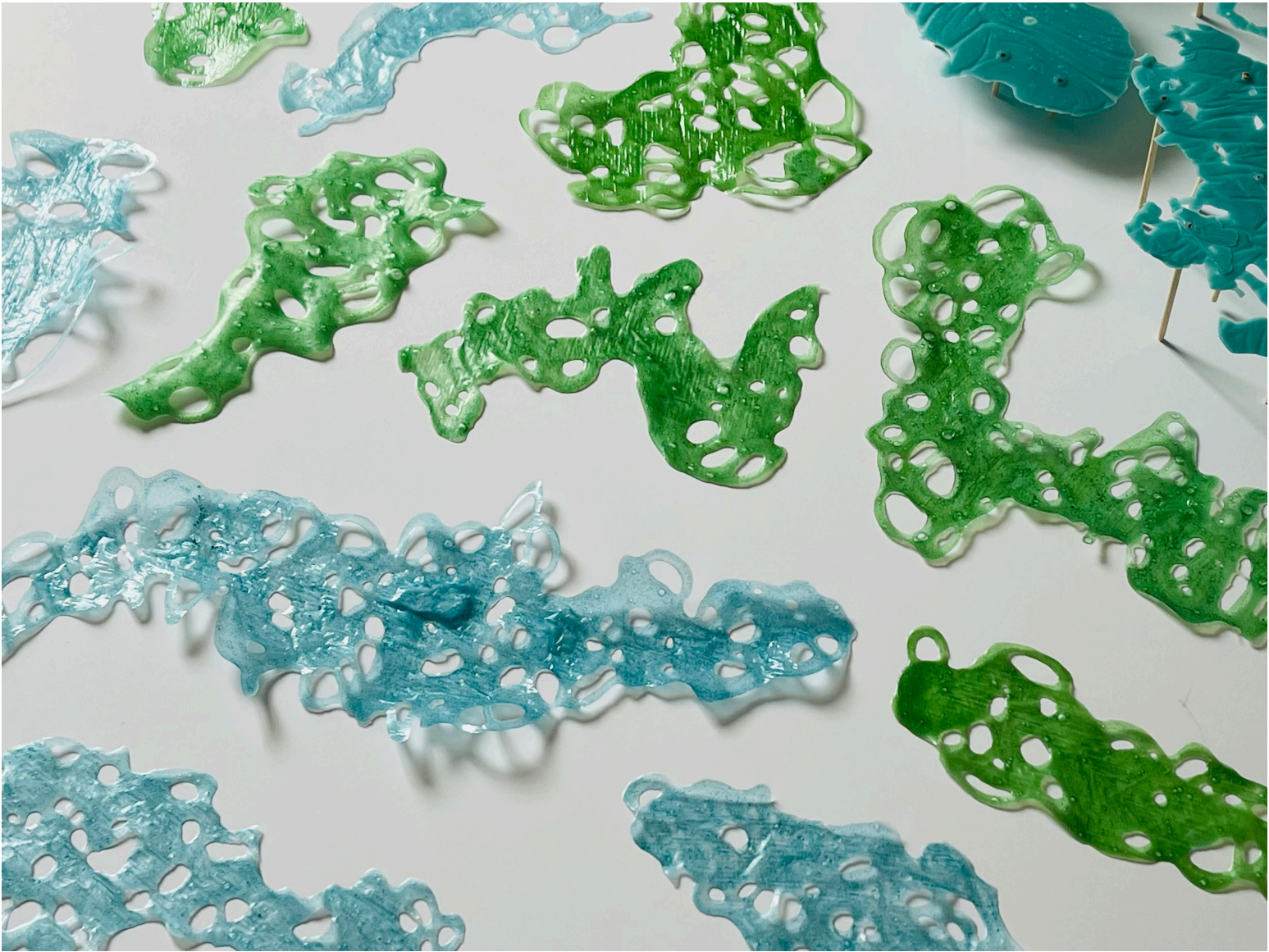
IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

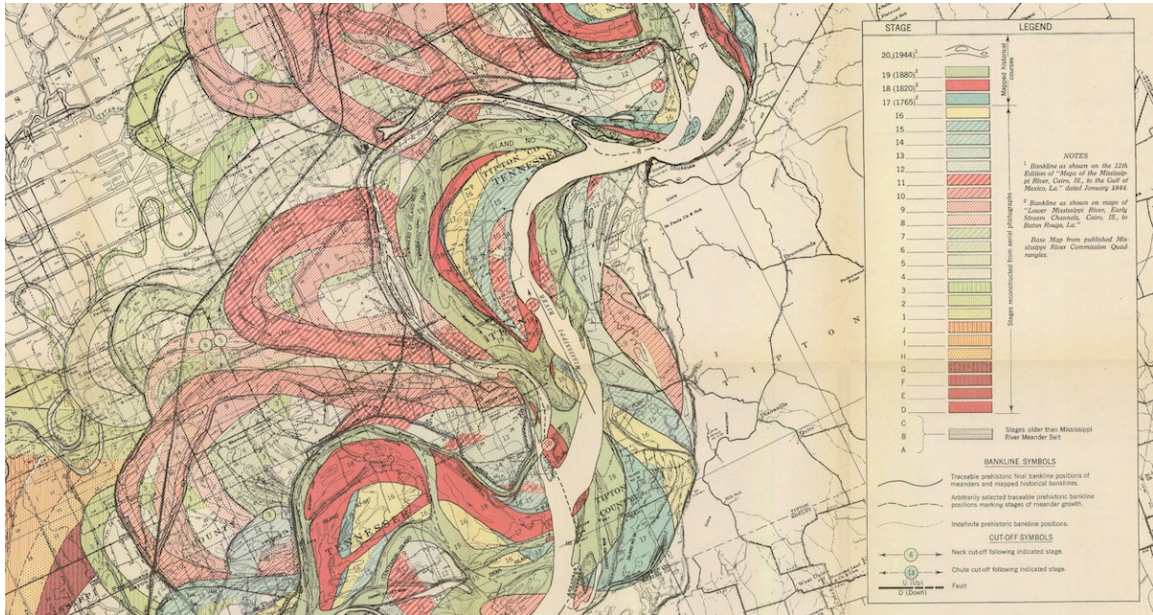


i/thee is a family and friends design
collaborative with projects around the world.
Our designs celebrate the co-sentience of
everything in the environment; living and
non-living; past and present;
I and thee.



Puddle Pavilions

The concept envisions a trio of sculptural forms harmoniously integrated along Mud Creek and the existing footpath. Utilizing cast resin panels and earth-cast concrete elements, these structures manifest as a bench, a table, and a canopy. Each of the three forms serve both as functional installations and aesthetic expressions, grounding visitors in the environment. The ethereal cast resin canopies hover above earth-cast concrete seating structures - resembling a solidified river frozen in time. The project, with its poetic approach, not only provides practical seating and gathering spaces but also becomes a physical record of ephemeral geological processes, etching the memory of the landscape into the clouds; transcending spatio-temporal limits with its presence.



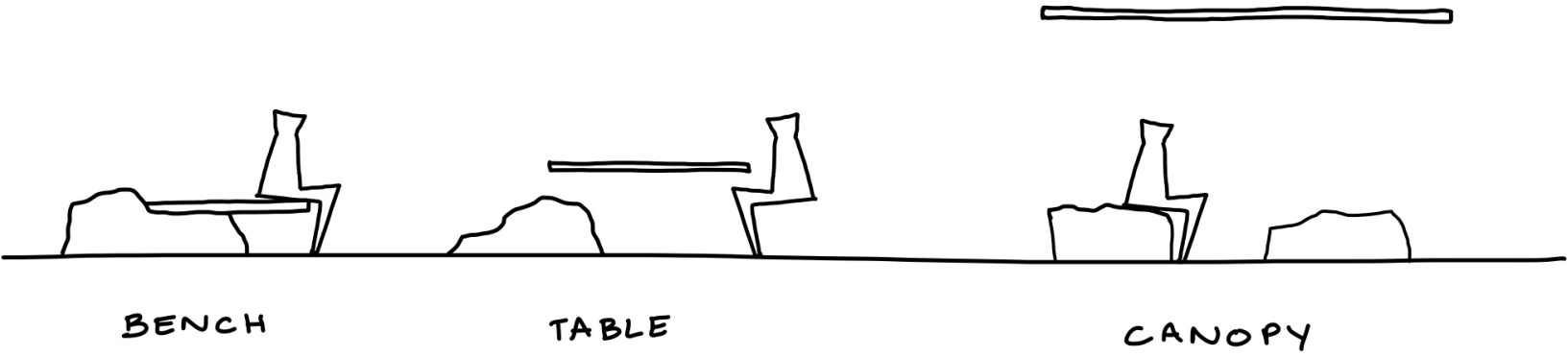
Meander Map of the Mississippi River over 2,000 years

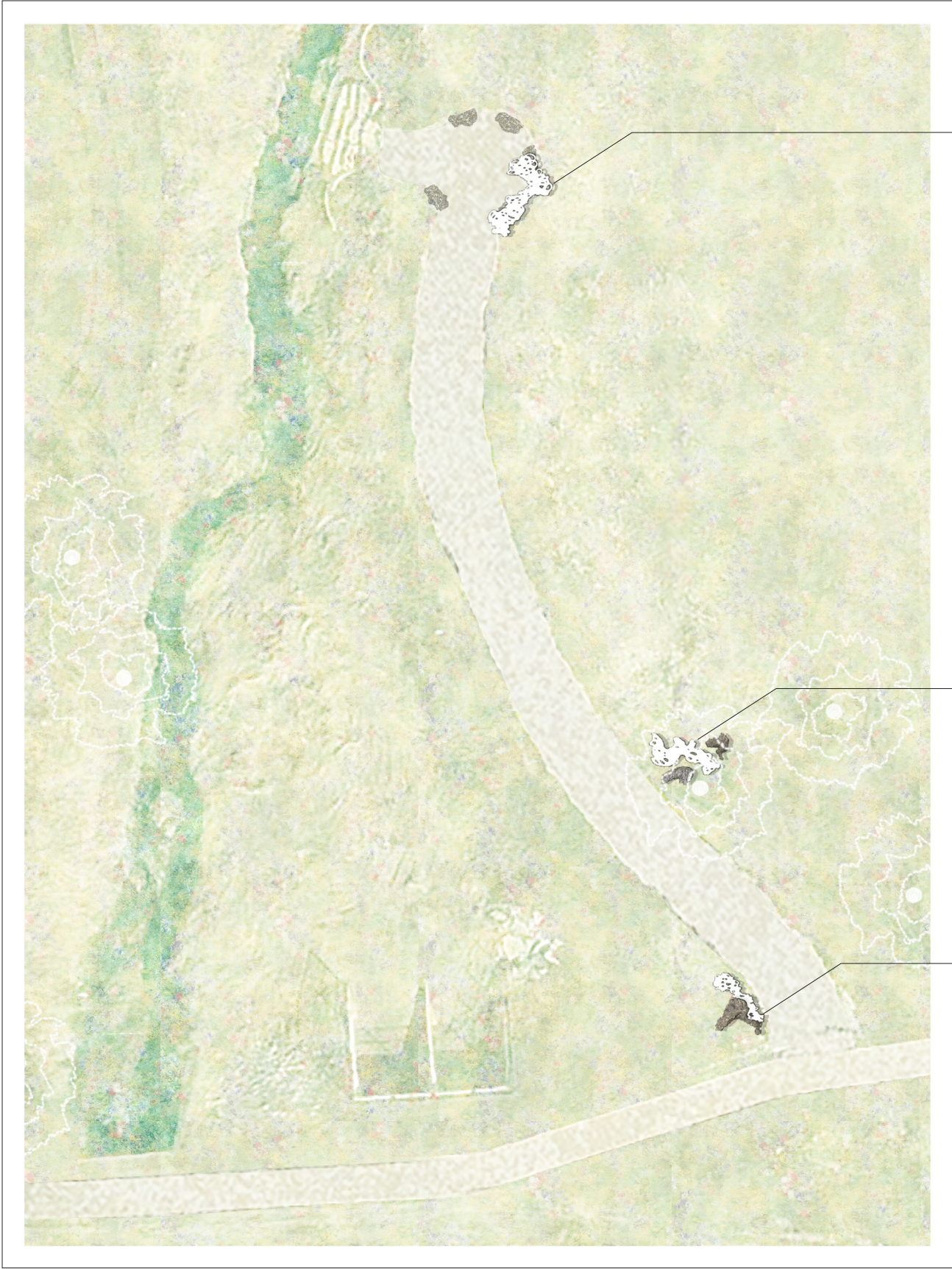


Komorebi (Japanese):
A dance of Light and Shadow



Puddle Pavilion
An elevated creek floating above the ground,
choreographing Shadow's dance.

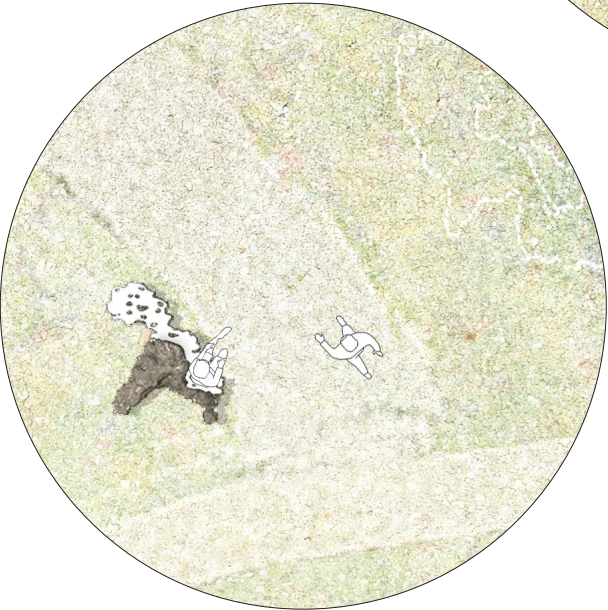
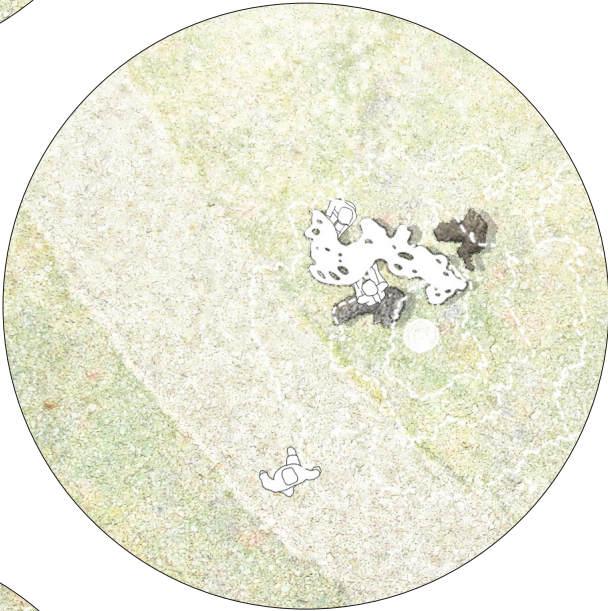
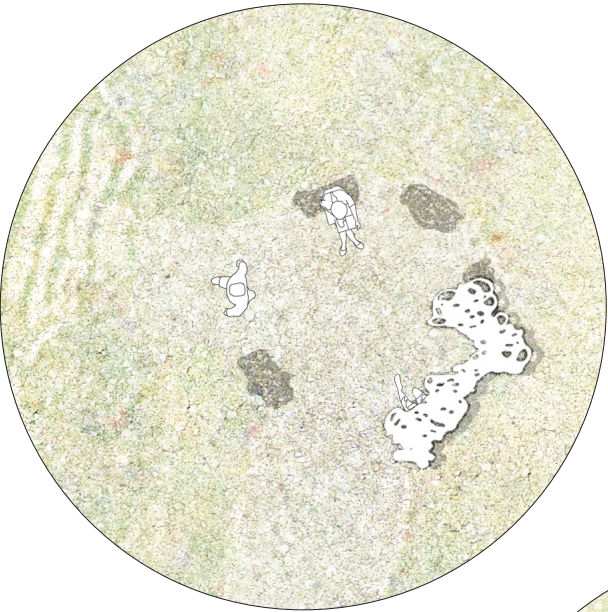




canopy

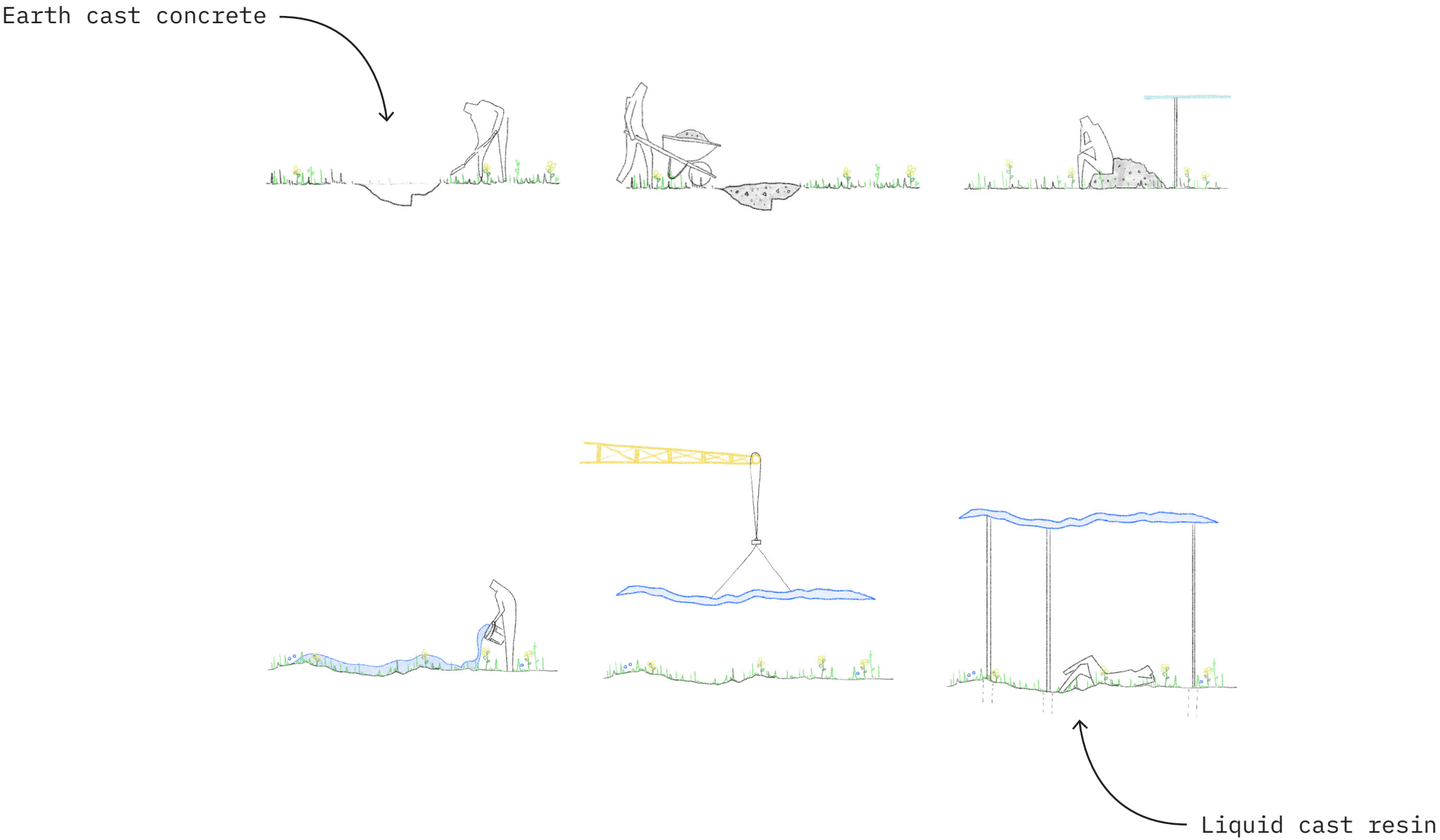
table

bench

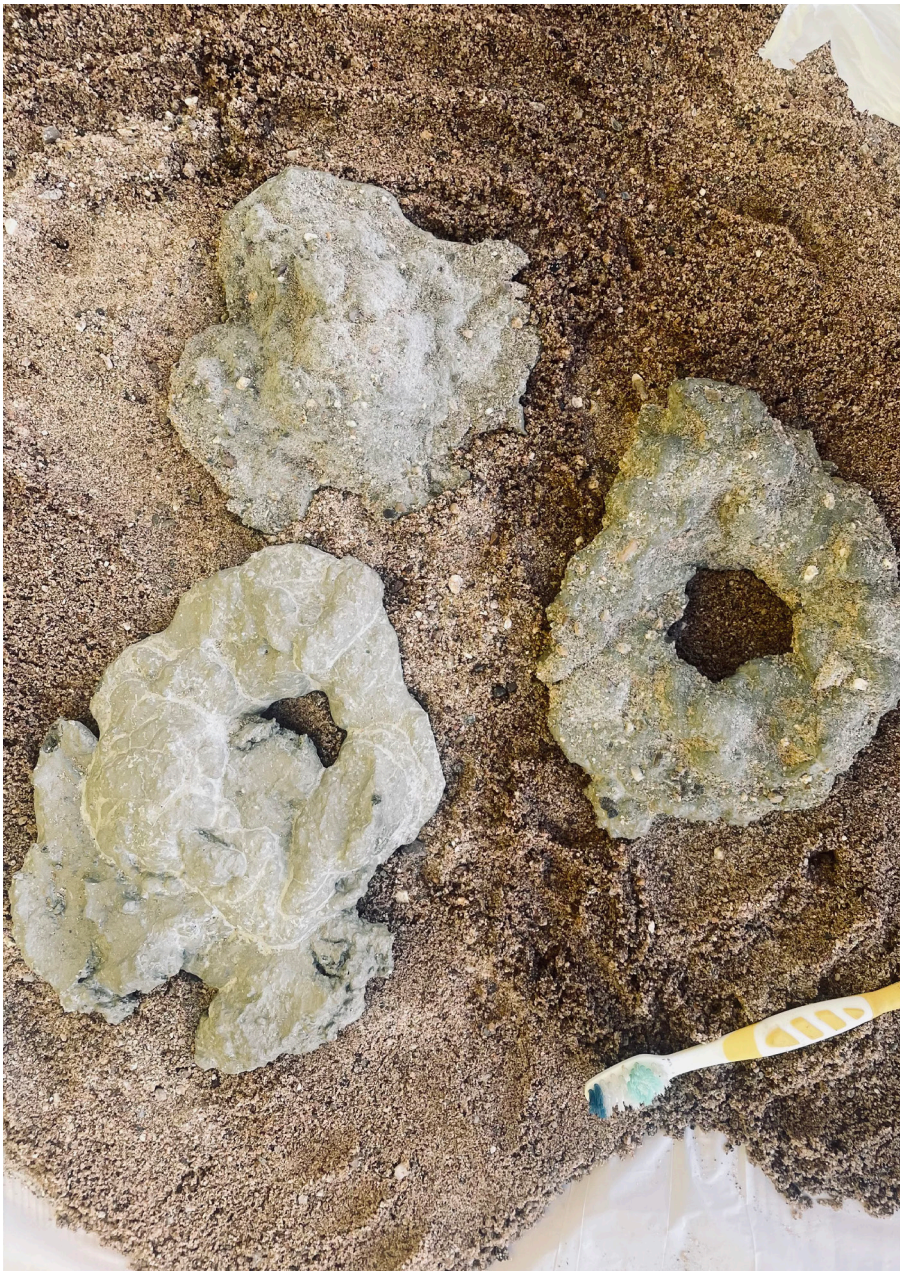




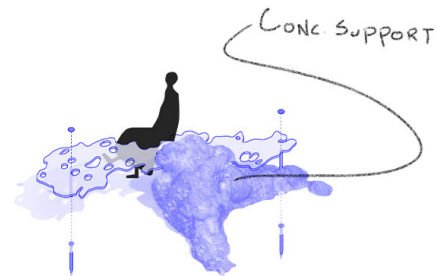
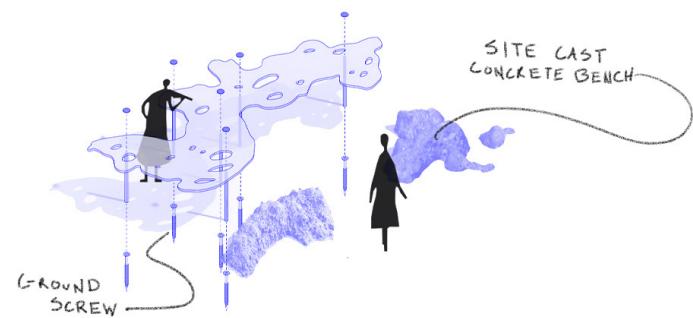
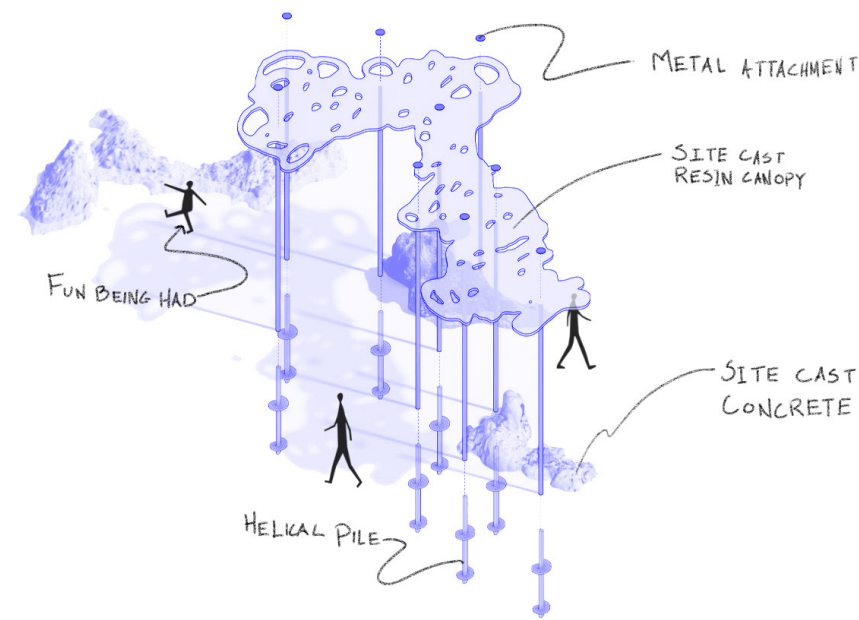




Liquid Cast Bio-Resin



Earth Cast Concrete



Budget & Material

Eath Cast Concrete	
Estimated concrete:	\$2,400
Estimated rebar:	\$500
Fabrication & install:	\$2,500
Site Cast Resin	
Cast bio-urethane:	\$10,000
Fabrication & install:	\$3,000
Hollow section tubes:	\$5,000
Foundation	
Helical pile:	\$10,000
Ground screw:	\$1,000
Hardware:	\$1,000
Install:	\$4,000
Equipment:	\$1,500
Transportation:	\$1,800
Accommodations:	\$2,000
Design fee:	\$5,000
Total	\$49,700

Thanks



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.i.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution of endorsement for the City of Bondurant's grant application to the Bravo Greater Des Moines Public Art Program for funding to assist with implementing the Garden Project at the ARTocka Trail Loop

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The attached resolution is a resolution of endorsement for the City of Bondurant's grant application to the Bravo Greater Des Moines ICON Public Art Program for funding to assist with implementing the the Garden installation at the proposed ARTocka Trail Loop. In January 2024 the Bondurant City Council approved a conceptual design submitted by I/Thee for the ARTocka Trail Loop, a paved 3/4-mile trail loop surrounding Lake Petocka. The approved concept establishes a series of "rooms" around Lake Petocka to help activate all areas of the lake's trail. The first installation will be the Dining Room located toward the northwestern portion of the lake trail. The second installation will be east of the Dining Room and will be called the Garden. The Garden looks to extend the shoreline of Lake Petocka by creating a meandering boardwalk allowing the opportunity for more interaction with the lake; fishing and a canoe/kayak launch will be incorporated into the design of the Garden installation. Implementation of the approved ARTocka Trail Loop is consistent with Opportunity 2A of the Art, Culture, & Wayfinding Master Plan, which reads: Add a series of art installations to the Petocka trail loop according to the ARTocka concept.



The concept provided by I/Thee that will be included as part of the City's grant application is attached for reference.

The City is seeking \$50,000 in grant funds to help cover a portion of the anticipated \$271,856.03 cost.

The grant is due April 5, 2024.

FUNDING SOURCE: N/A to submit application

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-71
2. Artocka Phase 2_The Garden

CITY OF BONDURANT
RESOLUTION NO. 240318-71

RESOLUTION OF ENDORSEMENT FOR THE CITY OF BONDURANT'S
APPLICATION TO THE BRAVO PUBLIC ART GRANT PROGRAM FOR FUNDING TO
ASSIST WITH IMPLEMENTING THE GARDEN PROJECT AT THE ARTOCKA TRAIL
LOOP

WHEREAS, the proposed Garden installation at the ARTocka Trail Loop is consistent with a number of community planning documents, described below; AND

WHEREAS, Action Item 19A of the Building Bondurant Comprehensive Plan reads, "Continue to activate and expand access to Lake Petocka for recreation and educational uses"; AND

WHEREAS, Objective 5.2 of the Community Visioning Plan reads, "Construct a fishing pier and canoe launch at Lake Petocka"; AND

WHEREAS, Objective 5.8 of the Community Visioning Plan reads, "Identify opportunities for public art along the Lake Petocka trail loop"; AND

WHEREAS, the 2024 Art, Culture, and Wayfinding Master Plan process included a concept development selection process for the ARTocka Trail Loop, where City Council approved the concept submitted by I/Thee on January 2, 2024 following recommendations for approval by both the Artist Review Selection Committee and the Parks & Recreation Board; AND

WHEREAS, it is estimated that the Garden installation could cost approximately \$271,856.03; AND

WHEREAS, the City of Bondurant is appreciative of the opportunity to apply for funds through the BRAVO Public Art Grant Program in the amount of \$50,000.

NOW, THEREFORE, BE IT RESOLVED, that the Bondurant City Council authorizes City Staff to submit a BRAVO Public Art Grant application for funding to assist with implementing the Garden installation at the ARTocka Trail Loop.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 18th day of March.

Passed this 18th day of March 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

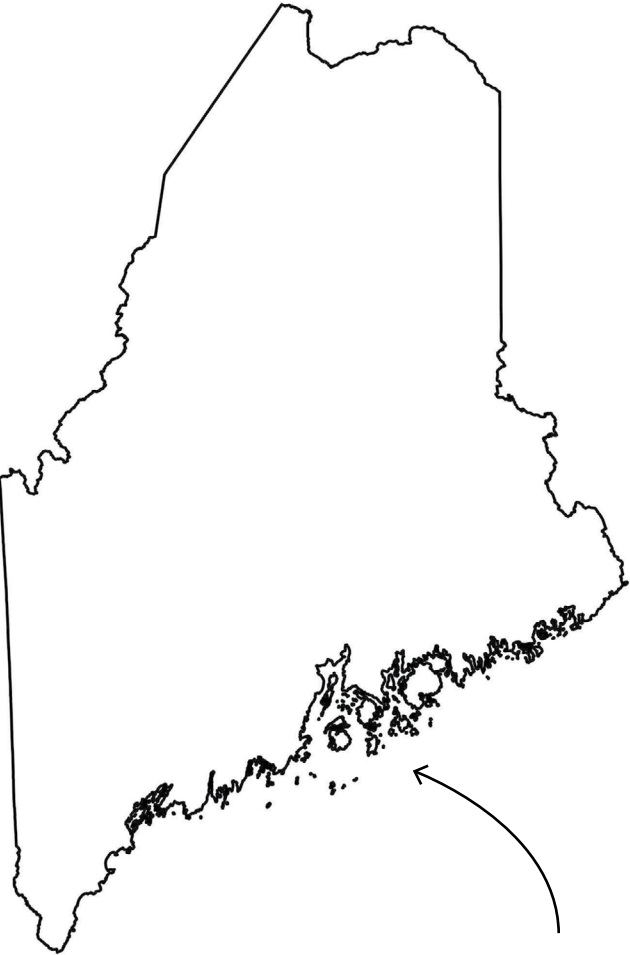
Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

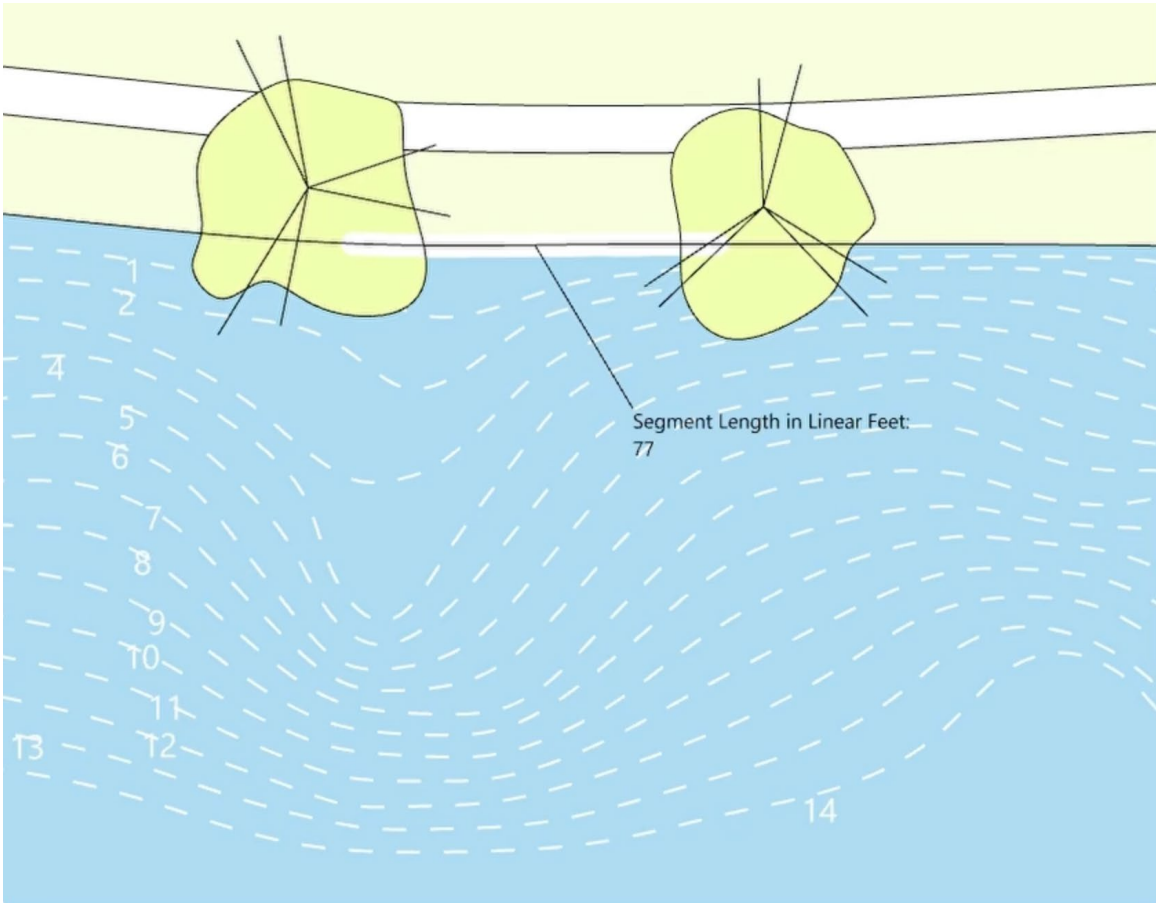


The Garden

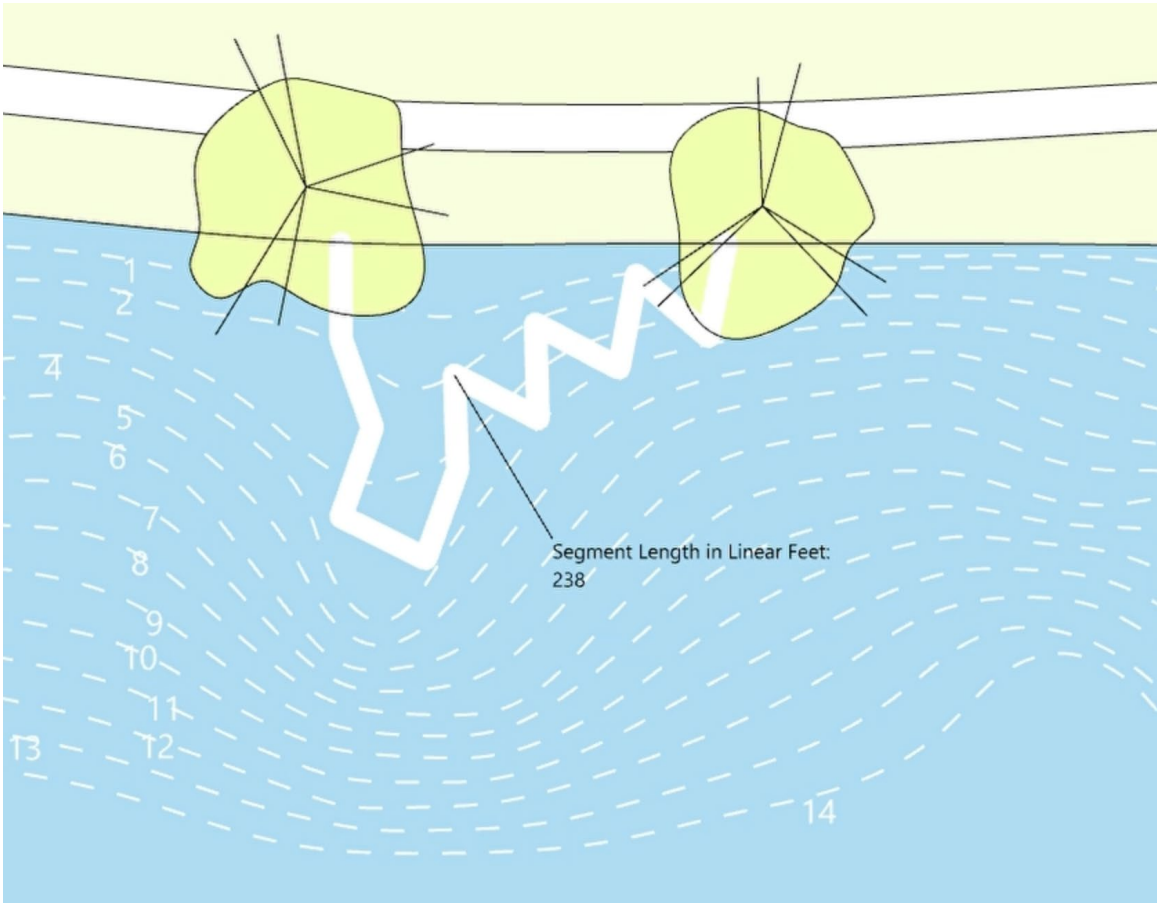
The garden is a fractal shaped boardwalk that meanders through a series of floating gardens. The installation is designed using a differential growth algorithm that creates the most efficient path within the smallest space, tripling the segment of lake shoreline where it is located. Here, the design extends 77 feet of shoreline into a nearly 250-foot boardwalk, allowing the local residents to take greater advantage of Lake Petocka. The Garden creates a more dynamic experience of the water’s edge, enhances aquatic life through the floating gardens, and provides new amenities in the form of seating and fishing outposts for the community.



↖
Maine's shoreline
longer than California's
due to fractal geometry

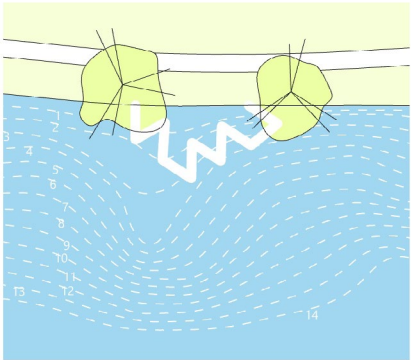


Existing shoreline segment length

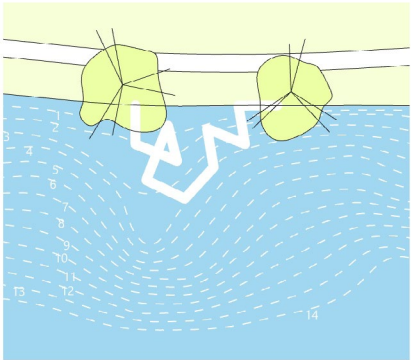


Fractal boardwalk segment length

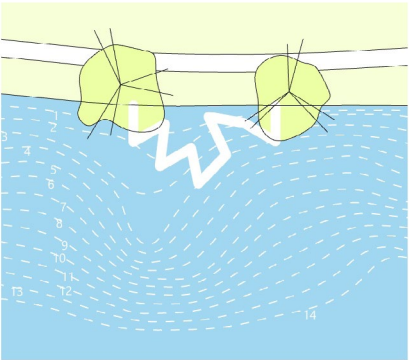
Parametric iterations



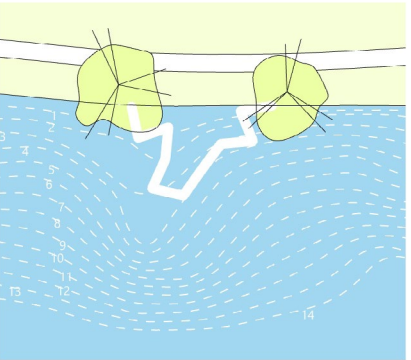
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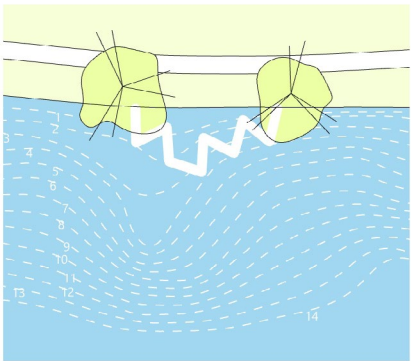
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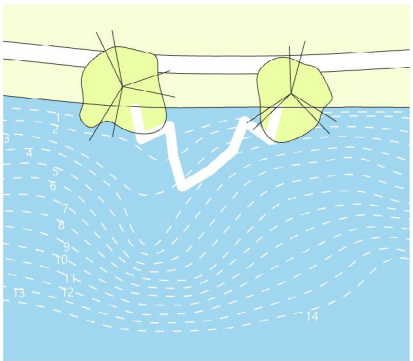
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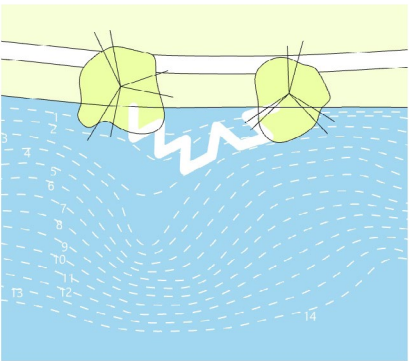
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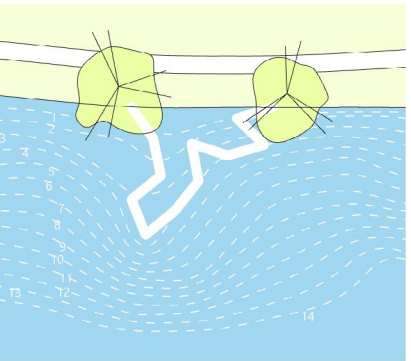
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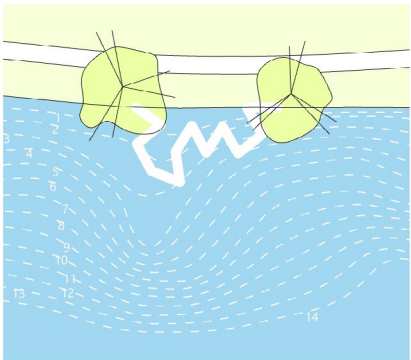
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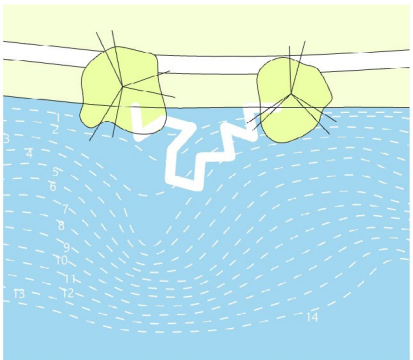
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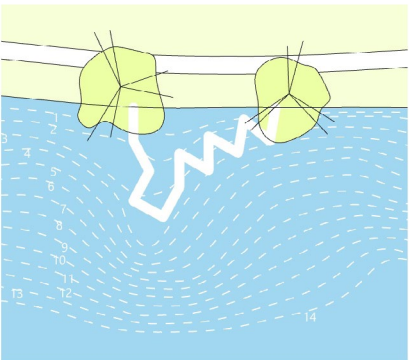
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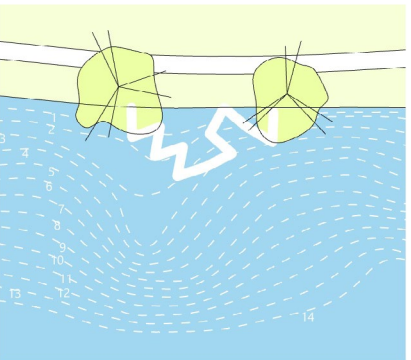
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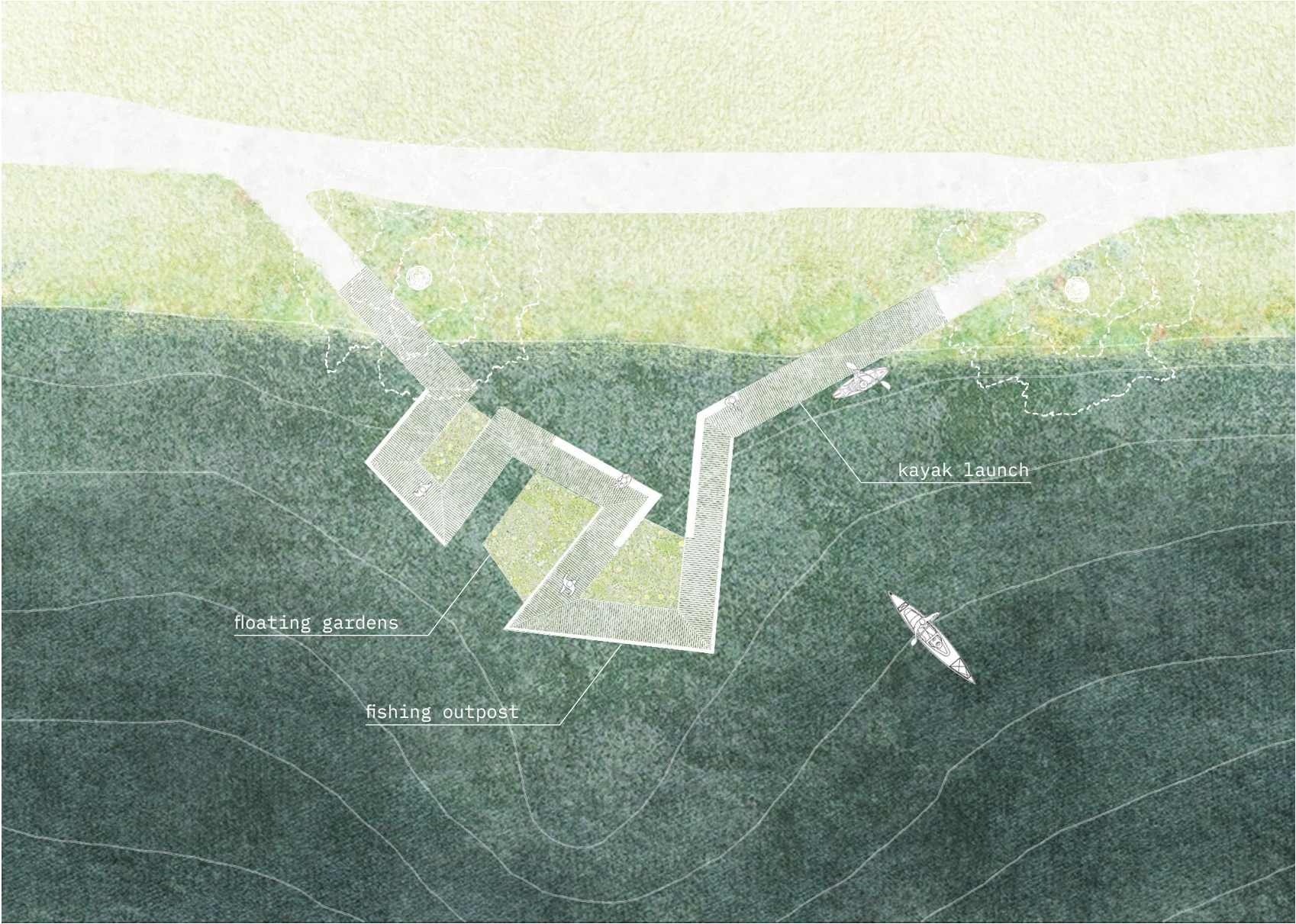
Length:203 Kinks:11 Deapth: 4



Length:231 Kinks:11 Deapth: 4



Length:203 Kinks:11 Deapth: 4



Budget & Material

Treated Lumber Decking:	\$30,000
Footing installation:	\$80,000
Installation of boardwalk:	\$50,000
Custom Benches and Railing:	\$35,000
Floating Gardens:	\$20,000
Concrete:	\$8,000
Design Fee:	\$20,000
Consultant Fee:	\$5,000
Transportation	\$2,000
Total	\$250,000



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.j.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution of endorsement for the City of Bondurant's full grant application to the Iowa Economic Development Authority's Community Catalyst Grant Application for 13 Main Street, SE

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: On January 29, 2024, City Council approved a resolution of endorsement for the City of Bondurant's pre-application to the Iowa Economic Development Authority's Community Catalyst Building Remediation Program seeking grant funds to assist with the proposed renovation project at 13 Main Street SE. The City has now been invited to prepare a full application to this grant program due April 15, 2024. Please recall the property owners at 13 Main Street SE have indicated they will transform the space into an electronic bicycle rental, sales, and service facility. J

osh and Dawn LaRue purchased 13 Main Street SE in January 2024 and are excited to begin investing into a business that will attract more visitors to downtown Bondurant. If awarded grant funding through the IEDA, the LaRues will have constructed an addition onto the west facade of their building to bring the structure closer to the Main Street SE public sidewalk area. In doing so, they will also look to create a more attractive and inviting commercial storefront space in a way that will look to bring life back into this structure that was built in 1870 when Bondurant had a population of less than 300 people. This project will assist in transforming a non-conforming, 1st-floor residential space along Main Street into a space capable of hosting a thriving business that will attract residents and visitors to downtown Bondurant.

Existing



Cities are eligible to request up to \$100,000 in grant funding under this program. The grant funding must be used for remediation or redevelopment of an underutilized building within the community. In order for a project to qualify, the building must be considered a community catalyst. The IEDA defines community catalyst as being: a building, if remediated, that would stimulate additional economic growth or reinvestment in the community, especially private sector financial investment.

Awarded grants will be announced by the IEDA in June 2024. A project may start after the award letter has been received by the City after IEDA's grant announcement. A project must be completed within 24 months after the grant award.

If Bondurant's grant application request is awarded, the IEDA will enter into an agreement with the City of Bondurant. The City would then enter into a development agreement between the City and the private developer so that these funds can be used by the developer. Funds shall be used for reimbursement costs directly related to the project.

The Community Catalyst Building Remediation Grant Program is a competitive program. Approximately 10 projects statewide are funded each year. 40% of Community Catalyst Building Remediation Grant Funds must be reserved for communities having a population of less than 1,500 people.

FUNDING SOURCE: N/A to submit application

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-72

CITY OF BONDURANT
RESOLUTION NO. 240318-72

RESOLUTION OF ENDORSEMENT FOR THE CITY OF BONDURANT'S FULL
APPLICATION TO THE IOWA ECONOMIC DEVELOPMENT AUTHORITY'S
COMMUNITY CATALYST GRANT PROGRAM TO BE USED FOR REMEDIATION
AND REHABILITATION OF 13 MAIN STREET SE

WHEREAS a developer has approached the City of Bondurant regarding a proposed building rehabilitation project in downtown Bondurant at 13 Main Street SE; AND

WHEREAS this site is located within the City's Central Business (C-4) District; AND

WHEREAS this site is underutilized and in need of rehabilitation where such rehabilitation would help to ensure that one of Bondurant's downtown-area buildings remains for the decades to come; AND

WHEREAS Chapter 7 of the Building Bondurant Comprehensive Plan is titled Community Character + Downtown and the following goals of the Comprehensive Plan support this project; AND

- Preserve and strengthen Bondurant's hometown feel as the community continues to evolve.
- Remain a strategic partner for local organizations, businesses, and residents.
- Foster a vibrant and diverse downtown so that the area serves as a unique destination for residents and visitors.

WHEREAS, renovation of the site would be considered catalytic, meaning its renovation may help drive other downtown-area redevelopment efforts, specifically the 24-acre Landus redevelopment site in downtown Bondurant also located along the Chichaqua Valley Trail; AND

WHEREAS the City of Bondurant is appreciative of the opportunity to apply for funds through the Community Catalyst Building Remediation Grant Program to assist with renovation of this catalytic building in downtown Bondurant.

NOW, THEREFORE, BE IT RESOLVED, that the Bondurant City Council authorizes City Staff to submit the City's full application grant request in the amount of \$100,000 to the Community Catalyst Building Remediation Grant Program.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 18th day of March 2024.

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.k.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution approving a Professional Services agreement between the City of Bondurant and Shive-Hattery in the amount of \$23,800 for work associated with the design of the new City Park public parking lot project at 201 3rd Street, SE

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The attached resolution approves a professional services agreement between the City of Bondurant and Shive-Hattery in the amount of \$23,800 for work associated with the proposed public parking lot at 201 3rd Street SE - parcel highlighted in yellow below.



The City of Bondurant purchased 201 3rd Street SE in September 2021 for the purpose of constructing a public parking lot at this location to accommodate for anticipated future demand for parking in the area as a result of the ongoing/upcoming City Park Master Plan improvements. The former residence located on this property was demolished in 2022 to make way for the upcoming public parking lot project. With the growth in the City's downtown area, staff recommend moving forward with developing parking here as part of the City Park project. It is anticipated that approximately 15 parking spaces will be created as a result of this public parking lot project.

FUNDING SOURCE: TIF

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-73
2. 2024-03-15_3rd St Parking_Concept
3. 2024-03-15_3rdSt Parking_Cost Opinion

CITY OF BONDURANT
RESOLUTION NO. 240318-73

RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN
THE CITY OF BONDURANT AND SHIVE HATTERY IN THE AMOUNT OF \$23,800
FOR WORK ASSOCIATED WITH THE DESIGN OF THE NEW CITY PARK PUBLIC
PARKING LOT PROJECT AT 201 3rd STREET SE

WHEREAS, in September 2021 the Bondurant City Council purchased 201 3rd Street SE for the purpose of constructing a public parking lot at this location to accommodate the growing demand for parking in this area due to ongoing/upcoming renovation efforts at City Park; AND

WHEREAS, in preparation of constructing the public parking lot project at 201 3rd Street SE, the City of Bondurant had demolished the structure at this location in 2022; AND

WHEREAS, with Phase I of City Park renovations currently underway, the City is now ready to have this public parking lot at 201 3rd Street SE designed; AND

WHEREAS, Shive-Hattery has submitted a Professional Services Agreement in the amount of \$23,800 with the following scope of work: preparing construction documents for the development of a new public parking lot at the corner of 3rd Street SE and Main Street SE. The project will include the design of permeable pavers under the parking stalls, extension of sidewalk, and updating the existing curb ramps at the intersection.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bondurant, Iowa, that the professional services agreement with Shive Hattery in the amount of \$23,800 is hereby approved, pending review by legal counsel.

Passed this 18th day of March 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Council Action	Ayes	Nays	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

CITY OF BONDURANT
--
201 3RD ST SE, BONDURANT, IA 50035

PRELIMINARY
- NOT FOR
CONSTRUCTION

C101



**CITY OF BONDURANT
3RD STREET PARKING LOT IMPROVEMENTS
March 15, 2024
COST OPINION - CONCEPTUAL**

#	ITEM DESCRIPTION	QUANTITY	UNITS		UNIT COST		TOTAL COST
1	MOBILIZATION	1	LS	*	\$8,000.00	=	\$8,000
2	CONSTRUCTION STAKING	1	LS	*	\$3,000.00	=	\$3,000
3	PEDESTRIAN AND TRAFFIC CONTROL	1	LS	*	\$3,000.00	=	\$3,000
4	EROSION CONTROL	1	LS	*	\$1,000.00	=	\$1,000
5	PCC PAVEMENT REMOVAL	60	SY	*	\$20.00	=	\$1,200
6	GARAGE REMOVAL	1	LS	*	\$5,000.00	=	\$5,000
7	TREE REMOVAL	1	LS	*	\$2,500.00	=	\$2,500
8	6" PCC PAVING	575	SY	*	\$70.00	=	\$40,250
9	5" PCC SIDEWALK	160	SY	*	\$65.00	=	\$10,400
10	CONCRETE WASHOUT	1	LS	*	\$600.00	=	\$600
11	PERMEABLE PAVERS	165	SY	*	\$150.00	=	\$24,750
12	DETECTABLE WARNINGS	60	SF	*	\$60.00	=	\$3,600
13	6' WOOD FENCE	135	LF	*	\$35.00	=	\$4,725
14	PAVEMENT MARKINGS, PAINT	2	STA	*	\$300.00	=	\$600
15	HANDICAP PARKING SIGN	1	LS	*	\$500.00	=	\$500
16	SITE LIGHTING	2	EA	*	\$3,000.00	=	\$6,000
17	EARTHWORK	1	LS	*	\$5,000.00	=	\$5,000
18	TOPSOIL, STRIP, SALVAGE AND SPREAD	1	LS	*	\$2,500.00	=	\$2,500
19	NYLOPLAST DRAIN BASIN	2	EA	*	\$3,000.00	=	\$6,000
20	12" HDPE STORM SEWER	110	LF	*	\$70.00	=	\$7,700
21	EXISTING UTILITY CONNECTION	1	EA	*	\$2,000.00	=	\$2,000
22	MANHOLE ADJUSTMENT, MINOR	1	EA	*	\$1,500.00	=	\$1,500
23	TREES	6	EA	*	\$500.00	=	\$3,000
24	SITE RESTORATION & SEEDING	1	LS	*	\$2,500.00	=	\$2,500

CONSTRUCTION SUBTOTAL = \$146,000

UNDEVELOPED DESIGN CONTINGENCY (15%) = \$30,000

DESIGN ENGINEERING (14%) = \$23,800

PROJECT DESIGN / CONSTRUCTION TOTAL = \$199,800

****TOTAL PROJECT COSTS AND CONSTRUCTION COSTS PROVIDED HEREIN ARE MADE ON THE BASIS OF ENGINEER'S EXPERIENCE AND QUALIFICATIONS AND REPRESENT THE ENGINEER'S BEST JUDGMENT. HOWEVER, THE ENGINEER CANNOT AND DOES NOT GUARANTEE THAT BIDS OR ACTUAL TOTAL PROJECT OR CONSTRUCTION COSTS WILL NOT VARY FROM THE ESTIMATE OF PROBABLE CONSTRUCTION COST. THIS ESTIMATE IS INTENDED TO ASSIST IN BUDGETARY ASSESSMENT AND DOES NOT GUARANTEE THAT ACTUAL PROJECT COSTS WILL NOT EXCEED OR BE LOWER THAN THE AMOUNTS STATED IN THIS ESTIMATE.**



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.I.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution recommending awarding bid for the City Hall Solar Project to 1 Source Solar in the amount of \$84,170.00

CONTACT PERSON:

John Horton, Public Works Director

BRIEF HISTORY & ANALYSIS: Public works staff received three proposals to install a solar array on City Hall to help offset some operational costs and lower the City's overall carbon footprint. There are several advantages to adding solar power to city facilities as it is not only better for the environment, it will also help the city realize a lower operational cost by reducing the energy usage from the overall power grid and in turn lowering our monthly utility bill.

The proposals received provided a great deal of detail and an estimation of cost savings. It is important to note that solar will not offset the city's entire electrical usage bill as we still have meter charges and peak demand usage charges as well as other miscellaneous Charges every month. Staff took all the information provided from the proposal and broke this down into an estimated annual offset amount as well as the ROI on the total investment.

Staff researched the environmental impact of solar power. We found that there is a calculation that converts the total kWh of energy produced by solar arrays times a factor of 0.0117 trees/kWh. The proposal that staff are recommending would equate to approximately 480 trees planted per year, 1,610,400 pounds of CO2 reduced, and approximately 156 vehicles off the road.

(https://knowledgecenter.solaredge.com/sites/kc/files/monitoring_platform_environmental_benefits_calculation.pdf)

Staff are also exploring the possibility of a 30% federal credit that we may be eligible for to help offset the upfront cost of the system. The bid is to include the addition of a new roof mounted solar array, and all associated equipment. Below is the Bid Tab showing bids received.

Company	Total Proposal Cost	Actual Electrical Charge for 2023	Estimated Bill Offset	Annualized offset	ROI w/o Tax Credit
1 Source Solar	\$84,170	\$4,460.90	89.5	\$3,992.51	21.0819997
Ziegler	\$124,107.00	\$4,460.90	68.6	\$3,060.18	40.5554919
QstN LLC	\$71,400.00	\$4,460.90	63.0	\$2,810.37	25.4059345

Additionally, the City qualifies for a 30% rebate through a Federal program, lowering the net out-of-pocket investment to \$54,170 and reducing the Return on Investment timeframe to 13.56 years. The equipment is guaranteed for 25 years, meaning **the City would realize 11.5 years of life on** the equipment after the investment has been redeemed, which is **estimated to be a value of \$45,914.**

FUNDING SOURCE: Local Option Sales and Services Tax

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-74
2. 1 Source Solar- City of Bondurant, City Hall Solar Project

CITY OF BONDURANT
RESOLUTION NO. 240318-74

RESOLUTION AWARDING THE CONTRACT FOR SOLAR PANEL ARRAY PROJECT
ON CITY HALL TO 1 SOURCE SOLAR IN THE AMOUNT OF \$84,170.00

WHEREAS, in February of 2024, the City of Bondurant received the proposals for the addition of a solar panel array on City Hall; AND

WHEREAS the City of Bondurant accepts the proposal of the work as follows:

The proposal is to include the addition of a 34.7 kW Solar PV System, and all associated equipment and electrical connections.

WHEREAS the City Council approves the proposal for addition of Solar Panel array on Bondurant City Hall to 1 Source Solar; AND

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bondurant, Iowa, that the Solar Array Project on Bondurant City Hall Project is awarded to 1 Source Solar in the amount of \$84,170.00.

Passed this 18th day of March 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Council Action	Ayes	Nays	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

POWERING
profitability ←
POWERING
→ sustainability



CUSTOM ENGINEERED SOLAR SOLUTION FOR
City of Bondurant
200 Second Street NE
Bondurant, IA 50035

**City of Bondurant
Solar Panel Installation of City Hall
200 Second Street NE
Bondurant, Iowa 50035
(Attn: Mr. John Horton)**

**1 Source Solar, LLC
Project Introduction**

Corporate Office:

1 Source Solar
3020 SW Oralabor Rd., Ste 116
Ankeny, Iowa 50023
www.1sourcesolar.com

Project Contact:

Gavin Sandvig
Off: 515-289-1974
Mob: 515-229-8758
gavin@1sourcesolar.com

Table of Contents

Section 1.0	Introduction
Section 2.0	Project Phases and Installation Schedule
Section 3.0	1 Source Solar Project Organization and Support Team
Section 4.0	Past Project Experiences
Section 5.0	Terms and Conditions
Addendum 1	1 Source Solar Introduction Document
Addendum 2	System Layout, Production and BOM

1.0 Introduction

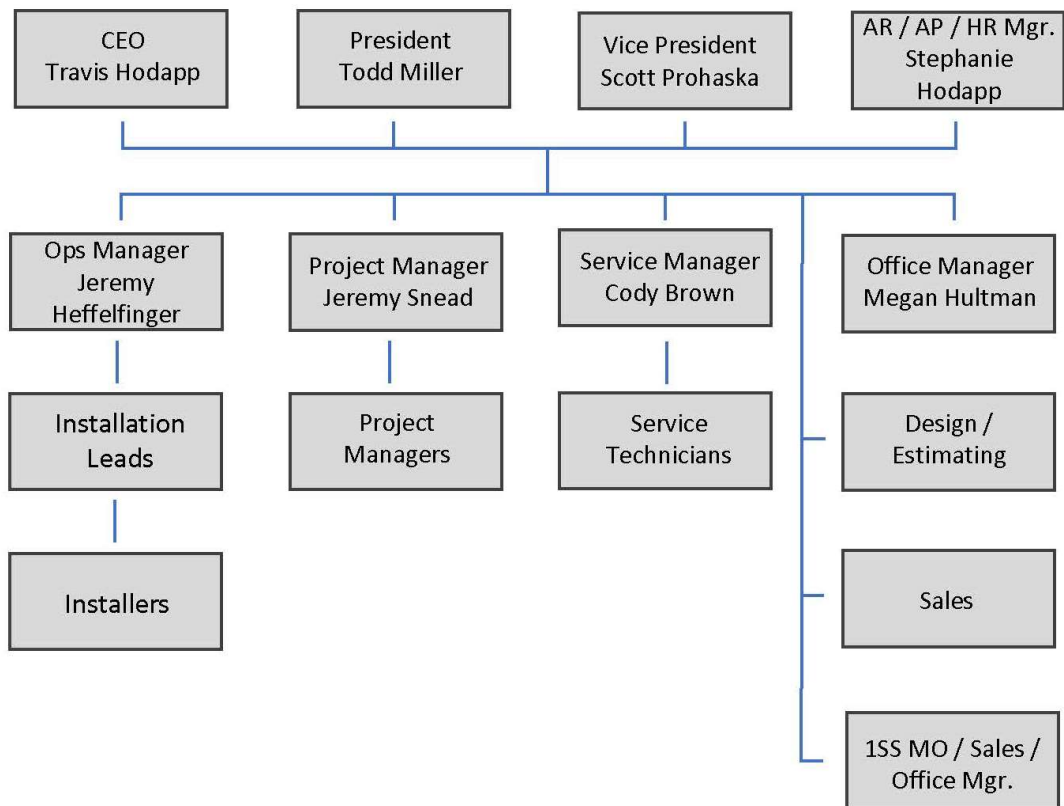
- A. 1 Source Solar is a complete, turnkey solar energy EPC (Engineering, Procurement, and Construction) provider. We offer a portfolio of management services focusing on complete projects and after project support for solar energy projects/systems across the Midwest. This includes but is not limited to:
- a. GC - General Contractor services
 - b. System Design Management services
 - c. Project Management services
 - d. Construction Management services
 - e. Electrical Management services
 - f. Start-up and Commissioning services
 - g. Annual Service Contract Management services
 - h. Power Purchase Agreement Management services

The knowledge and experience that 1 Source Solar has gained over the years and the services that we provide to a solar energy project are too numerous to list. As an example, our lead designer and co-owner has over 13 years of experience working within the solar industry in Iowa and working with the local utility providers, like Alliant Energy. Having this unmatched system design knowledge, interconnection process and technical experience, and complete knowledge of the electrical equipment design and tie-in requirements, allows 1 Source Solar to not only design an optimum producing system, but work closely to meet the utility requirements. This equates to, done correct the first-time construction, quicker utility approvals throughout each phase of the project, and shorter overall project and construction lead-times. Thus, allowing the system to be brought online sooner and producing renewable energy quicker.

*(See **Addendum 1** for additional information regarding 1 Source Solar's services)*

- B. 1 Source Solar is registered as a contractor with the Iowa Division of Labor. The business is Incorporated in the State of Iowa, and the partners are residents of the State of Iowa. 1 Source Solar's partners and management team possess various professional degrees, including different engineering majors and NABCEP certified installers.
- C. Project Understanding - 1 Source Solar proposes to meet the owner's expectations and project requirements. We will establish a detailed Scope-of-Work and General-Understanding meeting to take place after the project award date. During such meeting all potential concerns, such as the interruption of facility power during AC tie-in and/or construction schedule and installation dates, as two examples, shall be identified and ownership assigned to address all concerns throughout the solar energy project. Such concerns will be revisited at the scheduled work progress and ongoing construction meetings that are implemented.

1 Source Solar Organization



2.0 Project Phases and Installation Schedule

A project timeline with estimated milestones can be established once the start date is defined. Several milestones listed below are dependent on the approval timeline of the utility company (MidAmerican) and vary from project to project. 1 Source Solar's 10 plus years of experience working with MidAmerican ensures that the documentation and requirements for each approval process will be done correctly the first time, eliminating rework and the possibility of extended approval times by the utility. 1 Source Solar is committed to executing the project in the most efficient manner possible. A turnkey project of this nature may be completed in as little as 80 days but may extend past 100 days, depending on the various approval stages listed below.

Project Stages (some stages are completed)

- Pre-project site assessment and electrical tie-in evaluation.
- Preliminary system design, layout, and component selection.
- Site Review to engineer / finalize solar system design and layout.
- Develop plot plan, one-line diagram and complete utility interconnection documentation.

- Obtain Interconnection approval and permission to build from the utility.
- Obtain engineering approval for array layout.
- Obtain electrical and building permit from AHJ (authority having jurisdiction).
- Secure and order solar components and electrical gear.
- Final site layout and approval.
- Schedule installation dates and deliver products onsite.
- Solar system installation and construction phase.
- DC home-run wiring and AC electrical boring.

- Certified electrician interconnection hookup and cut over.
- Electrical state or local jurisdiction inspection.
- Program system monitoring.
- Utility witness test.
- Utility bi-directional meter installation and programming.
- Obtain permission to operate from the utility.
- Energize the solar system.
- System documentation handoff packet and system tutorial with the client.

3.0 1 Source Solar Example Project Organization and Support Team

- **Project Executive** – Todd Miller
 - Project champion and technical / commercial coordinator with utility company

- **Sales Coordinator** – Scott Prohaska
 - Coordinates pre and post project sales and communications between the Client and 1 Source Solar

- **Design Lead** – Nathan Hamersley
 - Coordinates project layout and component selection
- **Project Manager** – Jeremy Snead
 - Overall project manager for construction and start-up
- **Operations Manager** – Jeremy Heffelfinger
 - Oversees the product and component procurement and is the safety coordinator for the project.
- **Service Manager** – Cody Brown
 - Supports project start-up and oversees all post project services and ongoing technical support.
- **Administration Manager** – Megan Hultman
 - Oversees utility interconnection process, permitting, and related functions.

Todd Miller, President

Todd was instrumental in the solar revolution Iowa is currently experiencing. He introduced solar to the Ag industry by installing solar for hog, poultry and machine shed buildings. Living by the motto “Service Comes First”, Todd has been involved in over 1,200 projects and 30 Mega Watts of Solar Installed since 2012. His experience ranges from system design, engineering, installing, sales and project management. A graduate of Iowa State University in Marketing and Finance, as well as 30 years in sales and marketing, Todd has learned how to make the buying experience a pleasure for his clients. Todd specializes in helping our business clients hedge against ever increasing utility rates, market fluctuations, and unexpected expenses by helping them take control of their utility cost.

Scott Prohaska, Executive Vice President

Scott comes to 1 Source Solar with an extensive background in various industries and markets including Agriculture, Construction, Automation, Manufacturing, and Distribution. After graduating from Iowa State University with a Mechanical Engineering Degree, Scott has over 30 years’ experience with solar system design, project pursuit, sales management, business development, and customer service. He has owned and operated his own businesses and knows the importance of strong financials and returns. His vast experience across various industries and disciplines allows he and 1 Source Solar to better understand and support our customer needs. Scott specializes in helping our customer seamlessly through the entire process, from the initial evaluation, through project execution, and throughout the life of their system.

Jeremy Snead, Project Manager

Jeremy serves as a Project Manager and has over 8 years of installation and management experience with 1 Source Solar. He has a BS Degree in Biology from Central College in Pella and has been a certified NABCEP PV Installation Professional since 2017. He has vast experience in solar PV installation from small residential to large utility scale projects, including rooftop and ground installations. This includes 30 MW's of solar installations in Iowa and throughout the Midwest. Jeremy recently completed and commissioned the largest rooftop array in Iowa at Homemakers Furniture in Urbandale and one of the top five largest roof arrays in North America at Vermeer in Pella. Leading our "Core Values" he strives for the highest quality on all projects, treating each job as if it is my own property.

Jeremy Heffelfinger, Operations Manager

Jeremy serves as the Operations Manager at 1 Source Solar focusing on organizational structure and project execution. He has 15 years of construction and management experience and a bachelor's degree in Exercise Physiology, with studies in Business & Sports Management, Coaching, Massage Therapy, and Nutrition. He is currently enrolled in the study of Photovoltaic and PV Site Assessment with Midwest Renewable Energy Association. Jeremy possesses expertise in the installation of numerous product lines and is innovative in designing and coordinating the best installation for each individual project. His most valuable contribution is to promote and lead our teams by following our "Core Values". Jeremy oversees and manages the scheduling, Installation teams, buyouts, and overall customer satisfaction on each project. He also leads and promotes our Team's safety standards and policies with an exceedingly high track record.

NABCEP Certified Installation Team

"Commitment to Excellence" is the motto that our system installation teams are led by. Our Team of NABCEP certified technicians work to build the most efficient and professional solar array for every project. Attention to detail in design, project management, engineering, specifications, and aesthetics are followed for each project, no matter the size. **1 Source Solar** has multiple install teams committed to performing their best for each customer. With our Team, we have the capacity to install systems in size from a few Kilowatts to several Megawatts.

4.0 Past Project Experiences

NIACC (North Iowa Area Community College) – Mason City, Iowa

- 2.60MW Solar Project
- Power Purchase Agreement - Complete project design, procurement, construction management, installation, and electrical tie-in of 5,800 rooftop and ground array bi-facial modules. Completed April 2021.
- POC – President Steve Schultz, 641-423-1264

Vermeer Corporation – Pella, Iowa

- 2.735 MW Ballasted roof Array
- Direct Purchase - Complete project design, procurement, construction management, and installation of 5,470 ballasted mounted rooftop bi-facial modules. Completed July 2023.
- POC – Ed Beller, 641-621-7459

Homemakers Furniture - Urbandale, Iowa

- 1.33MW Solar Project
- Direct Purchase - Complete project design, procurement, construction management, installation, and electrical tie-in of 2,990 ballasted mounted rooftop bi-facial modules. Completed April 2022.
- POC – Jason Merschman, 515-276-2772

City of Des Moines Municipal Harriet Street Solar Field Project – Des Moines, Iowa

- 1.028 MW Ballasted Ground Array
- Direct Purchase - Complete project design, procurement, construction management, and installation of 1,886 ballasted ground mounted bi-facial modules. In process.
- Contact available upon request.
- POC – Jeremy Caron, 515-248-6348

City of Des Moines Municipal Service Center II – Des Moines, Iowa

- 533.3kW Solar Project
- Direct Purchase - Complete project design, procurement, construction management, installation, and electrical tie-in of 1,350 ballasted mounted rooftop bi-facial modules. Completed December 2022.
- POC – Jeremy Caron, 515-248-6348

Vinton-Shellsburg High School Solar Field – Vinton, Iowa

- 440.4kW Solar Project
- Direct Purchase - Complete project design, procurement, construction management, installation, and electrical tie-in of 968 ballasted mounted rooftop bi-facial modules. In process.
- POC – Kyle Koeppen, 319-436-5685

City of Johnston – City Hall – Johnston, Iowa

- 184.0kW Solar Project
- Power Purchase Agreement - Complete project design, procurement, construction management, installation, and electrical tie-in of 478 ballasted mounted rooftop bi-facial modules. Completed October 2021.
- Contact available upon request.

*(See also **Addendum 1**, page 12 for additional project examples)*

5.0 Terms & Conditions

1 Source Solar has an extensive contract, including T's & C's, that can be implemented for this project. Should the City of Bondurant have their own T's & C's, 1 Source Solar will review upon project award.

Note: A completion deadline of May 15th is subject to the project start date and utility approval.

1 Source Solar
Ankeny, Iowa

Addendum 1

1 Source Solar Introduction



Founded in 2015 and headquartered in Ankeny, Iowa, **1 Source Solar** is committed to being the premier solar company throughout the Midwest and beyond. The quality standard that we build into our projects is the same regardless of the system size or the system location. **1 Source Solar** has only ONE quality standard.

It is our goal to not only meet, but to exceed and push beyond our customer's expectations in design, quality, ease of execution, and system performance. We welcome the opportunity to discuss what solar energy can do for you, your family, your business, and your community.



OUR MISSION IS ...

To Reach Out and Educate Everyone Possible to both the Social and Economic Benefits of Installing Solar Energy Throughout the Great State of Iowa and the Entire Midwest. We are Committed to Delivering this Opportunity, Powering Profitability, Powering Sustainability, and Making Life Changing Differences for Generations to Come.

WHY SOLAR ENERGY ?

- ❖ **Commitment to Sustainability** – Social Responsibilities are Important to an Organization's Culture and Values.
- ❖ **Protect the Environment** – Reduce one's Carbon Footprint and Help Protect the Environment
- ❖ **Boost Energy Independence** – Harvest the Power of the Sun
- ❖ **Protection Against Rising Energy Cost** – Greatly Lower and Fix your Electricity Cost
- ❖ **Solar is Maintenance Free** – No Moving Parts
- ❖ **Equipment Warranties** – 12-to-25-Year Component Warranties
- ❖ **System Life Expectancy** – 40 to 45+ years
- ❖ **Return on Investment (ROI)**
- ❖ **Increase Property Value**
- ❖ **System Incentives**
 - ❖ **Federal Tax Credit Incentives**
 - ❖ **Business Asset Depreciation Benefits**
 - ❖ **Iowa Sales Tax Exemption on Solar**
 - ❖ **State of Iowa Property Tax Exemption for 5 Full Assessment Years**



1 Source Solar's experienced portfolio includes design, engineering, procurement, construction and management services for every type of solar project. Our ability to create effective and efficient partnerships between owners, in-house designers and our in-house NABCEP certified builders has allowed us to be leaders in the Solar industry. As a bondable company, 1 Source Solar can truly meet all your solar needs.

EXPERIENCE THE 1 SOURCE SOLAR DIFFERENCE

DESIGN: **1 Source Solar** meets with every client to truly understand their goals and needs. Our Solar Specialists perform an in-depth site evaluate to determine the optimum and most cost-effective system design for each unique application. Among the many focused areas of the evaluation, we review the site's electrical requirements, system tie-in, energy usage, and array location and size. All system designs and layouts are than performed in-house by our experienced designers.

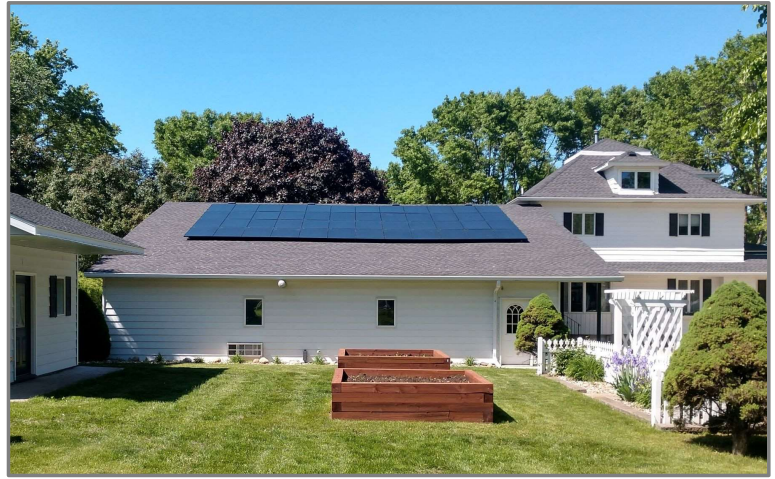


ENGINEERING: **1 Source Solar** custom engineers, sizes, and prices each system and system components independently to ensure the best value and fit for our client's requirements. We use only the highest-rated products with industry leading warranties, including the highest efficiency Tier 1 modules and world-class inverters, racking, monitoring and energy storage solutions.



FINANCIAL ANALYSIS: **1 Source Solar** prepares a system financial analysis and cashflow worksheet, analyzing the projects utility expenses, net metering policies, system design, specifications, and financial incentives to maximize our clients Return on Investment (ROI).

INSTALLATION: **1 Source Solar's** in-house team of NABCEP certified installation professionals control the entire custom-building process, ensuring unmatched quality control, pleasing aesthetics, and seamless project execution.



PROJECT MANAGEMENT: From the initial onsite site evaluation to the final Certificate of Completion, **1 Source Solar** coordinates, develops, and manages the entire project from start to finish. This includes:

- Utility Interconnection Agreement
- Electrical and building permitting
- Certified electrical interconnection
- State electrical inspection
- Utility witness test
- Bi-direction meter installation and programming
- And permission to operate from the utility.

1 Source Solar is focused on making our solar projects easy and effortless for our clients.

EFFICIENCY: **1 Source Solar's** vast experience, knowledge and proven process controls, from the interconnection paperwork to the electrical tie-in to the final inspection, allows us to perform every step correctly the first time to ensure the shortest project schedule and system completion. We are driven to bring our clients solar project online in the shortest possible time.

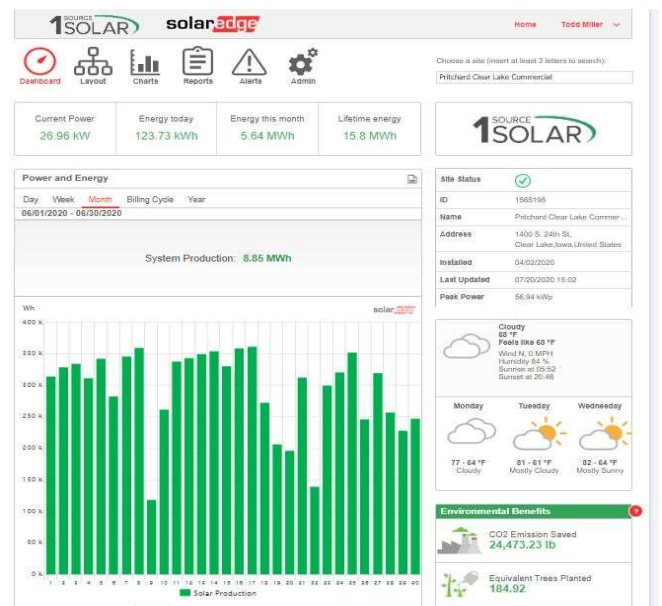
COMMISSIONING: **1 Source Solar** meets with each of our clients after their system is commissioned and energized, providing them with a complete system tutorial and documentation and warranty handoff package. We ensure their system monitoring is fully functional and all questions are answered. **1 Source Solar** does not look at a solar installation as "just a one-time project". We approach each system as being able to support their solar program today, tomorrow, and for the life of the system.



WARRANTIES: **1 Source Solar** offers a **5-year Workmanship Warranty**, at no additional charge, on all our system installations. Additionally, the state-of-the-art system components we install carry warranties from 12 years up to a 25-year production warranty on the Tier 1 modules.



MONITORING: Our state-of-the-art inverters offer live system monitoring through onboard wireless communications, or cellular options for remote installations. The monitoring portals are accessible by our clients through their internet devices. More importantly, **1 Source Solar** monitors our client's system for the first five years at no charge to ensure that the solar system is operating optimally.



SERVICE: **1 Source Solar's** in-house Service Technicians not only perform preventive and corrective maintenance but also provide emergency service response as needed. Additionally, through remote monitoring and onsite service visits, **1 Source Solar** offers Annual Service Contracts to ensure optimal system performance for the life of each solar system.



WHAT IS THE UTIMATE 1 SOURCE SOLAR DIFFERENCE ?

EXPERIENCE... Designing an optimal system, understanding the various and unique requirements, and negotiating the complexity of the interconnection process with the utility companies requires a level of expertise that **1 Source Solar** truly possesses and excels at. As the solar system designs become larger, solutions more complex, and components such as battery storage systems are added, the interconnection process greatly increases in complexity. This requires the solar provider to have a higher level of expertise and understanding of the utility's requirements to negotiate the interconnection process on behalf of their clients. Such expertise can make a several month difference in bringing a solar project online. **1 Source Solar** truly has this expertise in-house, in-depth knowledge of the various utility requirements, and proven installed projects and experiences to seamlessly execute from the simplest to the most complex solar projects.



FRANKLINWH



solar**edge**



TESLA
POWERWALL
CERTIFIED INSTALLER



GENERAC[®]

CERTIFIED INSTALLER

MEET THE 1 SOURCE SOLAR TEAM

Travis Hodapp, CEO

Travis graduated from Iowa State University with a Construction Engineering Degree. Travis has over 25 years experience in being the CEO of multiple businesses. He has an extensive background in commercial, agricultural, and industrial buildings. This vast experience in such a wide variety of construction methods and techniques further qualifies 1 Source Solar to do any job of any size and of any type. Travis is a motivated, driven by success, team leader. He prides himself on relationship building and customer service.



Todd Miller, President

Todd was instrumental in the solar revolution Iowa is currently experiencing. He introduced solar to the Ag industry by installing solar for hog, poultry and machine shed buildings. Living by the motto “Service Comes First”, Todd has been involved in over 900 projects and 40 Mega Watts of Solar Installed since 2012. His experience ranges from system design, engineering, installing, sales and project management. A graduate of Iowa State University in Marketing and Finance, as well as 30 years in sales and marketing, Todd has learned how to make the buying experience a pleasure for his clients. Todd specializes in helping our business clients hedge against ever increasing utility rates, market fluctuations, and unexpected expenses by helping them take control of their utility cost.

Scott Prohaska, Executive Vice President

Scott comes to 1 Source Solar with an extensive background in various industries and markets including Agriculture, Construction, Automation, Manufacturing, and Distribution. After graduating from Iowa State University with a Mechanical Engineering Degree, Scott has over 30 years experience with project pursuit, sales management, business development, and customer service. He has owned and operated his own businesses and knows the importance of strong financials and returns. His vast experience across various industries and disciplines allows he and 1 Source Solar to better understand and support our customer needs. Scott specializes in helping our customer seamlessly through the entire process, from the initial evaluation, through project execution, and throughout the life of their system.

**Jeremy Heffelfinger, Operations Manager**

Jeremy serves as the Operations Manager at 1 Source Solar focusing on organizational structure and project execution. He has 12 years of construction and management experience and a bachelor's degree in Exercise Physiology, with studies in Business & Sports Management, Coaching, Massage Therapy, and Nutrition. He is currently enrolled the study of Photovoltaic and PV Site Assessment with Midwest Renewable Energy Association. Jeremy possesses expertise in the installation of numerous product lines and is innovative in designing and coordinating the best installation for each individual project. His most valuable contribution is to promote and lead our teams by following our "Core Values". Jeremy oversees and manages the scheduling, Installation teams, buyouts, and overall customer satisfaction on each project. He also leads and promotes our Team's safety standards and policies with an exceedingly high track record.

Jeremy Snead, Project Manager



Jeremy services as a Project Manager and has over 7 years of installation and management experience with 1 Source Solar. He has a BS Degree in Biology from Central College in Pella and has been a certified NABCEP PV Installation Professional since 2017. He has vast experience in solar PV installation from small residential to large utility scale projects, including rooftop and ground installations. This includes over 20+ MW's of solar installations in Iowa and throughout the Midwest. Jeremy recently completed and commissioned the largest rooftop array in Iowa at Homemakers Furniture in Urbandale (1.33MW). Leading our "Core Values" he strives for the highest quality on all projects, treating each job as if it is my own property.



NABCEP Certified Installation Team

"Commitment to Excellence" is the motto that our system installation teams are led by. Our Team of NABCEP certified technicians work to build the most efficient and professional solar array for every project. Attention to detail in design, project management, engineering, specifications, and aesthetics are followed for each project, no matter the size. **1 Source Solar** has multiple install teams committed to performing their best for each customer. With our Team, we have the capacity to install systems in size from a few Kilowatts to several Megawatts.



Electrical Contractor Partners: **1 Source Solar** works with several outstanding electrical contractors throughout the Midwest to control the entire system installation and electrical tie-in process.

8 x 8 Contracting

ABC Electric

Baker Electric

Bice Electric

Kline Electric

Price Electric

Van Maanen Electric

Vision Electric



1 Source Solar South

In 2021, 1 Source Solar purchased Red Barn Solar, located in Kirksville, Missouri, and expanded our focus in the agriculture, commercial, and residential markets to Missouri and the surrounding states.

Industries Served: With close to a thousand solar installations across the Midwest, **1 Source Solar** has vast experience within many Industries.

Agriculture

Commercial

Industrial

Manufacturing

Developers

Educational

Municipal

Utility

Community

Residential



Some of our Iowa Partners include:



Commercial / Industrial / Manufacturing

The Rasmussen Group (696 kW-2 sites)
 Homemakers Furniture (1.33 MW)
 Vermeer Corporation (2.735 MW)
 LGI Corporate (200 kW-2 sites)
 Iowa State Ready Mix (89 kW)
 Hamilton Ready Mix (25 kW)
 Pritchard Auto (306 kW-4 sites)
 Garner Lumber
 Willis Pre-Owned
 Oasis Car Wash
 Ollenburg Motors (51 kW)
 Four Seasons Campgrounds (273 kW-3 sites)

Plas-Tech Tooling (196 kW)
 Huxley Communications (144 kW)
 Moffitt's Ford (245 kW)
 Prudent Produce
 J&J Machine (77 kW)
 Northstar Power (180 kW)
 RMS (Road Machinery & Supplies Co) (115 kW)
 Lane Trailer Manufacturing (28 kW)
 Peoples Bank (225 kW-9 sites)
 Scrape Processors (90 kW)
 Garner Inn & Suites (73 kW)
 Altoona Towers (135 kW)

Community / Utility

Prairie Energy Cooperative (167 kW)
 Clarion Sub-station
 Franklin Rural Electric Cooperative (182 kW)

Educational / Municipal

NIACC (North Iowa Area Community College) (2.5 MW)
 Vinton-Shellsburg Community College (440 kW)
 Des Moines Harriet Street Solar (1.028 MW)
 City of Johnston City Hall (185 kW)
 Des Moines Municipal Service Center II (532 kW)
 South Central Iowa Solid Waste Association
 Marshall County Landfill (26 kW)
 Winthrop Wastewater Treatment Plant (135 kW)
 Manly Aquatic Center (22 kW)



Agriculture

Christensen Farms (310 kW-5 sites)
 Formanek Farms (130 kW-5 sites)
 Dornbier Trucking (51 kW)
 Squier Trucking (23 kW)
 KP Pork (24 kW)
 Peavine Pork
 Johnson Farms (47 kW)
 Manning Farms (273 kW-5 sites)
 Kudej Farms (38 kW-2 sites)
 Thompson Farm Supply (35 kW)
 Kern Farms (28 kW)



WHAT ARE OUR CLIENTS SAYING



"A+!!! I cannot say enough great things about this company. Throughout this whole process they have been beyond helpful. We have always been informed about what would happen and when with the project. Everything was addressed in a beyond satisfactory manner. Everyone from initial sales to the installation team to the electrician were professional and went the extra mile to do a great job. They were always available, at any time, for any questions and ways had the answers. They knew all about tax credits, federal and state. They helped with the paperwork to make it effortless. They made sure to place the panels aesthetically on our home as well. They truly thought of everything and then some. Highest possible recommendation. We could not be any happier with this company."

- Robert DeMuth, Homeowner in Ankeny, IA

"I wanted to share with 1 Source Solar some great news. We just received our first bill in the mail and for February – we used 6705 kWh, produced 8655 excess kWh's, and banked 1,950 kWh's. Our February bill totaled only \$17.99! Thank you!"

4800 Head Hog Finisher
115 kW Solar Array
Utility Bill Prior to Solar: \$20,000+/year
Utility Bill After Solar: \$216/year

- Ron Wulfekuhle, Hog farmer in Ryan, IA



"THANK YOU for a great experience. Everyone was professional, competent, did what they were supposed to do, etc. The installers were incredibly careful about the landscaping. I'm grateful for that. If you ever need a recommendation, let me know! Glad to oblige.."

"Thanks again. I VERY much appreciate the professionalism and efficiency 1 Source Solar offers."

- Maureen, Homeowner in Ames, IA



"I can't thank 1 Source Solar enough for how professional and responsive they were. I installed panels on 8 buildings in 8 different towns across Iowa. It was a big logistical challenge from the start, but the whole 1 Source team was extremely helpful. I was really blown away by how knowledgeable they were on the technological details behind the best possible installation. Our utility bills have plummeted, and the returns have exceeded my most optimistic expectations. If you're not calling up 1 Source for a quote you're missing out."

- John P. Rigler III, President & COO of Peoples Bank

1 Source Solar
Ankeny, Iowa

Addendum 2
System Layout, Production, and BOM

Design Parameters

1 Source Solar custom designs each array and layout. In this case designed and layout both a south facing and an east/west facing array. The south facing layout was found to produce less kW/h annually verses the east/west facing array shown in this addendum. This is due to the ability to install more modules facing east/west, based on the roof and building layout of the city hall.

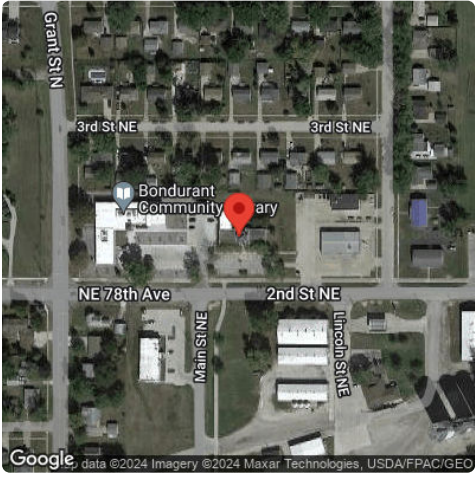
Also please note, solar modules may be installed in the southeast corner of the roof to increase the solar production closer to 100 percent offset of your usage. With current conditions, these modules would have particle production in the summer months, but little to no production the remaining months of the year. We welcome the opportunity to discuss various options and alter the final array design as needed.

Flat Roof Array

Bondurant City Hall, 200 2nd St. Bondurant, IA 50035

🔧 Design	
Design	Flat Roof Array
DC Nameplate	34.7 kW
AC Nameplate	27.3 kW (1.27 DC/AC)
Last Modified	Nathan Hamersley (Today at 9:08 PM)

📍 Project Location



📦 Components		
Component	Name	Count
Inverters	SE17.3KUS (2021) (SolarEdge)	1 (17.3 kW)
Inverters	SE10KUS (2022) (SolarEdge)	1 (10.00 kW)
AC Home Runs	1/0 AWG (Aluminum)	2 (132.1 ft)
Strings	10 AWG (Copper)	8 (803.4 ft)
Optimizers	S500 (SolarEdge)	78 (39.0 kW)
Module	URECO - United Renewable Energy Co., FBM445M7G-BB (445W)	78 (34.7 kW)

🏠 Field Segments									
Description	Racking	Orientation	Tilt	Azimuth	Intrarow Spacing	Frame Size	Frames	Modules	Power
Field Segment 1	East-West	Landscape (Horizontal)	7°	180°	0.5 ft	1x1	16	32	14.2 kW
Field Segment 1 (copy)	East-West	Landscape (Horizontal)	7°	180°	0.5 ft	1x1	12	24	10.7 kW
Field Segment 3	East-West	Landscape (Horizontal)	7°	179.55°	0.5 ft	1x1	9	18	8.01 kW
Field Segment 4	East-West	Landscape (Horizontal)	7°	179.55°	0.5 ft	1x1	2	4	1.78 kW

🔌 Wiring Zones			
Description	Combiner Poles	String Size	Stringing Strategy
Wiring Zone	-	9-12	Along Racking
Wiring Zone 2	-	9-12	Along Racking

📍 Detailed Layout





Caution: Photovoltaic system performance predictions calculated by PVWatts® include many inherent assumptions and uncertainties and do not reflect variations between PV technologies nor site-specific characteristics except as represented by PVWatts® inputs. For example, PV modules with better performance are not differentiated within PVWatts® from lesser performing modules. Both NREL and private companies provide more sophisticated PV modeling tools (such as the System Advisor Model at //sam.nrel.gov) that allow for more precise and complex modeling of PV systems.

The expected range is based on 30 years of actual weather data at the given location and is intended to provide an indication of the variation you might see. For more information, please refer to this NREL report: The Error Report.

Disclaimer: The PVWatts® Model ("Model") is provided by the National Renewable Energy Laboratory ("NREL"), which is operated by the Alliance for Sustainable Energy, LLC ("Alliance") for the U.S. Department Of Energy ("DOE") and may be used for any purpose whatsoever.

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YOU AGREE TO INDEMNIFY DOE/NREL/ALLIANCE, AND ITS AFFILIATES, OFFICERS, AGENTS, AND EMPLOYEES AGAINST ANY CLAIM OR DEMAND, INCLUDING REASONABLE ATTORNEYS' FEES, RELATED TO YOUR USE, RELIANCE, OR ADOPTION OF THE MODEL FOR ANY PURPOSE WHATSOEVER. THE MODEL IS PROVIDED BY DOE/NREL/ALLIANCE 'AS IS' AND ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. IN NO EVENT SHALL DOE/NREL/ALLIANCE BE LIABLE FOR ANY SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES OR ANY DAMAGES WHATSOEVER, INCLUDING BUT NOT LIMITED TO CLAIMS ASSOCIATED WITH THE LOSS OF DATA OR PROFITS, WHICH MAY RESULT FROM ANY ACTION IN CONTRACT, NEGLIGENCE OR OTHER TORTIOUS CLAIM THAT ARISES OUT OF OR IN CONNECTION WITH THE USE OR PERFORMANCE OF THE MODEL.

The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

20,578 kWh/Year*

System output may range from 19,638 to 21,486 kWh per year near this location.

Month	Solar Radiation (kWh / m ² / day)	AC Energy (kWh)
January	1.89	840
February	2.78	1,137
March	3.90	1,706
April	4.64	1,884
May	5.68	2,355
June	7.04	2,762
July	6.72	2,673
August	5.97	2,380
September	4.88	1,944
October	3.18	1,331
November	2.20	908
December	1.54	658
Annual	4.20	20,578

Location and Station Identification

Requested Location	Bondurant Iowa	
Weather Data Source	Lat, Lng: 41.69, -93.46	0.9 mi
Latitude	41.69° N	
Longitude	93.46° W	

PV System Specifications

DC System Size	17.35 kW					
Module Type	Premium					
Array Type	Fixed (roof mount)					
System Losses	14.98%					
Array Tilt	5°					
Array Azimuth	270°					
DC to AC Size Ratio	1.25					
Inverter Efficiency	97%					
Ground Coverage Ratio	0.4					
Albedo	From weather file					
Bifacial	No (0)					
Monthly Irradiance Loss	Jan	Feb	Mar	Apr	May	June
	0%	0%	0%	0%	0%	0%
Monthly Irradiance Loss	July	Aug	Sept	Oct	Nov	Dec
	0%	0%	0%	0%	0%	0%



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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

20,505 kWh/Year*

System output may range from 19,568 to 21,409 kWh per year near this location.

Month	Solar Radiation (kWh / m ² / day)	AC Energy (kWh)
January	1.85	820
February	2.78	1,133
March	3.85	1,684
April	4.61	1,873
May	5.68	2,355
June	6.99	2,743
July	6.75	2,687
August	5.94	2,373
September	4.89	1,950
October	3.18	1,334
November	2.20	909
December	1.51	642
Annual	4.19	20,503

Location and Station Identification

Requested Location	Bondurant Iowa	
Weather Data Source	Lat, Lng: 41.69, -93.46	0.9 mi
Latitude	41.69° N	
Longitude	93.46° W	

PV System Specifications

DC System Size	17.35 kW					
Module Type	Premium					
Array Type	Fixed (roof mount)					
System Losses	14.98%					
Array Tilt	5°					
Array Azimuth	90°					
DC to AC Size Ratio	1.25					
Inverter Efficiency	97%					
Ground Coverage Ratio	0.4					
Albedo	From weather file					
Bifacial	No (0)					
Monthly Irradiance Loss	Jan	Feb	Mar	Apr	May	June
	0%	0%	0%	0%	0%	0%
Monthly Irradiance Loss	July	Aug	Sept	Oct	Nov	Dec
	0%	0%	0%	0%	0%	0%

SOLAR SUMMARY

East/West Array

Bondurant City Hall 200 2nd St. NE Bondurant, IA



Current Estimated Utilities / Consumption

45,882	Est. Annual kWh Usage
\$5,918.78	Est. Annual Utilities
\$0.129	Est. Per kWh Cost

Solar PV System Size

34.70 kW

Annual Production

41,083.00 kWh

Annual Savings

\$ 5,220.21

% of Bill Offset

89.5%

Annual Net Metering

Number of Panels

(78) URE 445W Black-on-Black Modules

(1) 17.3kW (1) 10.0kW SolarEdge Inverters

Estimated Purchase Price \$84,170

Federal Solar Incentive \$25,251
(30%)

Depreciation \$0
(Ag / Business)

Total Solar Incentives \$25,251

Net System Cost \$58,919

Estimated system insurance Included in calculations

Final pricing is subject to a completed Site Assessment

Actual financial results may vary due to various uncontrollable factors

POWERING Profitability ←

→ POWERING Sustainability

YOUR SOLAR ENERGY SPECIALIST:

Name: Gavin Sandvig
Phone: 515-229-8758
Email: gavin@1sourcesolar.com



2/29/2024 Prices valid for 10 days.

FINANCING:

Various financing options are available including: Self-financing, Home Improvement Loan, Home Equity Loan, HELOC (Home Equity Line of Credit).

1 Source Solar Partners: Vision Bank, Peoples Bank, GreenPenny Bank.

INSTALLATION:

We employ our own Installation & Service Technicians for complete quality control, including a **5-Year Service & Workmanship Warranty** with every system.

SYSTEM:

We only install **Tier 1** high efficiency solar modules with industry leading warranties and design with either **Centralized Inverters / DC Optimizers or Micro-Inverters.**

Cashflow Worksheet									
Name	Bondurant City Hal	Year	Cash Flow	Production	Fed	State	Other	Dep.	Ins.
Location	Iowa	0	\$ (84,170)						
Array Orientation	5° West/East	1	\$ (54,014)	\$ 5,220	\$ 25,251	\$ -		\$ -	\$ (316)
Array size (kW)	34.7	2	\$ (48,966)	\$ 5,365				\$ -	\$ (316)
Annual kWh	41,083	3	\$ (43,775)	\$ 5,506				\$ -	\$ (316)
Price	\$ 84,170	4	\$ (38,445)	\$ 5,645				\$ -	\$ (316)
Energy Rate increase	3.5%	5	\$ (32,979)	\$ 5,782				\$ -	\$ (316)
Tax Rate	N/A	6	\$ (27,379)	\$ 5,916				\$ -	\$ (316)
		7	\$ (21,647)	\$ 6,047					\$ (316)
		8	\$ (15,787)	\$ 6,176					\$ (316)
Adjustments		9	\$ (9,801)	\$ 6,302					\$ (316)
Energy Cost/kWh	\$ 0.129	10	\$ (3,691)	\$ 6,426					\$ (316)
Property type	Personal	11	\$ 2,540	\$ 6,546					\$ (316)
Utility	MidAm	12	\$ 8,889	\$ 6,665					\$ (316)
Soiling	Moderate	13	\$ 15,354	\$ 6,781					\$ (316)
Style	Flat	14	\$ 21,932	\$ 6,894					\$ (316)
Angle	< 22°	15	\$ 28,621	\$ 7,004					\$ (316)
		16	\$ 35,417	\$ 7,112					\$ (316)
		17	\$ 42,319	\$ 7,218					\$ (316)
Incentives		18	\$ 49,324	\$ 7,320					\$ (316)
Federal Solar credit (30%)	\$ 25,251	19	\$ 56,429	\$ 7,420					\$ (316)
		20	\$ 63,631	\$ 7,518					\$ (316)
Other		21	\$ 70,929	\$ 7,613					\$ (316)
System Depreciation	\$ -	22	\$ 78,318	\$ 7,705					\$ (316)
Total	\$ 25,251	23	\$ 85,798	\$ 7,795					\$ (316)
		24	\$ 93,365	\$ 7,882					\$ (316)
Actual kWh Usage History		25	\$ 101,016	\$ 7,967					\$ (316)
	45,882	26	\$ 108,749	\$ 8,049					\$ (316)
\$5,918.78		27	\$ 116,562	\$ 8,128					\$ (316)
0.129		28	\$ 124,451	\$ 8,205					\$ (316)
		29	\$ 132,415	\$ 8,279					\$ (316)
Note: Due to various factors, financial results may vary		30	\$ 140,450	\$ 8,351					\$ (316)



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.m.
For Meeting of 3/18/2024
Ordinance

TITLE: - (Second Reading) Ordinance amending Sections 179.01, 180.04, 180.05, and 180.07 of the Zoning Code regarding Stormwater Detention and Retention Basin Setback Requirements

CONTACT PERSON:

Isaac Pezley, City Planner

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The Planning and Zoning Commission requested staff look into amending the Zoning Code in regards to stormwater detention and retention basin setback requirements. Currently, the Zoning Code does not address setbacks for such basins. Staff is proposing all grading for stormwater detention and retention basins to be at least 6' from all property lines. Staff's recommended text amendments specifically state the setback requirement in Sections 179.01.2.D and 180.05.4.J. The proposed text amendments also require these setbacks are included on all proposed preliminary plats (Section 180.07.2.U), area general plans (Section 180.04.6) and construction documents (Section 180.05.4.J.). The proposed text amendments can be seen in the attached document and attached resolution.

The Planning and Zoning Commission at their January 11, 2024, meeting voted 7-0 to recommend approval of the attached text amendment.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: Approve one or more readings of the ordinance on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. ORDINANCE NO. 240304-204

CITY OF BONDURANT
ORDINANCE NO. 240304-204

**AN ORDINANCE AMENDING THE CITY CODE OF BONDURANT, IOWA, BY
AMENDING MULTIPLE SECTION OF THE ZONING CODE REGARDING
STORMWATER DETENTION AND RETENTION BASIN SETBACK REQUIREMENTS.**

BE IT ENACTED by the City Council of the City of Bondurant, Polk County, Iowa:

Section 1. **SECTIONS AMENDED.** Sections 179 and 180 of the Code of Ordinances of the City of Bondurant, Iowa, 2002, is amended to read as follows:

Section 179.01.2.D.

D. The proposed development shall be designed with adequate water mains, provisions for sanitary sewage facilities, storm sewers (storm sewers to be designed for 5-year storm calculations) and drains and flood control, in accordance with the ordinances and regulations of the City and statutes and regulations of the State and good engineering practice to protect the public health and welfare and not overload any existing public utilities. Surface drainage shall be directed to on-site detention, where required, and to storm sewers in accordance with applicable design standards, including the requirement to extend public storm sewer if deemed necessary. All storm drainage calculations shall include capacity of downstream facilities and be sized to accommodate existing facilities.

- a. A minimum six (6) foot wide buffer strip shall be located around every stormwater drainage basin directly abutting the overflow water level. The buffer strip should be at least 5:1 or flatter.

Section 180.04.6

6. An Area General Plan may be prepared and submitted by the Developer, for approval by the Reviewing Authority, prior to the submission of the initial Preliminary Plat. The Review Authority shall determine that either of the following conditions exists to warrant a requirement and submission of an Area General Plan
- a) The parcel initially proposed for platting constitutes a portion of a larger tract of land owned, or under option to purchase by the Developer.
 - b) The parcel initially proposed for platting constitutes a portion of a larger land area, the development of which will be complicated by unusual problems of drainage, street layout, utility services, land usage, or land ownership pattern.

The Area General Plan shall show property boundaries, land characteristics including wetlands, drainage patterns, flood prone areas as identified on Flood Prone Area Maps of the Federal Emergency Management Agency, wooded areas and major topographic features, existing streets, existing buildings, sewer lines, water lines and pipelines. Also to be shown in the Area General Plan are the proposed sanitary sewage collection, stormwater transportation and stormwater detention **and detention pond buffer strip**; proposed location of commercial areas, residential areas, and parks or other public areas. The Area General Plan shall be prepared to a proper scale of one (1) inch equals one hundred (100) feet (1 inch equals 100 feet) or larger, and to proper accuracy.

The Zoning Administrator / City Administrator and / or City Engineer shall review the Area General Plan for compliance with these regulations and its consistency with the City's Land Use Plan and applicable municipal development plans, or parts thereof. Upon review, the Area General Plan shall be presented to the Planning and Zoning Commission; Action from said Commission shall take the form of approval or denial within thirty (30) days following the review of the Zoning Administrator / City Administrator and / or City Engineer.

The Area General Plan may serve as the Developer's official Preliminary Plat, provided that the Area General Plan submitted as the official Preliminary Plat by the Developer, conforms to the requirements as set forth in these regulations.

A portion of the Area General Plan may serve as the Developer's official Preliminary Plat, provided that this portion is clearly designated and provided that this portion of the Area General Plan submitted as the official Preliminary Plat conforms to the regulations for Preliminary Plats.

The approval of the Area General Plan by the City shall be in effect for a period of at least one (1) year from the approval date, but the approval is subject thereafter to withdrawal by the City upon notice to the Developer after that date.

The approval of the Area General Plan shall confer upon the Developer the right to proceed with the subdivision platting process set forth in this Ordinance for the lands depicted in the Area General Plan.

Section 180.05.4.J

- J. Construction Plans. Detailed construction plans showing the grading plan and all required public and private improvements including streets, stormwater detention facilities, **stormwater detention buffer strips**, storm sewers, water main, sanitary sewer, and other applicable improvements. The construction plans must show all areas designated as overland flow swales or drainage courses. The construction plan shall include spot design elevations along the flow line of all drainage swales at each property line and mid-lot location exceed

50 feet. The City may require spot elevations to be added at additional locations deems critical to the proper performance of drainage path. Construction of improvements within a subdivision shall not commence prior to the approval of the construction plans unless the City authorizes the start of construction prior to the approval of the construction plans.

- (1) A minimum six (6) foot wide buffer strip shall be located around every stormwater drainage basin directly abutting the overflow water level. The buffer strip should be at least 5:1 or flatter.

180.07 PRELIMINARY PLAT REQUIREMENTS. (See example of preliminary plat in the Appendix.) The preliminary plat of a subdivision is not intended to constitute approval of the preliminary plat serve as a record plan. Its purpose is to show on a map all facts needed to enable the Commission to determine whether the proposed layout of the land in question is satisfactory from the standpoint of the public interest. The subdivider, or any representative of the subdivider may call at the City offices in advance of the preliminary plat in order to discuss the proposed subdivision and in order to obtain information as to the requirements necessary for approval of the plat.

1. **Number of Copies and Scale.** Fourteen (14) copies of the preliminary plat shall be submitted as prescribed for review. The scale of the map shall be one (1) inch equals fifty (50) feet on small subdivisions, and one (1) inch equals one hundred (100) feet on large subdivisions, unless otherwise approved by the Commission.
2. **Contents of Preliminary Plat.**
 - A. Name of subdivision
 - B. Date
 - C. Point of compass
 - D. Scale
 - E. Legal description of the property being platted
 - F. Name and address of recorded owner and of developer
 - G. Name and address of Engineer and/or Land Surveyor
 - H. Existing buildings, railroads, underground utilities, and other [right-of-way](#)
 - I. Location, names and widths of all existing and proposed roads, [alleys](#), streets, and highways in or adjoining the area being subdivided
 - J. Location and names of adjoining subdivisions, and the names of the owners of adjoining acreage parcels.
 - K. Building setback lines

- L. Areas dedicated for public use, such as schools, parks and playgrounds
- M. Contour lines at intervals of not more than two (2) feet
- N. Proposed lot lines with approximate dimensions and the square foot area of non-rectangular lots
- O. Boundaries of the proposed subdivision shall be indicated by a heavy line
- P. Zoning classification of the area
- Q. Proposed utility service:
 - (1) Source of water supply
 - (2) Provision for sewage disposal
 - (3) Provision for storm water drainage, including calculations of storm water runoff from the site
- R. A vicinity sketch at a legible scale showing the relationship of the plat to its general surroundings
- S. Lot numbers
- T. Proposed street widths
- U. Stormwater Drainage Plan. Detailed report setting forth the design parameters for any water detention facility required to reduce the release rate to a five (5) year release rate. The report must include the initial analysis of the storm sewer system and overland flow has to ensure the stormwater drainage plan is adequate to accommodate the runoff from a 5-year storm in storm sewers with overland flow paths to accommodate the runoff from a 100-year storm without adverse ponding.
 - (1) A minimum six (6) foot wide buffer strip shall be located around every stormwater drainage basin directly abutting the overflow water level. The buffer strip should be at least 5:1 or flatter
- V. Location, character, and dimension of all existing and proposed [easements](#) to be used for utility purposes
- W. Name, certification and seal of registered land surveyor who prepared the plat
- X. Provide bench mark information indicating city datum is being used
- Y. Show all existing site features and proposed water courses
- Z. Zoning Change Agreement. Where a zoning change is requested in conjunction with or prior to the subdivision process, the city may require the subdivider to provide a Zoning Change Agreement which relegates authority to the City to revert the property back to the original zoning classification if the schedule or requirements set forth by the City are not fully in compliance by a date mutually agreed to by the subdivider and City.

AA. Narrative demonstrating how the proposed project is consistent with the land use plan, infrastructure system plans, park plans, and the general goals and policies of the [comprehensive plan](#) and any approved infrastructure system or area master plans.

Section 2. REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 3. SEVERABILITY. If any section, provisions, sentence, clause, phrase or part of this ordinance shall be adjudicated, invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any provision, section, subsection, sentence clause, phrase or part thereof not adjudged invalid or unconstitutional.

Section 4. EFFECTIVE DATE. This ordinance shall be in full force and effect following its passage, adoption and publication as required by law.

PASSED AND APPROVED by the City Council this ____ day of _____, 2024

CITY OF BONDURANT, POLK COUNTY, IOWA

DOUG ELROD, MAYOR

ATTEST:

SHELBY HAGAN, CITY CLERK

(SEAL)

FIRST CONSIDERATION: March 4, 2024

SECOND CONSIDERATION:

THIRD CONSIDERATION:

CLERK'S CERTIFICATE

I, Shelby Hagan, hereby certify that the foregoing Ordinance No. _____, was published as required by law on the ____ day of _____, 2024.

Shelby Hagan
City Clerk



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.n.
For Meeting of 3/18/2024
Ordinance

TITLE: - (Second Reading) Ordinance amending Section 177.04 of the Zoning Code regarding Accessory Structure Setback Requirements

CONTACT PERSON:

Isaac Pezley, City Planner

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: City staff received a building permit for an accessory structure located closer than 6' to the primary structure. The proposed accessory structure featured firewalls facing the two sides it abutted the primary structure. City staff reviewed accessory structure/building code from other Des Moines metropolitan communities and found the majority of those communities do not have separation requirements for accessory and primary structures/buildings. City staff drafted the proposed amendment and submitted it to the Bodurant Fire Marshal and Veenstra & Kim for fire and building review. Both parties indicated they are okay with the proposed text amendments but would like to review all accessory structures with firewalls moving forward.

City staff introduced three options for the Planning and Zoning Commission to consider:

- Option 1 is to recommend approval of a text amendment allowing accessory structures to be as close as 3' from primary structures as long as a firewall is installed along all walls facing the primary structure.
- Option 2 is to recommend approval of a text amendment with Option 1's wording but also require all accessory structures meet primary structure setback requirements.
- Option 3 is to recommend denial of the text amendment and staff will no longer pursue a text amendment for this subject.

Staff included research of how accessory structures setback requirements from primary structures are handled in other Des Moines metro communities. This research is attached.

The Planning and Zoning Commission at their January 11, 2024 meeting voted 7-0 to recommend the proposed text amendment option 2.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: Approve one or more readings of the ordinance on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. ORDINANCE NO. 240304-205
2. Accessory Structure Research

CITY OF BONDURANT
ORDINANCE NO. 240304-205

**AN ORDINANCE AMENDING THE CITY CODE OF BONDURANT, IOWA, BY
AMENDING THE FOLLOWING SECTION 177.04 OF THE ZONING CODE REGARDING
ACCESSORY STRUCTURE SETBACK REQUIREMENTS.**

BE IT ENACTED by the City Council of the City of Bondurant, Polk County, Iowa:

Section 1. **SECTIONS AMENDED.** Section 177.04. of the Code of Ordinances of the City of Bondurant, Iowa, 2002, is amended to read as follows:

177.04 ACCESSORY BUILDINGS. No accessory building shall be erected in any required court or in any yard other than a rear yard. Accessory buildings shall meet the appropriate bulk regulations for the zoning district listed in Chapter 178. Only one (1) detached garage and one (1) yard shed shall be allowed in a rear yard (this is not to be construed as not allowing gazebos, greenhouses, shelters and “children’s playhouses,” as long as the total aggregate building area does not exceed 30% of the rear yard). In A-1, R-1, R-2, R-4 Zoned Districts and for One & Two family dwelling lots in an R-3 and R-5 Zoning District, accessory garages shall be no larger than 1,000 square feet and yard sheds shall not be larger than 160 square feet. Accessory buildings shall be distant at least three (3) feet from alley lines, and/or lot lines of adjoining lots. However, in no case shall any eave or overhang extend closer than twelve (12) inches to a rear or side yard line and no accessory structure(s), except those permitted pursuant to the provisions of Ordinance Section 177.02 (fences), shall be permitted to be constructed, placed, located or built in and/or on any flowage easement. Accessory buildings may be built in utility easements; however, the property owner will be responsible for any additional costs incurred by a utility company in working around, removing, relocating, altering or dealing in any way with an accessory building placed in a utility easement. Accessory buildings must be erected separately from and six (6) feet distant (into rear yard) from the principal structure except in R-4 districts where accessory building shall be no closer than four (4) feet to the principal structure providing they meet all applicable fire and building codes as adopted. Accessory buildings may be three (3) feet from the principal structure if the abutting side wall(s) have a firewall and approved by the Fire Marshall. All accessory buildings closer than six (6) to the principal structure must meet principal structure setback requirements. Any building so connected to the principal building shall be considered a part of the principal building and must meet the space requirements thereof. This regulation shall not be interpreted to prohibit the

construction of a minimum two hundred forty (240) square foot, detached garage on a rear yard. No accessory building shall be constructed upon a lot until the construction of the principal building has been actually commenced, and no accessory building shall be used unless the principal building on the lot is being used. Accessory buildings exceeding 160 square feet in area shall be constructed of materials that are the same or similar to the principal building. Accessory buildings may be connected to the principal building by a breezeway with setbacks for the principal structure. An addition may be made to an existing principal structure which extends past the front of an existing legally established detached accessory structure, provided no connection or attachment is made between the existing detached structure and the addition, unless setbacks can be met as required for a principal structure.

Section 2. **REPEALER.** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 3. **SEVERABILITY.** If any section, provisions, sentence, clause, phrase or part of this ordinance shall be adjudicated, invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any provision, section, subsection, sentence clause, phrase or part thereof not adjudged invalid or unconstitutional.

Section 4. **EFFECTIVE DATE.** This ordinance shall be in full force and effect following its passage, adoption and publication as required by law.

PASSED AND APPROVED by the City Council this ____ day of _____, 2024

CITY OF BONDURANT, POLK COUNTY, IOWA

DOUG ELROD, MAYOR

ATTEST:

SHELBY HAGAN, CITY CLERK

(SEAL)

FIRST CONSIDERATION: March 4, 2024
SECOND CONSIDERATION:
THIRD CONSIDERATION:

CLERK'S CERTIFICATE

I, Shelby Hagan, hereby certify that the foregoing Ordinance No. _____, was published as required by law on the ____ day of _____, 2024.

Shelby Hagan
City Clerk

Accessory Structure Research

Adel

- No accessory building within 10' of primary building

Ankeny

- No setback regulations

Altoona

- 6' from primary building except in R-4 District then 4' from primary building

Clive

- 5' from primary building

Des Moines

- 3' unless otherwise stated

Grimes

- No setback regulations

Indianola

- 10' from primary building

Johnston

- Must meet building code separation requirements.

Norwalk

- 10' from primary building

Urbandale

- 10' unless fire protection is installed then 6'

Waukee

- 6' from primary building

West Des Moines

- If constructed within 5' of primary building it must meet primary structure setback requirements



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 5.o.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution adopting changes to the Mission Square Deferred Compensation Plan

CONTACT PERSON:

Jene Jess, Finance Director

BRIEF HISTORY & ANALYSIS: The City of Bondurant has offered a voluntary deferred compensation program (referred to as a 457 plan) to its employees for many years. The plan was adopted as part of the ICMA Retirement Corporation, which is now known as Mission Square Retirement. Staff recently collaborated with representatives from Mission Square to update the City's plan to comply with recent federal legislation and offer employees additional benefits through the voluntary program. The attached resolution approves changes to the plan by:

- adding a Roth option;
- ability to take out loans against personal investments;
- the ability to roll in outside personal funds; and
- the ability to start retirement withdrawals at age 59 1/2.

The changes help make the City more competitive and appealing as an employer. Additionally, when employees voluntarily contribute to the 457 retirement savings programs, it benefits the employee and reduces the City's payroll tax contribution.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-75

CITY OF BONDURANT
RESOLUTION NO. 240318-75

A RESOLUTION RELATING TO THE MISSION SQUARE DEFERRED
COMPENSATION PLAN: ADOPTING CHANGES TO THE ORIGINAL PLAN

WHEREAS, the City of Bondurant maintains a deferred compensation plan for its employees which is administered by the Mission Square (the "Administrator")⁷ and

WHEREAS, the Administrator has recommended changes in the plan document to comply with recent federal legislation, enhance employee participation, and Internal Revenue Service Regulations governing said plans; and

NOW, THEREFORE, the City Council for the City of Bondurant DO RESOLVE as follows: the City of Bondurant hereby adopts the following changes in deferred compensation plan:

- The addition of a Roth Option.
- The ability to take out loans against personal investments.
- The ability to roll in outside personal funds.
- The ability to start retirement withdrawals at age 59 ½.

BE IT FURTHER RESOLVED that the City of Bondurant hereby executes the ICMA Retirement Trust changes.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Bondurant, Iowa, the submitted Alan's Seamless Gutters site plan is hereby approved.

Passed this 18th day of March 2024

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.a.
For Meeting of 3/18/2024
Presentation

TITLE: Proclamation setting Arbor Day

CONTACT PERSON:

Nicole Van Houten, Events & Communication Coordinator

BRIEF HISTORY & ANALYSIS: Arbor Day was officially proclaimed in 1874 by Nebraska's Governor, Robert W. Furnas. It was estimated that more than 1 million trees were planted in Nebraska on that first Arbor Day celebration.

In the City of Bondurant, all citizens are urged to celebrate National Arbor Day and support efforts to protect our trees and woodlands on Friday, April 26, 2024. Trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife. Trees are a renewable resource, giving us paper, wood for our homes, fuel for our fires, and countless other wood products. Trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community. Wherever they are planted, trees are a source of joy and spiritual renewal.

FUNDING SOURCE:

STAFF RECOMMENDATION: Read the proclamation aloud and proclaim April 26, 2024 as Arbor Day.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. Arbor Day Proclamation 2024



Whereas, In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees, and

Whereas, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and

Whereas, Arbor Day is now observed throughout the nation and the world, and

Whereas, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife, and

Whereas, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products, and

Whereas, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community, and

Whereas, trees, wherever they are planted, are a source of joy and spiritual renewal.

Now, Therefore, I, Doug Elrod, Mayor of the City of
Bondurant, Iowa, do hereby proclaim
April 26, 2024 as

Arbor Day

In the City of Bondurant, and I urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands, and

Further, I urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations.

Dated this 18th day of March
Mayor Doug Elrod



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 7.a.
For Meeting of 3/18/2024
Public Hearing

TITLE: Public Hearing regarding text amendments to Section 181.13 of the Zoning Code regarding electronic message displays.

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director
Isaac Pezley, City Planner

BRIEF HISTORY & ANALYSIS: The City Council, at their January 29, 2024 meeting, discussed amending Section 181.13 of the Zoning Code regarding electronic message displays. Staff has reviewed electronic message display codes of other Des Moines metropolitan communities and has attached the proposed text amendments. The text amendment includes reduction of time messages must be displayed before changing and lighting brightness requirements.

The Planning and Zoning Commission held a public hearing and voted 7-0 to recommend approval of the proposed text amendment at their March 14, 2024, meeting.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: Approve ordinance on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. 181.13 Proposed Text Amendment Edits
2. 181.13 Proposed Text Amendment Clean

181.13 ELECTRONIC MESSAGE DISPLAY ~~ELECTRIC CHANGEABLE COPY.~~

Electric message display ~~changeable copy~~ shall be allowed on monument signs in residential zoning districts (institutional uses only), General Commercial (C-2), Limited Industrial (M-1), and Medium Industrial (M-2) Districts, ~~for events centers, convenience stores, schools, churches and other public uses. A maximum of 32 square feet or 50% of the maximum sign area, whichever is less, may be dedicated to electric changeable copy,~~ provided the following conditions are met:

1. ~~Electric changeable message copy may change no more than seven times in a 24-hour period and shall not include any flashing, flowing, alternating, or blinking lights.~~ All requirements of Section 181.06, Monument Signs, shall apply, except for the following modifications:
 - a. Only one sign containing an electronic message display is allowed per site.
 - b. Up to 50% of the maximum sign area or thirty-five (35) square feet may be dedicated to electronic message display
 - c. Section 181.13 shall be referenced when determining allowable zoning districts for signs having electronic message displays.
 - d. All monument signs with electronic displays must be located seventy-five (75) feet from any lot in a R district that is used for residential purposes.
2. Electronic message displays ~~Electric changeable message copy~~ shall be integral to and a part of an approved monument sign.
3. Electronic message displays shall not include any flashing, alternating or blinking lights, or multiple pictures or graphics that give the illusion of motion or a video. ~~Electric changeable message copy shall be limited to one color.~~
4. ~~Sign copy shall not include any use of logos or symbols and message shall be limited to advertisement of events.~~
5. Each message shall remain in a fixed position for a minimum of 8 seconds. Each change of message shall be accomplished in one second or less.
6. ~~In the case of convenience stores, electric changeable message copy shall be limited only to advertise the price of automotive fuels.~~
7. Lighting.
 - a. Electronic message signs must be shielded to prevent beams or rays of light from being directed at any portion of the main travel way of the adjacent roads.
 - b. Electronic message displays cannot cause glare or impair the vision of any driver or interfere with the operation of the driver's vehicle.

- c. Electronic message displays shall not exceed a maximum of 5,000 candelas per square meter during daylight hours and a maximum of 250 candelas per square meter between dusk to dawn, as measured from the displays face at maximum brightness settings
- d. Electronic displays must be equipped with a light detector or photocell that automatically adjusts the display's brightness according to natural ambient light conditions.

181.13 ELECTRONIC MESSAGE DISPLAY. Electric message display shall be allowed on monument signs in residential zoning districts (institutional uses only), General Commercial (C-2), Limited Industrial (M-1), and Medium Industrial (M-2) Districts, provided the following conditions are met:

1. All requirements of Section 181.06, Monument Signs, shall apply, except for the following modifications:
 - a. Only one sign containing an electronic message display is allowed per site.
 - b. Up to 50% of the maximum sign area or thirty-five (35) square feet may be dedicated to electronic message display.
 - c. Section 181.13 shall be referenced when determining allowable zoning districts for signs having electronic message displays.
 - d. All monument signs with electronic displays must be located seventy-five (75) feet from any lot in an R district that is used for residential purposes.
2. Electronic message displays shall be integral to and a part of an approved monument sign.
3. Electronic message displays shall not include any flashing, alternating or blinking lights, or multiple pictures or graphics that give the illusion of motion or a video.
4. Each message shall remain in a fixed position for a minimum of 8 seconds. Each change of message shall be accomplished in one second or less.
5. Lighting.
 - a. Electronic message signs must be shielded to prevent beams or rays of light from being directed at any portion of the main travel way of the adjacent roads.
 - b. Electronic message displays cannot cause glare or impair the vision of any driver or interfere with the operation of the driver's vehicle.
 - c. Electronic message displays shall not exceed a maximum of 5,000 candelas per square meter during daylight hours and a maximum of 250 candelas per square meter between dusk to dawn, as measured from the displays face at maximum brightness settings.
 - d. Electronic displays must be equipped with a light detector or photocell that automatically adjusts the display's brightness according to natural ambient light conditions.



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 7.b.
For Meeting of 3/18/2024
Public Hearing

TITLE: Public Hearing regarding adoption of the Major Streets Master Plan

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: Back in 2019 the City of Bondurant hired Veenstra & Kimm to create a Major Streets Master Plan. Efforts were put on pause for this Major Streets Master Plan until after the 2022 Building Bondurant Comprehensive Plan was created in an effort to ensure both planning documents were coordinated with one another. The major objectives of the Major Streets Master Plan is to 1) Predict order or magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and 2.) Look at what other needs the surface transportation may have.

Adoption of the Major Streets Master Plan is consistent with Policy 22A of the Building Bondurant Comprehensive Plan, which reads: Require new development to accommodate not only the needs of the local street network, but also future arterial and collector streets based on the City's ultimate street map.

The Planning & Zoning Commission reviewed this Major Streets Master Plan at their December 14, 2023 meeting and will again review during their meeting on March 14, 2024. Between December and March, Veenstra & Kimm has made changes to the plan based on staff comments. A summary of these minor changes include: updated proposed number of future along some existing and future areas of the community, including Grant Street South and Eisenhower Drive SE; corrected street alignments on future street projects where the alignment is known; and including a note on the map that where the number of lanes is not assigned, this number will be assigned at a later date based on current and anticipated future conditions of the area.

The resolution also notes that approval also includes formalizing the cost-share policy as presented in the Major Streets Master Plan. This cost-share policy reads: as rural sectoins develop, both gravel and paved roadways, into urbanized areas, cost sharing with adjacent landowners will need to assist the City in constructing improved streets and that it is typical that one lane of the new street is assessed to the adjacent properties.

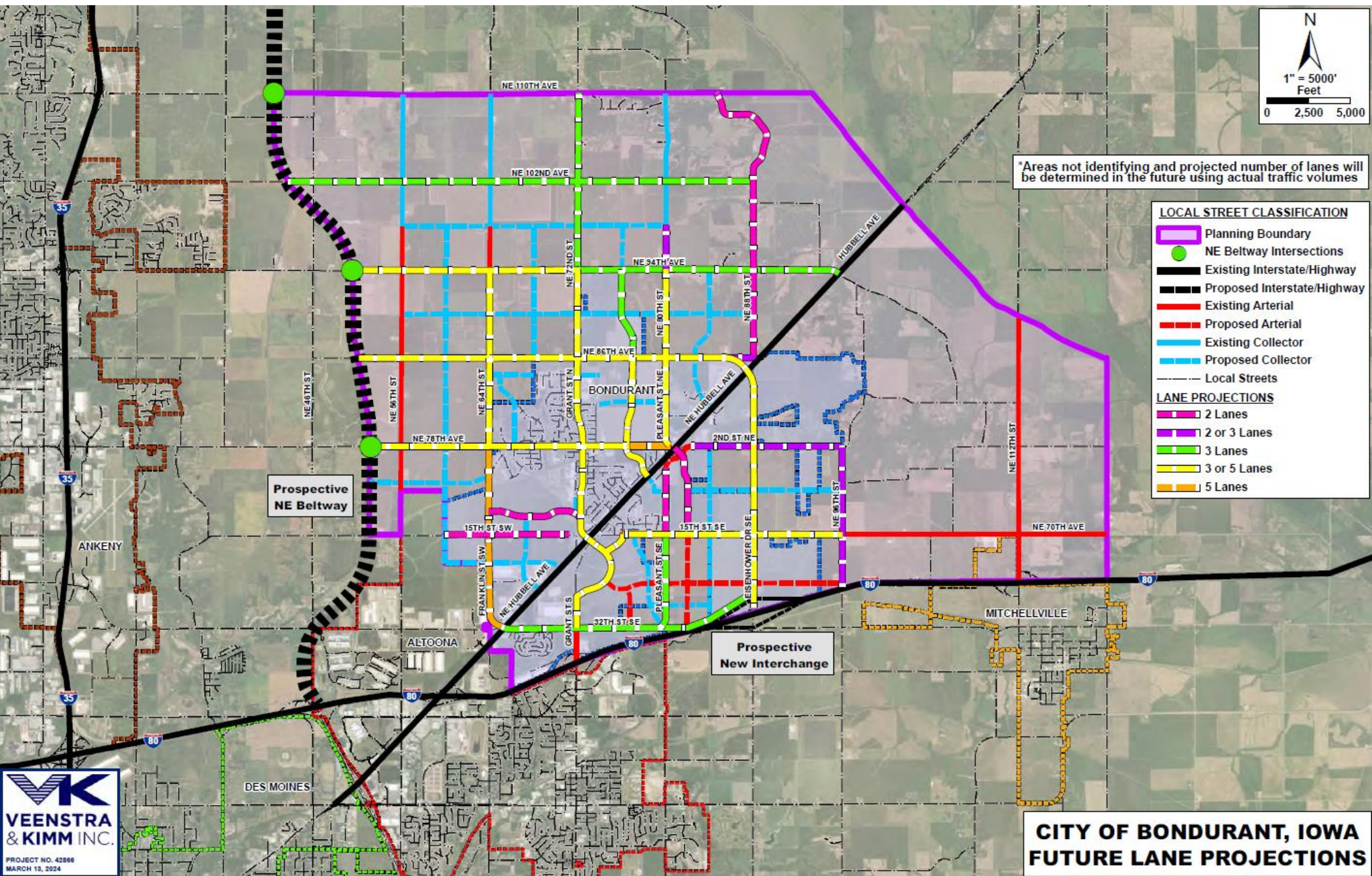
FUNDING SOURCE: N/A

STAFF RECOMMENDATION: The Planning and Zoning Commission voted 7-0 to recommend approval of the Major Streets Master Plan subject to 2nd Street NE being shown as an Arterial Street at their May 14, 2024 meeting.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. Final Major Streets Master Plan, Map
2. Final Major Streets Master Plan

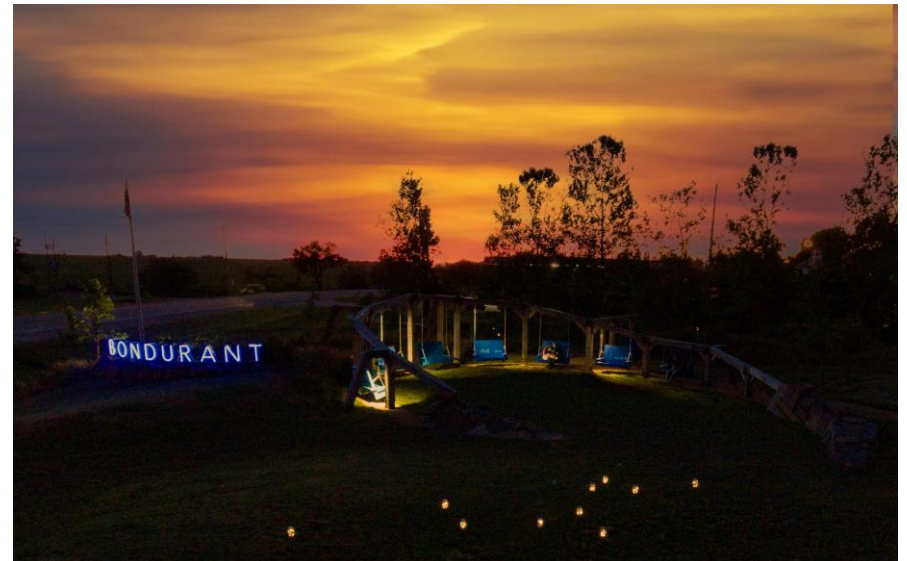


CITY OF BONDURANT

March 2024



MAJOR STREETS MASTER PLAN



INTRODUCTION

The City initiated this Major Streets Planning effort in 2020 and a draft plan was presented to Council in July of 2021. This effort was put on hold for the City to create its latest comprehensive plan which was adopted late in 2022. It was critical for the comprehensive plan to be completed and adopted prior to the completion of this study. With the revised planning area, changes and updates to the future land use plan, the new traffic levels and planning level number of lanes required to accommodate the projected traffic volumes have been updated to correlate with this new plan.

The major objectives of this Major Streets Plan is to (1) predict order of magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and (2) look at what other needs the surface transportation system may have.

Discussions on traffic calming and what may be in the future for US 65/Hubbell Avenue will also be briefly discussed.

Future street improvements will need to consider the City's Complete Streets Policy and work with staff on what aspects of this policy will be implemented on specific streets given land use, vicinity and character desired.

OVERVIEW

As the City of Bondurant continues to grow, the demands placed on the transportation network continues to grow as well. The ability of the network to handle this increased demand will directly affect the quality of life in Bondurant. Therefore, it is important to recognize the need for a well-planned and connected transportation network that provides Bondurant with safe, efficient, and affordable travel. Planning for the future transportation system in Bondurant must account for the effective linkages between different parts of the City, as well as linkages to the surrounding Des Moines Metropolitan area. Bondurant with the aid of grants and outside funds has completed several major transportation investments over the last several years, including 32nd Street SW, Shiloh Rose Parkway, intersection improvements at Grant Street North and 2nd Street NW/NE and smaller collector roads throughout the community. The City must continue to proactively plan for future transportation needs and various expansions of the system.

The overall roadway network is expanding to accommodate developing parts of the community. In 2016, there were approximately 35.5 lane miles of local roads, excluding Hubbell Avenue/US 65 in Bondurant. In 2020, that figure rose to 43.7 lane miles (23% increase from 2016) and in 2022, that figure increased to 47.5 lane miles (34% increase over 2016).

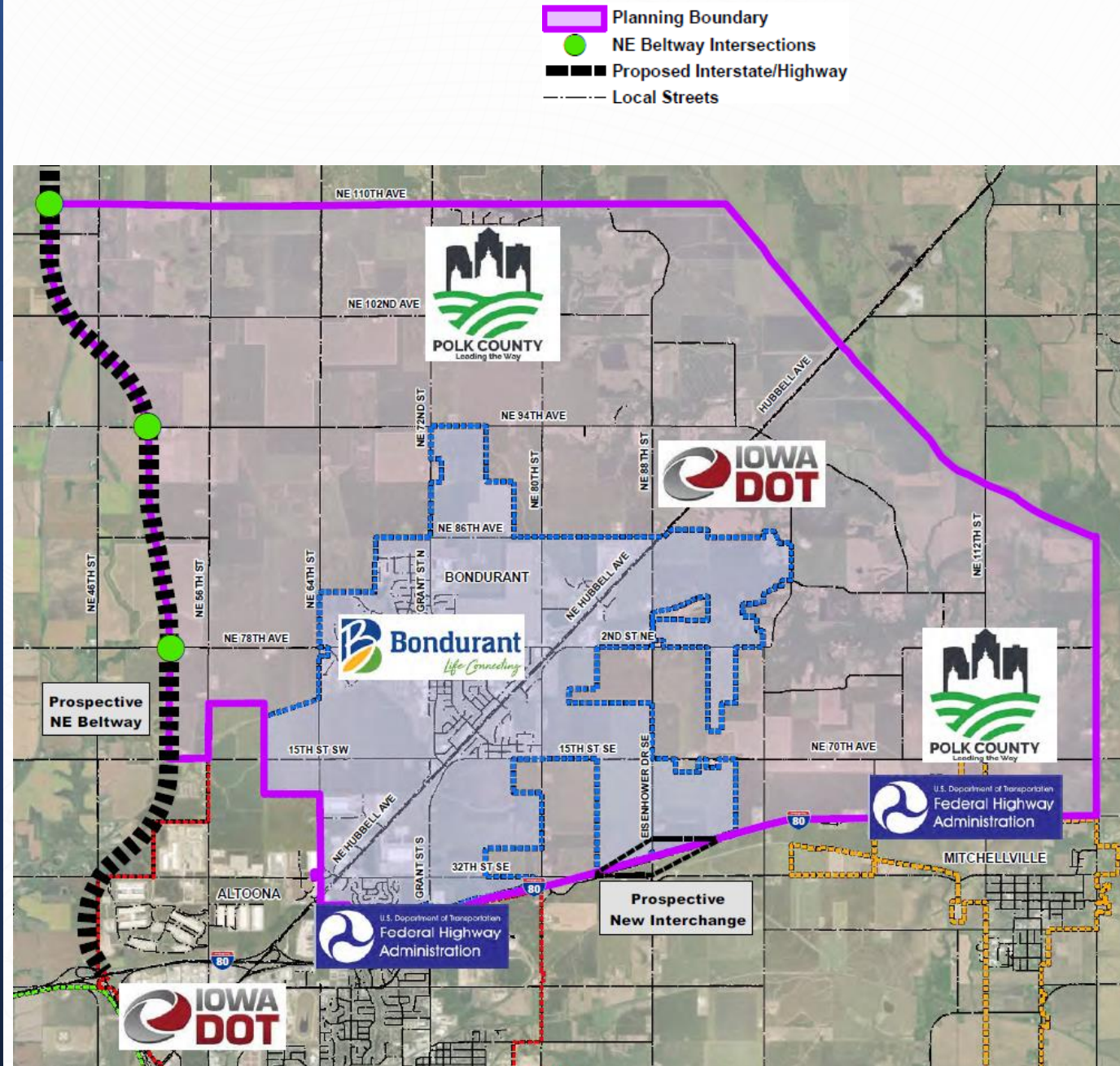
Past Efforts: Long range transportation planning is becoming a critical part of Bondurant's core activities. Past planning efforts have included sub area studies, roadway system plans, and speed studies. These efforts provide greater detail on specific topics that may not be typically addressed or discussed within a comprehensive plan. Therefore, it is critical to recognize some of these past planning efforts as they provide additional guidance and community direction related to transportation investments.

JURISDICTION



As with all municipalities, jurisdiction over the roadway system is shared amongst different levels of government (i.e., federal, state, county and city). Bondurant is responsible for operating and maintaining the majority of the roadways within the community. The NE Beltway as proposed at the time of this document is used as the western limits of the study area. Hubbell Avenue/US Highway 65 is maintained by the Iowa Department of Transportation (Iowa DOT). Portions of the system are maintained by Polk County. The jurisdiction of roadways is an essential element in the Transportation Plan, because it affects a number of critical organizational functions and obligations (regulatory, maintenance, construction, and financial). In this case, most of the roads are within the City's purview. Future roadway jurisdictions would likely be driven by the expansion and growth of the City outside of the City's corporate limits.

JURISDICTIONAL MAP



CLASSIFICATION

Roadway functional classification categories are defined by the role roadways play in serving the flow of trips through the overall roadway system. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access, and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access, and connect to higher functioning roadways. A balance of all functions is important to any transportation network. A roadway's functional classification is based on several factors, including:

- Trip characteristics: length of route, type and size of activity centers, and route continuity
- Access to regional population centers, activity centers, and major traffic generators
- Proportional balance of access, ease of approaching or entering a location
- Proportional balance of mobility and ability to move without restrictions
- Continuity between travel destinations
- Relationship with neighboring land uses
- Eligibility for State and Federal funding

CLASSIFICATION DEFINITIONS

Principal Arterials: Principal Arterials are the highest classification of Aerials and were designed and constructed with mobility and long-distance travel in mind. They provide limited access at grade separated interchanges, while offering high levels of mobility and linking urban centers throughout the nation. Interstate (I) 80 is the only interstate traveling throughout the City of Bondurant.

Arterials (other): Other Arterials connect regional transportation routes (in the case of Bondurant, Interstate 80) with local connector streets. They provide less access than connectors and do not penetrate identifiable neighborhoods. Roadways identified as Arterials (other) within the City of Bondurant.

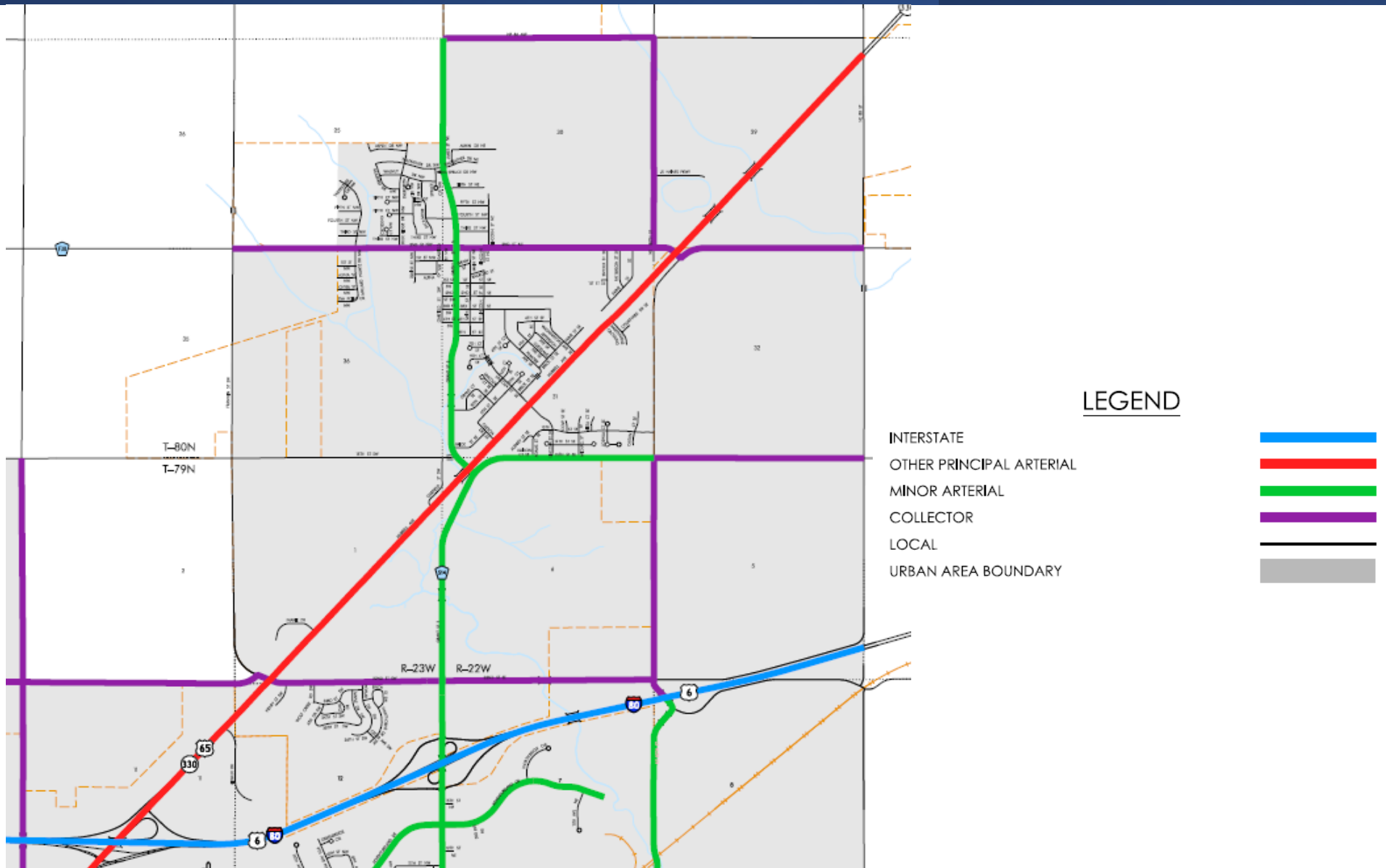
Collectors: Collector streets provide land access and traffic circulation within residential, commercial, and industrial areas of Bondurant. The Collector streets gather traffic from local streets and channel it towards the arterial system.

Local Roads: Local roads and streets provide direct access to abutting land uses and offer the lowest level of mobility to the broader community. All the other roadways not listed (in the City limits, and within the future growth area) are classified as Local Roads.

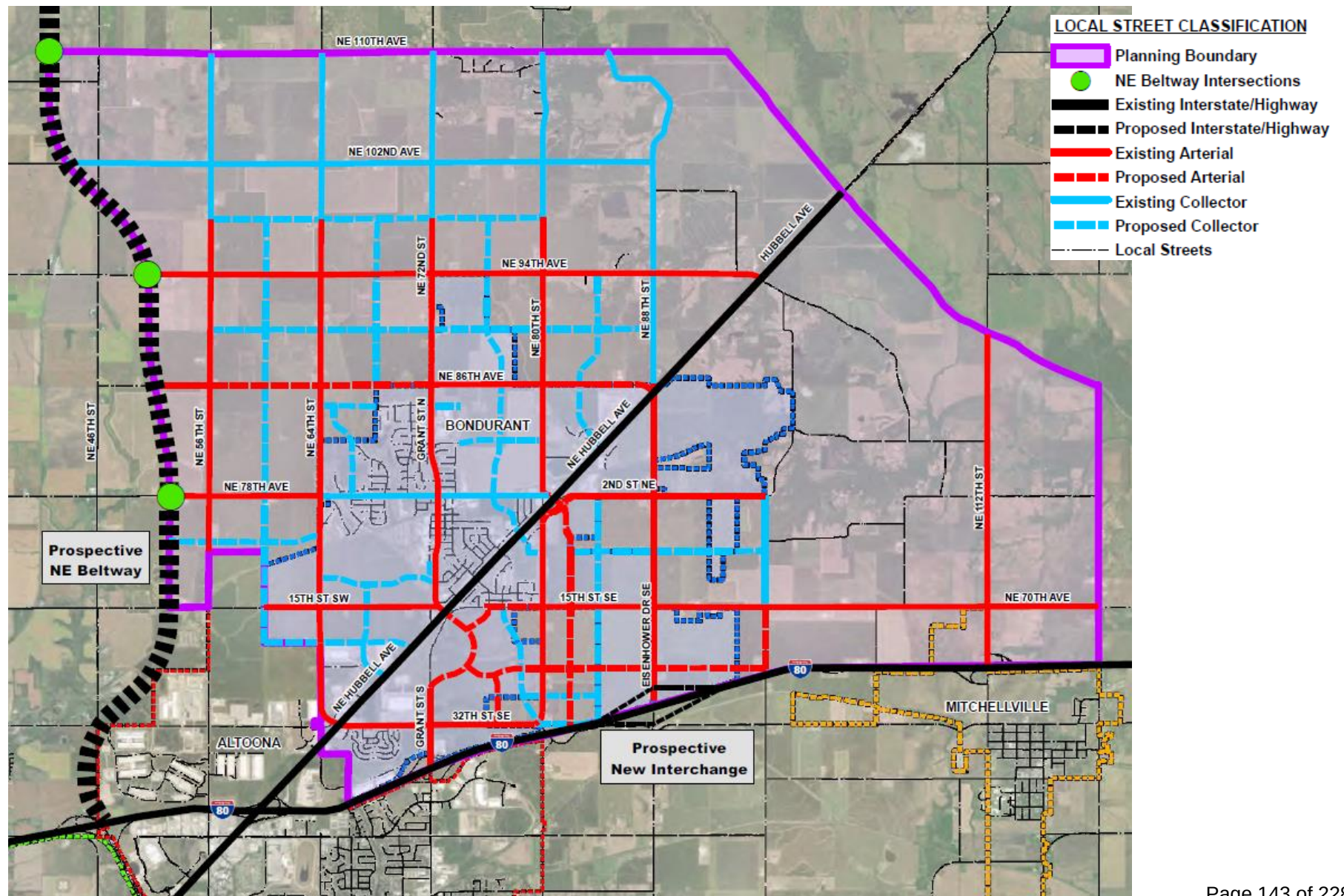
The following page shows how the Iowa Department of Transportation has critical roadways within Bondurant classified as they relate to the Des Moines Area. The local classifications map that is a part of the City's Building Bondurant Comprehensive Plan follows the State's classification map.

The difference between the two classification maps shows how each jurisdiction classifies streets within their own system. The state system looks at a larger land area and how the streets services the area. In this case the Des Moines Metro. The City classifications only address each street and how it services the City of Bondurant.

FEDERAL FUNCTIONAL CLASSIFICATION MAP



LOCAL CLASSIFICATION MAP



FUTURE SYSTEM

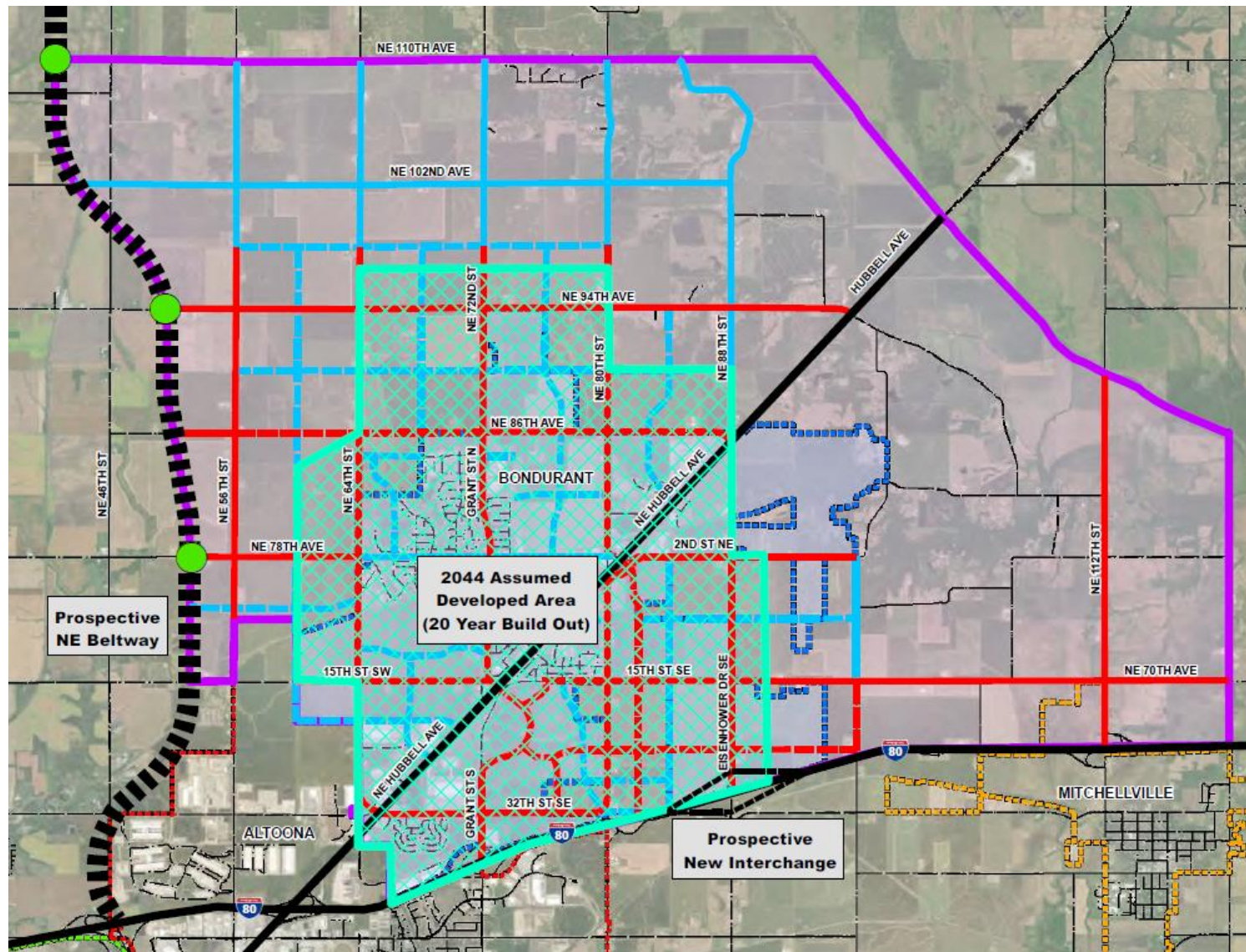
As the community grows, so will its transportation needs. These needs will vary across all modes of transportation. However, a large portion of the City's transportation assets is the physical roadway.

Future Traffic Volumes: Traffic forecasts are an essential tool to determine the adequacy of the road system to handle future development, as anticipated by the City and surrounding communities. The traffic volumes generated for this plan assume a certain level of development will occur by the year 2044 that is consistent with the Land Use Plan. The higher level of traffic volumes generated for the ultimate street planning effort is based on full development of the Land Use Plan over the entire planning area as defined in the City's recent comprehensive plan update.

Achieving this growth may take decades to occur; however, it is important to plan accordingly for a transportation system that can safely move people throughout the community. A planning-level assessment was prepared to help forecast the potential needs of the 2044 traffic volumes will have on the system and what level of general capacity improvements will be required to accommodate these future volumes. Similarly, a look at the full development potential of the planning area and its impacts on the City's street system was performed. This planning level assessment utilized the projected 2044 and Full Development traffic volumes to predict the needed number of travel lanes to efficiently move the traffic within Bondurant. It does not, however, provide a basis for determining the need for specific intersection improvements. The traffic volume ranges are based on professional engineering and planning judgment.

As development occurs in varying parts of the community, traffic impact studies will be required to determine what specific improvements may be required to accommodate these specific developments. Improvements and recommendations will be needed on turn lanes, traffic control, access control and possible funding should be considered.

2044 ASSUMED DEVELOPED AREA



- Planning Boundary
- Bondurant City Limits
- Floodplain
- Parcels
- Existing Highway / Interstate
- Proposed Highway / Interstate
- Proposed NE Beltway Interchange
- Existing Arterial
- Proposed Arterial
- Existing Collector
- Planned Collector
- Planned Regional Detention
- Open Space / Agriculture
- Rural Residential
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Downtown Mixed-Use
- Mixed-Use
- Retail Flex
- Neighborhood Commercial
- Regional Commercial
- Business Park / Light Industrial
- Industrial
- Public / Semi-Public
- Parks / Recreation

RECOMMENDED LANES PER ADT RANGE

2 Through Lanes	0 to 6,000 ADT
3 Lane Section	6,000 to 16,000 ADT
4 Through Lanes	Special Cases
5 Lane Section	over 16,000 ADT

- ADT- Average Daily Traffic
- 4-lane streets operations create issues for through and turning vehicles. If turning volumes and access frequency create demand, it is better to construct a 5-lane street.
- 3-lane streets are safer than 4-lane streets in the volume ranges indicated unless through volumes are very high with limited access points. Capacity can be increased with auxiliary lane additions at critical locations.
- As rural sections develop, both gravel and paved roadways, into urbanized areas, cost sharing with adjacent landowners will need to assist the City in constructing improved streets. It is typical that one lane of the new street is assessed to the adjacent properties.
- The modeled traffic volumes do not account for a new proposed I-80 interchange nor the potential reroute of US 65 to the new proposed interchange at I-80. These potential changes could greatly influence the required number of lanes on certain streets.
- At the end of the report is a map showing lane projections developed by V&K and City staff.

Lane Recommendations/Modeled

STREET	Lane Count	Modeled ADT
Franklin Street	5 lanes	20,000 to 40,000
Grant Street	5 lanes (Hubbell to 94 th) 3 lanes (elsewhere)	12,000 to 30,000
Pleasant Street	3 lanes	5,000 to 10,000
NE 88th Street	2 or 3 lanes	4,000 to 8,000
NE 96th Street	2 or 3 lanes	4,000 to 8,000

Traffic volumes will be monitored. As volumes approach the 50% threshold, improving streets to their ultimate lane count should be considered.

Lane Recommendations/Modeled

STREET	Lane Count	Modeled ADT
NE 102nd Ave	3 lanes	8,000 to 12,000
NE 94th Ave	3 lanes	4,000 to 9,000
NE 86th Ave (16th St)	3 lanes (w) 5 lanes (e)	3,000 to 8,000 12,000 to 20,000
2nd Street NE/NW	5 lanes (w of 65) 2 or 3 lanes (e of 65)	20,000 to 30,000 3,000 to 7,000
15th Street SE/SW	2 lanes (w) 3 to 5 lanes (e)	5,000 up to 20,000
32nd Street SE/SW	2 to 3 lanes	up to 10,000

Traffic volumes will be monitored. As volumes approach the 50% threshold, improving streets to their ultimate lane count should be considered.

ROADWAY AND RIGHT OF WAY WIDTHS

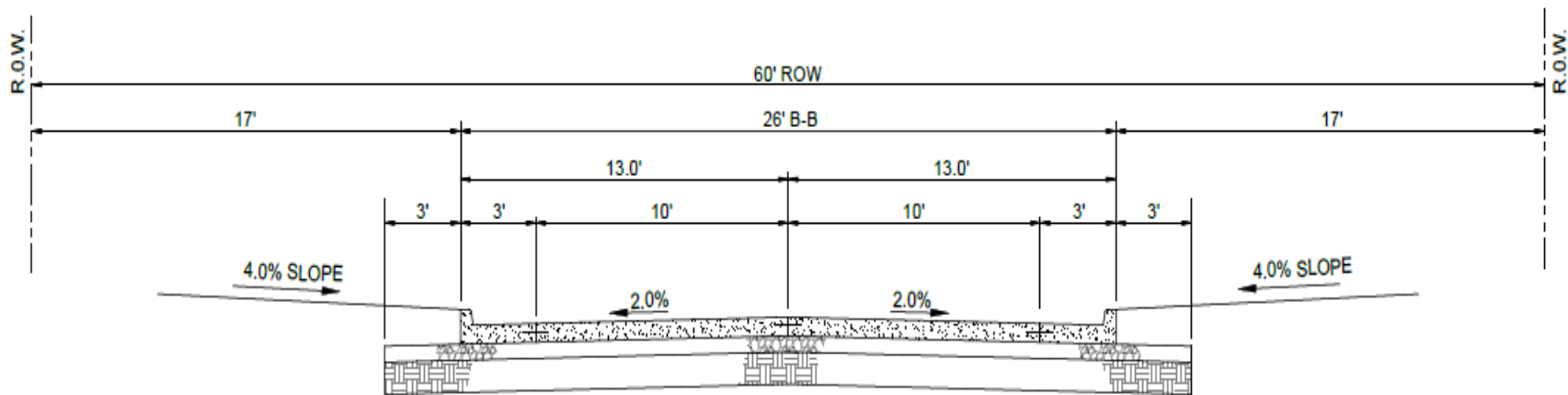
Number of Lanes	Median	Roadway Width	R/W Width	Greenspace	On Street Parking
2	no	26	60 min	12+	no
2	no	31+	60 min	14+	one sided
3	no	43	80 min	18+	no
4	no	53	90 min	18+	no
5	painted	65	100 min	17+	no
5	raised	70+	110 min	20+	no

RECOMMENDED LANES and TYPICAL SECTIONS

The following typical cross sections for each street width based on the number of travel lanes is intended to offer flexibility in meeting the intent to implement the City's "Complete Streets" policy, and not intended as mandates for particular developments or street construction. Each situation will be reviewed and assessed by staff. Land use, traffic volumes and character of the proposed development or neighborhood will be considered when establishing the appropriate greenspace and right of way width.

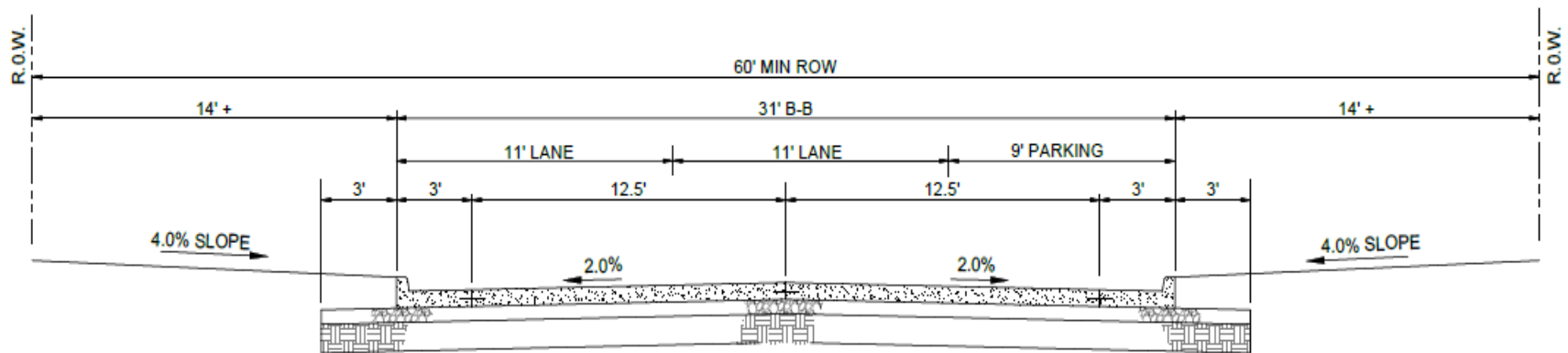
TYPICAL SECTIONS

TWO LANE STREET



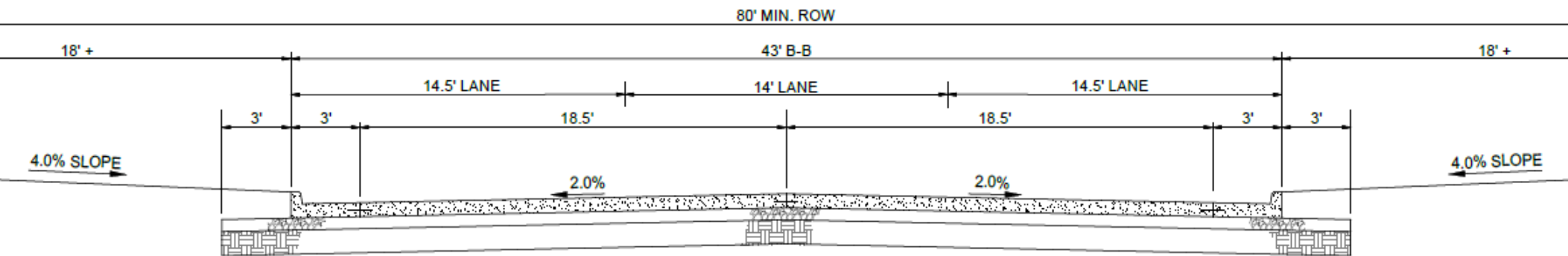
TYPICAL SECTIONS

TWO LANE STREET WITH PARKING



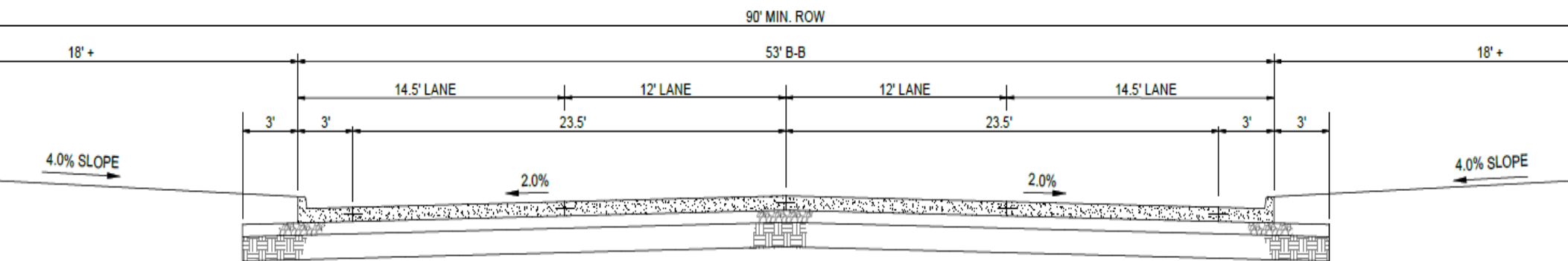
TYPICAL SECTIONS

THREE LANE STREET



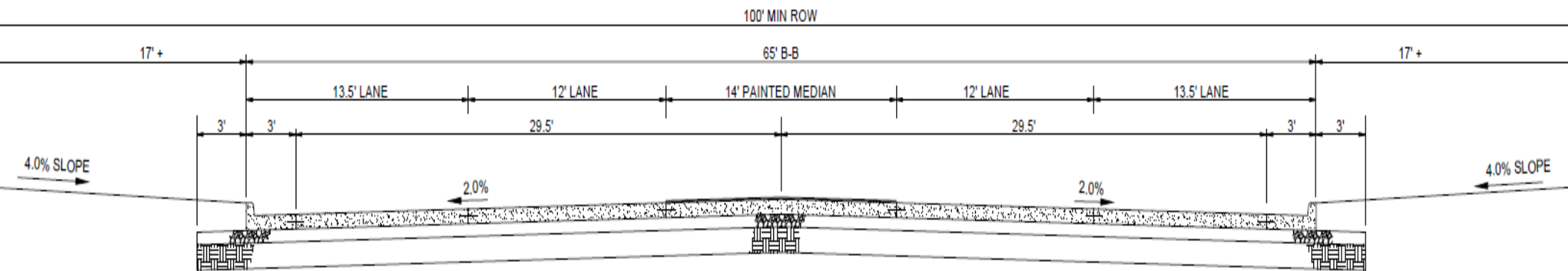
TYPICAL SECTIONS

FOUR LANE STREET



TYPICAL SECTIONS

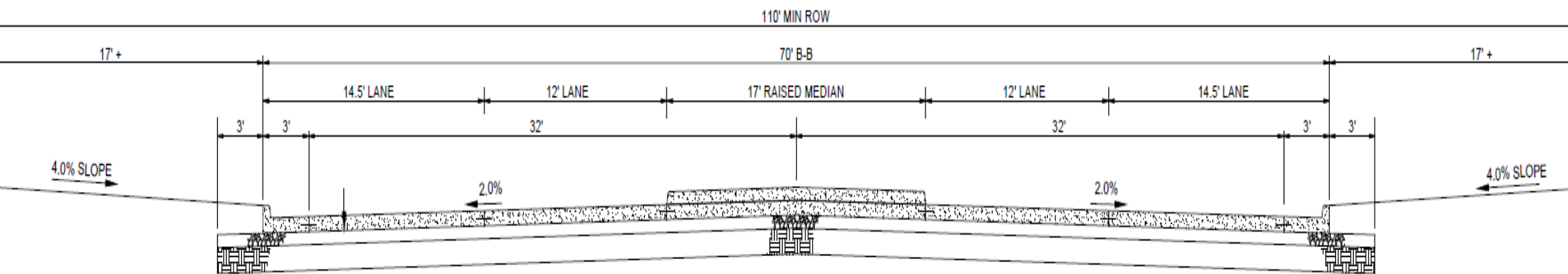
FIVE LANE STREET WITH TWLTL (Two Way Left Turn Lane)



TYPICAL 65' STREET CROSS SECTION
NO SCALE

TYPICAL SECTIONS

FIVE LANE STREET WITH MEDIAN



TYPICAL 70'+ STREET CROSS SECTION
NO SCALE

TYPICAL SECTIONS



ACCESS MANAGEMENT

Access management is an important aspect of providing a safe and efficient roadway network. Access management should be applied to major collectors and arterials and measures to be considered include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts.
- Limiting the number of driveway access points to reduce conflicts.
- Aligning access with other access points.
- Sharing access points, through internal connectivity between properties with different owners.
- Encouraging indirect access rather than direct access to high volume arterial roads.
- Constructing parallel roads and backage or frontage roads.
- Implementing sight distance guidelines to improve safety.
- Using channelization to manage and control turning movements.

TRAFFIC CALMING

There are many traffic calming options available to be used in urban corridors. These measures are typically found on lower classification roadways (minor collectors or local streets) but with the correct design some can be used on higher classification roadways such as medians, islands or roundabouts.

- Closures
- Diagonal Diverters
- Roundabouts
- Chicanes
- Chokers
- Median Island (with possible texture or surface treatment)
- Mini Roundabout/traffic circle
- Parking on Street
- Raised Intersections (with possible texture or surface treatment)
- Speed Humps (with possible texture or surface treatment)
- Speed Tables (with possible texture or surface treatment)

TRAFFIC CALMING

The following are traffic calming measures that are easier to implement on existing streets

Parking on street, chicanes by parking.

- These treatments are easily implemented through signage and information sharing. A field review should be conducted to develop locations for these treatments. These do require snow ordinance to be in place and enforced to keep snow removal as efficient as possible. A variation of this would be alternating sides of the street for parking. Odd days east side, even days west side, or something along those lines. This would reduce the occurrences of leaving parked cars on the street for extended periods of time.

Chokers, median islands and mini-roundabouts.

- These treatments involve either adding pavement or removal of pavement to achieve the desired effects and may need to take into account drainage. Mini-roundabouts would need to be coordinated and not deployed at adjacent intersections. This can affect emergency vehicle access. These installations do slow traffic down and keep unwanted users from traveling the corridor. Chokers and median islands accomplish much the same thing by reducing travel widths. Chokers are installed on the outside of the section while median islands are placed on the center of the pavement section.

Raised Intersections, Speed Humps and Tables.

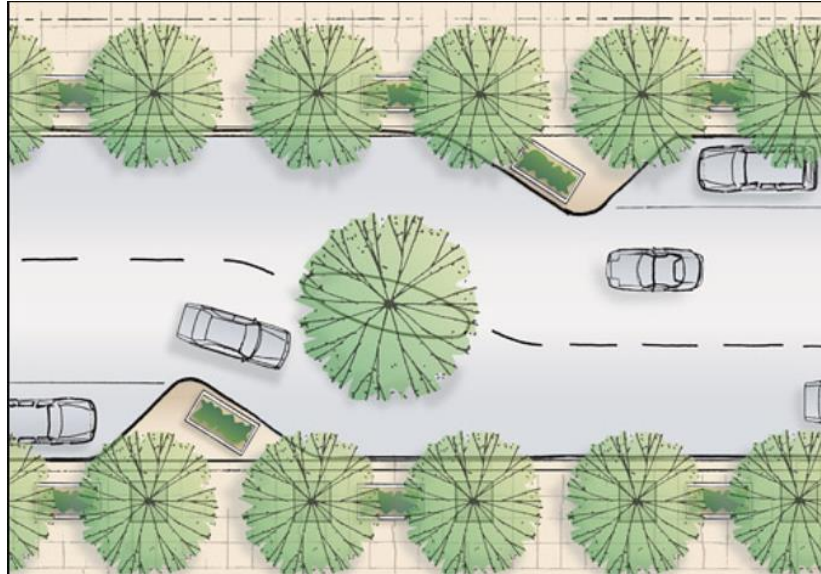
- These elements involve complete reconstruction of pavement or retrofit construction and should be doweled and added to the existing street or intersections. This too can affect drainage and additional system improvements may be required, depending on drainage patterns. Humps and tables can be used mid-blocks and can be designed to allow drainage patterns to be maintained. Speed tables can also be used to accommodate and bring attention to pedestrian crossings.

Another category is bumpouts.

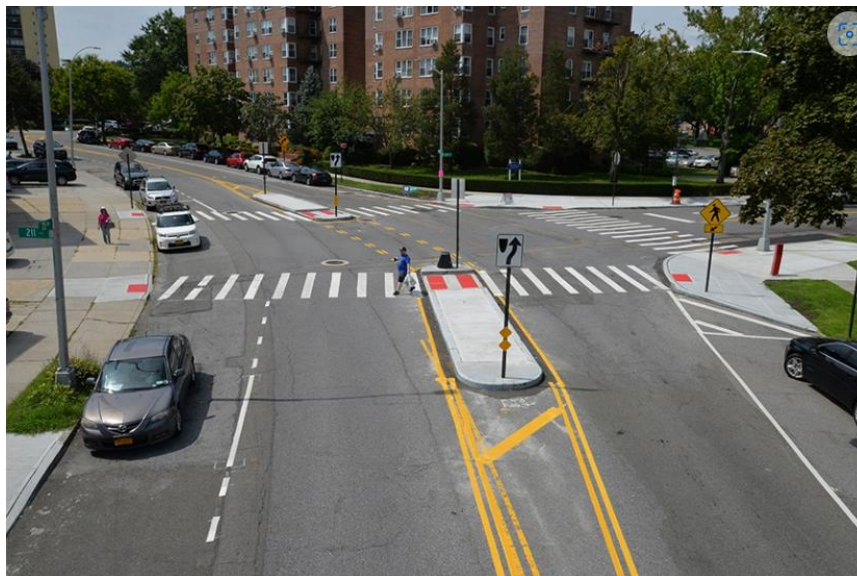
- Typically installed in business districts to shorten pedestrian crosswalk lengths, could be implemented due to street width being greater than a minimum 2 lane street width. Again, these can be expensive to install if drainage is impacted and nearby storm system is not available. These too can be designed to allow drainage to continue but require special detailing and increased maintenance.

TRAFFIC CALMING

Parking on street, chicanes by parking.



Chokers, median islands and mini-roundabouts.



TRAFFIC CALMING

Raised Intersections, Speed Humps and Tables

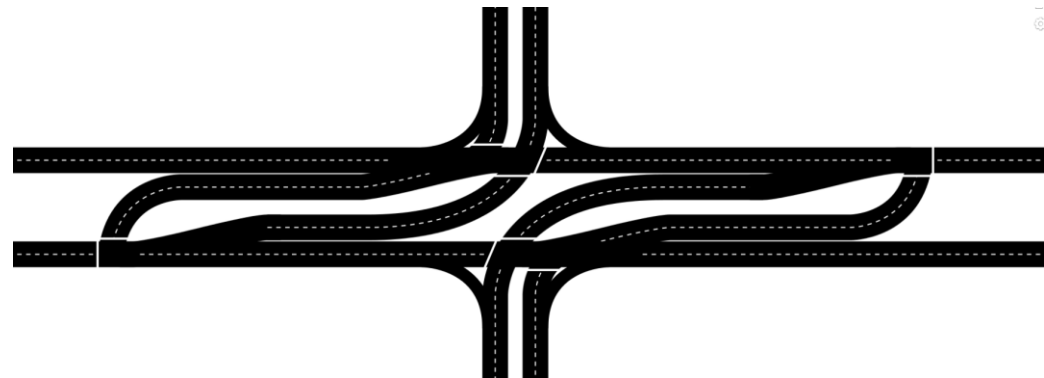


Bumpouts.



HUBBELL AVENUE/U.S. 65

- The Iowa Department of Transportation, having jurisdiction over Hubbell Avenue, is wanting to delve into a number of topics as it relates to the future of Hubbell Avenue and how it can best serve both the City of Bondurant and its long trip commuters.
- Two main topics have been discussed to date. Signalized intersections and the concept of 'super streets'. The Department of Transportation is wanting to define the number and location of signalized intersections along Hubbell Avenue within the City of Bondurant.
- The other topic is relatively new as it relates to a push in Iowa to look at the concept of super streets. The concept itself is referring to the installation and use of J turns to restrict cross traffic from unsignalized intersections at Hubbell Avenue/US 65.
- Below is a graphic the showing the intent of this type of access control. This concept reduces the number of conflicts a driver must encounter in order cross the four-lane divided highway.

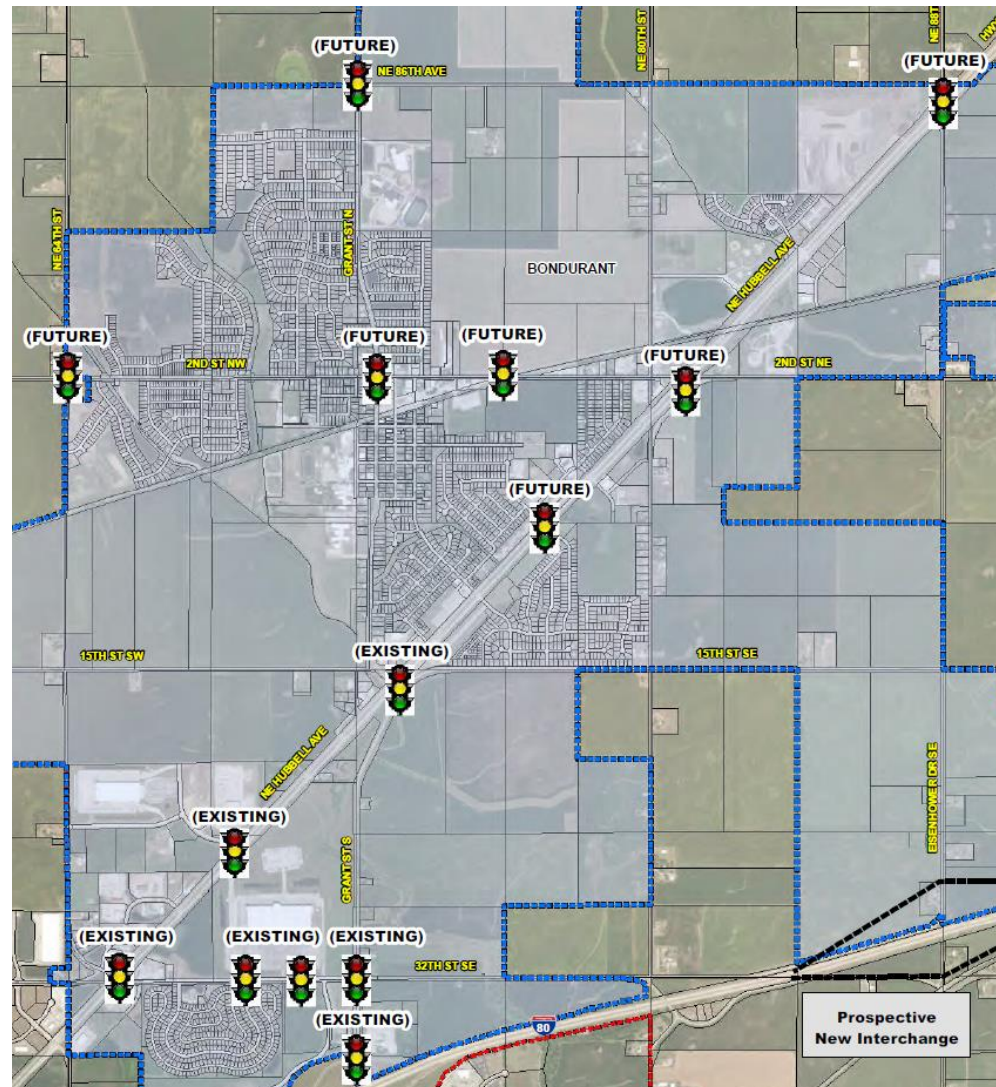


HUBBELL AVENUE/U.S. 65

- Another issue as it relates to Hubbell Avenue is speed. The state relies on the use of speed studies to determine the posted speed limit. This is determined by taking actual speeds of a large sample of drivers on a typical weekday and determines the 85th percentile speed. That is the speed at which 85% of drivers feel safe to travel on that given roadway.
- The City would like to see the current posted speed within the corporate limits to be reduced. Similar corridors have been studied by the state with adjustments to speeds and access coming over a long period of time.
- Another such corridor is Iowa 141 through the communities of Grimes, Johnston and Granger. These communities have experienced greater volumes of traffic. In 2016, just north of Grimes, Iowa 141 carried nearly 20,000 vehicles per day (vpd). This compares to US 65 just north of Bondurant was carrying 9,000 vpd.
- The Iowa 141 corridor has been under construction to improve its capacity and safety for some time. Hubbell Avenue still has capacity however the state is wanting to address issues in Bondurant before they become challenges similar to the Iowa 141 corridor.
- The concept of rerouting US 65 to the new prospective interchange at Interstate 80 and creating 'Business 65' along existing Hubbell Avenue should be considered and discussed with the Iowa Department of Transportation.

TRAFFIC SIGNAL LOCATIONS

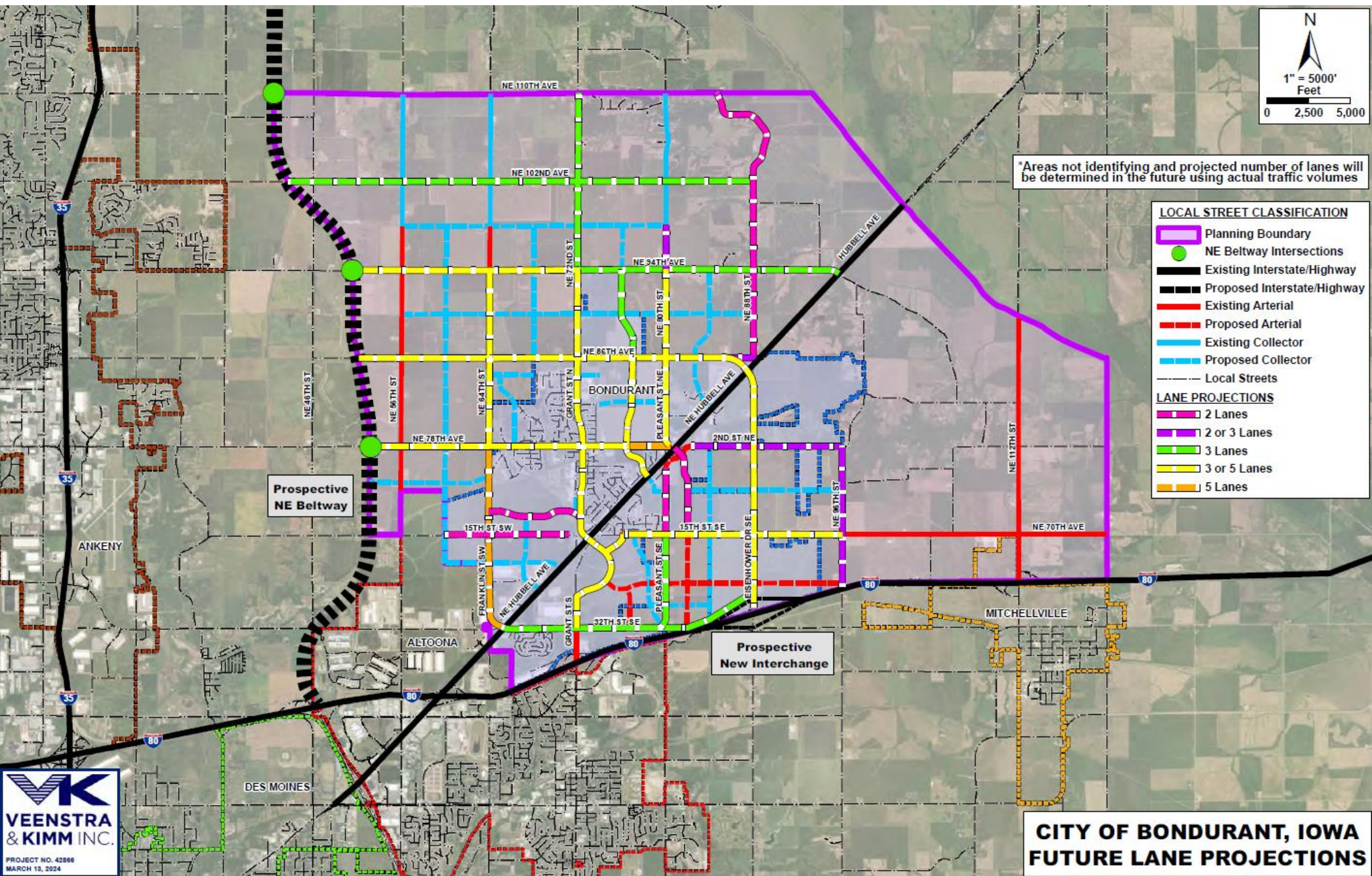
The graphic below indicates the locations where traffic signals exist today and where signals are likely to be installed in the future. Additional locations can develop as land uses change and intensify and traffic level increase with population changes. Signals on US Highway 65/Hubbell Avenue will need to meet signal warrants and be approved by the Iowa Department of Transportation. These signals will also likely need to be interconnected to enhance through travel efficiency.



NEXT STEPS

The following are suggested next steps for the City and Council to consider. There may be additional steps to take depending on the direction given and the priorities based on factors such as current development, perceived and real traffic issues, financing, adjacent jurisdictional priorities and others.

- Adopt this master plan.
- Have discussions with the Iowa Department of Transportation (Topics could include but not limited to: (1) prospective interchange with I-80 (2) rerouting of US 65 away from Hubbell Avenue (3) signalization of certain intersections with Hubbell Avenue/US 65 (4) Reduced conflict intersections at non-signalized access points along Hubbell Avenue (5) funding sources for the above items (6) Request another speed study/lower the posted speed limit on Hubbell Avenue/US 65.
- Investigate the concept of 'cool streets' and how this may interplay and relate to the City's complete streets policy.
- Develop additional traffic models with the following possible scenarios: (1) add the prospective interchange with I-80 (2) add the prospective interchange plus reroute US Hwy 65 to that location (3) add the NE Beltway into the modeling scenarios.
- Develop any policies related to this master plan for interactions with future developments.





**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.a.
For Meeting of 3/18/2024
Ordinance

TITLE: - (First Reading) Ordinance amending Text amendments to Section 181.13 of the Zoning Code regarding electronic message displays

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director
Isaac Pezley, City Planner

BRIEF HISTORY & ANALYSIS: The City Council, at their January 29, 2024 meeting, discussed amending Section 181.13 of the Zoning Code regarding electronic message displays. Staff has reviewed electronic message display codes of other Des Moines metropolitan communities and has attached the proposed text amendments. The text amendment includes reduction of time messages must be displayed before changing and lighting brightness requirements.

The Planning and Zoning Commission held a public hearing and voted 7-0 to recommend approval of the proposed text amendment at their March 14, 2024, meeting.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: Approve ordinance on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. ORDINANCE NO. 240318-206

CITY OF BONDURANT
ORDINANCE NO. 240318-206

**AN ORDINANCE AMENDING THE CITY CODE OF BONDURANT, IOWA, BY
AMENDING THE FOLLOWING SECTION 181.13 OF THE ZONING CODE REGARDING
ELECTRONIC MESSAGE DISPLAYS.**

BE IT ENACTED by the City Council of the City of Bondurant, Polk County, Iowa:

Section 1. **SECTIONS AMENDED.** Section 181.13. of the Code of Ordinances of the City of Bondurant, Iowa, 2002, is amended to read as follows:

181.13 ELECTRONIC MESSAGE DISPLAY ~~ELETRIC CHANGEABLE COPY.~~
Electric message display ~~changeable-copy~~ shall be allowed on monument signs in residential zoning districts (institutional uses only), General Commercial (C-2), Limited Industrial (M-1), and Medium Industrial (M-2) Districts, ~~for events centers, convenience stores, schools, churches and other public uses. A maximum of 32 square feet or 50% of the maximum sign area, whichever is less, may be dedicated to electric changeable copy,~~ provided the following conditions are met:

1. ~~Electric changeable message copy may change no more than seven times in a 24-hour period and shall not include any flashing, flowing, alternating, or blinking lights.~~ All requirements of Section 181.06, Monument Signs, shall apply, except for the following modifications:
 - a. Only one sign containing an electronic message display is allowed per site.
 - b. Up to 50% of the maximum sign area or thirty-five (35) square feet may be dedicated to electronic message display
 - c. Section 181.13 shall be referenced when determining allowable zoning districts for signs having electronic message displays.
 - d. All monument signs with electronic displays must be located seventy-five (75) feet from any lot in a R district that is used for residential purposes.
2. Electronic message displays ~~Electric changeable message copy~~ shall be integral to and a part of an approved monument sign.
3. Electronic message displays shall not include any flashing, alternating or blinking lights, or multiple pictures or graphics that give the illusion of motion or a video. ~~Electric changeable message copy shall be limited to one color.~~
4. ~~Sign copy shall not include any use of logos or symbols and message shall be limited to advertisement of events.~~

5. Each message shall remain in a fixed position for a minimum of 8 seconds. Each change of message shall be accomplished in one second or less.

~~6. In the case of convenience stores, electric changeable message copy shall be limited only to advertise the price of automotive fuels.~~

7. Lighting.

- a. Electronic message signs must be shielded to prevent beams or rays of light from being directed at any portion of the main travel way of the adjacent roads.
- b. Electronic message displays cannot cause glare or impair the vision of any driver or interfere with the operation of the driver's vehicle.
- c. Electronic message displays shall not exceed a maximum of 5,000 candelas per square meter during daylight hours and a maximum of 250 candelas per square meter between dusk to dawn, as measured from the displays face at maximum brightness settings
- d. Electronic displays must be equipped with a light detector or photocell that automatically adjusts the display's brightness according to natural ambient light conditions.

Section 2. **REPEALER.** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 3. **SEVERABILITY.** If any section, provisions, sentence, clause, phrase or part of this ordinance shall be adjudicated, invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any provision, section, subsection, sentence clause, phrase or part thereof not adjudged invalid or unconstitutional.

Section 4. **EFFECTIVE DATE.** This ordinance shall be in full force and effect following its passage, adoption and publication as required by law.

PASSED AND APPROVED by the City Council this _____ day of _____, 2024

CITY OF BONDURANT, POLK COUNTY, IOWA

DOUG ELROD, MAYOR

ATTEST:

SHELBY HAGAN, CITY CLERK

(SEAL)

FIRST CONSIDERATION: March 18, 2024

SECOND CONSIDERATION:

THIRD CONSIDERATION:

C

CLERK'S CERTIFICATE

I, Shelby Hagan, hereby certify that the foregoing Ordinance No. _____, was published as required by law on the ____ day of _____, 2024.

Shelby Hagan
City Clerk



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.b.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution adopting the Major Streets Master Plan, including formalizing the future arterial and collector street policy as presented in the Major Streets Master Plan

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: Back in 2019 the City of Bondurant hired Veenstra & Kimm to create a Major Streets Master Plan. Efforts were put on pause for this Major Streets Master Plan until after the 2022 Building Bondurant Comprehensive Plan was created in an effort to ensure both planning documents were coordinated with one another. The major objectives of the Major Streets Master Plan is to 1) Predict order or magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and 2.) Look at what other needs the surface transportation may have.

Adoption of the Major Streets Master Plan is consistent with Policy 22A of the Building Bondurant Comprehensive Plan, which reads: Require new development to accommodate not only the needs of the local street network, but also future arterial and collector streets based on the City's ultimate street map.

The Planning & Zoning Commission reviewed this Major Streets Master Plan at their December 14, 2023 meeting and will again review during their meeting on March 14, 2024. Between December and March, Veenstra & Kimm has made changes to the plan based on staff comments. A summary of these minor changes include: updated proposed number of future along some existing and future areas of the community, including Grant Street South and Eisenhower Drive SE; corrected street alignments on future street projects where the alignment is known; and including a note on the map that where the number of lanes is not assigned, this number will be assigned at a later date based on current and anticipated future conditions of the area.

The resolution also notes that approval also includes formalizing the future arterial and collector street policy as presented in the Major Streets Master Plan. This policy reads: as rural sections develop, both gravel and paved roadways, into urbanized areas, cost sharing with adjacent landowners will need to assist the City in constructing improved

streets and that it is typical that one lane of the new street is assessed to the adjacent properties.

FUNDING SOURCE: N/A to adopt plan

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-76
2. Final Major Streets Master Plan, Map
3. Final Major Streets Master Plan

CITY OF BONDURANT
RESOLUTION NO. 240318-76

RESOLUTION ADOPTING THE MAJOR STREETS MASTER PLAN, INCLUDING
FORMALIZING THE FUTURE ARTERIAL AND COLLECTOR STREET POLICY AS
PRESENTED IN THE MAJOR STREETS MASTER PLAN

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BONDURANT, IOWA:

WHEREAS, in 2019 the Bondurant City Council approved a professional services agreement with Veenstra & Kimm to have a Major Streets Master Plan created; AND

WHEREAS, this Major Streets Master Plan will help to: predict order and magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified; and will look at what other needs the surface transportation may have.

WHEREAS, the creation and adoption of a Major Streets Master Plan is consistent with Policy 22A of the Building Bondurant Comprehensive Plan which states the City should require new development to accommodate not only the needs of the local street network, but also future arterial and collector streets based on the City's ultimate street map; AND

WHEREAS, the Planning & Zoning Commission has reviewed the Major Street Master Plan during their meetings in December 2023 and March 2024 and have voted on recommended approval; AND

WHEREAS, the Bondurant City Council held a public hearing on March 18, 2024 to consider public comment prior to adopting this plan.

WHEREAS Page 13 of the Major Streets Master Plan includes the following: as rural sections develop, both gravel and paved roadways, into urbanized areas, cost sharing with adjacent landowners will need to assist the City in constructing improved streets and that it is typical that one lane of the new street is assessed to the adjacent properties; AND

WHEREAS the above cost-sharing policy statement applies to rural sections and new street corridors classified as being an arterial street, unless otherwise deemed necessary by the City of Bondurant to require a lesser adjacent property owner cost share to complete the project when deemed a necessary project to benefit overall community connectivity and general public health, safety, and welfare; AND

WHEREAS the above cost-sharing policy statement may also apply to rural sections and new street corridors classified as being a collector street only when deemed necessary by the City of Bondurant to participate in a cost-share approach to benefit overall community connectivity and general public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bondurant,

Iowa, that the Major Streets Master Plan is hereby approved as presented, including formalizing the Future Arterial and Collector Street policy as presented in the Major Streets Master Plan subject to the following City Code/Policy clarification recommendation items:

1. 2nd Street NE is updated to show as an Arterial Street.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 4th day of March, 2024.

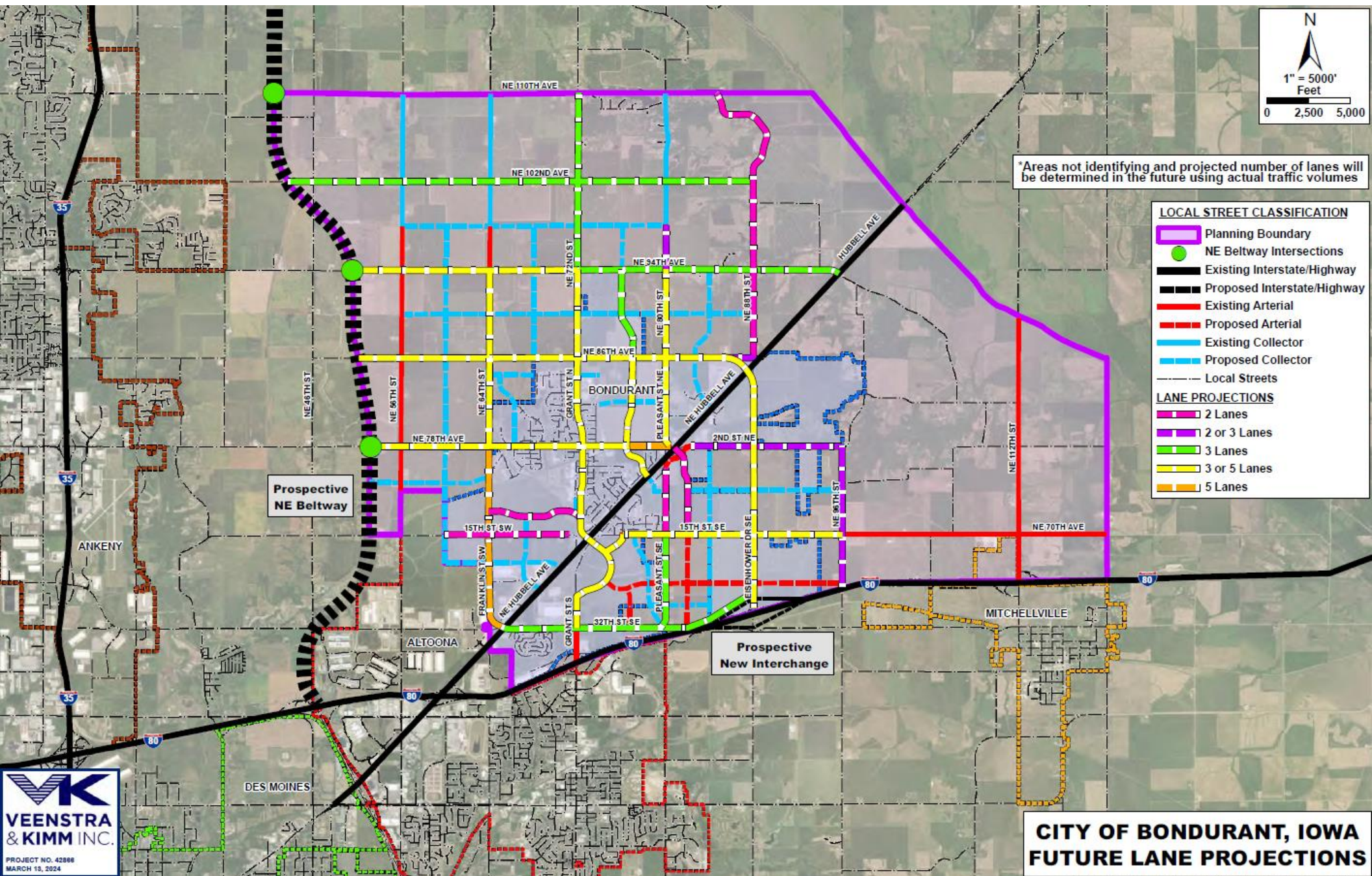
By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

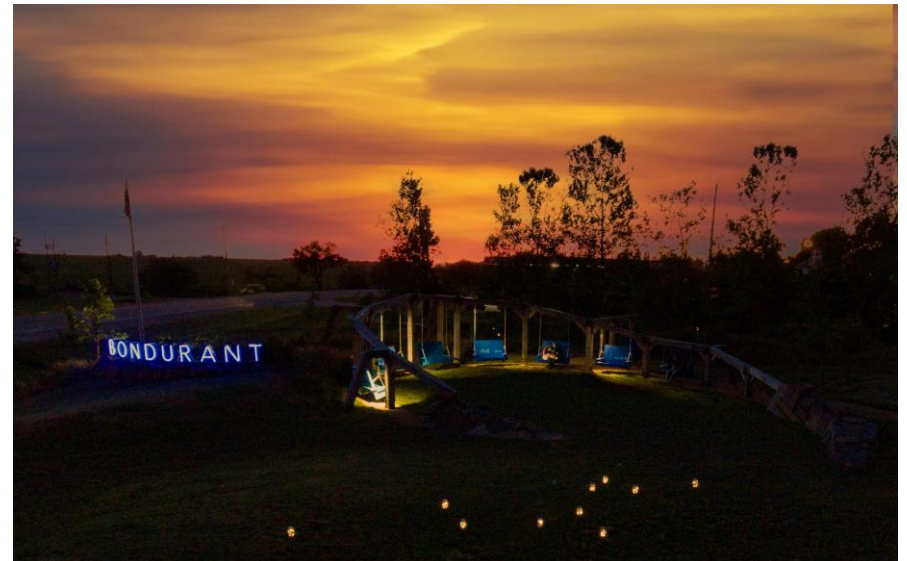


CITY OF BONDURANT

March 2024



MAJOR STREETS MASTER PLAN



INTRODUCTION

The City initiated this Major Streets Planning effort in 2020 and a draft plan was presented to Council in July of 2021. This effort was put on hold for the City to create its latest comprehensive plan which was adopted late in 2022. It was critical for the comprehensive plan to be completed and adopted prior to the completion of this study. With the revised planning area, changes and updates to the future land use plan, the new traffic levels and planning level number of lanes required to accommodate the projected traffic volumes have been updated to correlate with this new plan.

The major objectives of this Major Streets Plan is to (1) predict order of magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and (2) look at what other needs the surface transportation system may have.

Discussions on traffic calming and what may be in the future for US 65/Hubbell Avenue will also be briefly discussed.

Future street improvements will need to consider the City's Complete Streets Policy and work with staff on what aspects of this policy will be implemented on specific streets given land use, vicinity and character desired.

OVERVIEW

As the City of Bondurant continues to grow, the demands placed on the transportation network continues to grow as well. The ability of the network to handle this increased demand will directly affect the quality of life in Bondurant. Therefore, it is important to recognize the need for a well-planned and connected transportation network that provides Bondurant with safe, efficient, and affordable travel. Planning for the future transportation system in Bondurant must account for the effective linkages between different parts of the City, as well as linkages to the surrounding Des Moines Metropolitan area. Bondurant with the aid of grants and outside funds has completed several major transportation investments over the last several years, including 32nd Street SW, Shiloh Rose Parkway, intersection improvements at Grant Street North and 2nd Street NW/NE and smaller collector roads throughout the community. The City must continue to proactively plan for future transportation needs and various expansions of the system.

The overall roadway network is expanding to accommodate developing parts of the community. In 2016, there were approximately 35.5 lane miles of local roads, excluding Hubbell Avenue/US 65 in Bondurant. In 2020, that figure rose to 43.7 lane miles (23% increase from 2016) and in 2022, that figure increased to 47.5 lane miles (34% increase over 2016).

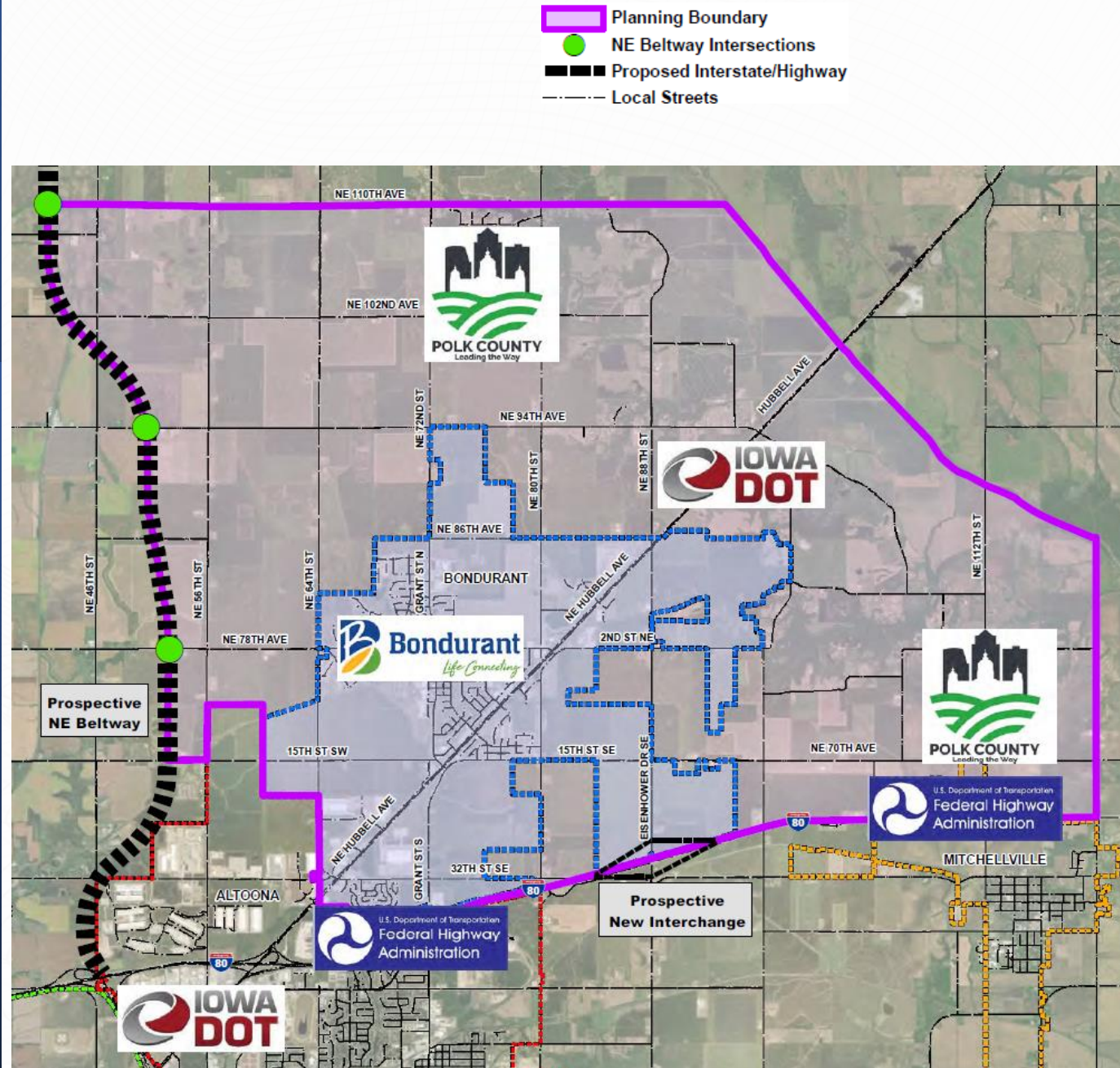
Past Efforts: Long range transportation planning is becoming a critical part of Bondurant's core activities. Past planning efforts have included sub area studies, roadway system plans, and speed studies. These efforts provide greater detail on specific topics that may not be typically addressed or discussed within a comprehensive plan. Therefore, it is critical to recognize some of these past planning efforts as they provide additional guidance and community direction related to transportation investments.

JURISDICTION



As with all municipalities, jurisdiction over the roadway system is shared amongst different levels of government (i.e., federal, state, county and city). Bondurant is responsible for operating and maintaining the majority of the roadways within the community. The NE Beltway as proposed at the time of this document is used as the western limits of the study area. Hubbell Avenue/US Highway 65 is maintained by the Iowa Department of Transportation (Iowa DOT). Portions of the system are maintained by Polk County. The jurisdiction of roadways is an essential element in the Transportation Plan, because it affects a number of critical organizational functions and obligations (regulatory, maintenance, construction, and financial). In this case, most of the roads are within the City's purview. Future roadway jurisdictions would likely be driven by the expansion and growth of the City outside of the City's corporate limits.

JURISDICTIONAL MAP



CLASSIFICATION

Roadway functional classification categories are defined by the role roadways play in serving the flow of trips through the overall roadway system. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access, and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access, and connect to higher functioning roadways. A balance of all functions is important to any transportation network. A roadway's functional classification is based on several factors, including:

- Trip characteristics: length of route, type and size of activity centers, and route continuity
- Access to regional population centers, activity centers, and major traffic generators
- Proportional balance of access, ease of approaching or entering a location
- Proportional balance of mobility and ability to move without restrictions
- Continuity between travel destinations
- Relationship with neighboring land uses
- Eligibility for State and Federal funding

CLASSIFICATION DEFINITIONS

Principal Arterials: Principal Arterials are the highest classification of Aerials and were designed and constructed with mobility and long-distance travel in mind. They provide limited access at grade separated interchanges, while offering high levels of mobility and linking urban centers throughout the nation. Interstate (I) 80 is the only interstate traveling throughout the City of Bondurant.

Arterials (other): Other Arterials connect regional transportation routes (in the case of Bondurant, Interstate 80) with local connector streets. They provide less access than connectors and do not penetrate identifiable neighborhoods. Roadways identified as Arterials (other) within the City of Bondurant.

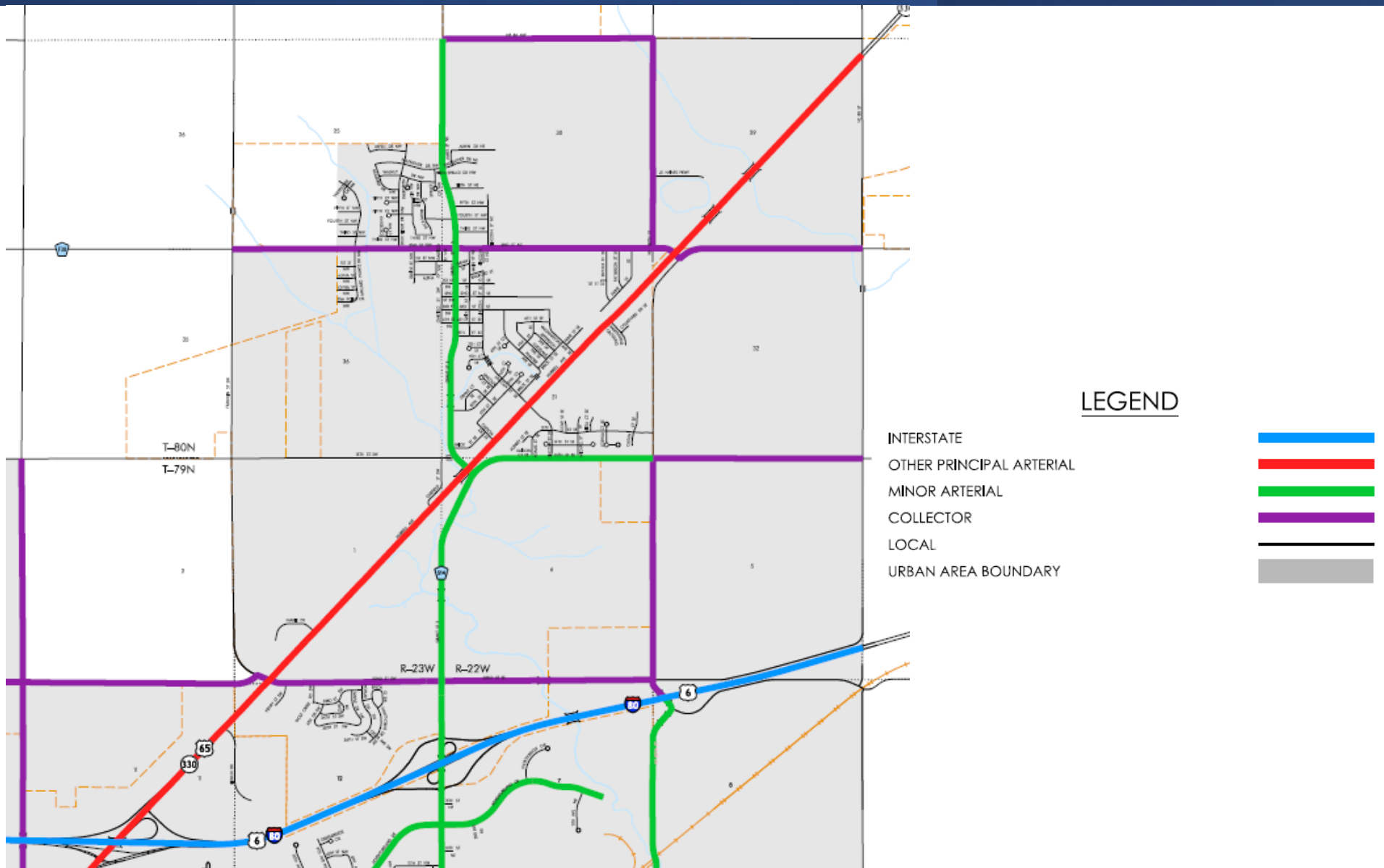
Collectors: Collector streets provide land access and traffic circulation within residential, commercial, and industrial areas of Bondurant. The Collector streets gather traffic from local streets and channel it towards the arterial system.

Local Roads: Local roads and streets provide direct access to abutting land uses and offer the lowest level of mobility to the broader community. All the other roadways not listed (in the City limits, and within the future growth area) are classified as Local Roads.

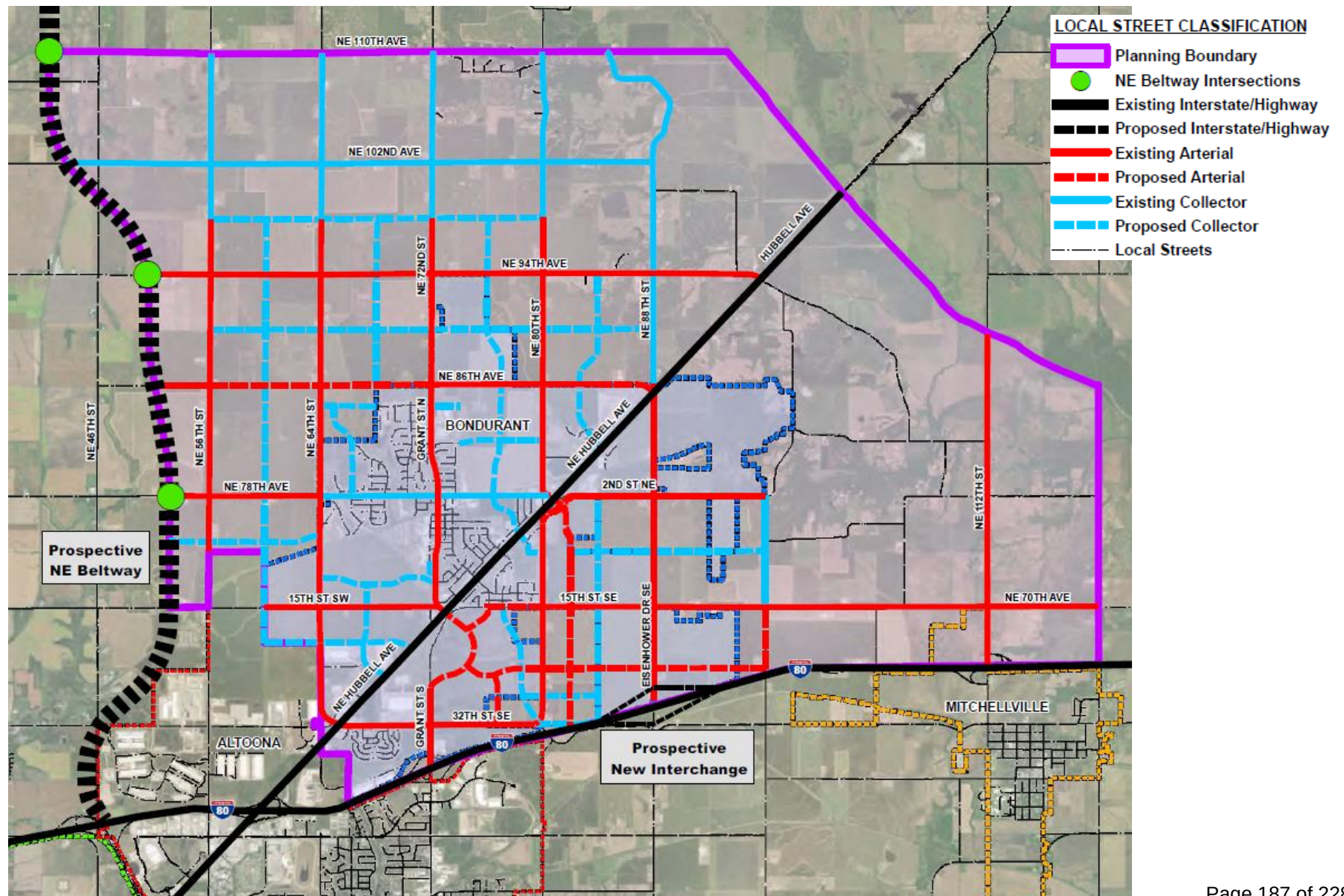
The following page shows how the Iowa Department of Transportation has critical roadways within Bondurant classified as they relate to the Des Moines Area. The local classifications map that is a part of the City's Building Bondurant Comprehensive Plan follows the State's classification map.

The difference between the two classification maps shows how each jurisdiction classifies streets within their own system. The state system looks at a larger land area and how the streets services the area. In this case the Des Moines Metro. The City classifications only address each street and how it services the City of Bondurant.

FEDERAL FUNCTIONAL CLASSIFICATION MAP



LOCAL CLASSIFICATION MAP



FUTURE SYSTEM

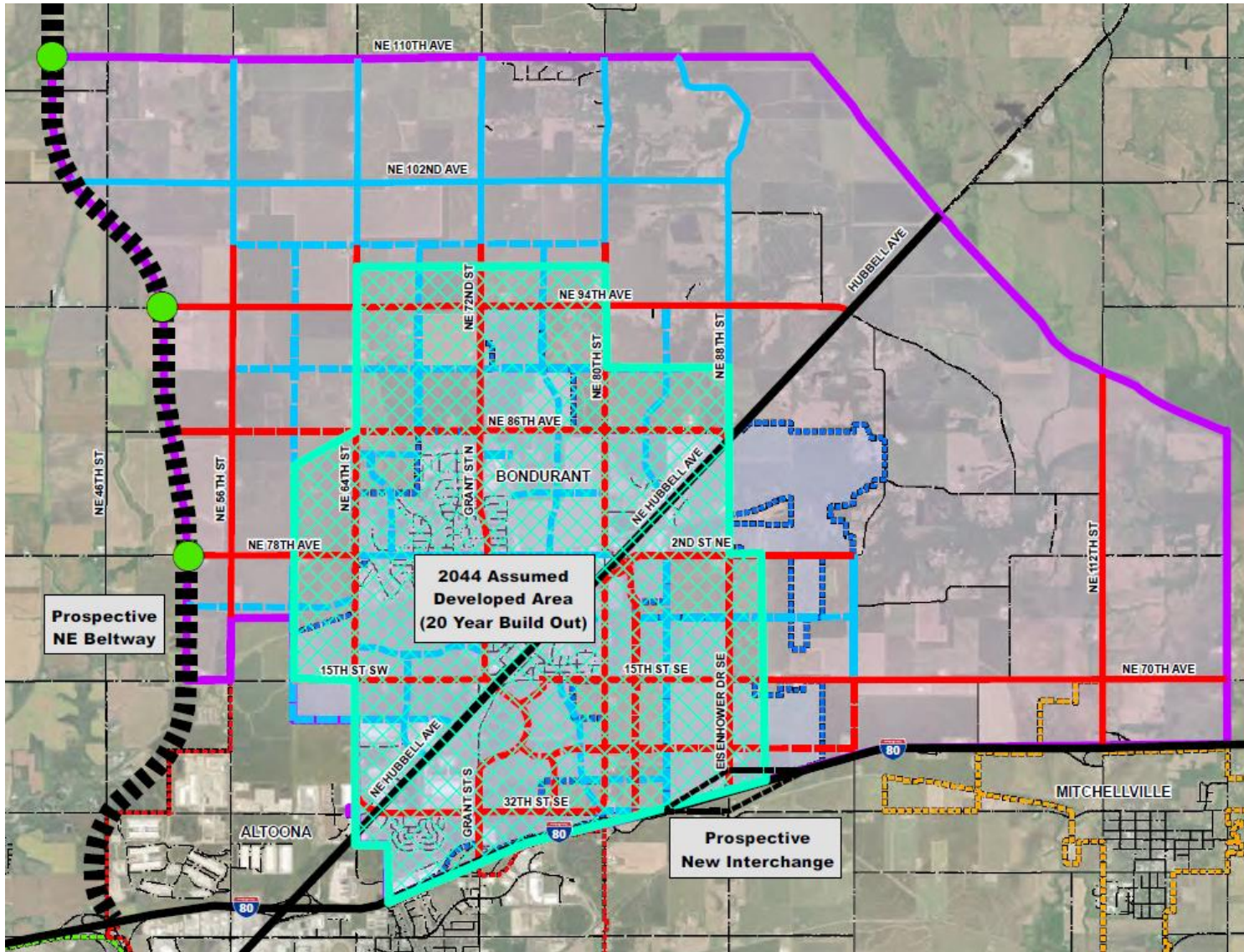
As the community grows, so will its transportation needs. These needs will vary across all modes of transportation. However, a large portion of the City's transportation assets is the physical roadway.

Future Traffic Volumes: Traffic forecasts are an essential tool to determine the adequacy of the road system to handle future development, as anticipated by the City and surrounding communities. The traffic volumes generated for this plan assume a certain level of development will occur by the year 2044 that is consistent with the Land Use Plan. The higher level of traffic volumes generated for the ultimate street planning effort is based on full development of the Land Use Plan over the entire planning area as defined in the City's recent comprehensive plan update.

Achieving this growth may take decades to occur; however, it is important to plan accordingly for a transportation system that can safely move people throughout the community. A planning-level assessment was prepared to help forecast the potential needs of the 2044 traffic volumes will have on the system and what level of general capacity improvements will be required to accommodate these future volumes. Similarly, a look at the full development potential of the planning area and its impacts on the City's street system was performed. This planning level assessment utilized the projected 2044 and Full Development traffic volumes to predict the needed number of travel lanes to efficiently move the traffic within Bondurant. It does not, however, provide a basis for determining the need for specific intersection improvements. The traffic volume ranges are based on professional engineering and planning judgment.

As development occurs in varying parts of the community, traffic impact studies will be required to determine what specific improvements may be required to accommodate these specific developments. Improvements and recommendations will be needed on turn lanes, traffic control, access control and possible funding should be considered.

2044 ASSUMED DEVELOPED AREA



- Planning Boundary
- Bondurant City Limits
- Floodplain
- Parcels
- Existing Highway / Interstate
- Proposed Highway / Interstate
- Proposed NE Beltway Interchange
- Existing Arterial
- Proposed Arterial
- Existing Collector
- Planned Collector
- Planned Regional Detention
- Open Space / Agriculture
- Rural Residential
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Downtown Mixed-Use
- Mixed-Use
- Retail Flex
- Neighborhood Commercial
- Regional Commercial
- Business Park / Light Industrial
- Industrial
- Public / Semi-Public
- Parks / Recreation

RECOMMENDED LANES PER ADT RANGE

2 Through Lanes	0 to 6,000 ADT
3 Lane Section	6,000 to 16,000 ADT
4 Through Lanes	Special Cases
5 Lane Section	over 16,000 ADT

- ADT- Average Daily Traffic
- 4-lane streets operations create issues for through and turning vehicles. If turning volumes and access frequency create demand, it is better to construct a 5-lane street.
- 3-lane streets are safer than 4-lane streets in the volume ranges indicated unless through volumes are very high with limited access points. Capacity can be increased with auxiliary lane additions at critical locations.
- As rural sections develop, both gravel and paved roadways, into urbanized areas, cost sharing with adjacent landowners will need to assist the City in constructing improved streets. It is typical that one lane of the new street is assessed to the adjacent properties.
- The modeled traffic volumes do not account for a new proposed I-80 interchange nor the potential reroute of US 65 to the new proposed interchange at I-80. These potential changes could greatly influence the required number of lanes on certain streets.
- At the end of the report is a map showing lane projections developed by V&K and City staff.

Lane Recommendations/Modeled

STREET	Lane Count	Modeled ADT
Franklin Street	5 lanes	20,000 to 40,000
Grant Street	5 lanes (Hubbell to 94 th) 3 lanes (elsewhere)	12,000 to 30,000
Pleasant Street	3 lanes	5,000 to 10,000
NE 88th Street	2 or 3 lanes	4,000 to 8,000
NE 96th Street	2 or 3 lanes	4,000 to 8,000

Traffic volumes will be monitored. As volumes approach the 50% threshold, improving streets to their ultimate lane count should be considered.

Lane Recommendations/Modeled

STREET	Lane Count	Modeled ADT
NE 102nd Ave	3 lanes	8,000 to 12,000
NE 94th Ave	3 lanes	4,000 to 9,000
NE 86th Ave (16th St)	3 lanes (w)	3,000 to 8,000
	5 lanes (e)	12,000 to 20,000
2nd Street NE/NW	5 lanes (w of 65)	20,000 to 30,000
	2 or 3 lanes (e of 65)	3,000 to 7,000
15th Street SE/SW	2 lanes (w)	5,000
	3 to 5 lanes (e)	up to 20,000
32nd Street SE/SW	2 to 3 lanes	up to 10,000

Traffic volumes will be monitored. As volumes approach the 50% threshold, improving streets to their ultimate lane count should be considered.

ROADWAY AND RIGHT OF WAY WIDTHS

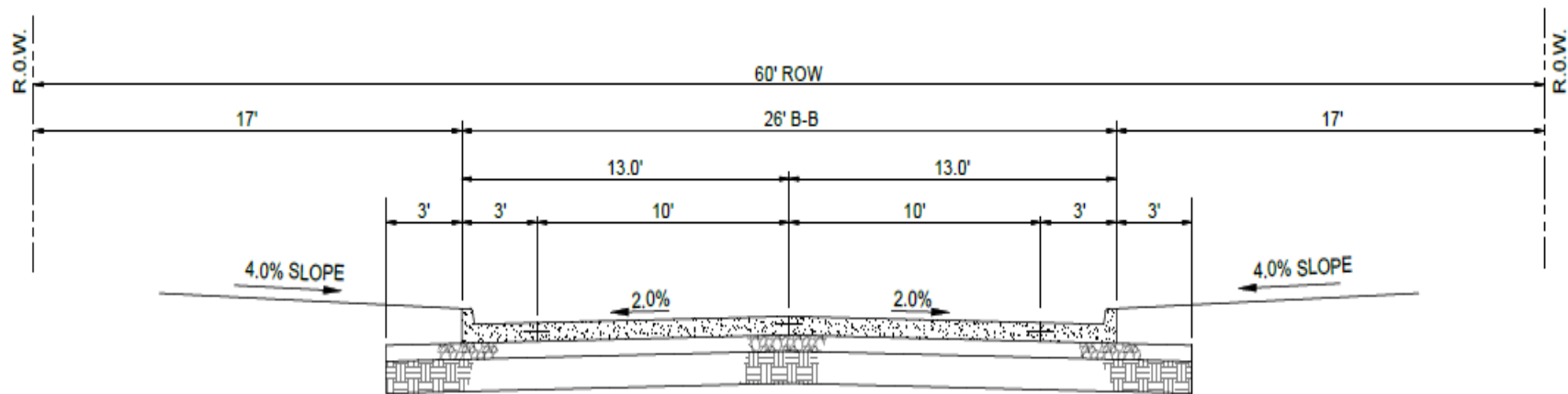
Number of Lanes	Median	Roadway Width	R/W Width	Greenspace	On Street Parking
2	no	26	60 min	12+	no
2	no	31+	60 min	14+	one sided
3	no	43	80 min	18+	no
4	no	53	90 min	18+	no
5	painted	65	100 min	17+	no
5	raised	70+	110 min	20+	no

RECOMMENDED LANES and TYPICAL SECTIONS

The following typical cross sections for each street width based on the number of travel lanes is intended to offer flexibility in meeting the intent to implement the City's "Complete Streets" policy, and not intended as mandates for particular developments or street construction. Each situation will be reviewed and assessed by staff. Land use, traffic volumes and character of the proposed development or neighborhood will be considered when establishing the appropriate greenspace and right of way width.

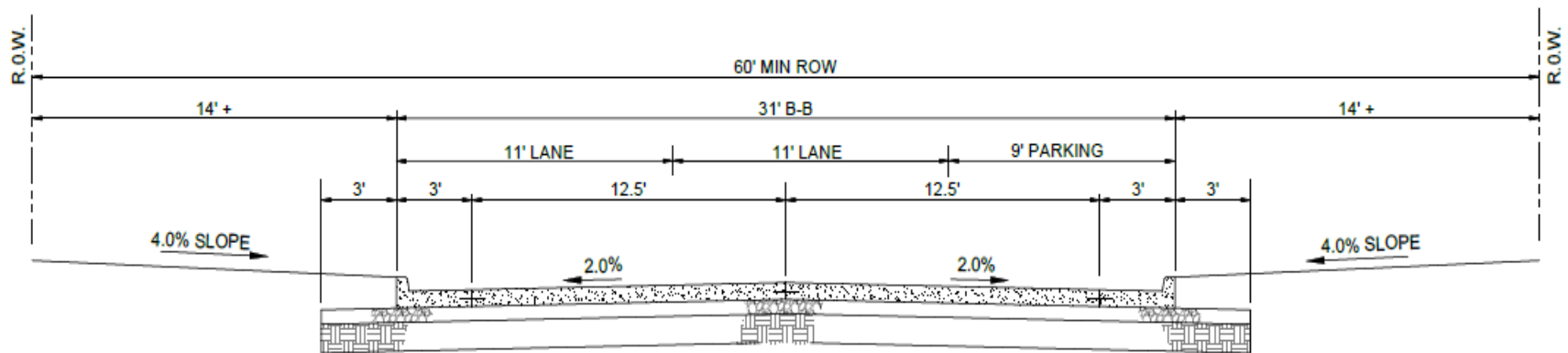
TYPICAL SECTIONS

TWO LANE STREET



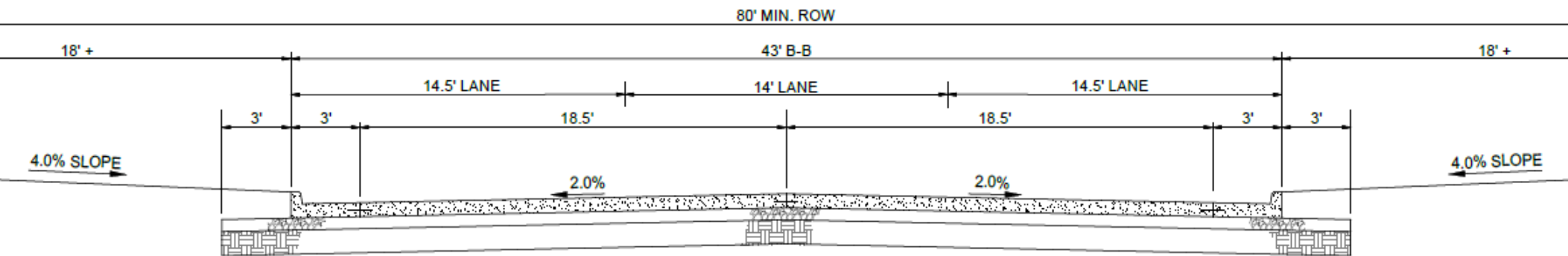
TYPICAL SECTIONS

TWO LANE STREET WITH PARKING



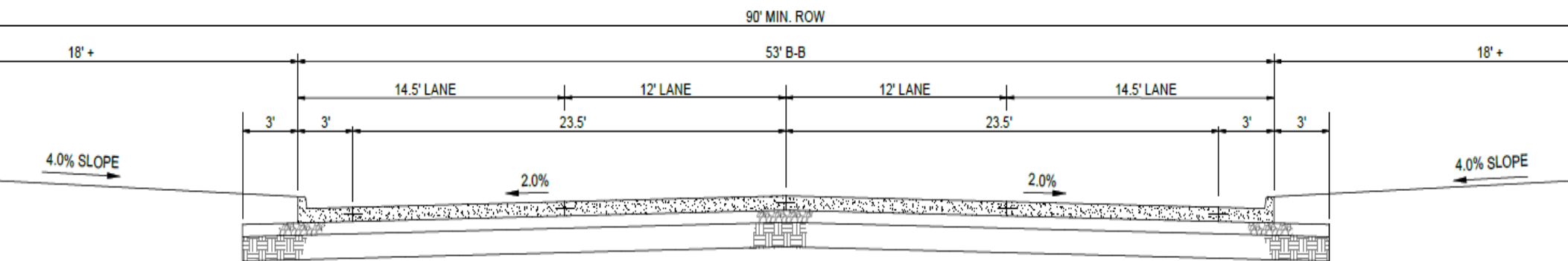
TYPICAL SECTIONS

THREE LANE STREET



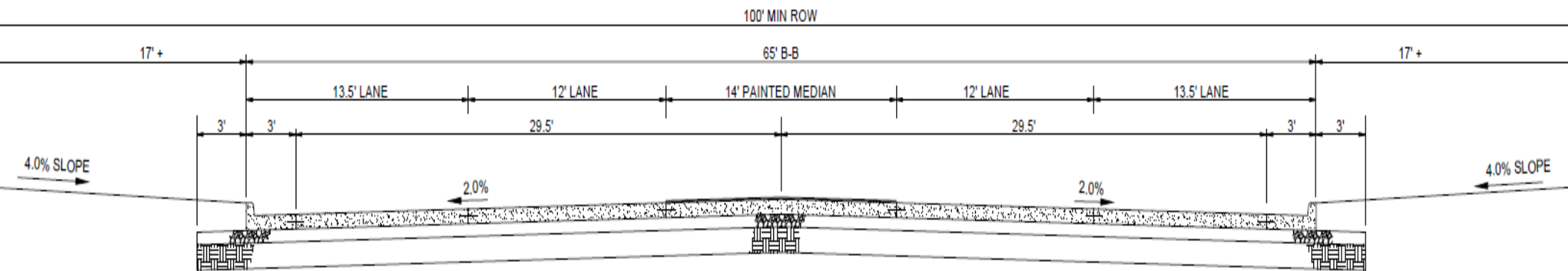
TYPICAL SECTIONS

FOUR LANE STREET



TYPICAL SECTIONS

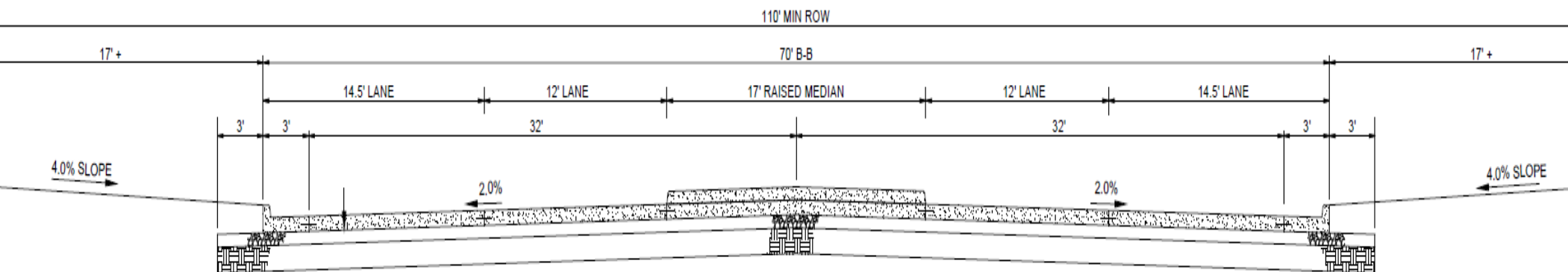
FIVE LANE STREET WITH TWLTL (Two Way Left Turn Lane)



TYPICAL 65' STREET CROSS SECTION
NO SCALE

TYPICAL SECTIONS

FIVE LANE STREET WITH MEDIAN



TYPICAL 70'+ STREET CROSS SECTION
NO SCALE

TYPICAL SECTIONS



ACCESS MANAGEMENT

Access management is an important aspect of providing a safe and efficient roadway network. Access management should be applied to major collectors and arterials and measures to be considered include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts.
- Limiting the number of driveway access points to reduce conflicts.
- Aligning access with other access points.
- Sharing access points, through internal connectivity between properties with different owners.
- Encouraging indirect access rather than direct access to high volume arterial roads.
- Constructing parallel roads and backage or frontage roads.
- Implementing sight distance guidelines to improve safety.
- Using channelization to manage and control turning movements.

TRAFFIC CALMING

There are many traffic calming options available to be used in urban corridors. These measures are typically found on lower classification roadways (minor collectors or local streets) but with the correct design some can be used on higher classification roadways such as medians, islands or roundabouts.

- Closures
- Diagonal Diverters
- Roundabouts
- Chicanes
- Chokers
- Median Island (with possible texture or surface treatment)
- Mini Roundabout/traffic circle
- Parking on Street
- Raised Intersections (with possible texture or surface treatment)
- Speed Humps (with possible texture or surface treatment)
- Speed Tables (with possible texture or surface treatment)

TRAFFIC CALMING

The following are traffic calming measures that are easier to implement on existing streets

Parking on street, chicanes by parking.

- These treatments are easily implemented through signage and information sharing. A field review should be conducted to develop locations for these treatments. These do require snow ordinance to be in place and enforced to keep snow removal as efficient as possible. A variation of this would be alternating sides of the street for parking. Odd days east side, even days west side, or something along those lines. This would reduce the occurrences of leaving parked cars on the street for extended periods of time.

Chokers, median islands and mini-roundabouts.

- These treatments involve either adding pavement or removal of pavement to achieve the desired effects and may need to take into account drainage. Mini-roundabouts would need to be coordinated and not deployed at adjacent intersections. This can affect emergency vehicle access. These installations do slow traffic down and keep unwanted users from traveling the corridor. Chokers and median islands accomplish much the same thing by reducing travel widths. Chokers are installed on the outside of the section while median islands are placed on the center of the pavement section.

Raised Intersections, Speed Humps and Tables.

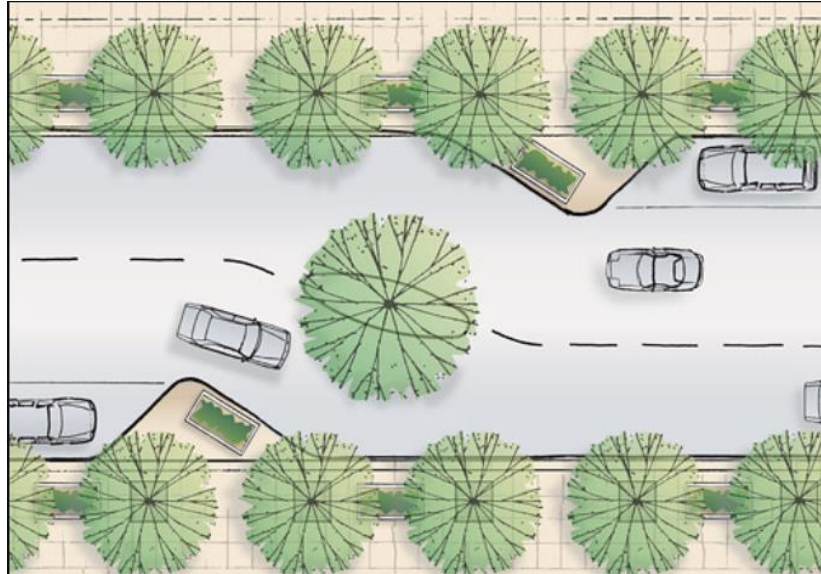
- These elements involve complete reconstruction of pavement or retrofit construction and should be doweled and added to the existing street or intersections. This too can affect drainage and additional system improvements may be required, depending on drainage patterns. Humps and tables can be used mid-blocks and can be designed to allow drainage patterns to be maintained. Speed tables can also be used to accommodate and bring attention to pedestrian crossings.

Another category is bumpouts.

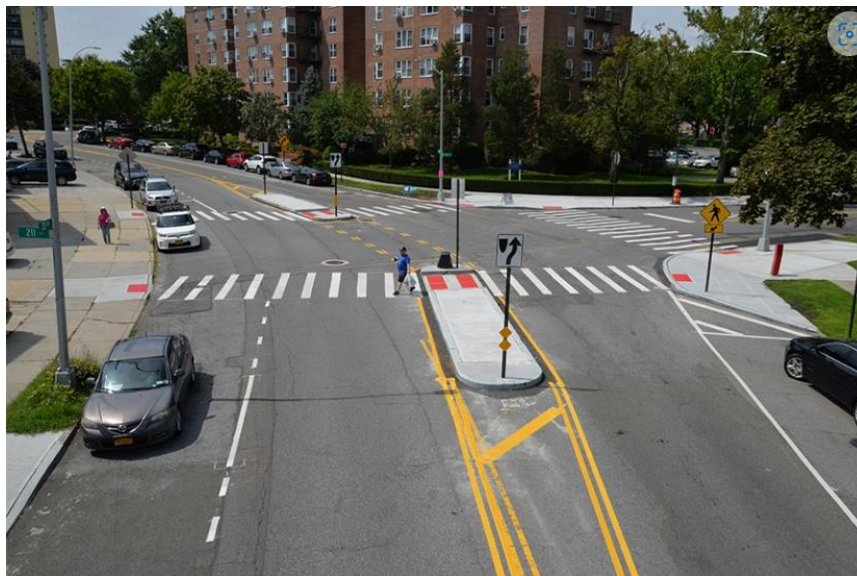
- Typically installed in business districts to shorten pedestrian crosswalk lengths, could be implemented due to street width being greater than a minimum 2 lane street width. Again, these can be expensive to install if drainage is impacted and nearby storm system is not available. These too can be designed to allow drainage to continue but require special detailing and increased maintenance.

TRAFFIC CALMING

Parking on street, chicanes by parking.



Chokers, median islands and mini-roundabouts.



TRAFFIC CALMING

Raised Intersections, Speed Humps and Tables

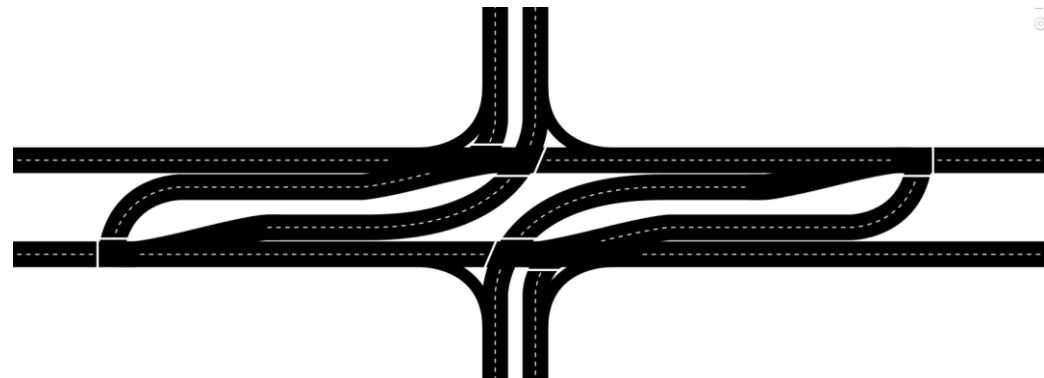


Bumpouts.



HUBBELL AVENUE/U.S. 65

- The Iowa Department of Transportation, having jurisdiction over Hubbell Avenue, is wanting to delve into a number of topics as it relates to the future of Hubbell Avenue and how it can best serve both the City of Bondurant and its long trip commuters.
- Two main topics have been discussed to date. Signalized intersections and the concept of 'super streets'. The Department of Transportation is wanting to define the number and location of signalized intersections along Hubbell Avenue within the City of Bondurant.
- The other topic is relatively new as it relates to a push in Iowa to look at the concept of super streets. The concept itself is referring to the installation and use of J turns to restrict cross traffic from unsignalized intersections at Hubbell Avenue/US 65.
- Below is a graphic the showing the intent of this type of access control. This concept reduces the number of conflicts a driver must encounter in order cross the four-lane divided highway.

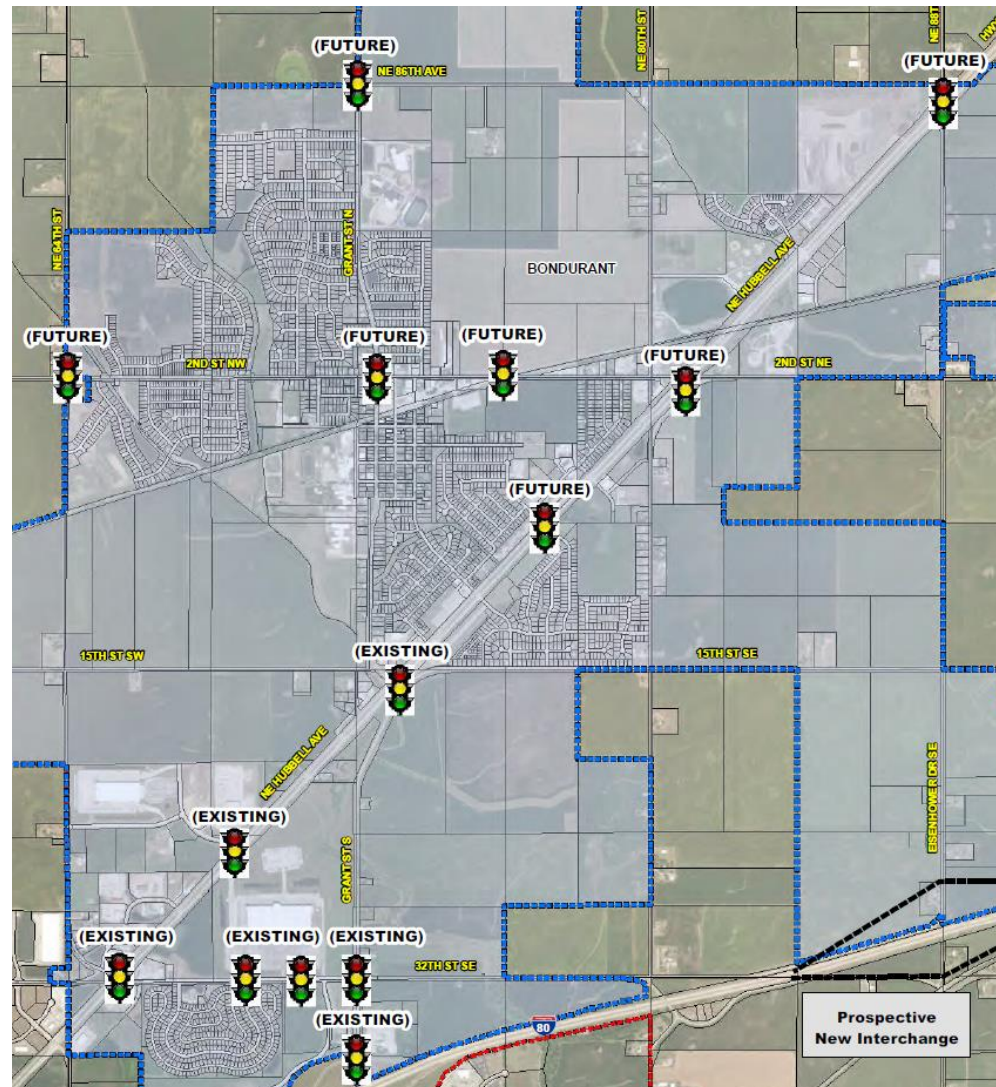


HUBBELL AVENUE/U.S. 65

- Another issue as it relates to Hubbell Avenue is speed. The state relies on the use of speed studies to determine the posted speed limit. This is determined by taking actual speeds of a large sample of drivers on a typical weekday and determines the 85th percentile speed. That is the speed at which 85% of drivers feel safe to travel on that given roadway.
- The City would like to see the current posted speed within the corporate limits to be reduced. Similar corridors have been studied by the state with adjustments to speeds and access coming over a long period of time.
- Another such corridor is Iowa 141 through the communities of Grimes, Johnston and Granger. These communities have experienced greater volumes of traffic. In 2016, just north of Grimes, Iowa 141 carried nearly 20,000 vehicles per day (vpd). This compares to US 65 just north of Bondurant was carrying 9,000 vpd.
- The Iowa 141 corridor has been under construction to improve its capacity and safety for some time. Hubbell Avenue still has capacity however the state is wanting to address issues in Bondurant before they become challenges similar to the Iowa 141 corridor.
- The concept of rerouting US 65 to the new prospective interchange at Interstate 80 and creating 'Business 65' along existing Hubbell Avenue should be considered and discussed with the Iowa Department of Transportation.

TRAFFIC SIGNAL LOCATIONS

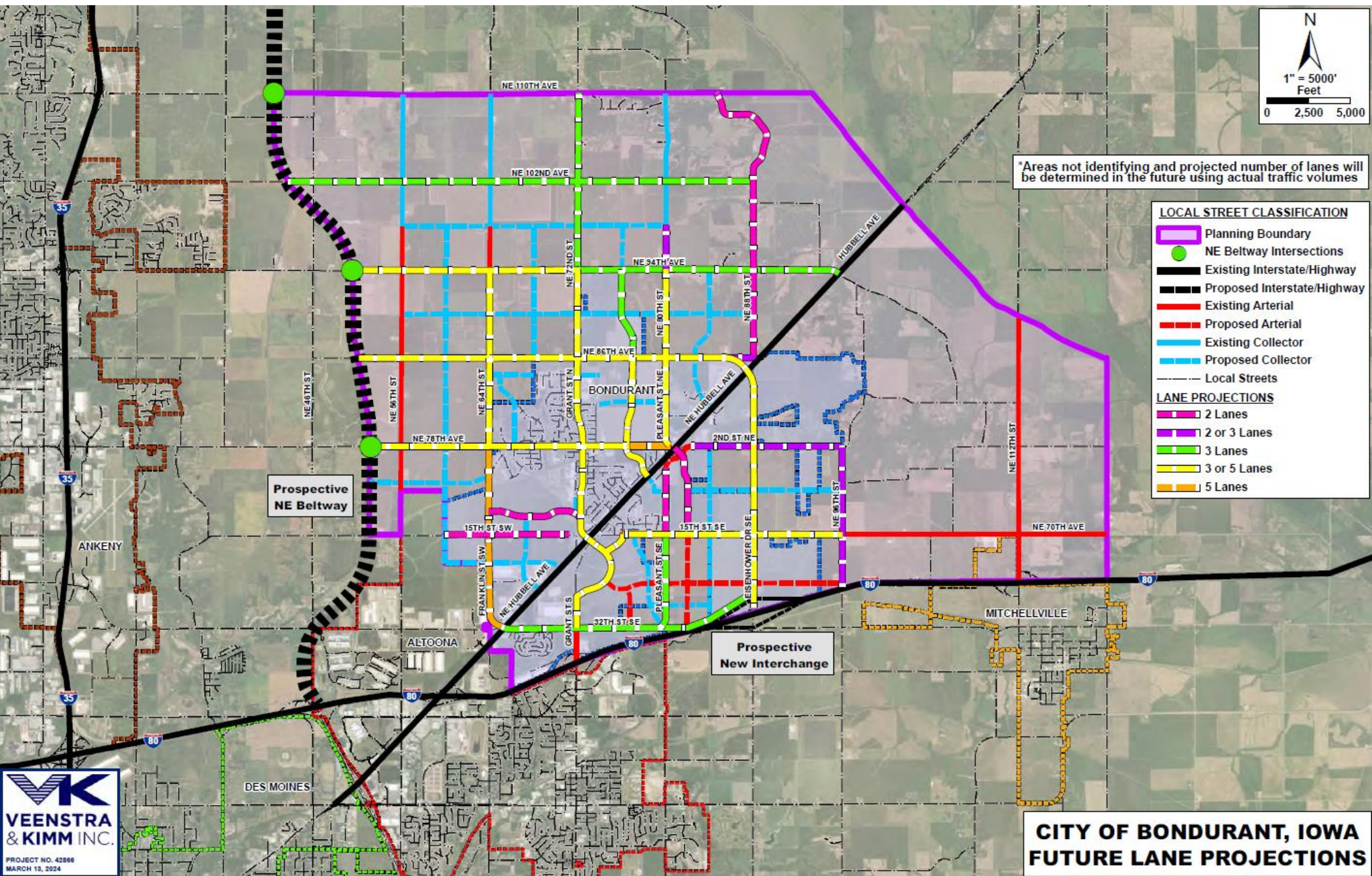
The graphic below indicates the locations where traffic signals exist today and where signals are likely to be installed in the future. Additional locations can develop as land uses change and intensify and traffic level increase with population changes. Signals on US Highway 65/Hubbell Avenue will need to meet signal warrants and be approved by the Iowa Department of Transportation. These signals will also likely need to be interconnected to enhance through travel efficiency.



NEXT STEPS

The following are suggested next steps for the City and Council to consider. There may be additional steps to take depending on the direction given and the priorities based on factors such as current development, perceived and real traffic issues, financing, adjacent jurisdictional priorities and others.

- Adopt this master plan.
- Have discussions with the Iowa Department of Transportation (Topics could include but not limited to: (1) prospective interchange with I-80 (2) rerouting of US 65 away from Hubbell Avenue (3) signalization of certain intersections with Hubbell Avenue/US 65 (4) Reduced conflict intersections at non-signalized access points along Hubbell Avenue (5) funding sources for the above items (6) Request another speed study/lower the posted speed limit on Hubbell Avenue/US 65.
- Investigate the concept of 'cool streets' and how this may interplay and relate to the City's complete streets policy.
- Develop additional traffic models with the following possible scenarios: (1) add the prospective interchange with I-80 (2) add the prospective interchange plus reroute US Hwy 65 to that location (3) add the NE Beltway into the modeling scenarios.
- Develop any policies related to this master plan for interactions with future developments.





**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.c.
For Meeting of 3/18/2024
Resolution

TITLE: - Resolution approving the Alan's Seamless Gutters site plan for an addition at 1601 Garfield Street, SW

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: The City is in receipt of a site plan for review by the Planning & Zoning Commission and City Council for the existing 79,123 square foot parcel of land at 1601 Garfield Street SW accessed from Garfield Street SW. The site plan applicant is Alan's Seamless Gutters. The site plan was prepared by Vic Piagentini, with Associated Engineering Company of Iowa, and owned by Todd Cooney. The applicants are proposing a 4,000 square foot addition to their existing warehouse/storage building. The portion of the property proposed for improvements is zoned as being within the City's Limited Industrial (M-1) District.



When the Planning & Zoning Commission and City Council review site plans, they review for consistency with the following documents: Comprehensive Plan; Zoning Code; and Comments from City Officials.

Consistency with the City's Comprehensive Plan:

M-1 building improvements at this location are consistent with the 2022 Comprehensive Plan which guides for Business Park/Light Industrial at this location.

Consistency with the City's Zoning Code:

Below are notes detailing how the Zoning Code is met for this request or what additional information is needed to ensure the Code will be met for this development.

General Commercial Use & Bulk

- The site plan labels the required setbacks at this location - a 50' front yard setback along Garfield Street SW, a 50' rear yard setback from their eastern property line and 20' side yard setbacks from the northern and southern property lines.

Parking/Drive Areas

- Access to the site is available from Garfield Street SW. The site plan shows two access points in the southwest and northwest corners of the property. Both access drives are existing, and the access in the northwest corner would be used to access the proposed building
- The site plan shows the existing access drive in the southeast corner of the site is closer than 3' from the southern property line. The additional access drive being used to access the proposed building will be more than 3' away from all property lines as required by Section 177.10.1.
- All drives are existing and are gravel.
- Section 177.09.05 of the Zoning Code will be applied when determining minimum parking stall count requirements at this location. This section reads: Warehouse/Storage: one (1) space per employee.
- There are at least five parking spaces currently on site.

Stormwater, Utilities & Natural Features

- A drainage report was included on the first page of the submitted site plan. Veenstra & Kimm reviewed the report and the site plan and submitted review comments which are attached.
- This property is not located within a Sewer Connection Fee District or a Water Connection Fee District.
- A portion of the site is situated within FEMA's 100-year floodplain. The proposed building is located outside the 100-year floodplain.
- A portion of the site is situated within the City's Stream Buffer Ordinance area. The proposed building is located outside the City's Stream Buffer Ordinance area.



Landscaping Plan

- Page 3 of the site plan shows the required landscaping plan. Notes on this:
 - The site plan shows that the required general trees will be located at least 4' away from the front property line as required by Section 182.05.E of the Zoning Code. The site plan is showing nine (9) trees being located in the front yard setback area.
 - Section 182.04 of the Zoning Code requires deciduous trees conform to the minimum of 1 ¾ inch caliper in size at time of planting. The applicant has not provided the City with the size of tree(s) that will be installed.
 - The site plan notes that 75.4% of this site will be open space.

ARCHITECTURAL STANDARDS

- Site plan submittal includes the required building elevations. The submitted elevations appear to meet City requirements.

Other Site Plan Features

- The applicant owns 1601 Garfield Street SW and the lot directly to the north of it. The applicant has indicated the intent to bind the two lots together through a lot-tie agreement. The recording of this lot-tie agreement is required for the proposed building to meet setback requirements.

Comments from City Officials:

The following City departments were notified of the submitted site plan:

1. Public Works - reviewed and comments have been submitted to the applicant.
2. Engineering – reviewed and comments have been submitted to the applicant.
3. Fire Department - reviewed and comments have been submitted to the applicant.

FUNDING SOURCE: N/A

STAFF RECOMMENDATION: The Planning and Zoning Commission voted 7-0 to recommend approval of the submitted site plan at their March 14, 2024 meeting.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240318-77
2. Alans Seamless Gutters - 1601 Garfield ST SW - Site Plan - 2.23.24
3. Alans Seamless Gutters - 1601 Garfield ST SW - Elevations - 2.23.24

CITY OF BONDURANT
RESOLUTION NO. 240318-77

RESOLUTION REGARDING APPROVAL OF THE SITE PLAN FOR ALAN'S
SEAMLESS GUTTERS AT 1601 GARFIELD STREET SW, BONDURANT, IOWA

WHEREAS, Vic Piagentini, with Associated Engineering Company of Iowa, on behalf of the applicant, Todd Cooney, has submitted the site plan for an addition at 1601 Garfield Street SW, property described as follows;

BEG AT PT 226F S OF NW COR THN E 291.36F SE 42.11F SW 195F W 190F N 184F
TO POB NW ¼ NW ¼ LESS RD EAS SEC 5-79-22

AND

-EX NE 70TH AVE ROW- BEG NW COR THN S 226F E 291.36F NW RO N LN W 135F
TO POB NW ¼ NW ¼ LESS RD EAS SEC 6-79-22.

WHEREAS, the zoning for the property is Light Industrial District (M-1) and a contractor's office and/or storage building use is permitted per Sections 178.13.1.B of the Zoning Code; AND

WHEREAS the zoning for a portion of the property is Conservancy (U-1), and no portion of the contractor's office and/or storage building may be located in this area.

WHEREAS, the Planning and Zoning Commission voted 7-0, to recommend approval of the submitted site plan at their March 14, 2024, meeting subject to the following City Code/Policy clarification recommendation items;

1. A copy of the recorded lot-tie agreement is submitted to the City.
2. Address comments from Veenstra & Kimm.
3. Site Plan shall be updated to include number of employees on site and number of parking stalls provided.
4. If proposing to utilize the existing gravel parking spaces along Garfield Street SW/NE 72nd Street, the site plan shall be updated to show this area will be paved, and if this area is not necessary to meet minimum parking stall count requirements, the gravel shall be removed.
5. Site plan shall be updated to include stream buffer easement area that will need to be established.
6. An acceptable timeline submitted to City staff detailing when phased development of site will be completed and that a final certificate of occupancy will not be issued until the paving has been completed.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Bondurant, Iowa, the submitted Alan's Seamless Gutters site plan is hereby approved.

Passed this 18th day of March 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Action	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

Alan's Seamless Gutters - Site Plan

DRAINAGE SUMMARY

THE DRAINAGE FROM THE EXISTING SITE AS IS TODAY WILL BE COMPARED TO THE PROPOSED SITE AS SHOWN ON SITE PLAN. HYDROCAD VERSION 10.20-3g WILL BE USED TO COMPUTE RUNOFF FLOWS USING SCS TR-20 RUNOFF METHOD.

THE COMPOSITE CN FOR BOTH EXISTING AND PROPOSED IS 80. THERE IS NO STATISTICAL DIFFERENCE IN RUNOFF FOR THE TWO SCENARIOS. GRAVEL HAS A CN=96 PAVING CN=98.

TIME OF CONCENTRATION
TO COMPARE THE FLOW GENERATED BY THE SURFACE A TIME OF CONCENTRATION
OF 10 MINUTES WILL BE USED.

RUNOFF COEFFICIENTS

CN=98 ROOFS, HSG C
CN=98 PAVED PARKING, HSG C
CN=96 GRAVEL SURFACE, HSG C
CN=74 74% GRASS COVER, GOOD, HSG C
CN=61 SOIL WITH SQR (SOIL QUALITY RESTORATION)

RUNOFF SUMMARY

STORM EVENT		EXISTING SITE		PROPOSED SITE	
1	-YEAR	2.79	CFS	6,649	CF
2	-YEAR	3.65	CFS	8,640	CF
5	-YEAR	5.26	CFS	12,434	CF
10	-YEAR	7.76	CFS	16,304	CF
25	-YEAR	9.47	CFS	21,627	CF
50	-YEAR	11.02	CFS	26,484	CF
100	-YEAR	13.09	CFS	31,684	CF

(B) EXISTING SITE

Runoff = 13.09 cfs @ 12.01 hrs, Volume= 31,684 cf, Depth= 4.81"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-29.99 hrs, dt= 0.03 hrs
Type II 24-hr 100-Year Rainfall=7.12"

Area (sf)	CN	Description
4,600	98	Roofs, HSG C
5,784	98	Paved parking, HSG C
10,243	96	Gravel surface, HSG C
58,496	74	>75% Grass cover, Good, HSG C
79,123	80	Weighted Average
68,739		86.88% Pervious Area
10,384		13.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

(C) PROPOSED SITE

Runoff = 13.09 cfs @ 12.01 hrs, Volume= 31,684 cf, Depth= 4.81"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-29.99 hrs, dt= 0.03 hrs
Type II 24-hr 100-Year Rainfall=7.12"

Area (sf)	CN	Description
8,600	98	Roof, HSG C
11,290	98	Paved parking, HSG C
0	96	Gravel surface, HSG C
59,233	74	>75% Grass cover, Good, HSG C
79,123	80	Weighted Average
59,233		74.86% Pervious Area
19,890		25.14% Impervious Area

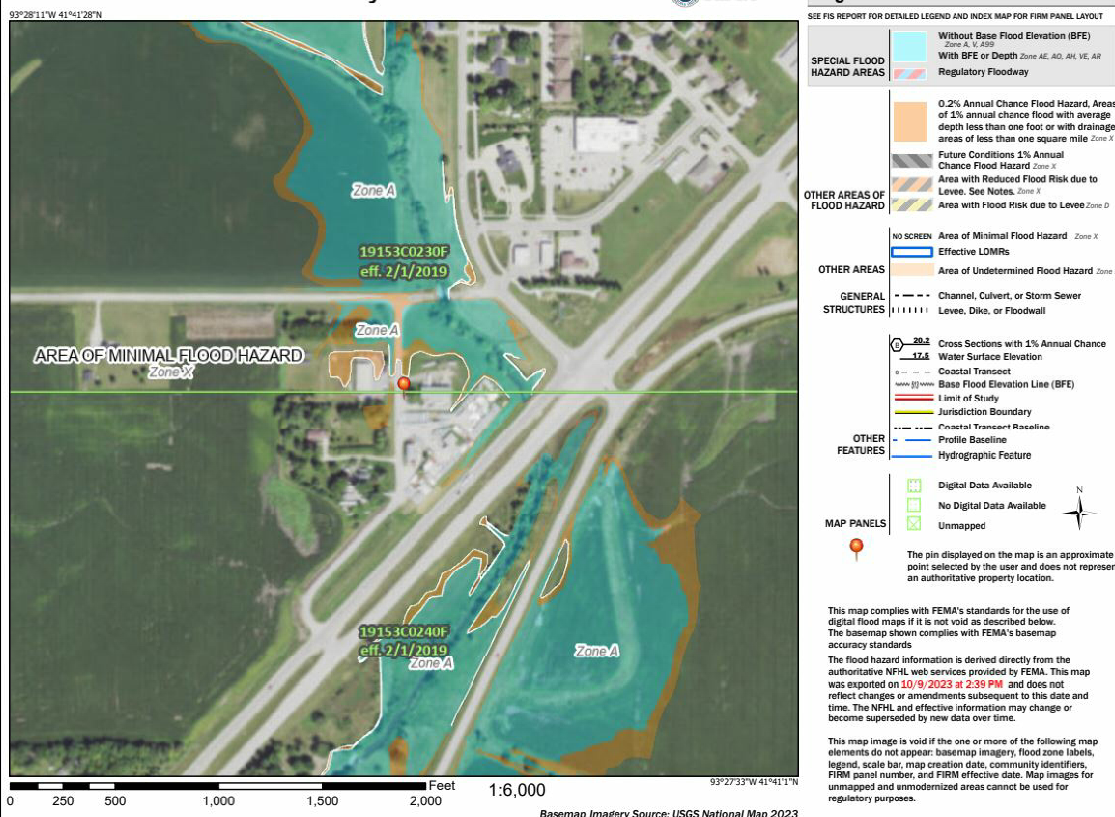
Tc (min)	Length (feet)	Slope (ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT O.S.H.A. CODES AND STANDARDS. NOTHING INDICATED ON THESE PLANS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPLICABLE OSHA REGULATIONS.
2. ALL CONSTRUCTION PROCEDURES AND MATERIALS TO MEET OR EXCEED MINIMUM REQUIREMENTS OF THE URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL REQUIRED PERMITS FOR PERFORMING THE WORK.
4. THE URBAN DESIGN STANDARDS FOR PUBLIC IMPROVEMENTS SHALL APPLY TO GRADING, EROSION CONTROL, AND STORM SEWER WORK FOR THE PROJECT.
5. THE OWNER/DEVELOPER IS RESPONSIBLE FOR MEETING ALL STATE OF IOWA DEPARTMENT OF NATURAL RESOURCES, APPLICABLE CITY, URBAN DESIGN STANDARDS FOR PUBLIC IMPROVEMENTS, AND ANY OTHER CODES, REGULATIONS, OR RESTRICTIONS SET FORTH BY ANY AND ALL GOVERNING AGENCIES.
6. NOTIFY OWNER, ENGINEER, AND CITY AT LEAST 48 HOURS PRIOR TO BEGINNING WORK.
7. THE CONTRACTOR SHALL PROTECT ALL EXISTING PLACES, STRUCTURES, AND UTILITIES DURING CONSTRUCTION IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
8. POST DEVELOPMENT RUNOFF SHALL NOT ADVERSELY AFFECT DOWNSTREAM DRAINAGE FACILITIES OR PROPERTIES.
9. ANY DAMAGE DONE TO THE EXISTING FENCES, YARDS OR OTHER STRUCTURES OUTSIDE THE CONSTRUCTION LIMITS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
10. GRADING
 - A. OWNER/DEVELOPER IS RESPONSIBLE FOR ALL COMPACTION, DENSITY OR ANY OTHER TEST.
 - B. ALL DEBRIS SPILLED ON THE STREETS OR ADJACENT PROPERTY SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
 - C. ALL PROPOSED CONTOURS AND SPOT ELEVATION SHOWN ARE FINISHED GRADES AND/OR TOP OF PAVING SLAB, UNLESS OTHERWISE NOTED.
11. EROSION CONTROL
 - A. IF MORE THAN ONE ACRE OF SOIL IS DISTURBED COMPLY WITH THE STORM WATER POLLUTION PREVENTION PLAN.
 - B. ACCEPT AS PROPOSED EROSION COVER, STABILIZATION MEASURES SHALL BE INITIATED ON ALL DISTURBED AREAS NO LATER THAN THE 14TH DAY AFTER NO CONSTRUCTION ACTIVITY HAS TAKEN PLACE AND ON AREAS WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF ANOTHER 14 DAYS.
 - C. THE EROSION PREVENTION MEASURES SHALL BE CHECKED REGULARLY, ESPECIALLY AFTER EACH SIGNIFICANT STORM, TO LOCATE DAMAGE AND CONDUCT MAINTENANCE OPERATIONS.
12. THE CONTRACTOR SHALL PLACE SILT FENCE AROUND ALL STORM SEWER INLET LOCATIONS, STEEP SLOPES OR AS DIRECTED BY THE CITY.
13. ANY NEW ROOFTOP MECHANICAL EQUIPMENT MUST BE SCREENED ON ALL SIDES WITH SCREENING EQUAL TO THE HEIGHT OF THE EQUIPMENT.
14. MECHANICAL EQUIPMENT SHALL NOT BE LOCATED IN THE FRONT YARD OR STREET SIDE YARD, AND SHALL BE SCREENED FROM VIEW FROM ANY PUBLIC WAY WITH LANDSCAPING, FENCING, OR WALLS CONSISTENT WITH THE URBAN DESIGN STANDARDS FOR COLORS, AND MATERIALS.
15. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
16. NO FENCE WILL BE CONSTRUCTED WITHOUT PRIOR APPROVAL OF A BUILDING PERMIT.
17. THE OWNER/DEVELOPER IS RESPONSIBLE FOR MEETING ALL STATE OF IOWA DEPARTMENT OF NATURAL RESOURCES, APPLICABLE CITY, URBAN DESIGN STANDARDS FOR PUBLIC IMPROVEMENTS, OR ANY OTHER CODES, REGULATIONS, OR RESTRICTIONS SET FORTH BY ANY AND ALL GOVERNING AGENCIES.
18. ANY AMENDMENTS OR CHANGES TO THE PROJECT SITE THAT DO NOT MEET WHAT IS SHOWN ON THE SITE PLAN NEED TO BE APPROVED WITH THE PERMIT AND DEVELOPMENT CENTER PRIOR TO INSTALLATION/CONSTRUCTION.
19. THE SITE SHALL BE MAINTAINED IN COMPLIANCE WITH ALL CITY CODE APPLICABLE ON THE DATE OF SITE PLAN APPROVAL.
20. THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CERTIFICATE.
21. ALL WORK IN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT.

FLOOD MAP

National Flood Hazard Layer FIRMette



NATIONAL WETLANDS INVENTORY



Classification code: R2UBG
System Riverine (R) : The Riverine System includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with a channel containing man-derived sediments 0.5 percent or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water.

Subsystem Lower Perennial (2) : This Subsystem is characterized by a low gradient. There is no tidal influence, and some water flows all year, except during years of extreme drought. The substrate consists mainly of sand and mud. Oxygen deficits may sometimes occur. The fauna is composed mostly of species that reach their maximum abundance in still water, and true planktonic organisms are common. The gradient is lower than that of the Upper Perennial Subsystem and the floodplain is well developed.

Class Unconsolidated Bottom (UB) : Includes all wetlands and deepwater habitats with at least 25% cover of particles smaller than stones (less than 6-7 cm), and a vegetative cover less than 30%.

Water Regime Intermittently Exposed (G) : Water covers the substrate throughout the year except in years of extreme drought.

- MONUMENT FOUND AS NOTED
- SET 5/8" RE-ROD W/CAP 5228
- ▲ SECTION CORNER FOUND AS NOTED
- △ SECTION CORNER SET AS NOTED
- ⊙ SANITARY MANHOLE AS NOTED
- ⊙ STORM MANHOLE AS NOTED
- ⊙ TRAFFIC MANHOLE AS NOTED
- ⊙ UTILITY MANHOLE AS NOTED
- ⊙ PHONE MANHOLE AS NOTED
- ⊙ ELECTRIC MANHOLE AS NOTED
- ⊙ GAS METER AS NOTED
- ⊙ GAS VALVE AS NOTED
- ⊙ UTILITY POLE AS NOTED
- ⊙ WELL AS NOTED

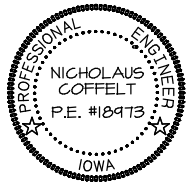
	FIREHYDRANT AS NOTED
	EXISTING WATER VALVE
	PROPOSED WATER VALVE
	CURB INTAKE AS NOTED
	AREA INTAKE AS NOTED
	HANDICAPT PARKING AS NOTED
	ELECTRIC TRANSFORMER BOX AS NOTED
	UTILITY BOX AS NOTED
	PERMIT TEST SIGN NOTED
	EXISTING SPOT ELEVATION
	PROPOSED SPOT ELEVATION
	MEASURED DISTANCE OR BEARING
	RECORDED DISTANCE OF BEARING

	EXISTING CONTOUR
100	PROPOSED CONTOUR
X	FENCE LINE AS NOTED
TVC	BURIED TELEVISION AS NOTED
UE	BURIED ELECTRIC AS NOTED
E	OVER-HEAD ELECTRIC & UTILITIES
G	GAS MAIN AS NOTED
W	WATER MAIN AS NOTED
S	STORM SEWER AS NOTED
SS	SANITARY SEWER AS NOTED
UT	BURIED TELEPHONE
UC	BURIED CABLE/UTILITIES AS NOTED

ENGINEERING CERTIFICATION

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

SIGNED: _____ DATE: _____
NICHOLAUS COFFELT PE# 18973
LICENSE RENEWAL DATE: DEC 31 2023
PAGES COVERED BY THIS SEAL: PAGES 1 THRU 5



DATE SUBMITTED

DATE PRINTED

Printed on: 11 Feb 23, 2024

AEC #. 212

Alan's Seamless Gutters - Commercial Site Plan

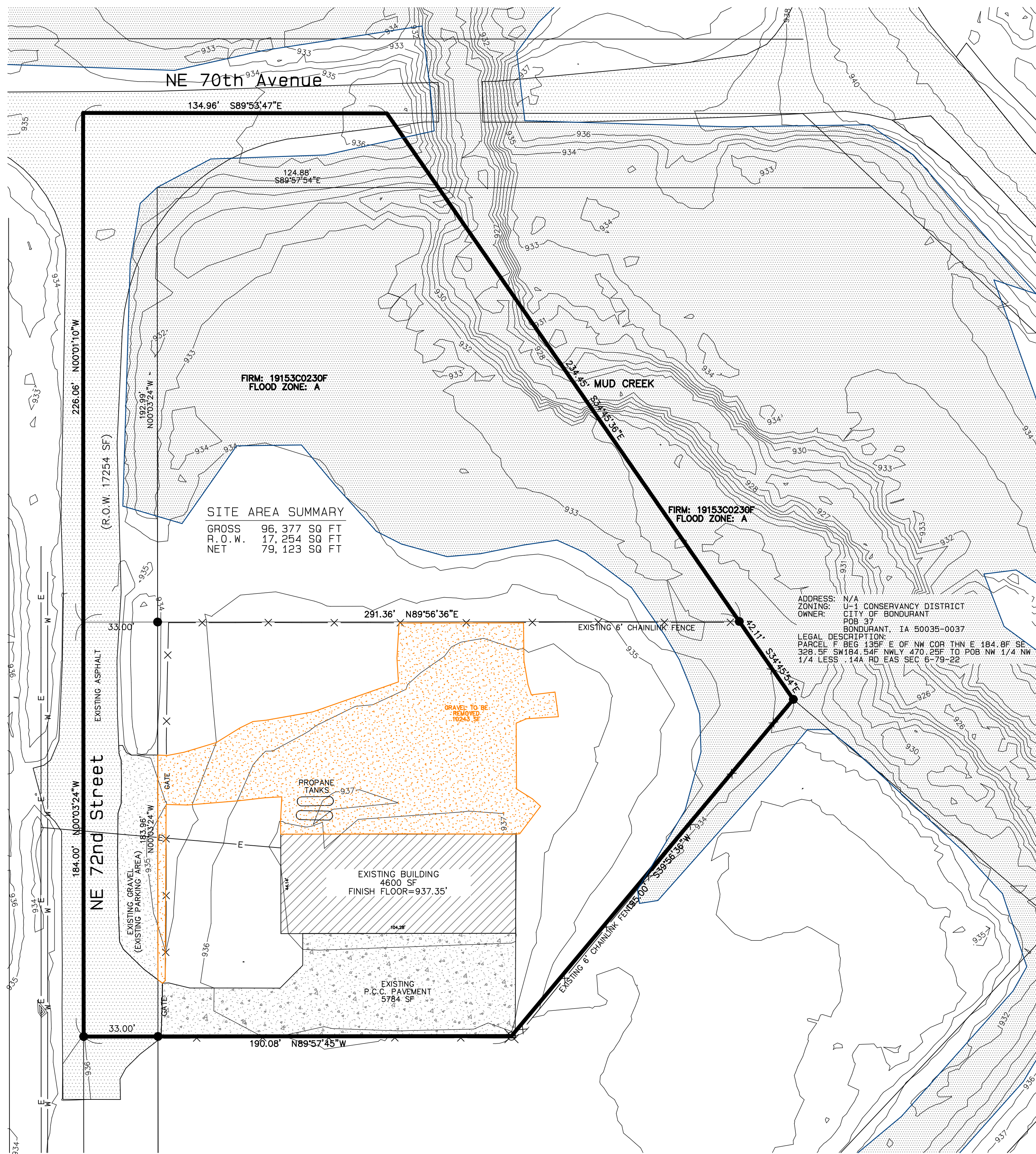
COVER SHEET

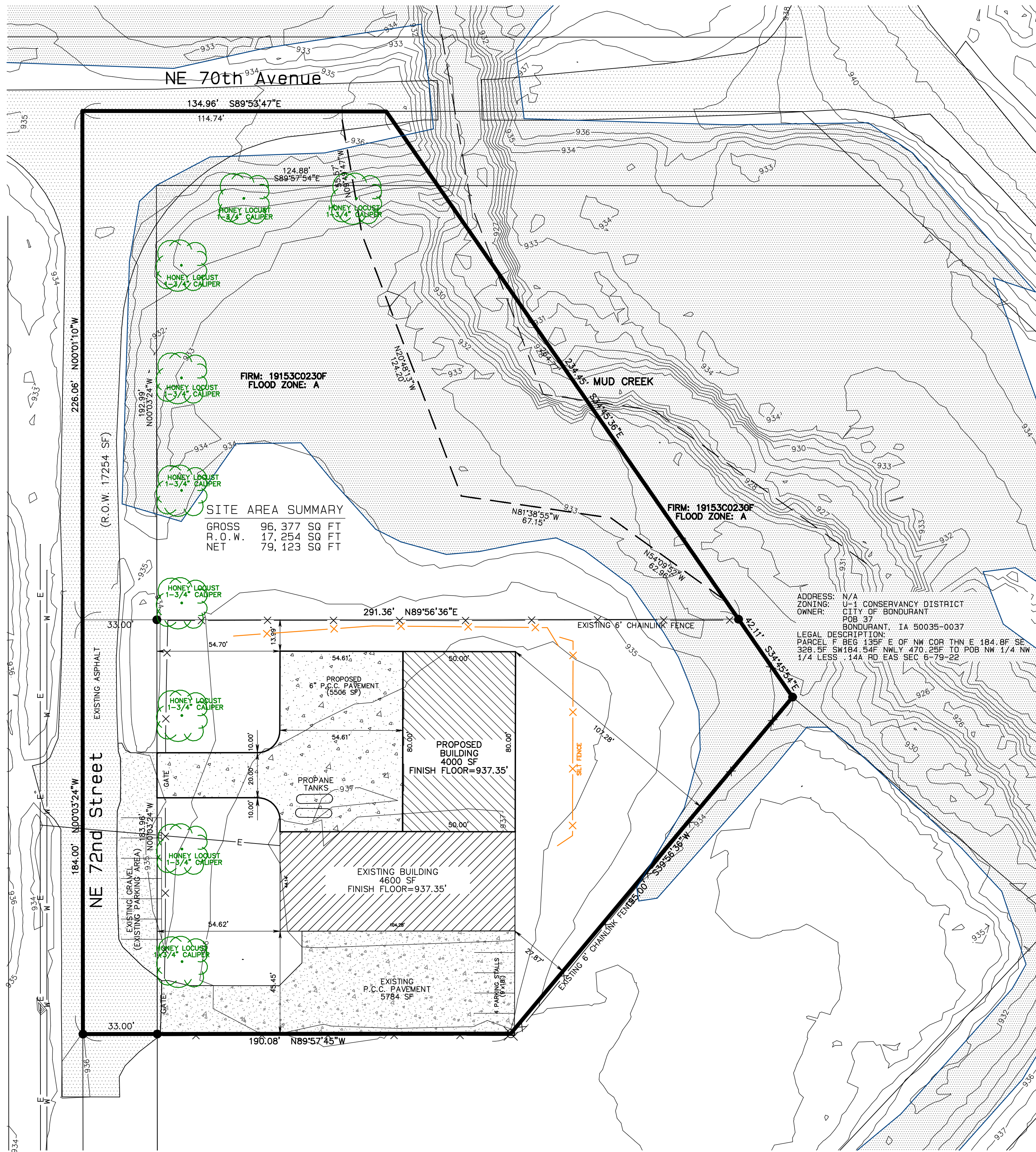
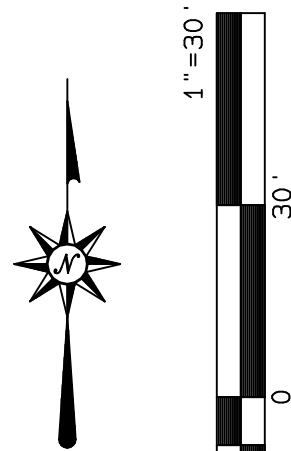
ASSOCIATED ENGINEERING

COMPANY OF IOWA
1830 SE Princeton Drive, Suite M, Grimes, Iowa 50111

157

COMPUTER FILE: C:\Shared drive\AFC\INBOX\212521\2125213 (Alon's Security Culture) ora





Construction Entrance
Temporary stabilized exits will be installed at any areas leaving the site that have potential of construction traffic tracking sediment on to existing paved areas. The exit area will be installed at a minimum of 150 feet in length and consist of a 3\"/>

Concrete Washout Area
Concrete trucks will be allowed to washout or discharge excess concrete in specifically designated areas. The washout will be installed as shown on the detail provided in Section 4 of the SWPPP. The washout area should be constructed at a minimum length and width of 10 feet and will be lined with a 10 mils thick plastic lining. Filter sock will be installed surrounding the washout area to prevent the spillage of concrete. The site superintendent is responsible for posting signs at the washout locations to ensure concrete operators use the proper facility.

- Non-Storm Water Discharges
The following is a list of non-storm water discharges allowed by the Environmental Protection Agency and the Iowa Department of Natural Resources and may occur at the job site under the condition that no pollutants will be allowed to come into contact with the water prior to or after its discharge from the site.
1. Water from fire fighting activities and fire hydrant flushing excluding the presence of dry residual chlorine
 2. Water used to wash vehicles when detergents are not used
 3. Potable water sources including waterline flushing, irrigation drainage and routine building wash downs excluding detergents.
 4. Uncontaminated air conditioning condensate
 5. Uncontaminated springs or ground water
 6. Foundation or footing drains where flows have not been exposed to solvents
 7. Pavement wash waters where spills or leaks of hazardous material has not occurred and no detergents are present
 8. Water used to control dust
 9. Uncontaminated excavation dewatering

- Prohibited Discharges
The following discharges are prohibited under the permit, and are considered a violation should any occur.
1. Wastewater from washout of concrete, and from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials.
 2. Fuels, oils or other pollutants used in vehicle and equipment operation and maintenance.
 3. Soaps, solvents, or detergents used in vehicle and equipment washing
 4. Toxic or hazardous substances from a spill or other release.
 5. The following shall NOT discharge directly to the storm drain or to surface water
 - a. Saw cutting and Grinding
 - b. Vehicle Wash
 6. Discharges of runoff from material storage areas containing chemicals, fuels, grease, oil or hazardous materials;

Temporary Vegetative Cover
Contractor will be responsible for temporarily stabilizing any area that will not be disturbed for at least 0 days no later than 14 days from the last construction activity.

Any area that will not be disturbed for at least 0 days no later than 14 days from the last construction activity will need to have temporary seeding. Temporary seeding is typically done for areas that will be undisturbed for less than one year and should only be done certain times of the year. Installation, seed specifications and fertilizer specifications will be according to Section 9010 of SUDAS. The typical seeding season is from March 1st to May 31st and from August 10th to September 30th. Any area requiring seeding outside of these dates may need to be mulched until such time seeding may take place. The seedbed area requiring seeding shall be filled to a minimum of 5 inches in depth with a disk harrow or field cultivator. Appropriate seeding equipment shall be used to apply the area with seed. The seed shall then be covered by lightly tilling the seeded areas with a disk, rigid harrow, spring tooth harrow or field cultivator. Mulch all seeded areas with straw, wood excelsior or prairie hay the same day the seed is sown. Care should be taken to minimize the displacement of the soil. Conventional or Hydromulching shall be utilized in areas that cannot be stabilized by seeding due to season or ground conditions. Installation and materials will be according to Section 9010 of SUDAS. Conventional mulching shall be applied uniformly at a rate of 2 tons/acre for dry cereal straw or 2.5 tons/acre for prairie hay. The mulch needs to be worked into the soil with a mulch tucker or similar device designed to anchor the mulch into soil using dull blades or disks. Hydromulching shall be applied in multiple layers from opposing directions where possible. A homogeneous slurry needs to be mixed per manufacturers recommendations. If the soil is dry, the contractor shall dampen the soil prior to application to avoid clumping of the material. The slurry shall be applied evenly over the area at the following rates: wood cellulose mulch at 2600 lb/acre dry weight and tackifier at 30 lb/acre, bonded fiber matrix at 3600 lb/acre dry weight, and mechanically bonded fiber matrix at 3600 lb/acre dry weight.

- Inspection and Maintenance Procedures
The contractor is required to maintain all temporary erosion control measures in proper working order, including cleaning, repairing, or replacing them throughout the contract period. The following inspection and maintenance practices will be used to maintain erosion and sediment controls and stabilization measures.
- a. All control measures will be inspected at least once every seven (7) calendar days.
 - b. All measures will be maintained in good working order. If a repair is necessary, it will be initiated within 24 hours of the report and completed within 7 days of the event.
 - c. A maintenance inspection report will be made after each inspection and recorded in the project diary. The report must be signed by a qualified inspector in accordance with General Permit #2. The report shall include the inspector's findings related to the condition of any existing erosion control devices or newly seeded areas, the condition of the construction exit and review of any offsite tracking, and the inspection of any equipment, storage and maintenance areas for any fuel, oil or other pollutant leaks. The inspector shall also review the discharge points from the site to ensure there is no evidence of pollutants leaving the site.
 - d. The contractor/owner will be responsible for selecting a qualified inspector to conduct the inspections. Qualified, is defined as a person knowledgeable in the principles and practices of erosion and sediment controls who possesses the skills to assess conditions at the construction site that could impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activity. The inspector shall also possess knowledge in the appropriate governmental agency's storm water pollution prevention and/or environmental ordinances and be able to provide the agency with any information or data requested within the time frame required by that agency. SWPPP inspectors shall also have a basic knowledge of hydrology, soil mechanics and comprehension of construction drawings and specifications. A general understanding of the equipment and materials used in managing erosion and sediment on a project site will also be required.
 - e. The contractor/owner will be responsible for maintaining records for 3 years from the date the site is finally stabilized.
 - f. Corrections not made in first 72 hrs after being documented in the weekly inspection report will be documented in the plan why it is not possible and an estimated time for completion.

- Intended Sequence of Controls
- a. Install perimeter silt fence and inlet protections as required.
 - b. Construct temporary construction exits/entrances and designate staging/materials storage area.
 - c. Designate areas for temporary sanitary facilities, employee parking and dumpster location.
 - d. Begin clearing and grubbing operations. These operations should only take place in those areas where earthwork is expected to take place within 14 days after completion.
 - e. Begin topsoil stripping and designate area for stockpile. Topsoil shall be preserved on site.
 - f. Site grading shall begin. Contractor will be responsible for temporarily stabilizing any area that will not be disturbed for at least 0 days no later than 14 days from the last construction activity.
 - g. Site Construction estimate 180 days.
 - h. Monitor SWPPP.
 - i. Remove all silt fence and other temporary erosion controls
 1. DO NOT REMOVE PERIMETER CONTROLS UNTIL UPSTREAM AREAS ARE STABILIZED.
 - j. Seed/seed entire site
 - k. File Notice of Discontinuation

Perimeter Silt Fence
Silt fence will be installed around the perimeter before construction begins. Silt fence will be installed around the stockpile once it is established. Other areas will require silt fence during construction and post construction.

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Silt fence will be installed around the perimeter before construction begins. Silt fence will be installed around the stockpile once it is established. Other areas will require silt fence during construction and post construction.

ASSOCIATED ENGINEERING
AEC COMPANY OF IOWA
1830 SE Princeton Drive, Suite M, Grimes, Iowa 50111
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DATE PRINTED
Fri Feb 23, 2024
AEC #: 212521
SHEET 3

Alan's Seamless Gutters
DIMENSIONING & GRADING PLAN

REVISIONS

PROJECT MANAGER: VALERIE PANDOLFI
CONTRACT FILE: C:\Server\dwg\AEC\AEC031204-2000\212521\A3 212521.dwg Alan's Seamless Gutters.dwg

Alan's Seamless Gutters

1601 Garfield St SW
Bondurant, IA 50035



I hereby certify that the portion of this technical submission described below was prepared by me or under my direct supervision and responsible charge. I am a duly licensed architect under the laws of the state of Iowa

Paul Gehrke

Signature _____ Date _____

Printed or typed name: Paul Gehrke
License Number: 07375

License renewal date is June 30, 2024
Pages or sheets covered by this seal: _____



ELEVATED
BUILDERS

**Elevated
Builders LLC**
1011 N Ankeny Blvd, #
1141, Ankeny, Iowa 50021
(515) 446-8126

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pgehrke@elevatedbuilders.com
p: (641) 373-3803
License # 07375

OWNER

Alan's Seamless Gutters
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Cooney301@aol.com
p: (515) 991-6303

CIVIL ENGINEER

AEC of Iowa
Contact: Vic Piagentini
vicp@aecofiowa.com.com
p: (515) 255-3156

GENERAL CONTRACTOR

TBD
Contact:
Email
Phone

STRUCTURAL ENGINEER

Tometich Engineering, Inc
Contact: Luke Logan, P.E.
lj@tometichengineering.com
p: (515) 280-8022

SHEET LIST

ARCHITECTURAL

Sheet Number	Sheet Name	Current Revision
A100	Cover Page	
A101	ADA	
A102	Life Safety	
A103	Floor Plan	
A104	Roof + Elevations	
A105	Sections and Details	
A107	Perspectives	

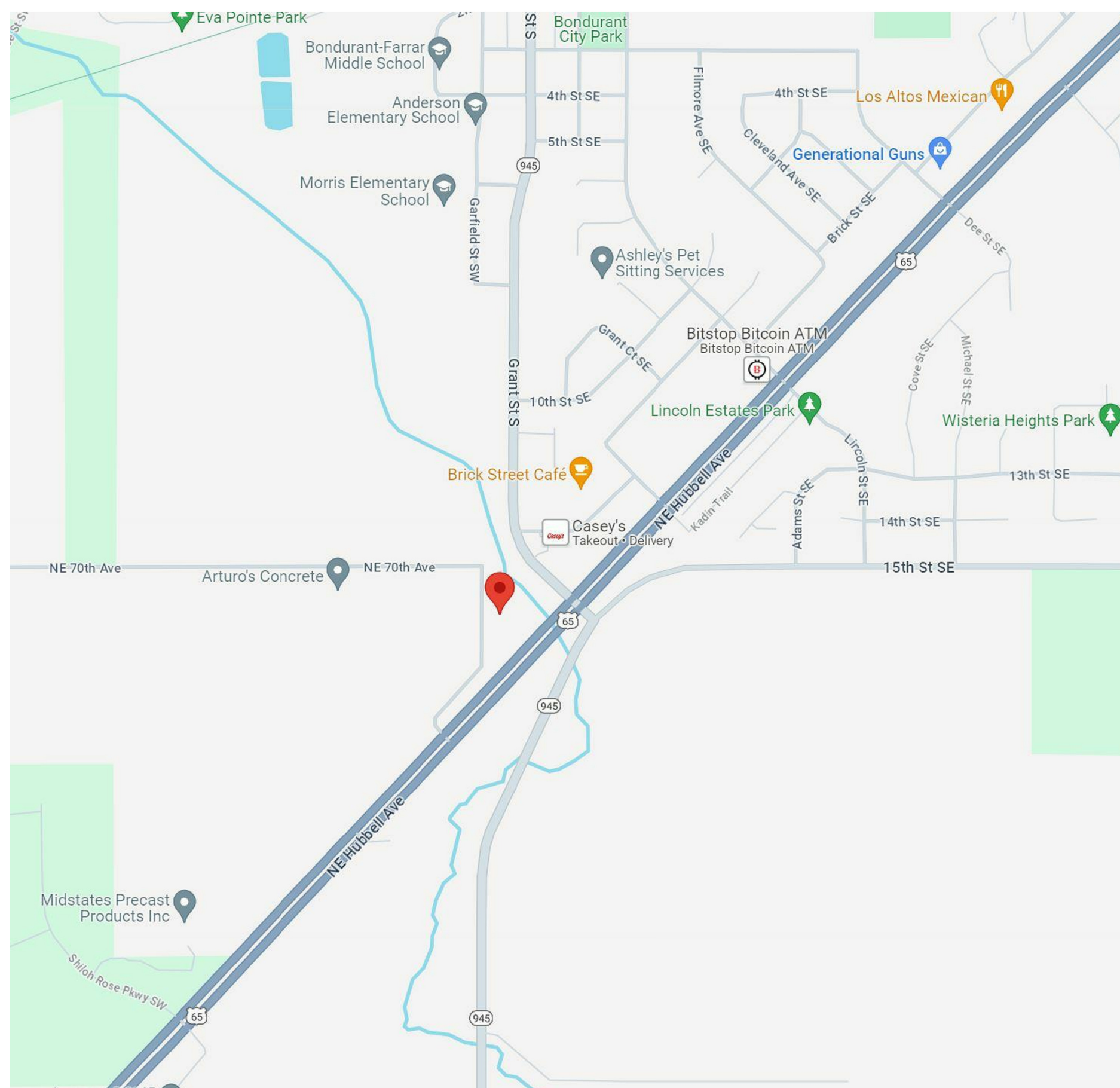
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Sheet 1	Place Holder	
Sheet 2	Existing Site Plan	
Sheet 3	Grading + Dimensioning	

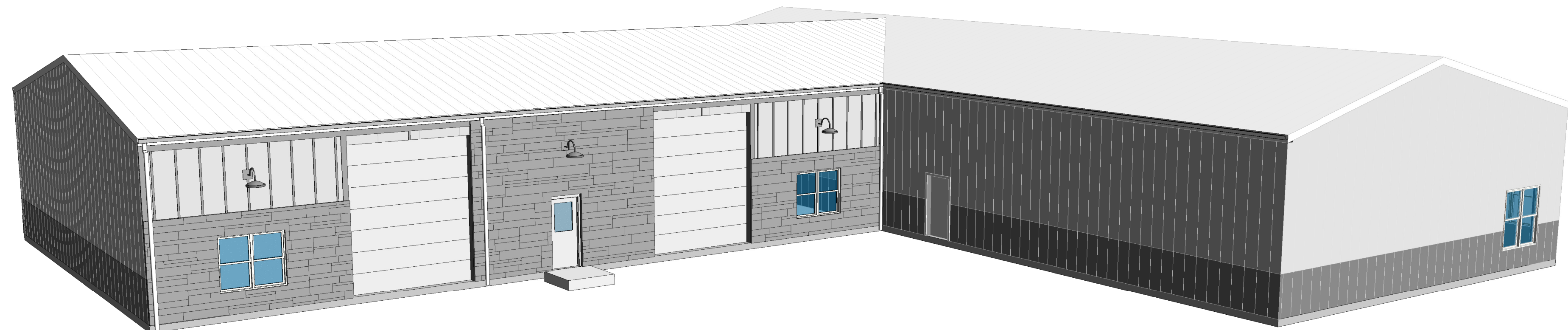
STRUCTURAL ENGINEERING

S001	Place Holder	
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LOCATION:



NOTE: THESE DOCUMENTS ARE FOR DESIGN INTENT ONLY. EACH CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM CODE IN THE JURISDICTION HAVING AUTHORITY. ALL MATERIALS TO BE INSTALLED PER THE MANUFACTURERS INSTRUCTIONS. ALL EXISTING DIMENSIONS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION. ALL INTERIOR FINISHES TO BE SELECTED BY OWNER.



Alan's Seamless Gutters

1601 Garfield St SW
Bondurant, IA 50035



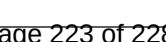
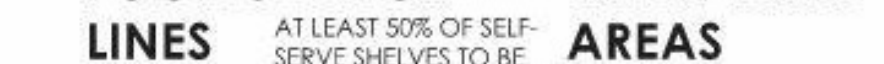
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△	Issues	Date

Drawn

Checked

Cover Page

A100



OCCUPANCY TYPE LEGEND

- WAREHOUSE 1:500
- EXISTING / OUT OF SCOPE

EGRESS LEGEND

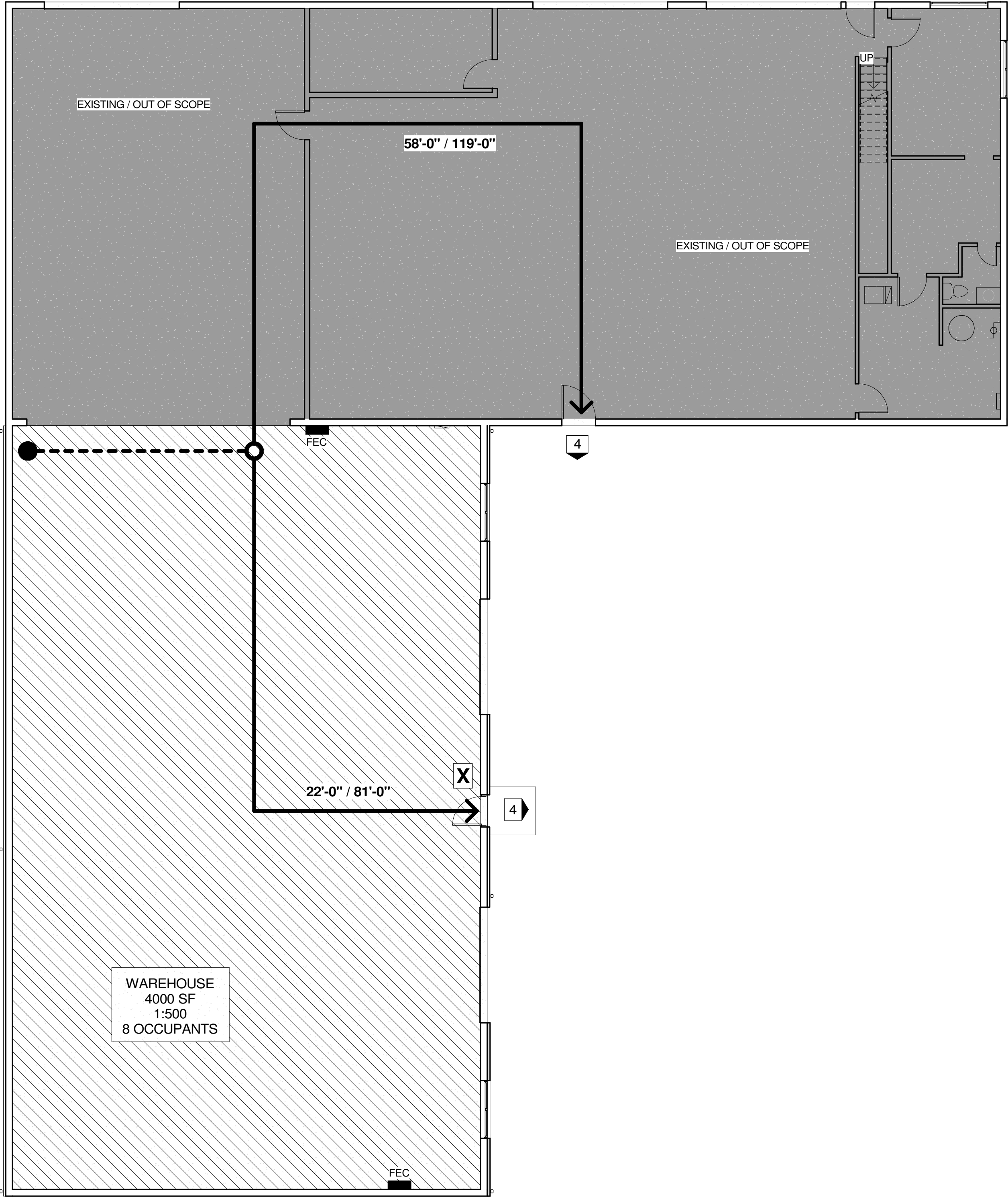
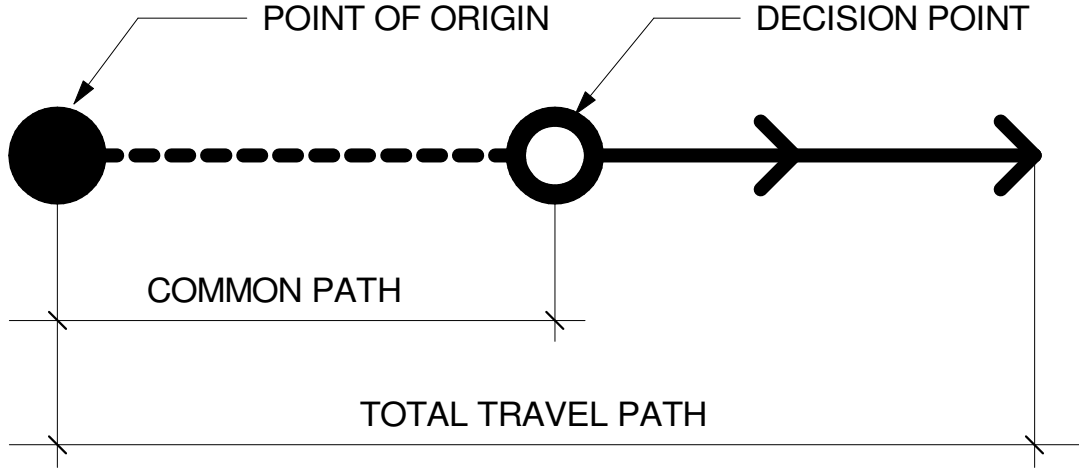
- XX

OCCUPANT LOAD AT EXIT
- X

ILLUMINATED EXIT SIGN
- XX' / XXX'

75' COMMON PATH OF TRAVEL MAX.
250' EXIT ACCESS PATH OF TRAVEL MAX.
- FEC

FIRE EXTINGUISHER CABINET



CITY OF BONDURANT, IA PLAN REVIEW DATA

PROJECT DESCRIPTION: THIS PROJECT IS INTENDED TO CONSTRUCT A WOOD FRAMED BUILDING ADDITION TO STORE TOOLS, MATERIALS, TRAILERS AND VEHICLES. THIS IS A SINGLE STORY SLAB ON GRADE POLE BARN STYLE BUILDING. THE BUILDING IS 50 FEET X 80 FEET AND APPROXIMATELY 15 FEET TALL (EAVE). THE BUILDING WILL NOT BE CLIMATE CONTROLLED AND THEREFORE DOES NOT REQUIRE INSULATION/COMCHECK

- I. APPLICABLE CODES:
2021 INTERNATIONAL RESIDENTIAL CODE
2021 INTERNATIONAL BUILDING CODE
2021 INTERNATIONAL EXISTING BUILDING CODE
2018 INTERNATIONAL MECHANICAL CODE
2021 UNIFORM PLUMBING CODE
2020 NATIONAL ELECTRIC CODE
2021 INTERNATIONAL FUEL GAS CODE
2021 INTERNATIONAL PROPERTY MAINTENANCE CODE
2012 INTERNATIONAL ENERGY CONSERVATION CODE
2021 INTERNATIONAL FIRE CODE
- II. OCCUPANCY CLASSIFICATION (PER IBC CHAPTER 3)
GROUP S1 : GENERAL STORAGE, MODERATE HAZARD
NO STORAGE OF GROUP A PLASTICS, TIRES, OR COMBUSTIBLES. NO HIGH PILE STORAGE
- III. OCCUPANT LOAD (PER TABLE 1004.5, IBC)
WAREHOUSE - NOT A REPAIR SHOP
MAIN FLOOR, GROSS: 4000 SQ. FT.
OCCUPANT LOAD: 500 SQ FT GROSS SQ FT PER PERSON = **8 OCCUPANTS**

TOTAL OCCUPANT LOAD = **8 OCCUPANTS**
- IV. CONSTRUCTION TYPE (PER IBC 601)
TYPE V-B , UNPROTECTED, UN-SPRINKLERED (UNDER 10,000 SF)
0 HR FIRE RATING FOR ALL WALLS, PARTITIONS, STRUCTURAL FRAME,
FLOOR AND ROOF (PER TABLE 601, IBC)
- V. OTHER LIFE SAFETY ITEMS (PER IBC 1006-1017):
GROUP I: EQUIPMENT STORAGE
MIN. NUMBER OF EXITS = 1
MAX. TRAVEL DISTANCE = 200'-0" (PER IBC TABLE 1017.2)
COMMON PATH OF TRAVEL = 100'-0" (PER IBC TABLE 1006.2.1)
MAX. DEAD END CORRIDOR LENGTH = 20'-0" (PER IBC TABLE 1020.4)
EGRESS WIDTH PER PERSON SERVED (PER TABLE 1005.3 IBC) = .2" (OTHER)
FIRST LEVEL: EXIT WIDTH REQUIRED = .2 X 8 OCC. = 2"
ACTUAL EXIT WIDTH PROVIDED = 96"

MINIMUM CORIDOR AISLE WIDTH = 44"
MINIMUM CLEAR OPENING OF EXIT DOORS = 32"
EXIT SIGN LOCATIONS SHOWN ON LIFE SAFETY PLAN
PANIC HARDWARE NOT REQUIRED ON EXIT DOORS
- VI. FIRE PROTECTION
FIRE ALARM AND DETECTION SYSTEM TO BE INSTALLED IN ACCORDANCE
WITH NFPA 72
SPRINKLER SYSTEM NOT REQUIRED IN WAREHOUSES 6000 SF AND UNDER OR
FOR GENERAL STORAGE AREAS UNDER 12,000 SF
FIRE EXTINGUISHERS TO BE TYPE 2-A WITH A MAXIMUM DISTANCE OF TRAVEL OF
75 FEET. EACH EXTINGUISHER IS GOOD FOR 11,250 SQUARE FEET MAX.
2 EXTINGUISHERS REQ'D
- VII. PLUMBING FIXTURE REQUIREMENTS (PER IBC TABLE 2902.1 STORAGE)
WATER CLOSETS 1:100 = 1 REQUIRED FOR MEN/WOMEN, 2 PROVIDED (EXISTING)
LAVATORIES 1:100 = 1 REQUIRED FOR MEN/WOMEN, 2 PROVIDED (EXISTING)
DRINKING FOUNTAIN = NOT REQ'D PER IPC 410.2 (UNDER 15 OCCUPANTS)
SERVICE SINK = NONE, 2 EXISTING HOSE BIBBS ON SITE (EXISTING)
THERE ARE 2 EXISTING UNISEX RESTROOMS IN THE MAIN BUILDING.
SEPARATE FACILITIES FOR EACH SEX IS NOT REQUIRED PER IBC 2902.2
- VIII. CODE REVIEW NOTES:
EXIT SIGNS SHALL COMPLY WITH IBC 1013.1
EXIT SIGNS SHALL BE ILLUMINATED PER IBC 1013.3
MEANS OF EGRESS ILLUMINATION REQUIRED TO BE NOT LESS THAN 1 FOOT-
CANDLE AT THE WALKING SURFACE
EMERGENCY ILLUMINATION REQUIRED AT ELECTRIC PANEL FOR A MINIMUM OF
90 MINUTES PER IBC 1008.3.3

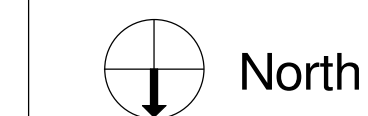


**Elevated
Builders LLC**
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(515) 446-8126

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Alan's Seamless Gutters

1601 Garfield St SW
Bondurant, IA 50035



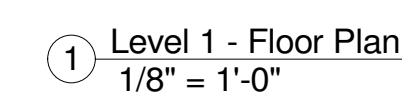
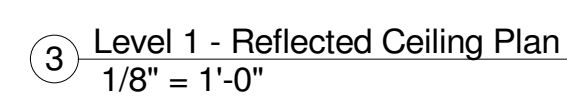
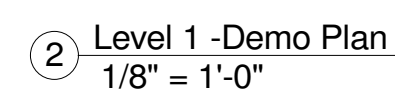
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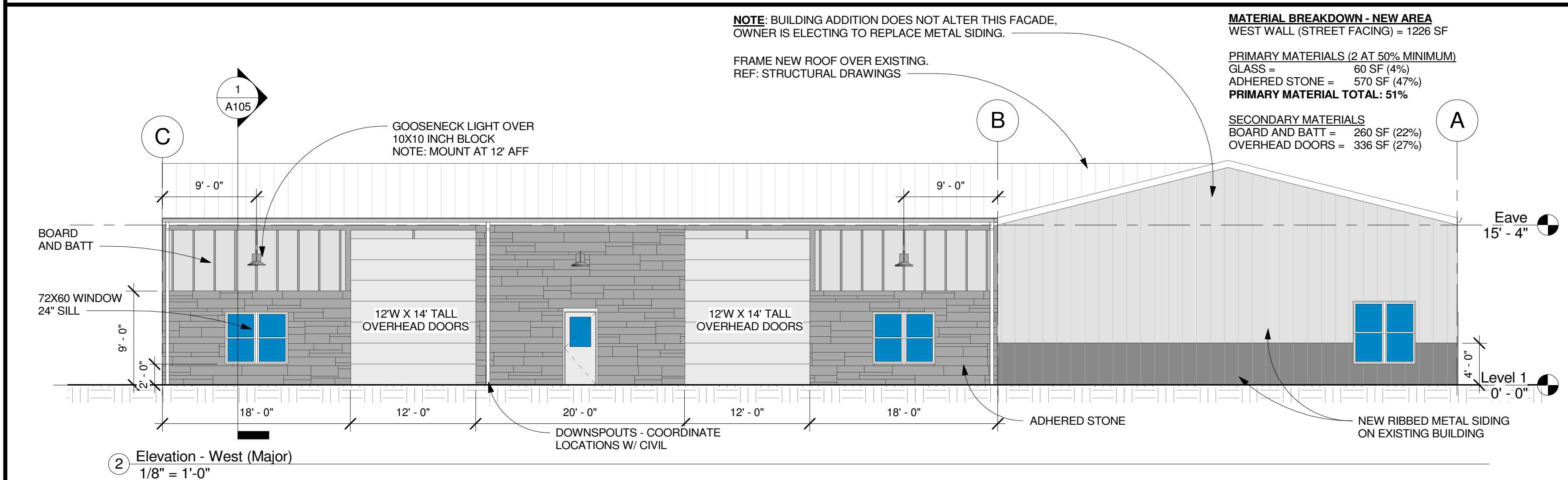
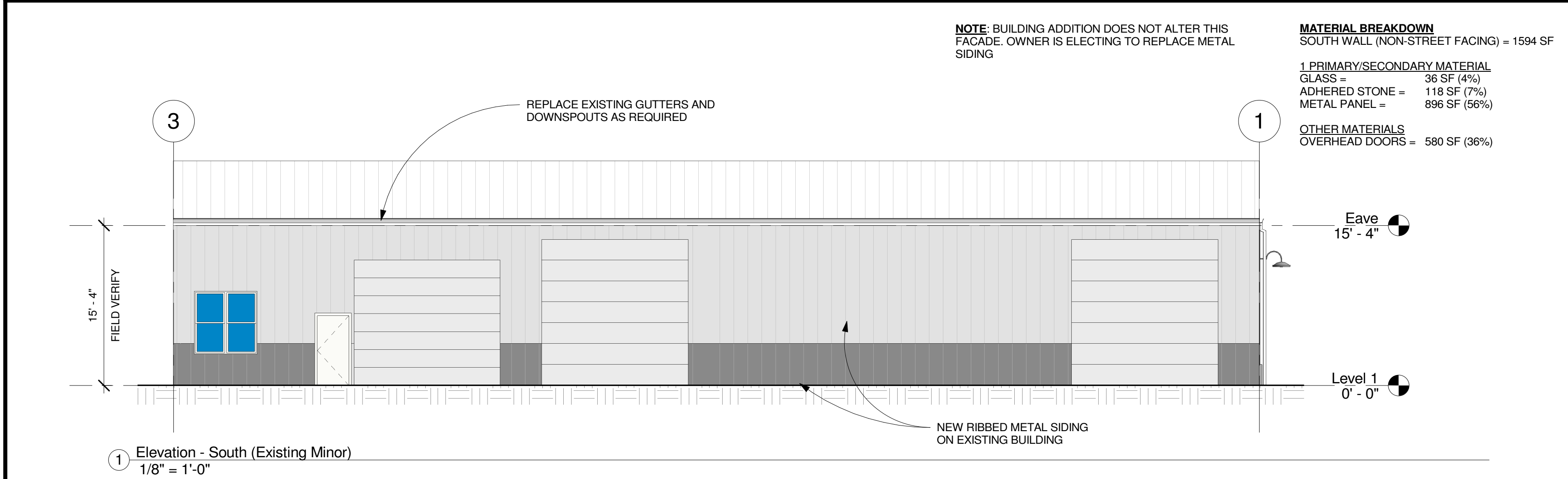
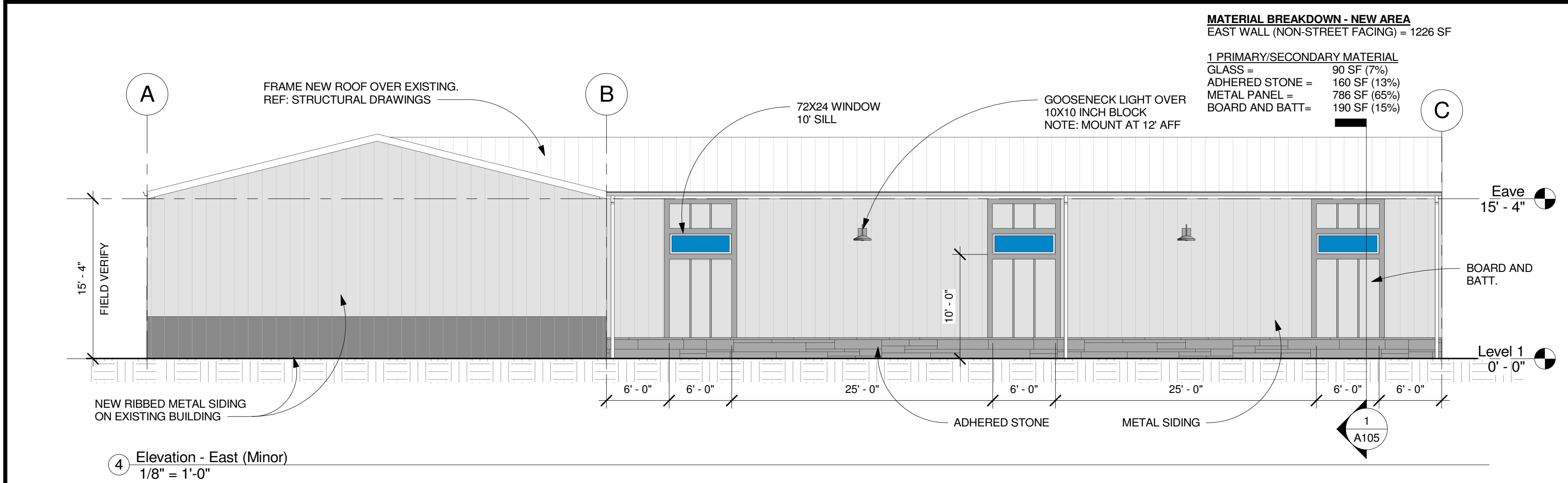
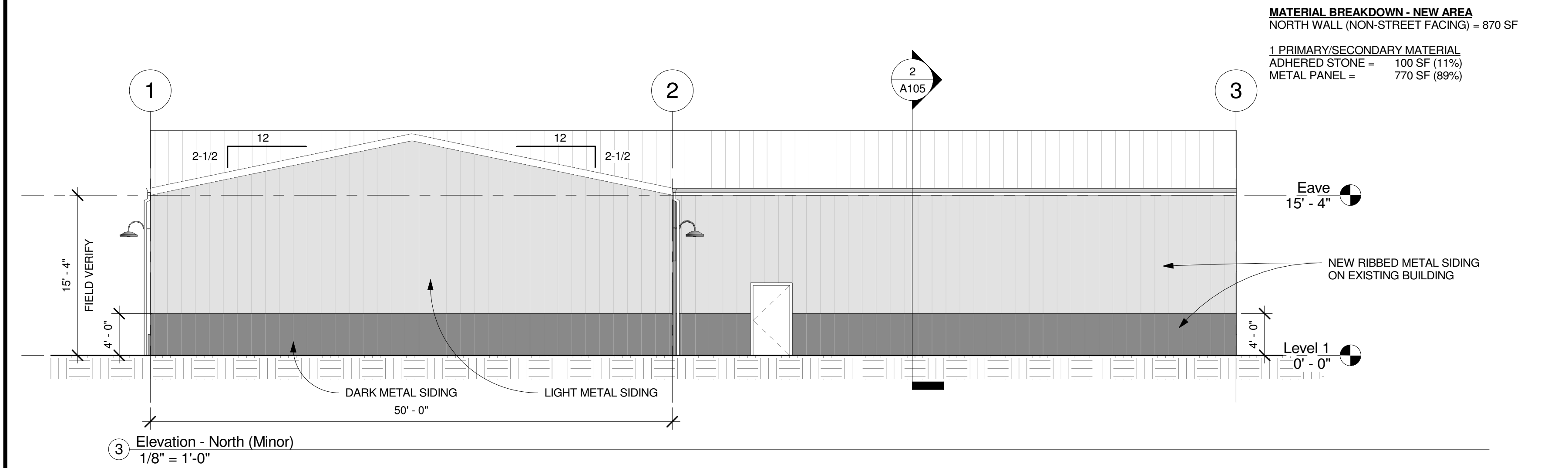
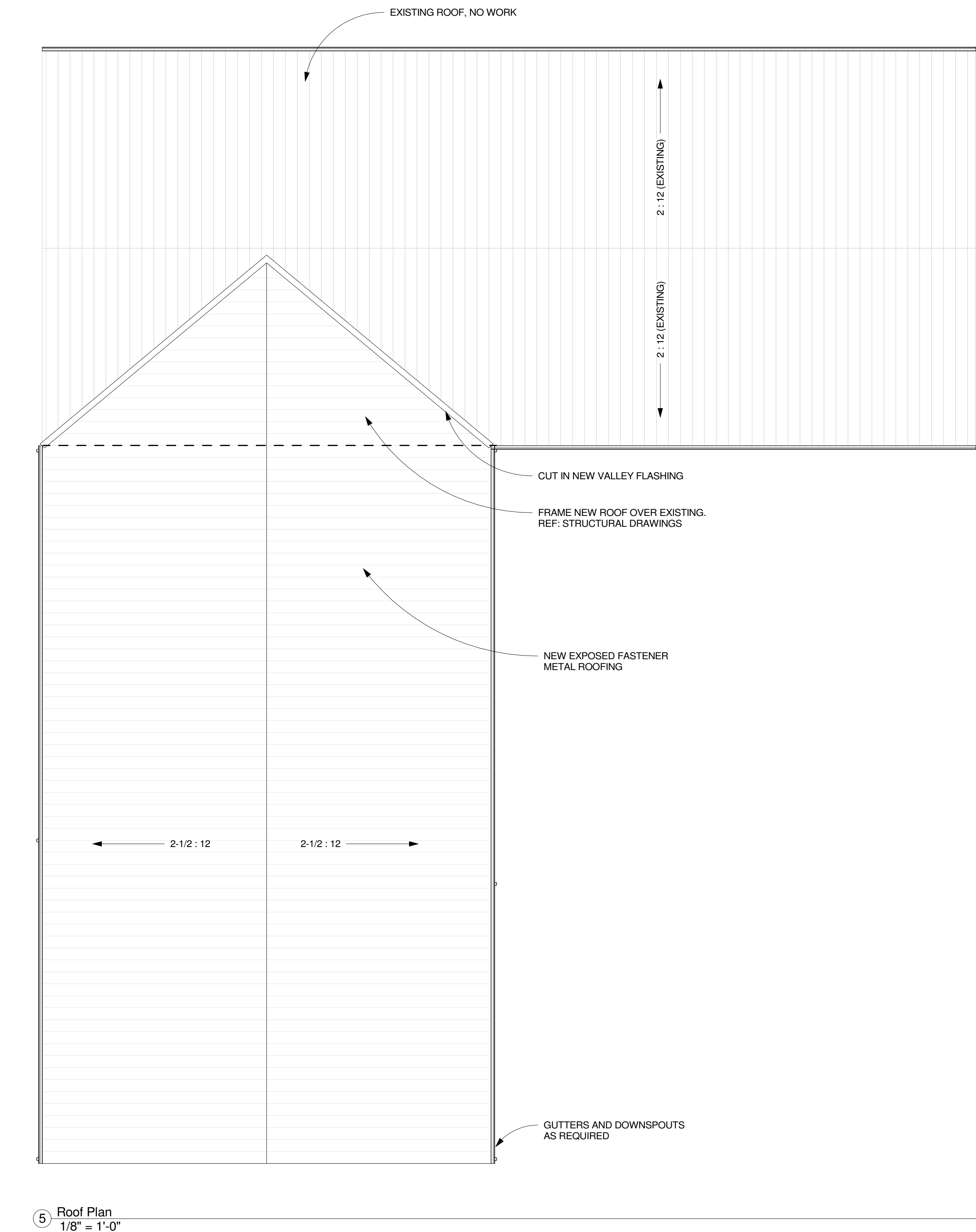
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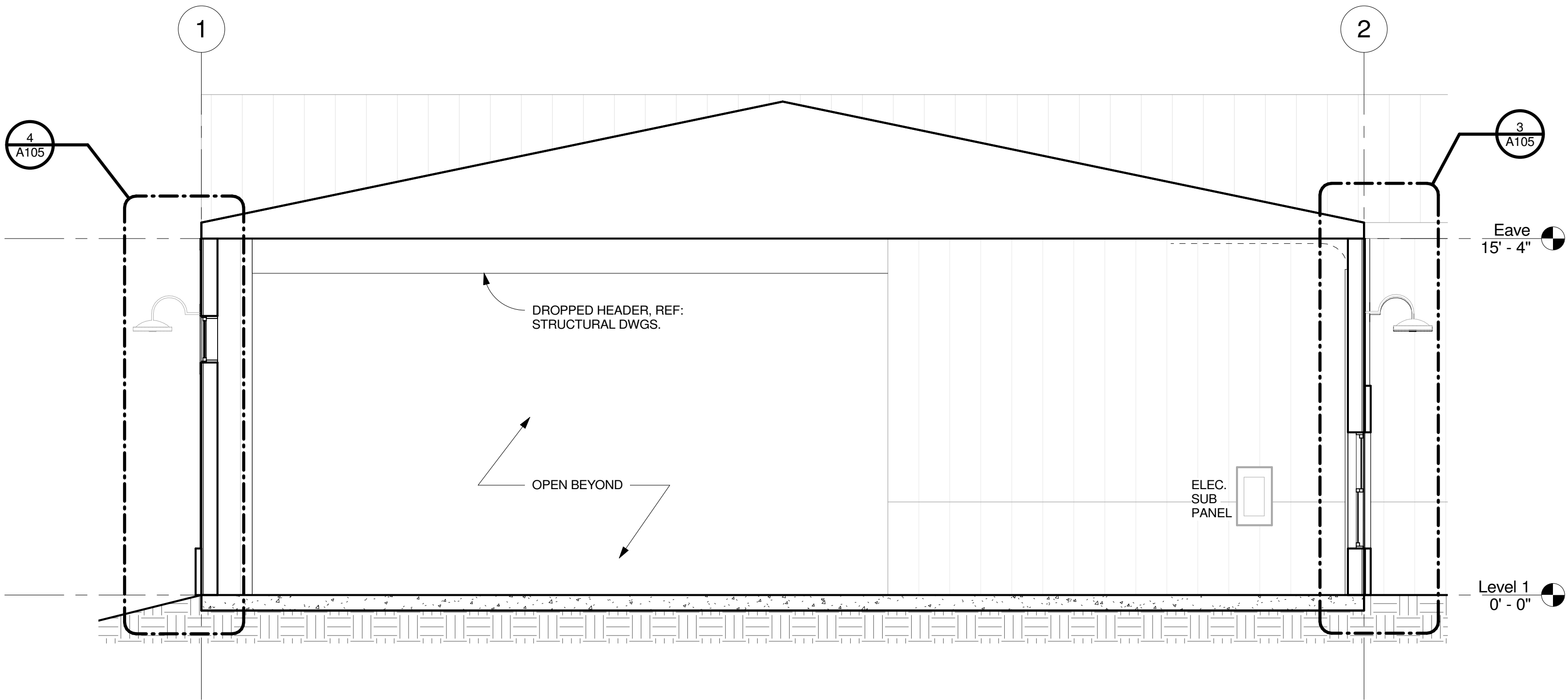
Floor Plan

A103

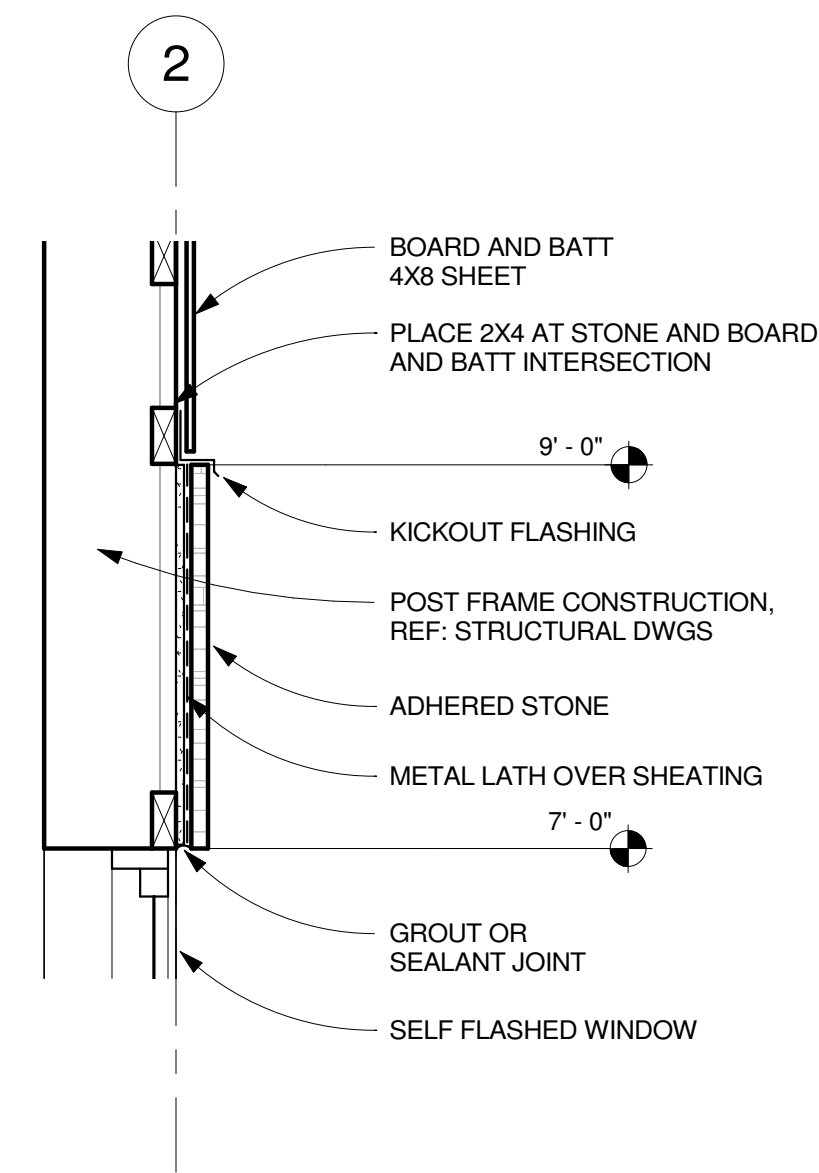


ROOF METAL PANEL PROFILE: CLASSIC RIB FASTENER: EXPOSED GAUGE: 26 GAUGE STEEL COLOR: TBD	BOARD AND BATT MFR: JAMES HARDIE FINISH: SMOOTH SIZE: 4X8 BACKER BOARD, 2 INCH BATTOL, 6 INCH TRIM PANEL COLOR: PAINTED TO MATCH POLAR WHITE METAL PANEL TRIM COLOR: PAINTED TO MATCH CHARCOAL METAL PANEL NOTE: BATTONS SPACED AT 24" O.C.	WINDOWS MFR: WINDSOR WINDOWS TYPE: SINGLE HUNG/FIXED COLOR: WHITE TRANSMITTANCE: 56% (50% MIN.) REFLECTANCE: <25% U VALUE: .26
METAL WALL PANEL - LIGHT PROFILE: CLASSIC RIB FASTENER: EXPOSED GAUGE: 26 GAUGE STEEL SIZE: 36" COLOR: TBD		GUTTERS AND DOWNSPOUTS COLOR: PREFINISHED WHITE NOTE: COORDINATE DISCHARGE WITH CIVIL
METAL WALL PANEL - DARK PROFILE: CLASSIC RIB FASTENER: EXPOSED GAUGE: 26 GAUGE STEEL COLOR: TBD		GARAGE DOORS SIZE: 12' WIDE X 14' TALL COLOR: PAINT TO MATCH POLAR WHITE METAL PANEL PER ZONING NOTE: ALLOW FOR POWER AT MOTORS
METAL WALL PANEL TRIMS AND ACCESSORIES COLOR: TBD		
ADHERED STONE MFR: DUTCH QUALITY STONE STYLE: ASHEN DRY STACK TYPE: ADHERED USE: DECORATIVE CONTACT: P&P STONE, SALVADOR PEREZ CONTACT PH: 515-988-9863		

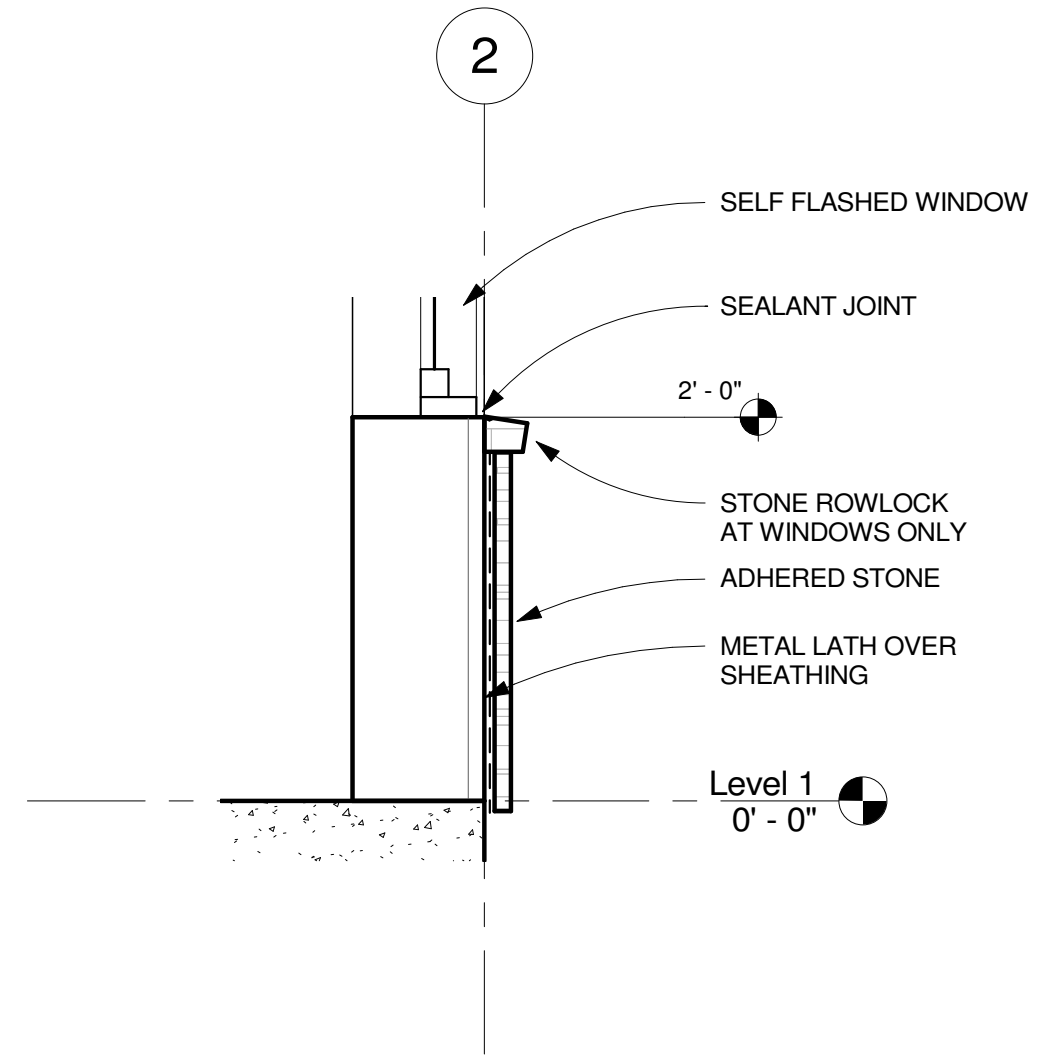




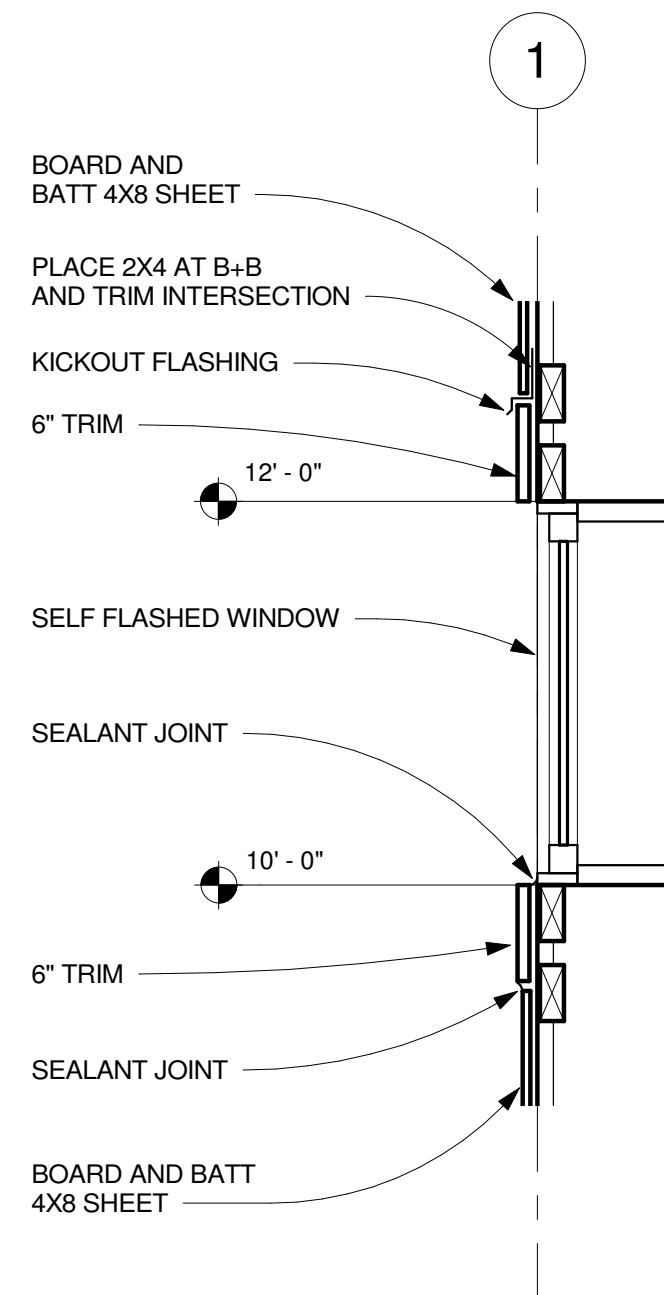
1 Building Section
1/4" = 1'-0"



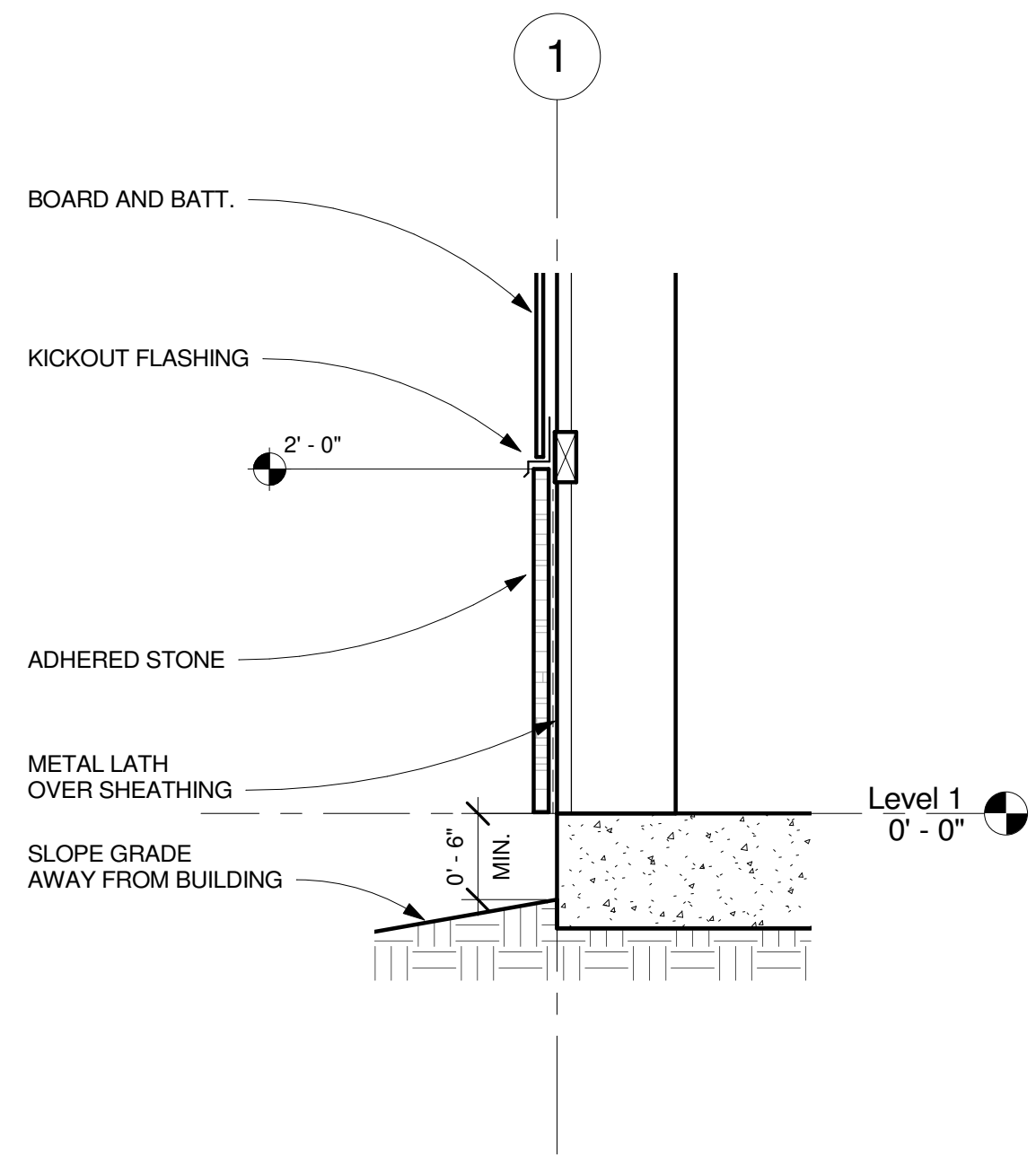
5 Section Detail - Stone + Board and Batt
1" = 1'-0"



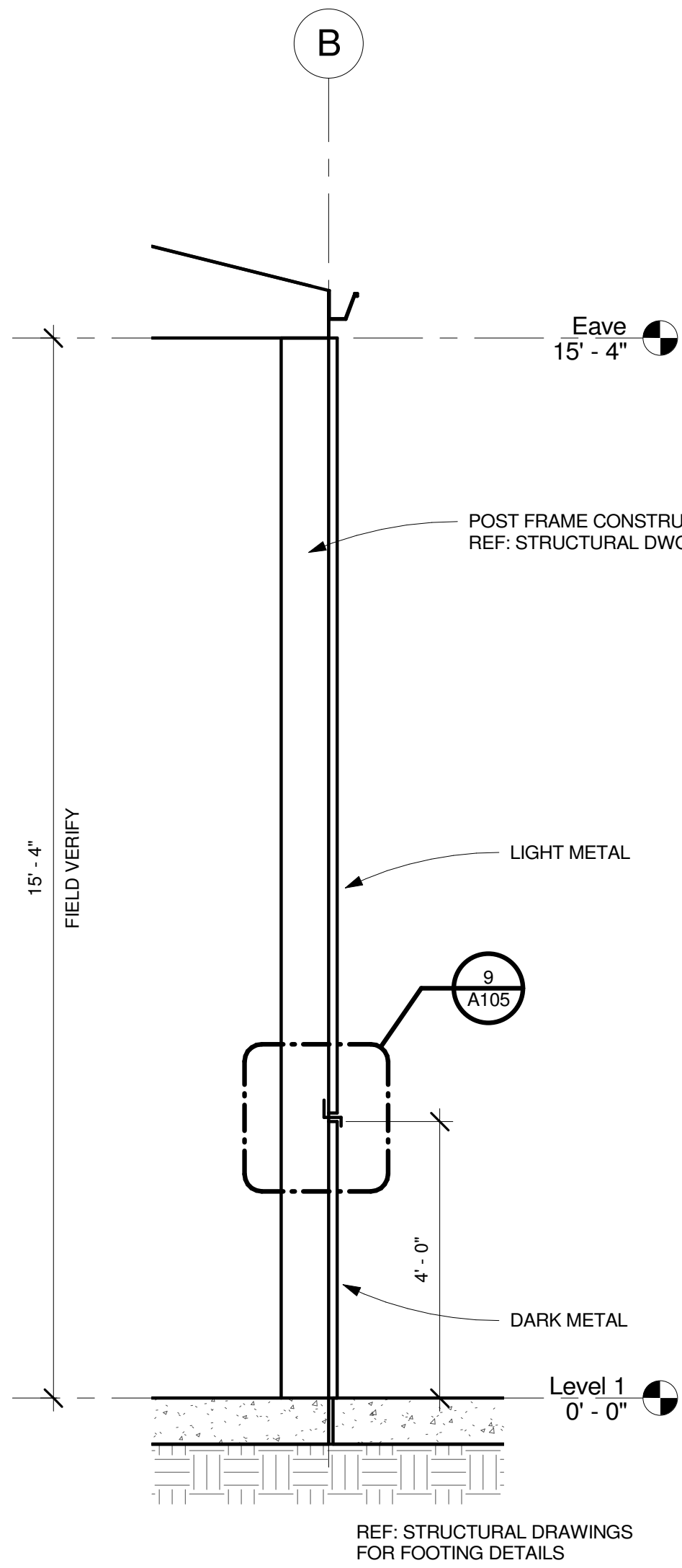
6 Section Detail - Stone Window Sill
1" = 1'-0"



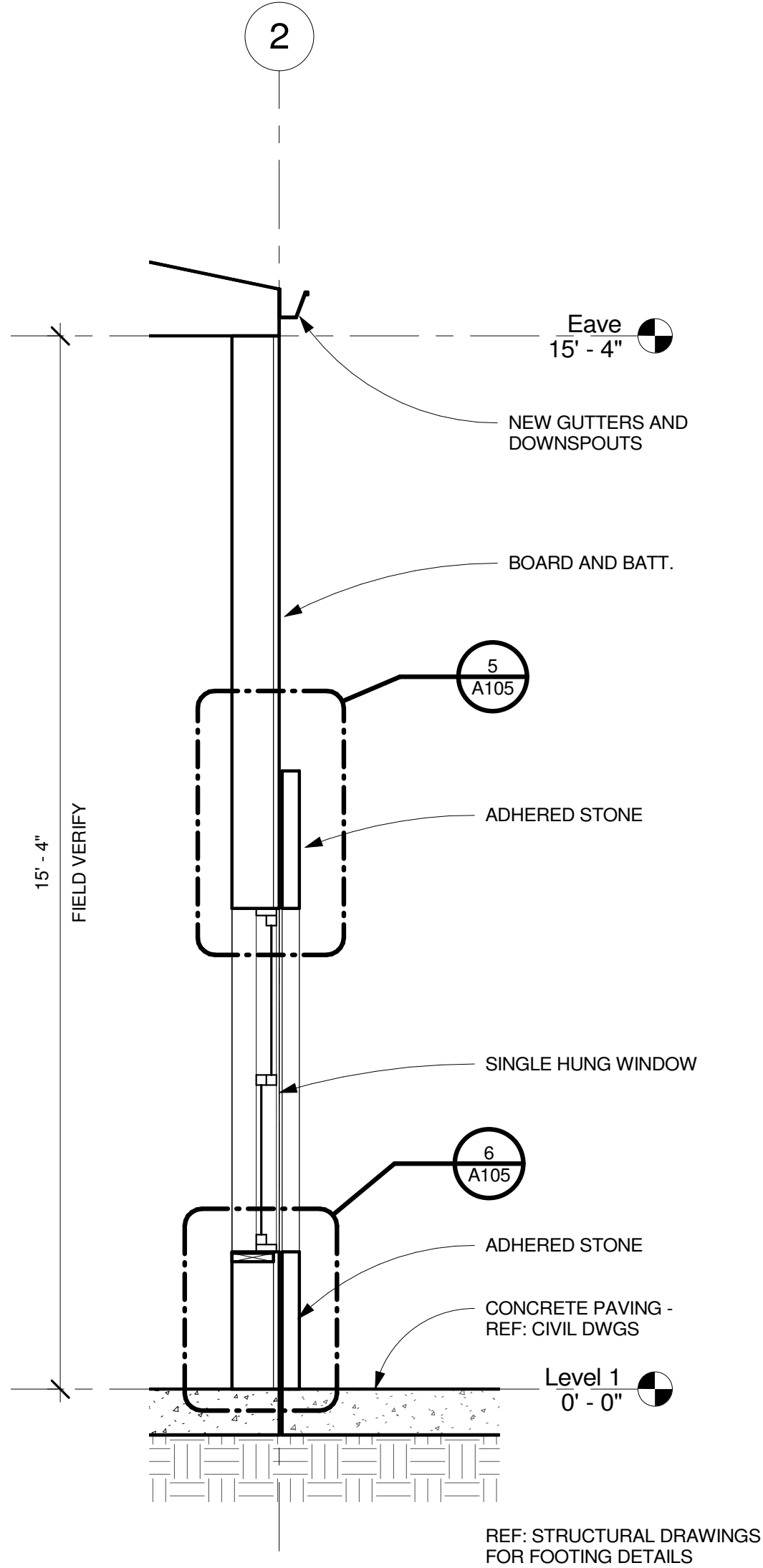
7 Section Deteail - B+B Window
1" = 1'-0"



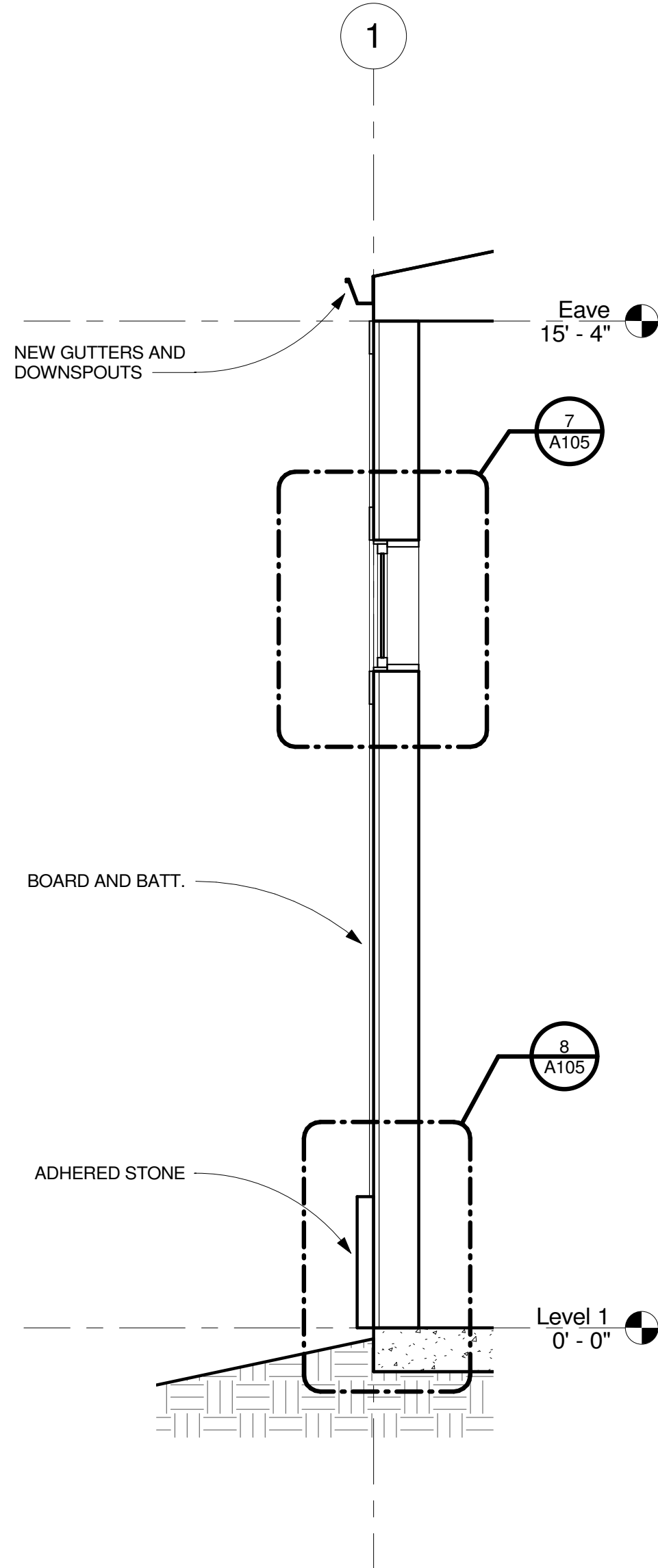
8 Section Detail - Stone Metal Intersection
1" = 1'-0"



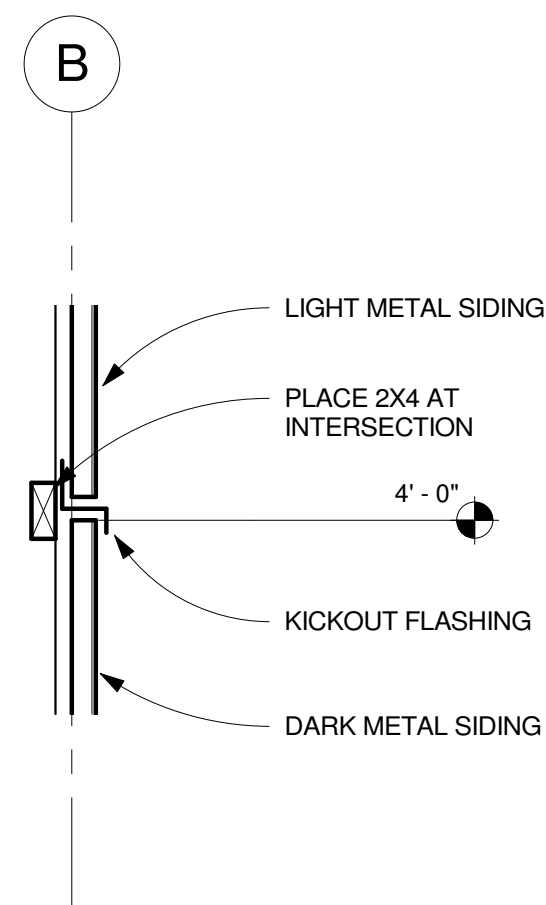
2 Wall Section - Existing building
1/2" = 1'-0"



3 Wall Section - New Building
1/2" = 1'-0"



4 Wall Section - New Building
1/2" = 1'-0"



9 Section Detail - Metal (Butt Joint)
1" = 1'-0"

