

STAFF REPORT

**SELECTION OF A PREFERRED 321 STATE AVENUE HOUSING SUBDIVISION
DESIGN CONCEPT**

February 25, 2020

At the City Council meeting on December 17, 2019, the City Council directed staff to proceed with creating a development concept plan for affordable single-family homes in combination with affordable multi-family housing at the city-owned property at 321 State Avenue. The intent was to move forward with a City sponsored single-family home subdivision that included land reserved for future multi-family housing intended to be developed with a partner through the state's Low Income Housing Tax Credit (LIHTC) program and process. City Council approved at its January 14th meeting a contract with Civil Design Advantage (CDA) to assist in preparation of a subdivision for 321 State Avenue. Additionally, the City Council directed staff to prepare for a multi-family affordable housing developer Request for Proposals (RFP) in the summer of 2020 for a 2021 LIHTC application.

On January 23rd, Planning and Housing Staff participated in an Open House meeting to provide an update on the development of 321 State Avenue, including the potential to develop multi-family units on a portion of the site. Staff presented scenarios (without lot layouts) for either placing the multi-family or single-family housing units on either the north or south side of the parcel. Staff shared this feedback with City Council previously and has included the same information in Attachment A.

On February 17th, staff along with CDA held a neighborhood meeting to share **five design concepts that included single-family lot lay out configurations and an area reserved for multi-family housing**. There were 18 people in attendance who shared their feedback (Attachment B). The attendees very clearly articulated they did not want to have multi-family rental units developed on the property and preferred single-family development. Site specific layout questions and comments included multi-family area size and location, multi-family visibility and grade differences between the north and south, multi-family building types and size, traffic levels and access to Wilmoth, and the relationship of the site to the potential fire station to the east.

The design concepts prepared by CDA explore different design configurations for lot layouts and reserved land for future multi-family. A new concept, "F", was created after the February 17th meeting to address staff comments. Attachment C includes a detailed assessment of each option with pros and cons. (Attachment C and Attachment G-Site Layout Sheets) CDA also prepared rough cost estimates for comparative purposes of the different concepts related to single-family development.

City Council is being asked at the February 25th meeting to give direction on a preferred concept to allow for CDA to proceed with preparation of a preliminary and

final plat for City Council approval. Each concept has positive attributes depending on the priorities for the project. Staff has identified four major factors that could guide selection of a preferred individual concept.

1. Housing location, including housing flexibility for multi-family buildings versus single-family buildings, location of multi-family buildings
2. Salability of market rate lots
3. Estimated cost to construct improvements, including total cost and cost per dwelling unit
4. Lot layout & integration, desirability of lots, compliance with City standards.

Factor 1. Location of housing types

The key issue for the overall site is where to reserve land for multi-family. The concept drawings indicate between approximately three acres of land south of Tripp and four acres of land north of Tripp. Staff estimates that all the concepts could accommodate conventional multi-family housing options for a future LIHTC project. Due to the site constraints to the south, there is somewhat less flexibility for building size and configurations compared to the north. However, the south side is situated approximately 10 feet below the elevation of Wilmoth Avenue, which would provide a greater degree of visual separation than on the north side. The north side is larger and would allow for more variations in multi-family building types due to the ability to spread smaller buildings out across the site or to leave more open space with medium sized buildings.

For single-family homes, there are at least two viable conventional housing layouts for either north or south of Tripp Avenue. However, if Council is interested in non-conventional alley or small lot configuration, the homes would need to be located on the north site for a practical configuration. All concepts assume single-family home lots would be created along Wilmoth Avenue as a transition to a multi-family development area from the west.

Factor 2. Salability for market rate lots

In the past, the viability of market rate lots sales was a primary issue for evaluating different concepts. This was important as it was viewed as a way to help support the overall development and reduce the per unit subsidies. Based upon the current concepts, cost estimates, and federal funding it is possible to develop the project without relying heavily on market-rate lot sales. In the event maximizing market rate lot value is a priority for the site, using the south side for single-family lots is likely the best answer due the ability to have walk-out homes and some lots abutting natural areas. Slightly more lots can be produced on the north side, but they may have somewhat less desirability due to adjacent streets and lot configurations.

Factor 3. Cost to develop the site

CDA has provided preliminary cost estimates based upon public infrastructure and some site grading. The cost estimates do not include detailed grading analysis, site preparation, and storm water features. Additionally, the City has already spent approximately \$500,000

on the construction of Tripp Street and approximately \$550,000 spent for site acquisition and upkeep.

Overall, the City has identified funding through its Annual Action Plan that can support the development of each single-family concept in at least two construction years. The overall additional estimated subdivision development costs range between approximately \$669,000 and \$1,100,000. The per lot costs range from \$26,760 to \$39,291, this does not distinguish between affordable home and market rate home lots, just a per lot cost to develop. Concept A is the lowest cost due to limited amount of street improvements for the cul-de-sac.

321 State Avenue	SFD Lots	MF Acres	Infrastructure Cost*	Cost Per SFD Lot
Concept A	25	3.88	\$ 669,661	\$ 26,786
Concept B	24	3.88	\$ 899,856	\$ 37,494
Concept C	31	2.81	\$1,038,676	\$ 33,505
Concept D	30	2.81	\$ 1,094,416	\$ 36,480
Concept E	28	2.81	\$ 1,100,153	\$ 39,291
Concept F	26	2.81	\$ 1,006,531	\$ 38,712

*Preliminary Est. for comparative purposes using recent Tripp Street pricing with inflation, and 15% contingency

Factor 4. Lot Layout

City subdivision and zoning standards articulate a preferred approach for an integrated subdivision design that limits closed-off streets and dissociation of development from neighboring sites. Additionally, transitioning development intensities is also desirable. The project site has some constraints due to existing neighborhoods, creeks, and streets that limit options for achieving these goals. The individual concepts prepared by CDA attempted to create a range of buildable lot options and address the site constraints. There are significant trade-offs with individual concepts, including an abundance of through lots (lots with two street frontages), cul-de-sacs, and development costs. The biggest design concerns for staff is the transition to the neighborhood to the west, integrating housing types or separation of housing types, and limiting dead end of fenced off areas. Overall staff does not favor options that include rear yards along streets that create a walled off appearance for the site.

The most integrated subdivision concepts would include Concept B and Concept F. Option A includes a cul-de-sac, but otherwise would meet development preferences of the City standards. Other options would require waiving certain subdivision standards or rezoning the site to Planned Residence District (PRD) to vary from conventional lot standards.

ADDITIONAL ISSUES:

Affordable Housing Percentage

In addition to reviewing the subdivision concepts, staff needs direction from City Council on its preference for percentage of affordable single-family housing units developed on the site. The minimum requirement is understood to be 51% of housing units developed on the total site must be targeted to households earning less than 80% of

the average median income (AMI). Due to the planned use of CDBG and HOME funds along with LIHTC, it appears the City has a wide range of choices on the mix as the need to finance development through market-rate lot sales has diminished since it was first conceived.

Staff proposes that the development proceed with the assumption that 51% of the single-family homes will be affordable housing in addition to the affordable housing units constructed with the multi-family housing component. This option ensures consistency with HUD regulations regardless of the pace of development of future multi-family housing and meets a diverse range of affordable housing interests. The “market rate” lots can then be developed at any price point, including median income households or above. If City Council identifies a different option for the mix of affordable housing units, staff will work such direction into the planning for the future construction of homes, but it does not necessarily affect the choice of a subdivision layout.

Housing Construction Cost and Sales Prices

Last June staff provided information to City Council regarding New Home Construction financial scenarios (Attachment D). These financial projections were based on the 2019 Ames Metropolitan Statistical Area (AMSA) Income Limits (see Attachment E).

Based on the 2019-20 and proposed 2020-21 revenue and expenditure projections for both CDBG and HOME funding (Attachment F 1 and 2), there is approximately \$763,000 of CDBG funds available for infrastructure improvements, approximately \$300,000 available for down payment and closing cost assistance, and approximately \$1,252,115 of HOME funds available for new home construction.

The potential subsidy levels per affordable home are largely dependent on the eventual home construction cost and its sale price. Based upon the six concepts, staff’s June 2019 costs ranges still apply for individual subsidies levels for the affordable homes.

STAFF COMMENTS

The primary goal at this time is for Council to select a subdivision layout to move forward with platting and developing the site. The proposed concepts from CDA layout conventional single-family home housing options that meet the project description provided by City Council in December. Staff believes the lot patterns derived by CDA offer a wide range of single-family home building choices on each an individual lot and adequate area for future multi-family housing options.

It should be emphasized, that the City Council is being asked to answer two questions raised in this report:

- 1. What is the preferred subdivision design concept?**
- 2. What should be the minimum percentage of affordable single-family homes within the preferred subdivision design concept?**

With the City Council’s direction, staff in conjunction with CDA can proceed with subdivision platting and development of the site.

ATTACHMENT A

(January 23rd Neighborhood Meeting Summary)

- Dream: Owner occupied homes could be single family or attached townhomes.
- Multi-family to south; single to north; senior center to north also sounds great
2911 Arbor
- Single-family housing fits the existing neighborhood. I don't think it's a good location for apartments / townhouses, etc.
- I guess I am more leaning on having apartments on southern parcel.
- Please make sure the multi-family units have ample parking.
- I would like to see the LMI multi-family units be single family rent to own houses on 321 State St. Thanks!
- Incorporate housing that is \$150-250,000, I would advocate for more mixing of housing types & income levels. Drawing of LMI to the west / Middle income to the east on the north half and Middle income to the west and LMI to the east on the south half.
- My 1st choice is senior center/pool on one of the sections, but I understand that may not be financially feasible. I like the idea of single-family homes along Wilmoth & no driveways on to State Street. I would prefer no apartments. Condos & duplexes are ok or townhomes. Who will get to face the possible new fire station?
- I think either option will be good. I'd rather not see more apartments – I'd like people who want to buy a home to be able to afford one. I understand there will not be driveways on State – good!
- No more rental property in this area. 70% is more than enough. Single family homes in area works well. Marilyn Clem
- Please no more apartments! Single-family housing would be better for the area.
- I am very much against housing construction in the area. I would much prefer a simple park. I believe the existing community would benefit more and am confident that the housing/rental market will adjust accordingly to supply and demand. If housing was built I would prefer single-family middle-income market housing.
- For multi-site housing – two level townhomes only for family centered living; Single family south side
- Against multi-family dwelling; work every possible way to get break for “rent to buy”;
- Quality of life is key.
- Senior center on north section of the old middle school property; No apartment buildings!, there are already plenty in the area; No rental!
- Strongly object to rentals or apartments; Please single family homeowner housing; Townhomes ok. Julian Birch 2925 Arbor, 292-2955
- Strongly oppose any rental and any apartments, mixed income ok, After five years of meetings and attending council meetings, it is disturbing to hear the City is again considering rental. No means no. Suggest locating Fire Station on West side of State. Ruth Birch 2925 Arbor St.
- I would to have the pool and senior center at the northern parcel or maybe a library. A drawing was also included that mirror Kathie Whatoff; s suggestion below. (2917 Arbor)
- Kathie Whatoff submitted a drawing. Between Wilmoth and State and the alley and Tripp Street she is proposing parking, a pool, a senior center, more parking and on the south side of Tripp she is proposing single-family housing. Her comments stated the she would like a salt-water pool, senior center or small work out center. 325 S. Wilmoth

ATTACHMENT B
(February 17th Neighborhood Meeting)

1st choice - put Fire Station and maybe a
police station too at 321 State

2nd choice E 3rd D NO to A, B, C

Jim Prouty 2911 Arbor St

Please build all single family owner
occupied houses on 321 State St.
using a modified hybrid with platting per
the south portion of concept A
and the north portion of concept E.

Please do not use LIHTC funds to build
any kind of rentals.

No Rentals! already 70%

Please keep to affordable housing.

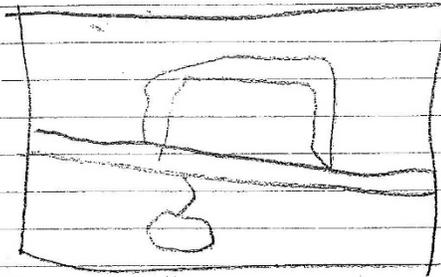
Hybrid of including ^{Development} Summary A + D (single family)

No multi family - No more than 2 story high

Really like Summary A but may have basement flooding.

Of the 5 I think E is
the best -
Joyce Matters

Vote on south half
of plan A, and
top (north) half of D.



clone

1st choice - Concept A

I think houses should backup to the creek -
not apartments. ~~False~~

~~2nd choice~~ ^{Prefer} - apartments across from where the
fire station may be.

2nd Choice - Concept E

~~3rd~~ ^{new} Minimize roads please! No outlets onto Wilmette
I would prefer duplexes, town homes vs apartments
for rental property.

First to Last choice:

A C E B D



Houses would have good view of the creek, good for property intrinsic value



would create too much traffic on tripp & Wilmoth

CONCEPT A

① MINIMIZES TRAFFIC

② USES CREEK PROPERTY AS SELLING PT

③ WANT BE ACROSS FROM

"FIRE STATION"

Julian Rivch 2925 Arbor St.

Prefer concept F

Rich = Deb Ketcham

A lots are OK, would need the N side to be carefully developed. Needs to fit into;

B - like houses next to creek/nature. But not the through road onto Wilmonth

C - don't like - too many lots & odd sizes

D - Don't like due to multiple exits onto Wilmonth

F - Like to have single family homes on N side, move state Ave side walk to the east further

Like the Outlook X for small green space

- Still in favor of single family dwellings

- ~~is~~ already too many rentals in this area

- if choosing a concept -
from "A" those presented -

~~to~~

No Rental

~~Let~~ Diagram E is
Market

the best. Mixed and low
housing on the North End

Christa Best

Concept A. 1st Choice

- No Multi-Family

Start South Development - Continue
to discuss North side of Tripp.

ATTACHMENT C

Site Overview Comments

The current site is adjacent to existing neighborhoods to the west, north and northeast with Iowa State arboretum and farmland to the east and south. South Wilmoth abuts the site along the west and State Avenue along the east. Wilmoth is a local street and State is a collector street. College Creek also flows along the south boundary of the site.

The current site elevation is highest at the north and west ends and lowest at the southeast with a small portion of floodplain along the far south property line. A significant amount of grading will be required to level the site, particularly along the north and west where excess dirt will need to be moved. CDA expects to “balance” the site for grading purposes with cut and fill contained on the site. Stormwater detention and treatment in each of the concepts is managed at the southeast portion of the site along State Avenue and the south property line. Stormwater treatment features also may need to be in conjunction with development north of Tripp Street.

In all of the concepts the single-family lots along South Wilmoth south of Tripp Street have significant grade differential on each of the lots. This will require many of the homes to utilize a smaller buildable area or require considerable grading prior to construction. In all likelihood these will be “walk out” basement designs. These lots will be the most costly lots to construct upon, but have low infrastructure costs. All of the concepts contain a row of single-family lots along South Wilmoth south of Tripp Street due to the grade change.

Some concepts have several through lots on Tripp Street and South Wilmoth. A through lot is a lot that is abutted in the front and rear by streets. Through lots present the challenge of the rear side of homes facing public streets with fences often being added by owners to shield public views into back yards. This can create aesthetic issues and close off development from adjacent areas. The Subdivision Code in Chapter 23 and Zoning Ordinance in Chapter 29 prohibit through lots on local streets and would require a waiver of the subdivision standards in order to allow them if Council chooses, or a rezoning to a PRD.

A shared-use path is planned along the northern edge of the site that will connect this neighborhood to the east and west as part of a larger multi-modal project. All concepts include a reservation of 15 feet outside the abutting alley right-of-way along the north property line to accommodate the bike trail. Alley improvements are not planned if there is no direct access or use of the alley for development.

Concept A-25 Single Family Lots-Cul-de-Sac

This concept contains the majority of the single-family homes to the south of Tripp Street with a cul-de-sac design. Multi-family use would be located north of Tripp Street with approximately 3.8 acres of land.



- Multi-family to the north of Tripp Street provides for a larger area that would allow for greater open space and buffering against neighboring single-family. There would be more flexibility in building configurations and sizes overall.
- The layout allows front orientation of single-family lots on all abutting streets.
- Requires lowest amount of new street construction. 300 LF of new Street construction.
- Cul-de-sac's discourage interconnectivity to the rest of the neighborhood.
- Multi-Family to the north will abut existing single-family residential and be situated across from the potential new fire station.
- Wide variety of building configurations available due to site size, will likely include buildings along State Avenue.
- This concept provides less single-family lots than north layouts
- Single family Lots range in size from 6,300 sq ft. up to 15,000 sq ft.

Infrastructure Estimated Cost for this Concept is **\$669,661**

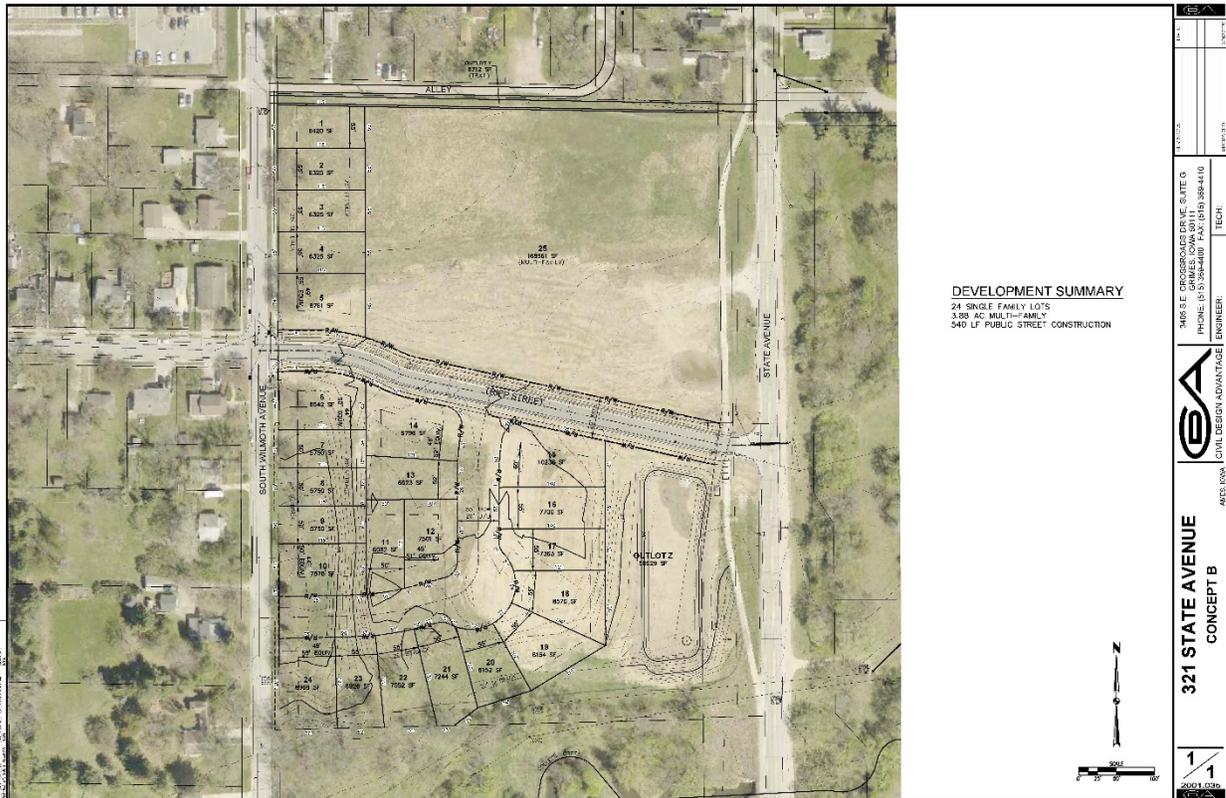
Number of Single Family Lots: **25**

Affordable housing lots at 51%: **13**

Land Available for Multi-family: **3.9 acres**

Concept B-24 Single Family Lots-No Cul-de-Sac

This concept contains the majority of single-family to the south of Tripp Street with the multi-family site to the north. This design has a through street between Tripp Street and South Wilmoth.



- Provides for greater connectivity with traffic flow between Tripp Street and South Wilmoth. Traffic volumes are low enough to meet design specifications of SUDAS.
- The layout allows front orientation of single-family lots on all abutting streets.
- New intersections are furthest from existing intersections.
- Contains the least single-family lots, may be reduced by one or two lots for constructability
- Slope of the new street to the south may need to be 7-8%, but within tolerances
- New street requires significant grading just east of South Wilmoth.
- Single-family lots range in size from 5,700 sq ft. up to 10,200 sq ft.
- Zoning ordinance does not permit lots below 6,000 sq ft. without a PRD (Lots 7-9).
- 540 LF of new street construction.
- Multi-Family to the north will abut existing single-family residential. Wide variety of building configurations available due to site size, will likely include buildings along State Avenue.
- Multi-Family to the north will abut existing single-family residential and be situated across from the potential new fire station.

Infrastructure Estimated Cost for this Concept is **\$899,586**

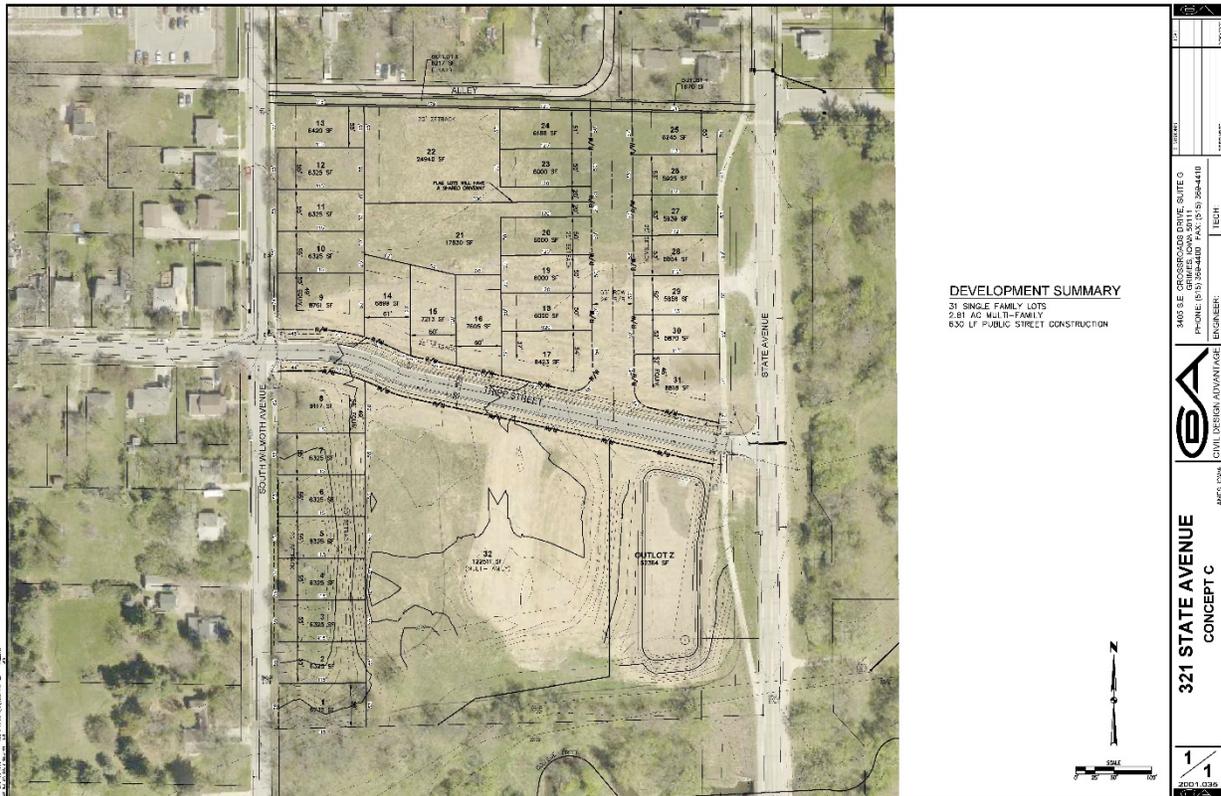
Number of Single Family Lots: **24**

Affordable housing lots at 51%: **13**

Land Available for Multi-family: **3.9 acres**

Concept C-31 Single-Family Lots- Through Street North

This concept places the majority of the single-family lots north of Tripp Street with the multi-family area located south of Tripp Street at approximately 2.81 acres.



- Single-family to the north abuts existing single-family.
- Allows for the largest number of single-family lots.
- If a north-south alley instead of a street, Lots 25-31 can rear load and front on State, but would require reconfiguring other lots as well and remove flag lots
- Lots 21 and 22 could be used for open space and/or stormwater detention.
- Homes on east side of new street north of Tripp Street will require rear of homes facing State Avenue.
- Lots 21 and 22 as flag lots do not fit the pattern of the neighborhood, not a typical layout within Ames. Flag lots not advisable in new subdivisions.
- Single-family lots range in size from just over 5,800 sq ft. up to 24,900 sq ft., would need PRD to reduce lot size.
- New street requires paving of Manning Avenue to the north to Lettie Street not included in costs estimates
- 630 LF of new street construction.
- Multi-family site is located somewhat further from nearby established single family.
- The multi-family site is located approximately 10 feet below Wilmoth and spaced approximately 180 feet from State Avenue.
- The south multi-family site can accommodate a mix of two or three story apartment buildings, depending on overall building sizes.

Infrastructure Estimated Cost for this Concept is **\$1,038,676**

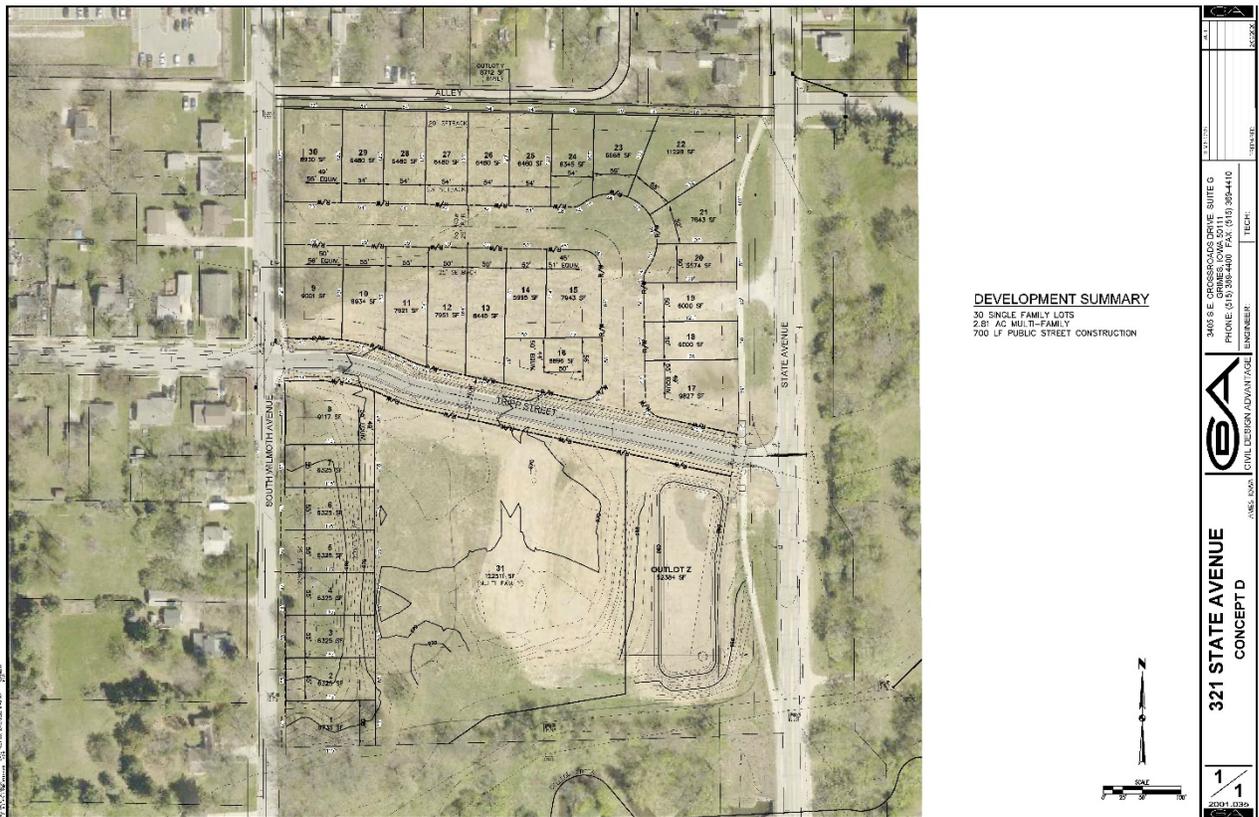
Number of Single Family Lots: **31**

Affordable housing lots at 51%: **16**

Land Available for Multi-family: **2.8 acres**

Concept D-30 Single Family Lots, Connect to Wilmoth North

This concept puts a majority of single-family homes north of Tripp Street with a new thru street between Tripp Street and South Wilmoth. Multi-family is located to the south of Tripp Street.



- Street from Tripp to South Wilmoth connects the neighborhood with no cul-de-sac
- Street intersection spacing from Tripp, bike path, alley is not ideal, could be allowed per Traffic Engineer review
- Allows for a higher number of single-family lots compared to concepts A and B.
- Large number of through lots on Tripp Street creating a likely walled off appearance with separation from multi-family to the south.
- Could be converted to alley layout with homes facing streets and a bike path.
- Second highest amount of new street construction required. 700 LF street construction.
- Single-family lots range in size from 6,300 sq. ft. up to 11,200 sq. ft.
- The multi-family site is located approximately 10 feet below Wilmoth and spaced approximately 180 feet from State Avenue.
- The south multi-family site can accommodate a mix of two or three story apartment buildings, depending on overall building sizes.

Infrastructure Estimated Cost for this Concept is **\$1,094,416**

Number of Single Family Lots: **30**

Affordable housing lots at 51%: **16**

Land Available for Multi-family: **2.8 acres**

Concept E-28 Single-Family Lots, Through Lots on Wilmoth

This concept places the majority of single-family homes to the north of Tripp Street with Multi-family south of Tripp Street. A loop street design circulates through the neighborhood north of Tripp Street with two access points along Tripp Street.



- The street design gives the neighborhood cohesiveness for the north side as an individual development.
- Open space provided with Outlot X, likely for storm water.
- North Wilmoth does not have front doors of housing facing the street.
- Through lots along Wilmoth would require waiver of subdivision standards or a PRD.
- Highest amount of street construction required. 702 LF of new street construction.
- Single-family lots range 6,300 sq ft. up to 10,700 sq ft.
- Does not have a walled off feel across from multi-family site.
- The multi-family site is located approximately 10 feet below Wilmoth and spaced approximately 180 feet from State Avenue.
- The south multi-family site can accommodate a mix of two or three story apartment buildings, depending on overall building sizes.

Infrastructure Estimated Cost for this Concept is **\$1,100,154**

Number of Single Family Lots: **28**

Affordable housing lots at 51%: **15**

Land Available for Multi-family: **2.8 acres**

Concept F-(New Alt. to Concept E)-26 Single Family Lots, Loop Rd.

This concept is an altered version of Concept E and includes a modified circular street north of Tripp Street with open space in the middle and single-family homes all fronting toward the open space.



- No through lots on Wilmoth or Tripp Street proposed.
- Least amount of home site for a north concept.
- A larger open space provided to the north of Tripp Street, likely larger enough to act as pocket park features and storm water
- Less new street construction than Concept E. 620 LF street construction.
- Single-family lots range in size from 6,300 sq ft. up to 14,300 sq ft.
- Could align with an access on the south of Tripp Street for future development
- Does not have a walled off feel across from multi-family site.
- The multi-family site is located approximately 10 feet below Wilmoth and spaced approximately 180 feet from State Avenue.
- The south multi-family site can accommodate a mix of two or three story apartment buildings, depending on overall building sizes.

Infrastructure Estimated Cost for this Concept is **\$1,106,531**
 Number of Single Family Lots: **26**
 Affordable housing lots at 51%: **14**
 Land Available for Multi-family: **2.8 acres**

ATTACHMENT D

New Home Construction Financial Scenarios (June 2019)

Financial Scenario:

The City as the developer and would utilize its HOME funds to construction the **at least three of the number of affordable homes constructed.** Under the HOME regulations, the maximum purchase price for Ames is \$227,000 (for any size household for 2019), there is also a minimum and maximum subsidy level as well, for Ames \$1,000 is the minimum no matter the bedroom size and \$248,652 is the maximum for a three bedroom. With these caps in place, staff researched housing options, and would recommend working with a modular home firm to provide the home product. This was a very successful option for the City in the development 48 homes in our Bentwood Affordable Housing Program in West Ames in 1994-1995. The modular homes were well constructed and the project was able to be completed in a timely manner. As the developer the staff would then solicit proposals from modular home builders and with foundation contractor to construct the homes.

With the maximum purchase cap at \$227,000, the modular home option has packed prices for various size homes that would fit into the purchase cap limits along with cost for the foundation work. Staff also has research some affordability scenarios of what eligible first time homebuyers could afford. Based on a family size of three, the 80% limit is currently \$57,500, based on assumptions for debit, credit score, savings, down payment, interest rate, etc. this income may possibly qualify for a minimum purchase price of \$150,000 to a maximum purchase price of \$180,000. With the HOME subsidy caps, below is a sample scenario of funding is as follows:

Source	Cost/Subsidy
Maximum Home Purchase Price	\$227,000
Buyer Affordability	\$165,000
Affordability Gap	\$62,000

Estimated costs for a 3 Bedroom, 1.5-2 baths, 1,100 to 1,300 square footage, including foundation and utilities work for modular homes could range from \$192,000 to \$198,000. With HOME funding

Source	Cost/Subsidy
Average Modular Homes Price	\$194,000
Buyer Affordability	\$165,000
Affordability Gap	\$29,000

Based on research from similar “lots” in the area and Citywide the projected valued for the State Avenue lots could be in the approximate range of \$45,000 to \$55,000 each. The sale possibly sale to Non-profit Developers could be reduced to \$10,000 to \$ 20,000 per lot.

ATTACHMENT E

2019 Ames (IA) Metropolitan Statistical Area (MSA) Income Limits

80% (Low Income)	
Family Size	Gross Income Cannot Exceed
1	\$49,150
2	\$56,150
3	\$63,150
4	\$70,150
5	\$75,800
6	\$81,400
7	\$87,000
8	\$92,600

ATTACHMENT F (1)

2019-20 Amended CDBG/HOME Annual Action Plan Projects and Budget

Programs	Budget
Public Infrastructure Program for a Share Use Bike Path/Acquisition (Franklin Park to State Avenue)	\$400,000
Acquisition/Reuse Program for Affordable Housing	\$10,000
Homebuyer Assistance Program	\$300,813
Public Infrastructure Improvements Program for State Avenue NRSA (including Engineering costs+ GO Bond)	\$763,745
Rehabilitation/Disposition of 241 Village Drive	\$45,000
Demolition of 3305 Morningside	\$16,070
HOME Homeownership Construction Program for 321 State Avenue	\$923,976
General Administration for CDBG & HOME	CDBG: \$116,241 HOME:\$120,947
Total	\$2,696,792
AMENDED 2019-20 Action Plan Revenue Budget:	
2019-20 CDBG Allocation	\$581,207
2018-19 CDBG Program Rollover	\$462,820
2019-20 CDBG Anticipated Program Income	\$357,842
Non-CDBG Revenue-GO Bonds	\$250,000
2019-20 HOME Allocation	\$481,968
18-19 HOME Anticipated Program Rollover	\$747,750
Adjustment for HOME CHDO Set-Aside	-\$184,795
Grand Total CDBG & HOME	\$2,696,792

ATTACHMENT F (2)

2020-21 Proposed CDBG/HOME Annual Action Plan Projects and Budget

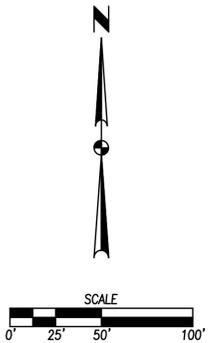
Programs	Budget
Public Infrastructure Program for a Share Use Bike Path/Acquisition (Franklin Park to State Avenue)	\$425,000
Acquisition/Reuse Program for Affordable Housing	\$167,148
Homebuyer Assistance Program	\$300,813
Public Infrastructure Improvements Program for State Avenue NRSA (including Engineering costs+ GO Bond)	\$739,153
HOME Homeownership Construction Program for 321 State Avenue	\$1,252,115
General Administration for CDBG & HOME	CDBG: \$120,528 HOME: \$170,074
Total	\$3,174,831
PROPOSED 2020-21 Action Plan Revenue Budget:	
2020-21 CDBG Allocation	\$602,642
2019-20 CDBG Program Rollover	\$600,000
2020-21 CDBG Anticipated Program Income	\$300,000
Non-CDBG Revenue-GO Bonds	\$250,000
2020-21 HOME Allocation	\$468,771
19-20 HOME Anticipated Program Rollover	\$953,418
Grand Total CDBG & HOME	\$3,174,831

ATTACHMENT G
Larger Site
Layout Sheets



DEVELOPMENT SUMMARY

25 SINGLE FAMILY LOTS
 3.88 AC MULTI-FAMILY
 300 LF PUBLIC STREET CONSTRUCTION



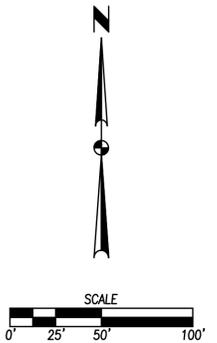
	<p>321 STATE AVENUE CONCEPT A</p>	<p>AMES, IOWA</p>	<p>3405 S.E. CROSSROADS DRIVE, SUITE G GRIMES, IOWA 50111 PHONE: (515) 369-4400 FAX: (515) 369-4410</p>	<p>REVISIONS</p>	<p>DATE</p>
	<p>1/1</p>	<p>2001.035</p>	<p>ENGINEER:</p>	<p>TECH:</p>	<p>2/06/2020</p>



FILE: H:\2020\2020\321 STATE AVENUE-CONCEPT B.DWG
 COMPONENT: CONCEPT B.DWG
 PLOTTED BY: LOUIS ASLEMAN
 DATE: 2/13/2020 9:40 AM
 TECH: ENR

DEVELOPMENT SUMMARY

24 SINGLE FAMILY LOTS
 3.88 AC MULTI-FAMILY
 540 LF PUBLIC STREET CONSTRUCTION

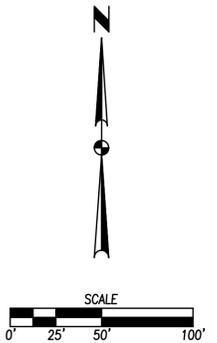


	DATE	2/06/2020
	REVISIONS	
	ENGINEER:	
	TECH:	
3405 S.E. CROSSROADS DRIVE, SUITE G GRIMES, IOWA 50111 PHONE: (515) 369-4400 FAX: (515) 369-4410		
321 STATE AVENUE CONCEPT B		
1/1		2001.035



DEVELOPMENT SUMMARY

31 SINGLE FAMILY LOTS
 2.81 AC MULTI-FAMILY
 630 LF PUBLIC STREET CONSTRUCTION



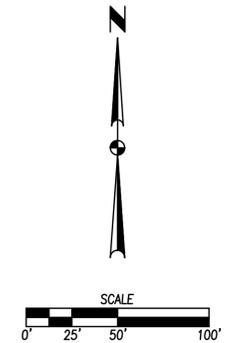
 CIVIL DESIGN ADVANTAGE AMES, IOWA	3405 S.E. CROSSROADS DRIVE, SUITE G GRIMES, IOWA 50111 PHONE: (515) 369-4400 FAX: (515) 369-4410	REVISIONS PREPARED	DATE 2/06/2020
	<h2>321 STATE AVENUE</h2> <h3>CONCEPT C</h3>	ENGINEER:	TECH:

FILE: H:\2020\301005\301005-CONCEPT.DWG COMPONENT: DWG
 PLOTTED BY: TLOUIS ASLEMAN TECH DATE: 2/13/2020 9:42 AM



DEVELOPMENT SUMMARY

30 SINGLE FAMILY LOTS
 2.81 AC MULTI-FAMILY
 700 LF PUBLIC STREET CONSTRUCTION



321 STATE AVENUE
CONCEPT D

AMES, IOWA

ESA
 CIVIL DESIGN ADVANTAGE

3405 S.E. CROSSROADS DRIVE, SUITE G
 GRIMES, IOWA 50111
 PHONE: (515) 369-4400 FAX: (515) 369-4410

ENGINEER: _____ TECH: _____

REVISIONS

NO.	DATE	DESCRIPTION
1	2/06/2020	PREPARED

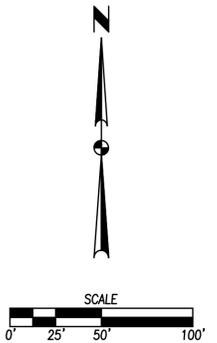
DATE: _____

2001.035



DEVELOPMENT SUMMARY

28 SINGLE FAMILY LOTS
 2.81 AC MULTI-FAMILY
 702 LF PUBLIC STREET CONSTRUCTION



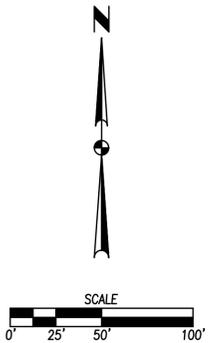
	<p>321 STATE AVENUE CONCEPT E</p>	<p>AMES, IOWA</p>	<p>E&A CIVIL DESIGN ADVANTAGE</p>	<p>3405 S.E. CROSSROADS DRIVE, SUITE G GRIMES, IOWA 50111 PHONE: (515) 369-4400 FAX: (515) 369-4410</p>	<p>REVISIONS</p>	<p>DATE</p>
	<p>1/1</p>	<p>2001.035</p>	<p>TECH:</p>	<p>ENGINEER:</p>	<p>PREPARED</p>	<p>2/06/2020</p>

FILE: H:\2020\321STATE AVENUE\321STATE AVENUE-CONCEPT F.DWG
 COMPONENT: 2/15/2020 9:45 AM
 PLOTTED BY: LOGAN WELSHMAN
 TECH: ENR



DEVELOPMENT SUMMARY

26 SINGLE FAMILY LOTS
 2.81 AC MULTI-FAMILY
 620 LF PUBLIC STREET CONSTRUCTION



	321 STATE AVENUE CONCEPT F	AMES, IOWA 	3405 S.E. CROSSROADS DRIVE, SUITE G GRIMES, IOWA 50111 PHONE: (515) 369-4400 FAX: (515) 369-4410	REVISIONS DATE PREPARED
	1/1	2001.035	ENGINEER: TECH:	2/11/2020