



**CLINTON CITY COUNCIL
COMMITTEE OF THE WHOLE**

June 9, 2015

CITY HALL COUNCIL CHAMBER

ROLL CALL:

- 1. Fiscal Year 2016 Insurance Renewal – Tim Kearns**
- 2. Beaver Builders Development – Greg Jager**
- 3. Solid Waste Fund review – Anita Dalton**
- 4. State Recreational Trail Grant Application– Jason Craft**
- 5. Transportation Alternative Programs Grant Application – Jason Craft**
- 6. Mayor & Council Member Updates**

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ILLINOIS OFFICE:
8300 75th Ave., Suite A
Morton, IL 61264

June 3rd, 2015

Re: Beaver Builders Development
Valley Bluff Horizons Second Addition, Lots 10-18

To: Mayor Council, and Administrator

Thank you to Jessica for the opportunity to place this memo in the council packet for the Committee of the Whole on June 9. Mr. Buker, Mr. Lauver and I will be at that meeting to discuss Mr. Buker's proposed 200 unit apartment complex to be located at the site listed above.

Project overview

Mr. Buker, through his company Beaver Builders, proposes to build a 200+ unit apartment complex on Lots 10-18 of the Valley Bluff Horizons Second Addition. The project cost is estimated to be in excess of Twenty Five Million Dollars (\$25,000,000). Attached hereto are concept drawings of how the apartments could be situated on the ground (final concept drawings have not yet been completed) and how the apartments could be designed and finished (these examples from a similar project in Rock Island, Illinois). Due to necessary prerequisites, as described below, it is unlikely regulatory approval could be obtained this year, but it is hoped the project could begin in the spring of 2016.

Market needs

Clinton has not had a proposed complex of this magnitude built in the City in over 30 years. As a result, there is a shortage of higher end, new apartments for rent in the city. Additionally, the opening of the Thompson prison, and the influx of workers, many of whom will live in the area only for a short time, provides additional demand for new,

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quality housing. Also, the aging of the population is creating demand for seasonal housing, allowing snow birds to head south for the winter, but return to the area for the balance of the year. This proposed development, with two car garages and higher end finishes, will complement the existing residential rental market, and not compete with existing housing stock.

Problems (opportunities) in making this project feasible

1) Currently, the site is zoned C-2M. At the project's start, it was thought that a multifamily residential use was a permitted use in the C-2 zone. Mr. Buker anticipated requesting a rezone from C-2M to C-2. Unfortunately, the most recent version of the zoning code does not show multi-family residential to be a permitted use in C-2. The ordinance was changed in 2001. While Mr. Buker could ask the Council to change the land use plan for the area to allow residential uses, and then request a zoning change to the R-4 zone, to do so in one specific site, surrounded as it is by commercial, might raise charges of spot zoning. Instead, the easiest solution is to replace the multi-family use back into the C-2 zone (as the code allowed prior to 2001). Mr. Buker would still need to request the parcel be rezoned, and go through the full process of rezoning, prior to building. But in the absence of the change of zoning, the project, as multi-family residential, could not go forward.

2) The site of the proposed apartment complex is in an urban renewal district, with a tax increment financing ordinance in place. Mr. Buker would like some government assistance in helping to make the project more cost feasible. However, to employ tax increment financing on a residential proposal, the full cost of the increment is not available to the developer (a portion is required to be used for low/moderate housing either on site or elsewhere in the community). This makes TIF less desirable. Mr. Buker would like the Council to consider tax abatement on the property. However, before the Council could consider whether the project should receive tax abatement, the appropriate district must be in place.

The site currently is not in an urban revitalization district. The Administrator has contacted bond counsel and been informed that to establish the district takes 4-6 months. Once the district is established, Mr. Buker would ask the Council to consider tax abatement for the project. Bond counsel advises that the district must be in place and the matter considered before the project begins. So again, Mr. Buker cannot move forward until the district is in place.

3) This is a large project, involving substantial sums. In other cities, this would be the kind of project suitable for a planned unit development (PUD) overlay on top of the zoning. A PUD gives the property developer greater flexibility in design of the project, and the council greater control over the design and impacts from the development. In

PASTRNAK LAW FIRM, P.C.

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many cities PUD is used more frequently than in Clinton. We are told there has not been a PUD project in Clinton in over 20 years. While Mr. Buker intends to fit the development within the parameters of the C-2 zoning (assuming the code is changed), it may very well be worth the staff's effort to look at the PUD ordinance and see if changes might make PUD more useful to the city and developers.

Action requested

This could be a very beneficial development for the residents of the City. However, at this time it cannot proceed. We ask:

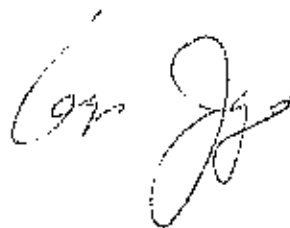
1) That the Council, by motion, direct staff to begin the process to add multi-family residential back into the C-2 zoning.

2) That the Council, by motion, direct staff to begin the process of adding an urban revitalization district to the area of and surrounding the project.

3) That the Council, by motion, direct the staff to review the PUD ordinance, see if it should be modified, and make proposed changes to increase its use as a development tool.

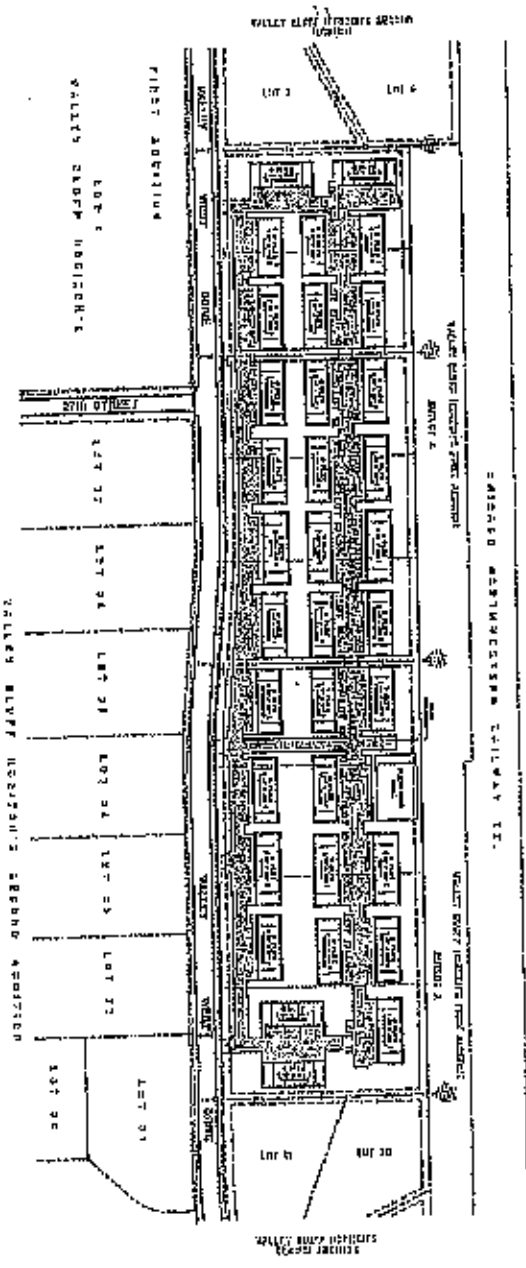
Ultimately, while staff can start the process, all the matters must come back before the Council for consideration and adoption. Only after the Council approves these changes would Mr. Buker then be in a position to make his requests for consideration and approval. Most of these actions will require public hearings, giving the public opportunity to provide input on the proposed changes, as well as the project itself.

Thank you for your consideration.



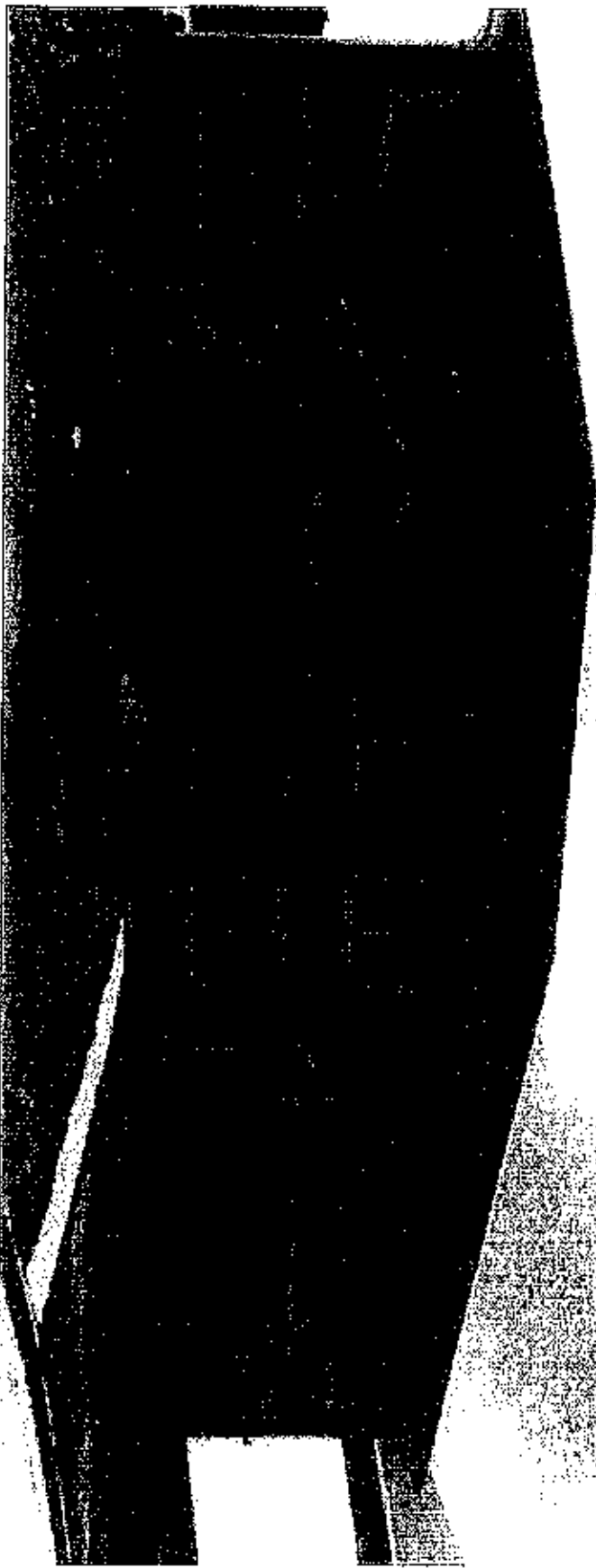
1/16" = 1' SCALE
 1/8" = 1' SCALE
 1/4" = 1' SCALE

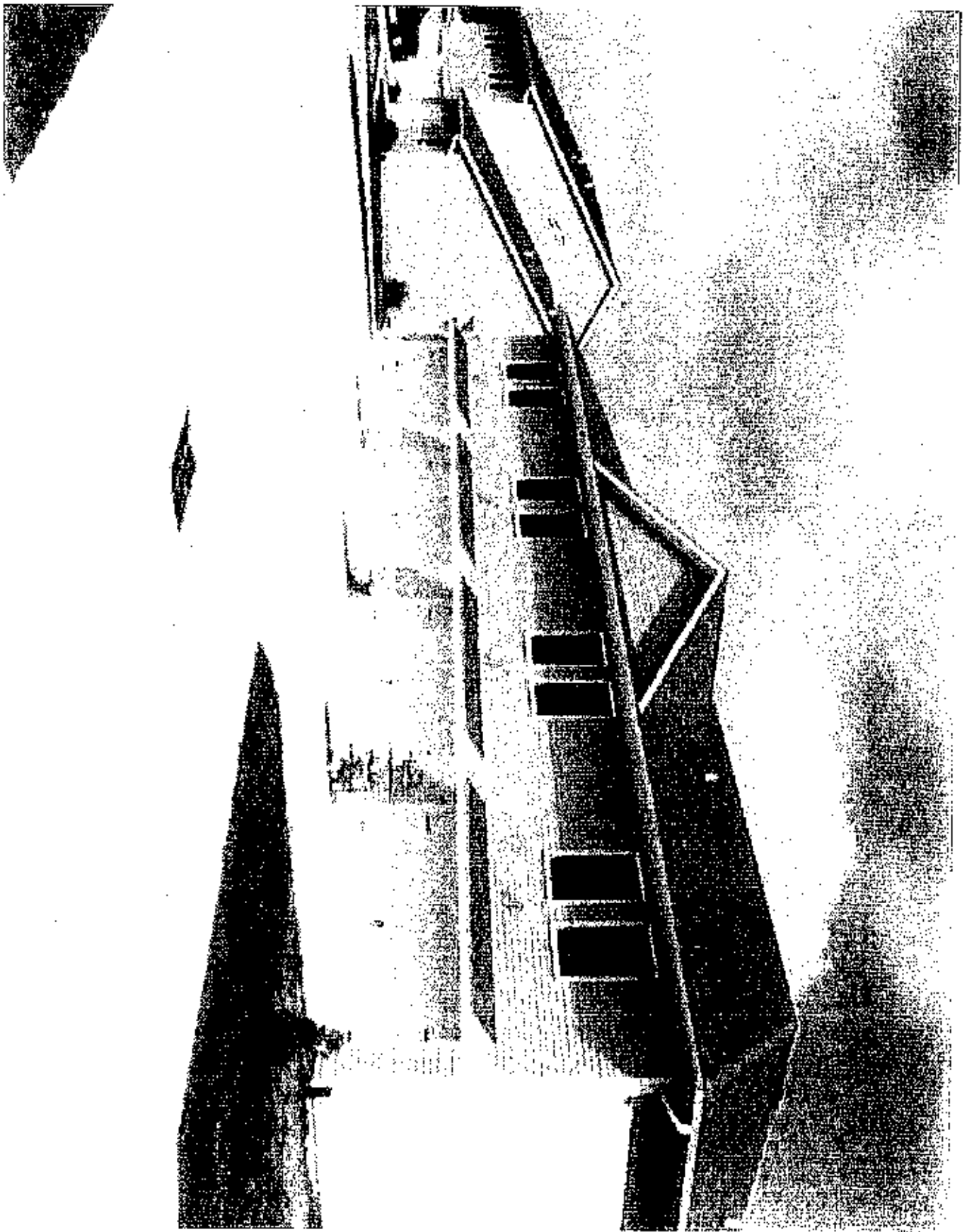
CONCEPT PLAN C
LOTS 10 THROUGH 18
 VALLEY BLUFF HORIZONS SECOND ADDITION
 CLINTON, IOWA

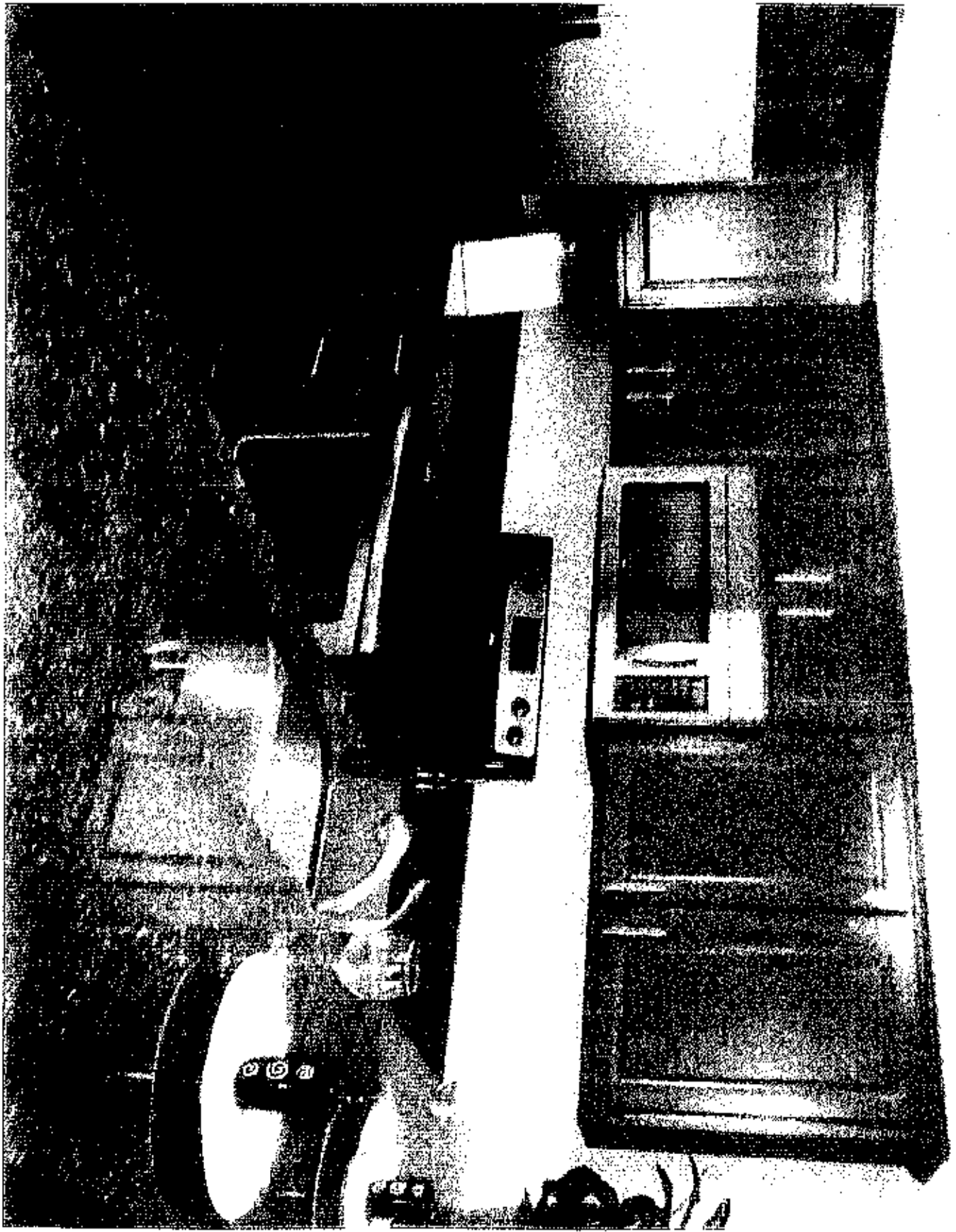


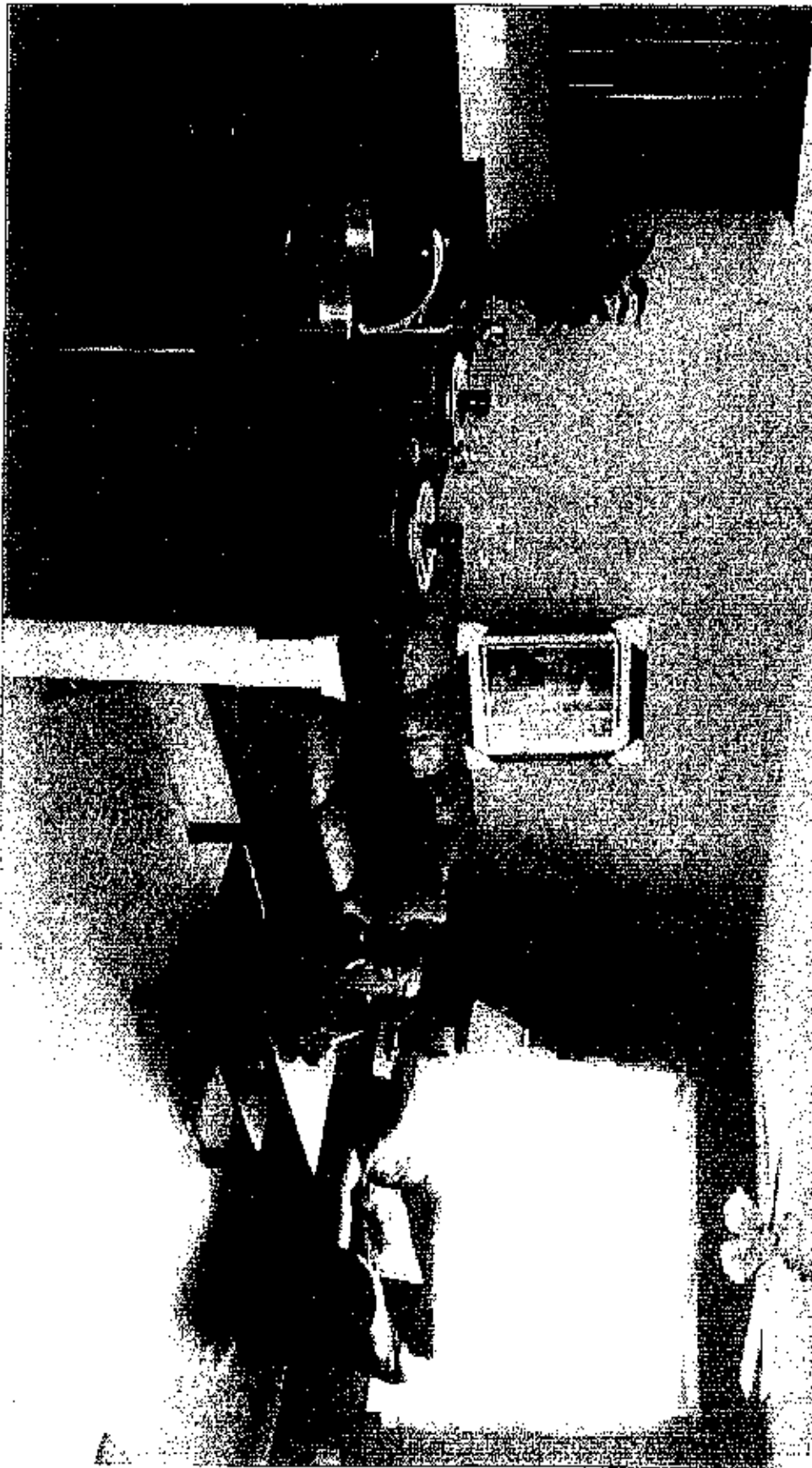
REMARKS	DATE
REVISIONS BY: [unclear]	04
DESIGNED BY: [unclear]	01
DRAWN BY: [unclear]	12/01
CHECKED BY: [unclear]	01/01
APPROVED BY: [unclear]	02/01
DATE: 02/01/01	

PREPARED BY
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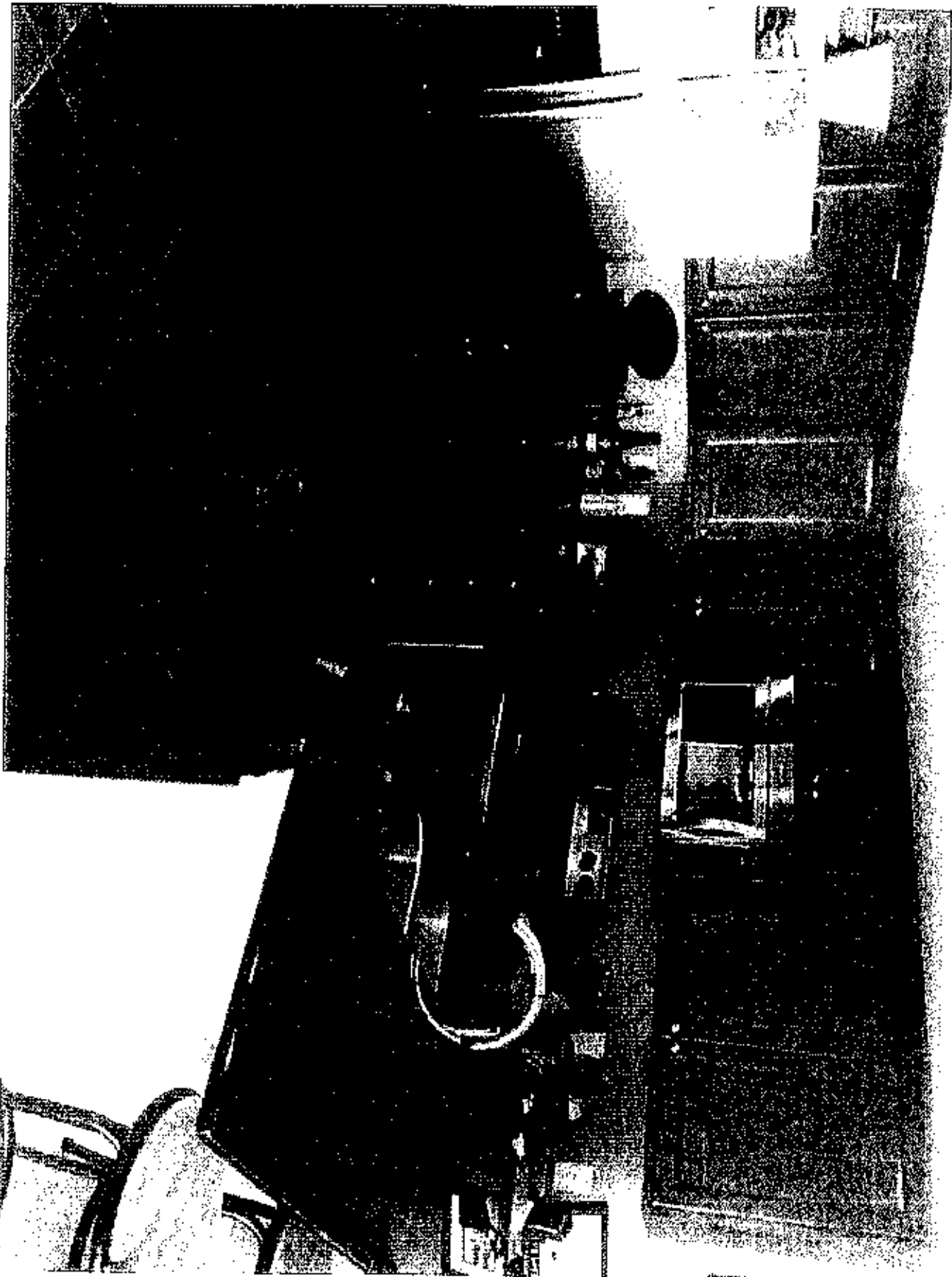


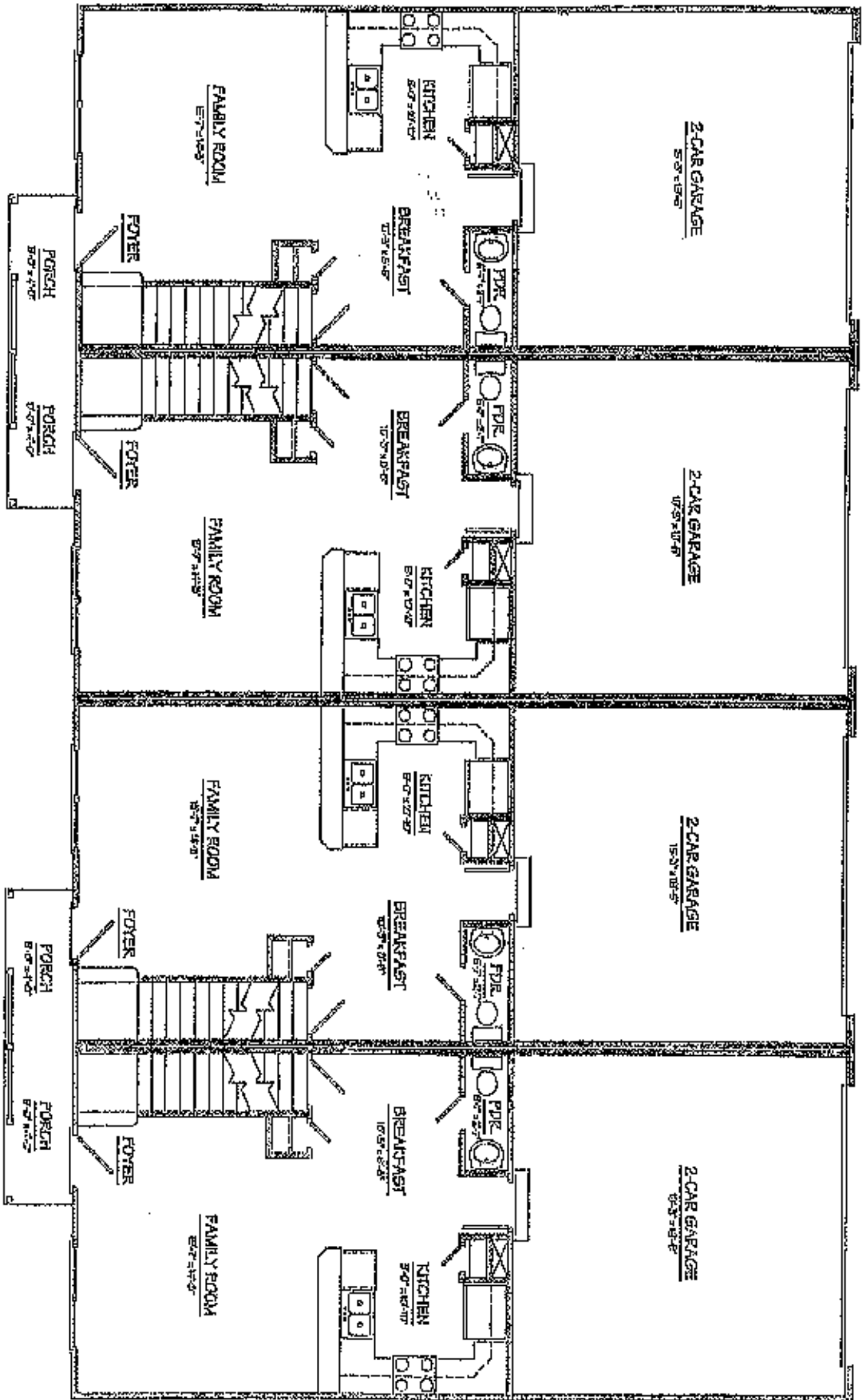








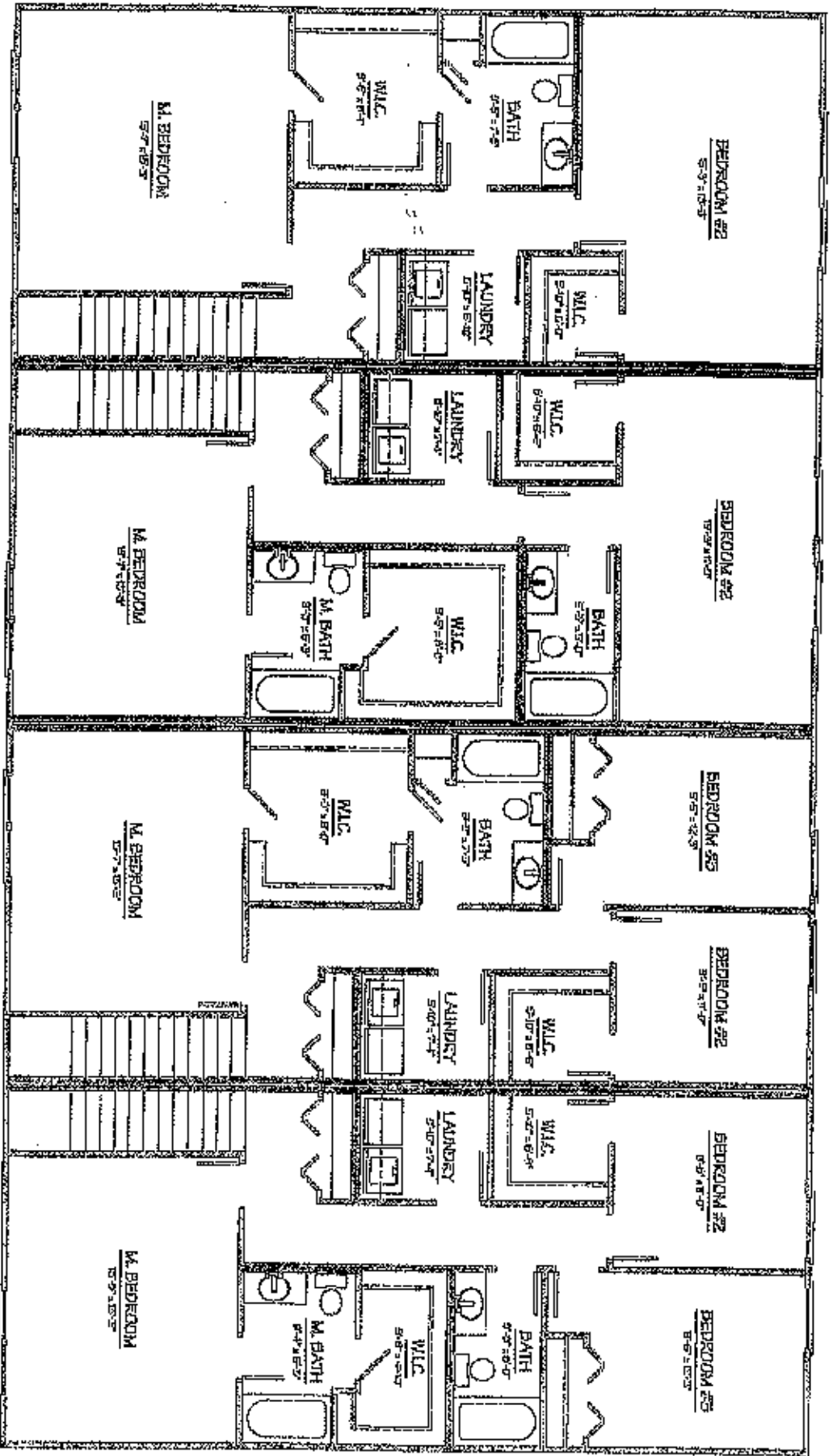




PLANS MAY BE SHOWN WITH OPTIONAL FEATURES

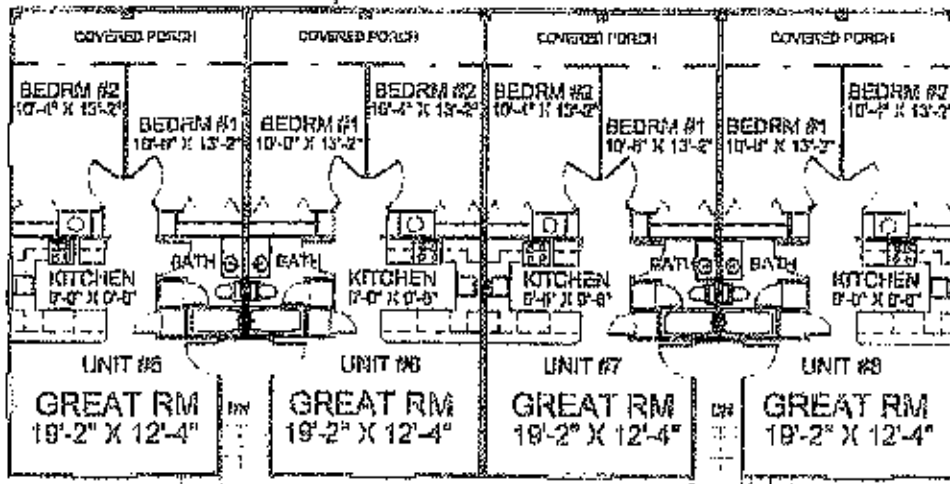
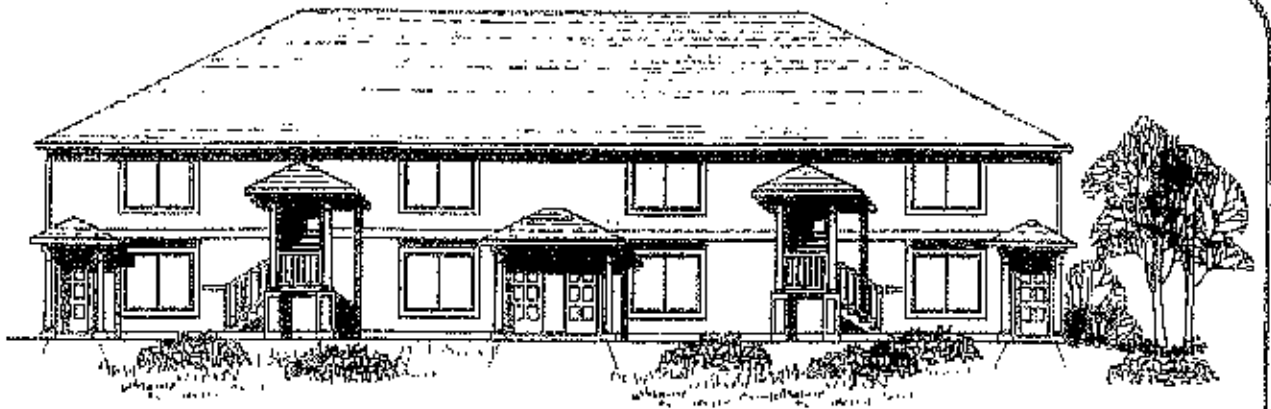
4-UNIT TOWNHOMES MAIN FLOOR PLAN

1000 SQ. FT. PER UNIT

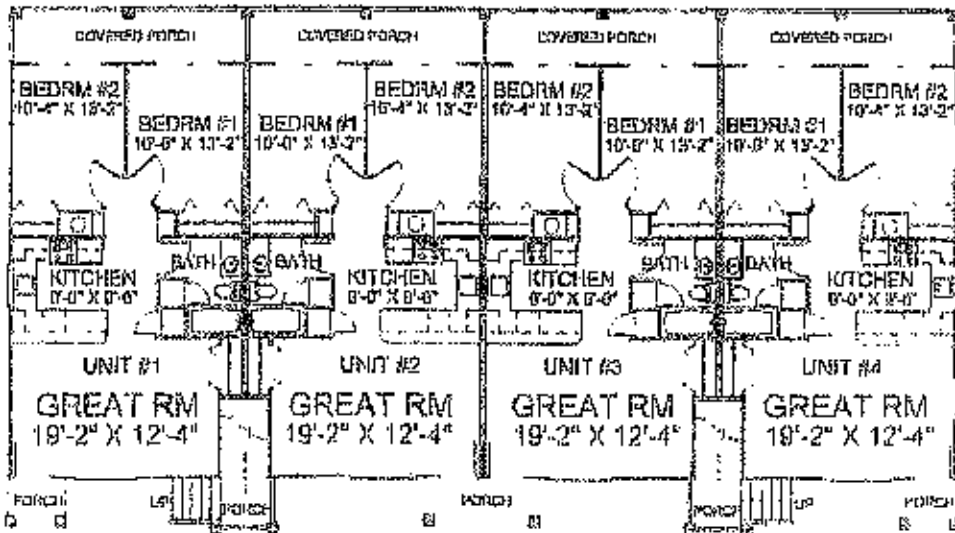


PLANS MAY BE SHOWN
WITH OPTIONAL FEATURES

4-UNIT TOWNHOMES SECOND FLOOR PLAN
DOB CO. FT. PIER UNIT



TYP. UPPER FLOOR



TYP. MAIN FLOOR



Width = 88'-0"
 Depth = 48'-0"
 (Inc. porches)
 Total Sq. Ft. = 8167/unit

BUILDING DESIGNS BY STOCKTON
 RESIDENTIAL • MULTI-FAMILY • MARKETING
 151 503 524 3118 FAX 503-524-1181
 1-800-451-3118

8-9602-1



Item # 3

FINANCE DEPARTMENT

MEMORANDUM

To: Mayor Vulich and City Council
FROM: Anita Dalton, Finance Director
SUBJECT: Solid Waste Deficit Reduction Plan
DATE: June 4, 2015

Attached is draft #4 regarding the SW Deficit Reduction Plan.

At a previous Committee of the Whole I was asked to bring back detail of the transactions that occurred in Fund 542 (SW Equipment Replacement) and information regarding the original quotes for equipment; why there were differences from the original quotes; and what we expect to re-coup from litigation with Elliott Equipment. Please note, the \$39,439.28 referenced on the first attachment is what was sent as a 'demand' to Elliott Equipment, and might not (necessarily) be the number that is settled on.

On the second attachment is an analysis of the rates that would be needed to clear the deficit in the fund by either (1) borrowing the money on a 5-year payback schedule; (2) letting the deficit clear itself, but in a 5-year timeframe; and both scenarios with a capital equipment and \$45,000/year can replacement allowance.

Thank you~

Anita Dalton

SW Equipment Reserve Account - Fund 542

What it is today

Trans as detail of line	beginning balance in fund 542	Transfers to Fund 542	Payments from Fund 542	Remaining Balance in Fund Reserve	Vendor
6/30/2016	Beginning Balance in Fund 542			\$135,167.45	
6/30/2016	Y/E Transfer	9271,540.00		\$989,681.00	
6/30/2016	Y/E Transfer	532,621.69		\$61,467.77	
6/30/2016	Y/E Transfer	5,236,979.70		\$205,132.25	
6/30/2016	64 Inv'l Trk's		-655,100.00	923,132.25	Elint Equipment
6/30/2016	2009 Int. Solidworks 7400 Trk's		-5134,654.00	920,378.25	Elint Equipment
6/30/2016	2014 Int'l Spectrocer Trk's		-1444,847.00	\$735,531.25	Chembar International Products
6/30/2016	Tech. Supplies		-70,702.00	\$664,829.25	
6/30/2016	Y/E Transfer	\$207,177.29		\$872,006.54	
6/30/2016	Y/E Transfer	\$104,892.25		\$976,898.79	
6/30/2016	Y/E Transfer	5764,588.28		\$1,551,487.07	
6/30/2016	Y/E Transfer	\$104,150.65		\$1,655,637.72	
6/30/2016	5 Breading Tanks		-5521,992.00	\$1,103,645.72	Elint Equipment Inv'l 11/2/22
6/30/2016	3 Solid Works Trk's		-2557,442.00	\$846,203.72	Elint Equipment Inv'l 7/1/20
6/30/2016	Y/E Transfer		-9128,376.80	\$1,267,827.52	Elint Equipment Inv'l 11/2/22
6/30/2016	Y/E Transfer		-6386,534.12	\$629,293.40	Elint Equipment Inv'l 11/2/22
6/30/2016	RFID Reader		-511,013.10	\$118,280.30	Elint Equipment Inv'l 11/2/22
6/30/2016	rubber - 5000000		-556.06	\$117,724.24	Elint Equipment Inv'l 11/2/22
6/30/2016	Yantrachari Parts		-5,2748.12	\$112,450.12	Elint Equipment Inv'l 11/2/22
6/30/2016	Yantrachari Parts		-51,738.97	\$60,711.15	Elint Equipment Inv'l 11/2/22
6/30/2016	Yantrachari Parts		\$26,329.83	\$87,040.98	Elint Equipment Inv'l 11/2/22
6/30/2016	Yantrachari Parts		-51,122.26	\$35,918.72	Elint Equipment Inv'l 11/2/22
6/30/2016	Y/E Transfer		-34,008.49	\$1,526,035.23	Elint Equipment Inv'l 11/2/22

What it was supposed to happen

Trucks Cars	Original quote - approved purchase	Actual Purchases	Trucks Cars
	\$1,380,188		\$1,526,035
	\$535,218		\$535,218
	\$844,970		\$990,817

Purchase total over approved budget (additional cars & increased main entry)

Informational summary on/line/ items/ decisions/ flows/ that/ more/ too	In 8/1/00/00/00	Y/E 5/16	Y/E 5/16
	Unit Cost	\$4,961,500	\$4,961,500
	Total	\$299,800	\$299,800
	Actual	7,686	7,686
	Unit Cost	\$2,821	\$2,821
	Total	\$473,015	\$473,015

Initial case order was budget by

7/26/2011 Fund 542 - 101,000
 9/29/2011 Approved purchase (Trucks & cars)
 8/23/2011 BRD Board
 5/12/2017 other equipment

Physical Fund Balance May 2013

Change in net order of cent

Additional Car Purchases 7/2012 - 9/2013 (no transfer line fund 542, as now)

Fund balance order by

Additional resources from Elint Equipment

New fund balance of SW Elint Equipment Inventory

Still a \$1 million deficit!

\$236,857.00

-5108,411.71

-6,113,899

\$38,439.28

-51,076,489.55

Amounts absorbed from Elint Equipment

\$24,137.28 for 11 Elint Equipment rec. modified via 8/25
 \$14,054.00 for 084 cars with BRD Cars \$ 51,041 each
 \$ 2,252.50 programming charges to our software
 \$55,438.22

Weighted months from 21/24/2013 since there are purchase orders on left, P. & P. 27/08/2016 06/05/16 balance

2,252 additional containers with \$ 4K increase in cost per container, quote was only good for 300 days

689,350

\$60,237

256,867

\$264,807

Actual Purchases

Trucks

Cars

\$535,218

\$844,970

\$1,380,188

\$1,526,035

\$1,526,035

\$535,218

\$844,970

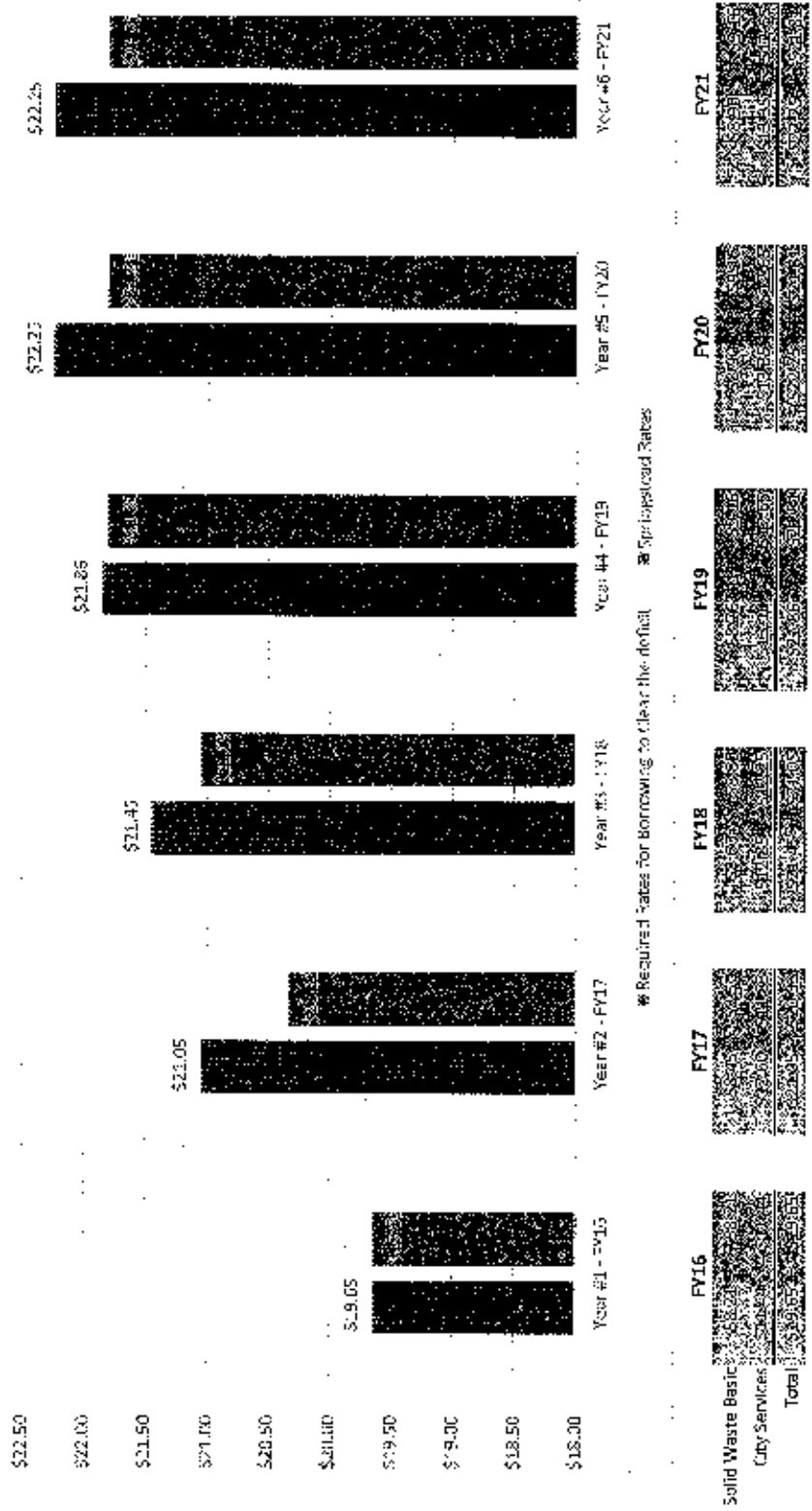
\$1,380,188

\$1,526,035

City of Clinton - Solid Waste Deficit Reduction & Equipment Replacement Required Rates (Draft #4)

The Solid Waste Fund currently has a deficit of \$1.6 Million dollars. I have prepared the following information, showing the rates that would be required to be implemented to pay off the deficit in 5 years by either:

- Scenario #1 - Borrowing to clear the deficit; with a 5-year payback schedule - Paid by user fees
 - Scenario #2 - Clearing the deficit without borrowing; but having the deficit cleared by the 5th year - Springstead rates actually accomplish this goal (thru FY19)
- Along with paying off the deficit, set aside money for an equipment replacement reserve (capital equipment & carts)**



If we borrow the money to pay off the deficit on a 5-year payback, the interest & cost to borrow the money is \$156,936
 Equipment Replacement fund is fully funded by Year #6 (with at least \$540,000) in both scenarios

Item #4



MEMORANDUM

Meeting Date: 6/9/2015
Agenda Item: XXX
Subject: State Recreational Trail Grant Application

To: Committee of the Whole
From: Jason Craft, City Engineer

PURPOSE

The purpose of this item is to authorize the City Engineering Department to apply for a State Recreational Trail Grant for Bike Lanes on Mill Creek Parkway from Highway 30 to Main Avenue. The bike lanes would be paved asphalt on the gravel shoulders of Mill Creek Parkway.

BACKGROUND

The Citywide Bicycle Trail Plan includes a loop around Clinton. The east half of the loop is complete, with a trail from Eagle Point Park to Camanche. The north connector will be complete next year with a trail along 19th Avenue North from 2nd St to Mill Creek Parkway.

The most important piece of the plan is now Mill Creek Parkway. Once the Parkway bike lanes are completed, the City can begin working on an interior bike lane plan.

In order to pave the bike lanes, a total 6' wide shoulder would need to be paved on each side of Mill Creek Parkway.

BUDGET IMPACT

The total cost estimate for this project is \$1.00 million. The project would include a 25% local match of \$250,000. This could be included in the fiscal year 2017 budget, financed by a General Obligation Bond.

The shoulder width could be increased by 2' to provide an even wider buffer area, if we can also apply for a traffic safety grant for the additional width. I will look into this further.

RECOMMENDATION

I think we would have a great chance at this grant, given the history of the awarded state recreational trail grants. This fits in with our master plan, it is on our bicycle route map, and we would have the support of our Iowa DOT commissioner.

Another benefit to this project is the paving of the shoulders on Mill Creek Parkway. This is something that would provide a benefit to the safety of the driving public.

I would like the permission of the Council to apply for this grant, for submission to the DOT on July 1, 2015.

Item #5



MEMORANDUM TO COW

Meeting Date: 6/9/2015
Subject: Transportation Alternative Programs Grant Application
From: Jason Craft

PURPOSE

The purpose of this item is to authorize the City Engineering Department to apply for a Transportation Alternatives Grant through ECIA in Dubuque. The grant would be for a beautification streetscape project along South 2nd Street from 3rd Avenue South to 8th Avenue South. The project would include replacement street lights, bored underground conduits and street light wiring, trees, planter boxes, a permeable paver sidewalk strip, and other amenities.

BACKGROUND

The Transportation Alternatives Project Fund is what is left of several federal funding streams under the Iowa DOT's purview. The three main programs now consolidated into one are the Transportation Enhancement Fund, the Safe Routes to Schools Fund, and the Federal Rec Trails Fund. Instead of applying for these robust programs at the state level, the state has sub allocated the funds to local councils of government for administration of their own grant programs. So in a nutshell, there is now much less money for our taking, but much also much less competition. There are several ways we can go with this grant. Here were the two best alternatives I have considered:

1. Streetscape project along South 2nd Street from 3rd Avenue South to 8th Avenue South. This project would include new LED street lights, a permeable brick sidewalk strip at back of curb, trees and other planting, and additional street scape amenities such as benches, trash cans, etc. The project would not only rehab the look of 2nd Street, but would also contribute positively towards a green environment with LED street lights and the permeable brick buffer strip to treat storm water runoff.

The DCA is behind this project and has indicated they would be willing to participate in the matching funds. This project would have a vast regional benefit in that it encompasses an entire downtown stretch from north to south, is along a state highway, and benefits local streams and water ways with treatment of storm water runoff.

I think this idea would be very highly likely to receive funding, as it has a local commitment, participation of citizens and local business, and multiple regional benefits.

2. Traffic Signal at 13th Avenue North & North 14th Street for a school crossing. Though this is a necessary project and it would qualify as a Safe Routes to Schools Project, it may be perceived by the commission as a project unworthy of grant funding. I would be more than willing to write a grant for this project, but I just don't see it scoring as highly as the other alternative. Though we may be able to get grant funding from the school, it seems unlikely that we will be able to display as many regional transportation benefits as alternative #1.

BUDGET IMPACT

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY		ESTIMATED PRICE	ESTIMATED COST
1	Mobilization/Demobilization, Bonds, Permits, & Ins.	1	LS	\$15,000.00	\$15,000.00
2	Traffic Control for Construction	1	LS	\$10,000.00	\$10,000.00
3	Tree Removal	1	LS	\$2,500.00	\$2,500.00
4	Erosion and Sediment Control	1	LS	\$2,500.00	\$2,500.00
5	Removal of Sidewalk	1000	SY	\$10.00	\$10,000.00
6	Removal of Intakes and Manholes	12	EA	\$400.00	\$4,800.00
7	Removal of Luminaire Pole and Footing	30	EA	\$400.00	\$12,000.00
8	Storage Aggregate Course	2000	TON	\$21.00	\$42,000.00
9	Subdrain, 4" PVC	2000	LF	\$9.00	\$18,000.00
10	Tap to Storm Sewer Structure for Subdrain	20	EA	\$250.00	\$5,000.00
11	Permeable Pavers (Sidewalks)	8000	SF	\$7.00	\$56,000.00
12	Shade Tree, 2.5" Caliper, Balled and Burlapped	30	EA	\$400.00	\$12,000.00
13	Plantings	1	LS	\$3,000.00	\$3,000.00
14	Copper Wiring	1	LS	\$15,000.00	\$15,000.00
15	Rigid Conduit	1	LS	\$25,000.00	\$25,000.00
16	Lighting Control Cabinet	1	LS	\$5,000.00	\$5,000.00
17	Decorative Lighting Unit	30	EA	\$5,000.00	\$150,000.00
18	Miscellaneous	1	LS	\$12,200.00	\$12,200.00
TOTAL					\$400,000.00

GRANT APPLICATION - \$250,000
 CITY MATCH - \$100,000 (FY 2017 GO BOND)
 DCA MATCH- \$40,000
 TREES FOREVER - \$10,000

RECOMMENDATION

We need to come up with a submittal for this grant opportunity. After thinking through many possible alternatives with the City Planner and the Assistant City Engineer, this is the most competitive alternative we can come up with. This application would definitely meet the current dire need of new street lights on 2nd Street, and would provide an updated look to a fading downtown.

As stated, I think this grant application would be favorable given its regional appeal and encompassing green accommodations.

With the Council's authorization, we would like to apply for the TAP grant for what we would call the SOUTH 2nd STREET GREEN INFRASTRUCTURE & STREETScape PROJECT.