

AGENDA OF THE SPECIAL SESSION OF THE COUNCIL
OF THE CITY OF WASHINGTON, IOWA
TO BE HELD AT 120 E. MAIN STREET
AT 6:00 P.M., WEDNESDAY, MARCH 28, 2012

Call to Order

Pledge of Allegiance

Roll call

Agenda for the Special Session to be held at 6:00 P.M., Wednesday, March 28, 2012 to be approved as proposed or amended.

PRESENTATION FROM THE PUBLIC – Please limit comments to 3 Minutes

CONSIDERATION OF HEARINGS, ORDINANCES & RESOLUTIONS

Discussion and Consideration of a Resolution Authorizing Lease-Purchase Agreement with TCF Equipment Finance, Inc. (Sewer Camera Unit)

OLD BUSINESS

None

NEW BUSINESS

Discussion of Possible Golf Cart Ordinance

Discussion of Possible Stormwater Management Criteria Ordinance

Discussion of Possible Urban Revitalization (Tax Abatement) Ordinance

ADJOURNMENT

Illa Earnest, City Clerk

RESOLUTION
LEASE-PURCHASE NO. 001-0607757-300
DATED AS OF March 23, 2012

A resolution authorizing the negotiation, execution, and delivery of Lease-Purchase Agreement No. 001-0607757-300 dated March 23, 2012 (the "Lease"), in the principal amount of \$101,623.00, between City of Washington, 215 E. Washington Street, Washington, IA 52353 and TCF Equipment Finance, Inc., 11100 Wayzata Blvd Suite #801 Minnetonka, Minnesota 55305; providing 3 Annual lease payments of \$35,576.50 each from legally available funds; and prescribing other details in connection therewith.

WHEREAS, City of Washington, (the "Lessee") is a Municipalities duly organized and existing pursuant to the Constitution and laws of the State of Iowa and

WHEREAS, Lessee is duly authorized by applicable law to acquire such items of personal property as are needed to carry out its governmental functions and to acquire such personal property by entering into lease-purchase agreements, and

WHEREAS, Lessee hereby finds and determines that the execution of a Lease for the purpose of leasing with the option to purchase the property designated and set forth in Exhibit A to the Lease is appropriate and necessary to the function and operations of the Lessee; and

WHEREAS, TCF Equipment Finance, Inc., Minnetonka, Minnesota (the "Lessor"), duly organized, existing, and in good standing under the laws of the State of Minnesota, shall act as Lessor under said Lease; and

WHEREAS, the Lease shall not constitute a general obligation indebtedness of the Lessee within the meaning of the Constitution and laws of the State;

NOW, THEREFORE, BE IT RESOLVED BY THE _____ OF LESSEE:

Section 1. The _____ or _____ acting on behalf of Lessee, are hereby authorized to negotiate, enter into, execute, and deliver the Lease and related documents in substantially the form as presently before _____, which Lease is available for public inspection at the offices of Lessee.

Section 2. The Lease shall be in the principal amount of \$101,623.00 bearing interest as set forth in Exhibit C of the Lease; said Lease to contain an option to purchase by the Lessee as therein set forth.

Section 3. The Lessee's obligations under the Lease shall be expressly subject to annual appropriation by Lessee; and such obligations under the Lease shall not constitute a general obligation of Lessee or indebtedness of Lessee within the meaning of the Constitution and laws of the State of _____.

Section 4. All other related contracts and agreements necessary and incidental to the Lease are hereby authorized.

Section 5. Lessee reasonably anticipates to issue not more than \$10,000,000 of tax-exempt obligations (other than "private activity bonds" which are not "qualified 501(c)(3) bonds") during the current calendar year and hereby designates the Lease as a "qualified tax-exempt obligation" for purposes of Section 265(b) of the Internal Revenue Code of 1986, as amended.

Section 6. This resolution shall take effect immediately upon its adoption and approval.

ADOPTED AND APPROVED this ____ day of _____, 20____.

Lessee: City of Washington

By: _____ Title: _____

**EXHIBIT A
TO LEASE-PURCHASE AGREEMENT NO. 001-0607757-300,
DATED AS OF March 23, 2012**

PROPERTY DESCRIPTION

Description (including features)	Location
<p>One (1) 2012 Bravo ST714TA2 7'x14'x83" Trailer, VIN: 542BC142XCB001915 with a new Aries CFG-VEH-00184 Mainline TV Inspection System including: 846662 Control, Steerable Tractor Tone-Gen Var-Speed for TR3300, S/N: 84666211110965, Honda 6.5Kw Eu65001sa Portable Generator, S/N: EASJ-1050906, PC1170 PCU Assembly, Separate 12P HV Parallel Ports Safety Approved, S/N: PC117012021255, PE3500 Camera, P&T Pathfinder Zoom Vertical, S/N: PE350011121087, PR3300 Reel Assembly, Pull Pathfinder, S/N: PR330011121021, RC3400 Control, Zoom Pathfinder P&T, S/N: RC340011110003, TC3200 Control, Trac M/C Rack, S/N: TC320012021272, TR3300 Tractor, 6 inch Steerable Pathfinder w/3.375 Inch Tires, S/N: TR330011121166, VL5000 Video Overlay Generator, Computer Controlled Assembly, S/N: VL500011121085 together with all attachments and accessories thereto</p>	<p>515 E. 6th Street, Washington, IA, 52353</p>
<p>Total Cost \$101,623.00</p>	

Lessee: City of Washington

By: _____ Title: _____



EXHIBIT C
RENTAL PAYMENT SCHEDULE
TO LEASE-PURCHASE AGREEMENT NO. 001-0607757-300,
DATED AS OF March 23, 2012

First Payment Date: _____

Compound Period: Monthly

Nominal Annual Rate: 2.96%

Event	Amount	Number	Period
Lease	101,623.00	1	
Payments	35,576.50	3	Annual







Date	Payment	Interest	Principal	Purchase Option
Lease Commencement				101,623.00
Eight (8) Months from Lease Commencement	35,576.50	2,024.71	33,551.79	69,432.63
Twenty (20) Months from Lease Commencement	35,576.50	2,044.45	33,532.05	35,229.94
Thirty-two (32) Months from Lease Commencement	35,576.50	1,037.34	34,539.16	0.00
	35,576.50	1,037.34	34,539.16	
Grand Totals	106,729.50	5,106.50	101,623.00	

Lessee: City of Washington

By: _____ Title: _____


Grapevine Responses - Golf Carts

Brent Hinson (Sign Out) | Help

					
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 Question Details	 Actions
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Category: General City Manager Steven T. Diers Organization: City of Independence	Golf Cart usage on City Streets By City Manager Steven T. Diers on 9/13/2011 11:05:51 AM: Good Morning all, The issue/request of allowing golf cart usage on city streets has come up here in Independence and I am hoping to get some feedback on those of you who considered it, why you chose not to allow or why you chose to allow. Regrets? Thank you, Steve Independence (5966)	Search Discussions Post a Question Answer Questions <hr/>  Tools Publish Document Feedback/Comments My News Grapevine Prior to August 2010 Reset Password
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Discussion History: [Submit Answer](#) | [Subscribe/Unsubscribe](#)

Mr. Quentin W Mayberry Organization:	By Mr. Quentin W Mayberry on 9/14/2011: We allowed them about three years ago using the state restrictions as ours. The first year we had one registration and have over 20 this year. They are used mainly for people to drive around town and not use their cars. The complaints I have are from people who think they are hard to see (like mo-peds) but I don't get many complaints about illegal driving. We may need to emphasize licensed drivers, though I haven't had any complaints. Most of the driving I see being done are by the elderly taking a leisurely Sunday drive or driving uptown for coffee. We also have a handicap boy who I see his parents or grandparents driving around town and he seems to be thoroughly enjoying himself. I have no regrets for us making this decision. Quentin Mayberry cityhall@reinbeck.net Reinbeck, Iowa
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City Administrator/Clerk Aaron Anderson Organization: City of Ely	By City Administrator/Clerk Aaron Anderson on 9/13/2011: Ely allows them on city streets, but not our highest traffic street (which is not a state highway). Our ordinance requires them to register the thing, we require headlights and taillights in addition to State Code equipment, and require the driver to be at least 18 years old. The main reasons the City Council decided to allow are that it was a popular request and we do not expect a lot of them because there is not a golf course particularly near us. Most people use them to move around in their general neighborhood or otherwise fairly near their homes. Complications and difficulties tend to involve enforcement - Ely does not have our own police force and contracts with Linn County so we do not have near as much ongoing patrol as most cities, and it can be very difficult for the SO to be present on a timely basis. The other common difficulty is dealing with the misperception that the driver doesn't have to be at least 18, or have a drivers license. Adalert - I'm also part of the Friday morning thing on Golf Carts & ATVs at the League Conference
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ATV'S at the League Conference.

Attachment: [ord_224_ATV_golfcart_2011_rev.doc](#)

Golf Carts

City Administrator Tom Brownlow
Organization:

By City Administrator Tom Brownlow on 9/13/2011:
Steven:

We took a look at this but chose not to allow them. It has been long enough that my memory is a bit foggy (i.e., over 10 minutes, more or less, is all that is typically required). Some issues I do recall are:

Carts don't have safety features such as seat belts. They are built for easy exits, not something you would want in traffic.

We felt that cart owners needed insurance in case of an accident. Cart owners think they have insurance but that insurance won't cover them if they are on city streets instead of golf courses. We didn't check with every company but the ones we checked with would not offer insurance for carts on city streets.

I think I've left something important out. I see if my police chief kept good notes.

Tom Brownlow
Charles City

City Coordinator Andrew J. Lent
Organization:
City of Vinton, Iowa

By City Coordinator Andrew J. Lent on 9/13/2011:

Vinton has allowed them for years. We only require what is required under state law, but have also added that the carts cannot be operated on sidewalks. Okay, that should be understood, but after one incident, we decided to add it to the ordinance. We don't have them running all over town because, unless you're a golfer, you soon come to the realization that they don't save that much in gas and it is one more vehicle to maintain. We've had a few switch over to electric carts that are actually licensed vehicles (due to the higher speed they can go) and are treated as such.

(League Conference Ad Alert!) I am part of a panel on this next Friday at the League's Annual Conference. So, if you want to hear more, stop by the workshop next Friday!

Our ordinance:

http://www.vintoniowa.net/Mayor_Council/Ordinances/Chapter_77_Golf_Carts.pdf



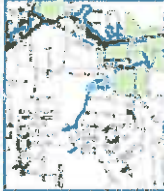



Andy Lent
Vinton

Gerald L Clausen
Organization:

By Gerald L Clausen on 9/13/2011:

We allow, to and from the municipal golf course, golf carts on streets, not state highways. They must have a visible flag on a stick that is observable above the height of the cart. Obviously, this is not good policy but came about because of pressure from the golfers two or three decades ago. We do not have cart storage available at the course. Recently there has been discussion about "open" usage to relieve the use of high priced gasoline for motor vehicles. We further subsidize taxi tickets for seniors to be transported about the City. My observation: Don't stake your career on opposing this one or you may look like the cartoon guy that is flat after being run over by the steam roller.

Gerald
Carroll

					
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Question Details

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Category: **Golf Cart Ordinances**
 Streets & Roads

By Decorah City Manager Chad A. Bird on 7/13/2011 10:58:28 AM:
Decorah City Manager Chad A. Bird

Organization: City of Decorah
 Good morning,
 For those cities with golf cart ordinances, would you please send me a copy? We are looking into drafting an ordinance that would provide for general and "blanket" use (as opposed to specific or individual permission).

You may send copies to my email directly at cbird@adeliowa.org
 Thank you very much.
 Chad
 Adel

Discussion History: [Submit Answer](#) | [Subscribe/Unsubscribe](#)

By City Administrator/Clerk Aaron Anderson on 7/21/2011:
City Administrator/Clerk Aaron Anderson

Organization: City of Ely
 Ely's is attached. We revised in 2011 so it is more along the lines of registering a car.
 Attachment: [ord 224 ATV golfcart 2011 rev.doc](#)

By City Manager Harold L Stewart on 7/14/2011:
City Manager Harold L Stewart

Organization: City of Knoxville
 Knoxville simply references the State Code 321.247 under the Traffic Code section of the City Code. There is also a section requiring insurance coverage that reads as follows:

5-1-11: GOLF CART INSURANCE:

A. Financial Responsibility: The owner of every golf cart being operated upon city streets and alleys shall have in effect liability insurance covering the golf cart in the same limits as required of automobiles by the financial responsibility provisions of chapter 321A of the code of Iowa.

B. Penalty: Any person who is found to have violated this section shall be subject to a fine of fifty dollars (\$50.00) plus surcharge and costs. A court appearance shall not be required if the fine is paid in full prior to the date set for the person's court appearance. (Ord. 09-11, 5-18-2009)

When I was in Nebraska we also required a City permit (a small sticker put on the windshield of the cart) which could be acquired through the police department for a \$25/year fee. This allowed the police department to verify compliance with the law (brakes and safety, etc. in this instance) and insurance coverage.

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safety flag in this instance) and insurance coverage.

Harold Stewart
City of Knoxville

Golf Carts

By City Coordinator Andrew J. Lent on 7/13/2011:

**City Coordinator Andrew
J. Lent**

Organization:
City of Vinton, Iowa

Andy Lent
Vinton

[http://www.vintoniowa.net/Mayor_Council/Ordinances/Chapter 77 Golf Carts.pdf](http://www.vintoniowa.net/Mayor_Council/Ordinances/Chapter_77_Golf_Carts.pdf)

ORDINANCE NO _____

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF NORTH LIBERTY, IOWA, BY ADDING A NEW CHAPTER PERTAINING TO THE OPERATION OF GOLF CARTS ON CITY STREETS WITH A CITY ISSUED PERMIT

BE IT ENACTED by the City Council of the City of North Liberty, Iowa:

SECTION 1. NEW CHAPTER. The Code of Ordinances of the City of North Liberty, Iowa, is amended by adding a new Chapter 74, entitled OPERATION OF GOLF CARTS ON CITY STREETS, which is hereby adopted to read as follows:

74.01 PURPOSE. The purpose of this chapter is to permit the operation of golf carts on certain streets in the City, as authorized by Section 321.247 of the Code of Iowa, as amended. This chapter applies whenever a golf cart is operated on any street or alley of the City of North Liberty, Iowa.

74.02 DEFINITIONS. "Golf cart" means a four wheeled recreational vehicle generally used for transportation of person(s) in the sport of golf that is either electric powered or gas powered with an engine displacement of less than 300 cubic centimeters, and a total dry weight of less than 800 pounds.

74.03 OPERATION OF GOLF CARTS PERMITTED. Golf carts may be operated upon the streets of the City by persons possessing a valid Iowa operator's license, and at least seventeen (17) years of age, except as prohibited in Section 22.03 of this chapter.

74.04 PROHIBITED STREETS. Golf carts shall not be operated upon Interstate 380, Highway 965, any part of Penn Street west of Front Street, or any part of Front Street north of Penn Street. However, golf carts may cross said streets except Interstate 380.

74.05 UNLAWFUL OPERATION.

1. No golf carts shall be operated or parked upon City sidewalks or trails.
2. No golf cart shall be operated while under the influence of intoxicating liquor, narcotics or habit forming drugs.
3. No person shall operate a golf cart in a careless, reckless or negligent manner endangering the person or property of another or causing injury or damage to same.
4. No golf cart shall carry more passengers than golf cart is designed for.

74.06 EQUIPMENT. Golf carts operated upon City streets shall be equipped with a minimum of the following safety features:

1. A slow moving vehicle sign.
2. A bicycle safety flag, the top of which shall be a minimum of five (5) feet above ground level.
3. Adequate brakes.
4. *Headlights and taillights*
5. *Rear view mirror - driver's side*

74.07 HOURS OF OPERATION. Golf carts may be operated on city streets and alleys only between sunrise and sunset.

74.08 SPEED. No golf cart shall be operated on any City street at a speed in excess of twenty-five (25) miles per hour. Posted speed limits must be followed in accordance with the Code of Iowa.

74.09 PARKING PROHIBITED. Golf carts shall not be parked on City streets or alleys at any time.

74.10 PERMITS. No person shall operate a golf cart on any public street or alley, for any purpose, unless the operator possesses a City of North Liberty's permit to operate a golf cart on City streets, issued by the City Clerk.

1. Golf cart owners may apply for a permit from the City Clerk on forms provided by the City.
2. The Clerk shall not issue a permit until the owner/operator has provided the following:
 - A. Evidence that the operator is at least 17 years of age, and possesses a valid Iowa driver's license.
 - B. Proof that owner and operator have liability insurance covering operation of golf carts on City streets in the amount required by Iowa Code.
3. All permits shall be issued for a specific golf cart. Permits holders will be issued a number and a sticker to affix to the left side rear fender or similar component.
4. The fee for such permits shall be twenty-five dollars (\$25.00). Permits will be granted for one (1) year valid from January 1 through December 31. Permits may be purchased at anytime during the year but will be valid only through December 31.
5. The permit may be suspended or revoked upon finding evidence that the permit holder has violated the conditions of the permit or has abused the privilege of being a permit holder. There will be no refund of the permit fee.

74.11 PENALTY. In addition to the suspension or revocation of the permit, a person who violated this chapter is guilty of a simple misdemeanor punishable as a scheduled violation under Iowa Code.

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

SECTION 3. SEVERABILITY CLAUSE. If any section, provision or part of this ordinance shall be adjudged invalid or unconstitutional such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval and publication as provided by law.

ORDINANCE NO. 2011 - 308

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF KALONA, IOWA, BY ADDING CHAPTER 81 PERTAINING TO THE OPERATION OF GOLF CARTS AND UTILITY TRAIL VEHICLES (UTV) ON CITY STREETS WITH A CITY ISSUED PERMIT

BE IT ENACTED by the City Council of the City of Kalona, Iowa:

81.01 PURPOSE The purpose of this chapter is to permit the operation of golf carts on certain streets in the City, as authorized by Section 321.247 of the Code of Iowa, as amended. This chapter applies whenever a golf cart is operated on any street or alley of the City of Kalona, Iowa.

81.02 DEFINITIONS

1. "Golf Cart" means a four wheeled recreational vehicle generally used for transportation of person(s) in a sport of golf that is either electric powered or gas powered with a ground speed limited to 25 mph.
2. "Utility Trail Vehicle" means a four wheeled recreational vehicle generally used for transportation of person{s} or materials in a commercial setting that is either electric powered or gas powered with a ground speed limited to 25 mph.

81.03 OPERATION OF GOLF CARTS / UTV PERMITTED Golf carts and UTV may be operated upon the streets of the City by persons possessing a valid Iowa driver's license, and at least sixteen (16) years of age.

81.04 PROHIBITED STREETS Golf carts / UTV shall not be operated upon Highway 1, Highway 22. However, golf carts may cross said streets.

81.05 UNLAWFUL OPERATION

1. No golf cart and UTV shall be operated or parked upon City sidewalks or trails.
2. No golf cart and UTV shall be operated while under the influence of intoxicating liquor, narcotics or habit forming drugs.
3. No person shall operate a golf cart and UTV in a careless, reckless or negligent manner endangering the person or property of another or causing injury or damage to same.
4. No golf cart and UTV shall carry more passengers than golf cart is designed for.

81.06 EQUIPMENT Golf carts and UTV operated upon City streets shall be equipped with a minimum of the following safety features:

1. A slow moving vehicle sign.
2. A bicycle safety flag, the top of which shall be a minimum of five (5) feet above ground level.
3. Adequate brakes
4. Headlights and taillights

- a. Aftermarket headlights and taillights may be installed golf cart or UTV.
- b. Headlights must remain in use during operations.

81.07 HOURS OF OPERATION

1. Golf carts and UTV may be operated on city streets and alleys only between sunrise and sunset.
2. During events that are sponsored by the Mid-Prairie Community School District and or the City of Kalona a licensed individual may drive after sunset providing that they are taking the most direct route to owner's residence.

81.08 SPEED No golf cart or UTV shall be operated on any City street at a speed in excess of twenty-five (25) miles per hour. Posted speed limits must be followed in accordance with the Code of Iowa.

81.09 PARKING PROHIBITED Golf carts or UTV shall not be parked overnight on City streets or alleys at any time.

81.10 PERMITS No person shall operate a golf cart / UTV on any public street or alley, for any purpose, unless the operator possesses a City of Kalona permit to operate a golf cart or UTV on City streets, issued by the City Clerk.

1. Golf cart or UTV owners may apply for a permit from the City Clerk on forms provided by the City.
2. The Clerk shall not issue a permit until the owner/operator has provided the following:
 - a. Evidence that the operator is at least 16 years of age, and possesses a valid Iowa driver's license.
 - b. Proof that owner and operator have liability insurance covering operation of golf carts on City streets in the amount required by Iowa Code.
3. All permits shall be issued for a specific golf cart or UTV. Permits holders will be issued a number and a sticker to affix to the left side rear fender or similar component.
4. The fee for such permits shall be twenty-five dollars (\$25.00). Permits will be granted for one (1) year valid from January 1 through December 31. Permits may be purchased at anytime during the year but will be valid only through December 31.
5. The permit may be suspended or revoked upon finding evidence that the permit holder has violated the conditions of the permit or has abused the privilege of being a permit holder. There will be no refund of the permit fee.

81.11 PENALTY In addition to the suspension or revocation of the permit, a person who violated this chapter is guilty of a simple misdemeanor punishable as a scheduled violation under Iowa Code. Schedule of City Fines:

1. First Offense – Seventy-five dollars (\$75.00)
2. Second Offense – One Hundred dollars (\$100.00)

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

SECTION 3. SEVERABILITY CLAUSE If any section, provision or part of this ordinance shall be judged invalid or unconstitutional such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE This ordinance shall be in effect as of January 1, 2012, after its final passage, approval and publication as provided by law.

PASSED AND APPROVED by the City Council on the _____ day of December, 2011.

JERRY KAUFFMAN, Mayor

ATTEST:

KAREN CHRISTNER, City Clerk

It was moved by _____, and seconded by _____, that the foregoing ordinance be adopted, and upon roll call vote there were:

YES	NO	ABSENT	ABSTAIN	
_____	_____	_____	_____	BENTLEY
_____	_____	_____	_____	HERINGTON
_____	_____	_____	_____	LAFaurIE
_____	_____	_____	_____	MILLER-ZAHRADNEK
_____	_____	_____	_____	ROBE

1ST CONSIDERATION: _____

YES: _____

NO: _____

2ND CONSIDERATION: _____

YES: _____

NO: _____



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Document #: 511431

Golf Cart Operation
Author:
Attributed: City of Boone, Iowa

Last Updated: 05/17/2010



Add to a Research Folder

Supplemental Resource(s):

www.boonegov.com (web)

Summary:

This ordinance is taken from the City of Boone, Iowa, Code of Ordinances. Golf carts shall be allowed to be operated on City streets for the purposes of traveling to and from the operator's domicile to the golf course and back to their domicile. Operating a golf cart on a street for any other purpose shall be in violation of this ordinance.

Document Text:

BOONE CODE OF ORDINANCES
BOONE, IOWA

CHAPTER 82
GOLF CART OPERATION

- 82.01 Golf Cart Operation Permitted
- 82.02 Requirements of Operation
- 82.03 Prohibited Street and Areas of Operation
- 82.04 Fine and Enforcement

82.01 GOLF CART OPERATION PERMITTED. Golf carts shall be allowed to be operated on City streets for the purposes of traveling to and from the operator's domicile to the golf course and back to their domicile. Operating a golf cart on a street for any other purpose shall be in violation of this chapter.

82.02 REQUIREMENTS OF OPERATION. Any person operating a golf cart shall comply with the following restrictions during operation:

1. The operator shall obey all state and local traffic laws and ordinances.
2. All golf carts shall be equipped with an orange flag and slow moving vehicle placard affixed to the rear of the cart as provided by state law.
3. All operators must be at least sixteen (16) years of age and possess a valid driver's license.
4. The owner shall carry the necessary liability insurance as required by state law and be able to produce proof of insurance when required.
5. Golf carts shall be operated only between sunrise and sunset each day.
6. Golf carts may only be operated on City streets from March 1st to November 30th of each year.

82.03 PROHIBITED STREETS AND AREAS OF OPERATION. Operation of golf carts shall be prohibited on the following streets, thoroughfares, and in the following areas:

1. Mamie Eisenhower Avenue, also referred to as Fourth Street, anywhere within the corporate limits of the City.
2. Story Street within the corporate limits of the City.
3. South Marshall Street from Hancock Drive to Southeast Linn Street.
4. Hawkeye Drive from South Marshall Street to Story Street.

- 5. An area bounded by Greene Street on the west and Benton Street on the east and Mamie Eisenhower on the south and Eleventh Street on the north (business district).
- 6. Industrial Park Road from Linn Street east to the corporate City limits.
- 7. Corporal Roger Snedden Drive from Highway 30 north to Mamie Eisenhower Avenue.
- 8. Highway 30 within the corporate City limits. This will also prohibit the crossing of Highway 30.
- 9. No golf cart may be operated on City property, other than a street, without the expressed consent of the Council.

A golf cart operator may, however, cross Story Street or Mamie Eisenhower Avenue if said streets dissect two adjoining areas where a golf cart if allowed to be operated. Permission may be sought from the Council for operation in any restricted area for special events.

82.04 FINE AND ENFORCEMENT. Any violation of this chapter shall constitute a simple misdemeanor and be punishable by a fine of \$50.00 per violation. All violations of this chapter shall be levied against the operator of the golf cart, unless unknown, in which case the owner shall receive the citation. All other citations for violations of any traffic regulations, either state or city, will be issued against the operator.

(Ch. 82 - Ord. 2081 - June 06 Supp.)

Contact Information:

Boone City Hall
923 8th Street
P.O. Box 550
Boone, IA 50038
Phone: (515) 432-4211
Fax: (515) 433-0630
Email: clerk@city.boone.ia.us

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Document #:
018659

Golf Carts
Author:
Attributed: Lake View, Iowa

Last Updated: 09/27/2010



Supplemental Resource(s):

www.lakeview-ia.com (web)

Summary:

This ordinance is taken from the Lake View, Iowa, Code of Ordinances. The purpose of this ordinance is to allow the operation of golf carts on certain streets within the City, providing certain restrictions are met and observed. No golf cart shall be operated on the streets of the City unless the operator thereof has within his or her possession at all times while operating said golf cart a valid motor vehicle license.

Document Text:
Lake View, Iowa
Code of Ordinances

Chapter 77
Golf Carts

- 77.01 Purpose
- 77.02 Valid Motor Vehicle license Required
- 77.03 Designated Streets
- 77.04 Equipment Required
- 77.05 Speed Limit
- 77.06 Time of Operation
- 77.07 Registration Required
- 77.08 Motor Vehicle Laws Apply

77.01 PURPOSE. The purpose of this chapter is to allow the operation of golf carts on certain streets within the City, providing the following restrictions are met and observed:

77.02 VALID MOTOR VEHICLE LICENSE REQUIRED. No golf cart shall be operated on the streets of the City unless the operator thereof has within his or her possession at all times while operating said golf cart a valid motor vehicle license.

77.03 DESIGNATED STREETS. No golf cart shall be operated upon any street within the City that is a primary road extension; however, crossing such primary road extension is permitted. Golf cart travel on the following streets is forbidden:

1. Highways 71 and 175 within the City;
2. All state roads located within the City.

77.04 EQUIPMENT REQUIRED. All golf carts operated upon City streets shall be equipped with all of the following:

1. Slow-moving vehicle sign;
2. Bicycle safety flag;
3. Adequate brakes; and
4. Adequate brake lights.

Golf carts shall not be equipped with a motor or engine which exceeds ten (10) horsepower.

77.05 SPEED LIMIT. No golf cart shall be operated at a speed in excess of twenty (20) mph on any street within the City:

77.06 TIME OF OPERATION. Golf carts may be operated on the streets only from sunrise to sunset, with those hours being determined by information provided by meteorologists working within the area.

77.07 REGISTRATION REQUIRED. Registration is required with the Police Department of the City. The Police Department shall conduct an inspection of the golf cart prior to registration to verify that the golf cart complies with the provisions of this chapter. An annual registration fee of two dollars (\$2.00) is required.

77.08 MOTOR VEHICLE LAWS APPLY. The motor vehicle laws provided for in the Code of Iowa apply to the operation of golf carts to the extent practically applicable.

Contact Information:
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Brent Hinson

From: Leland Belding
Sent: Monday, March 26, 2012 10:04 AM
To: 'Brent Hinson'
Subject: RE: Stormwater Management Ordinances

Ours is set up to address commercial/industrial/multi-family through the site plan ordinance. Single family & zero-lot/duplex are not covered. A person building a single family/zero lot on a 1-acre would be exempt. A person subdividing a 1-acre to say 4 residential lots would be covered under subdivisions. Any commercial/industrial/multi-family would be covered under the site plan ordinance.

From: Brent Hinson [<mailto:bhinson@washingtioniowa.net>]
Sent: Monday, March 26, 2012 9:38 AM
To: Leland Belding
Subject: RE: Stormwater Management Ordinances

Lee:

I don't think we're really interested in going down to the individual lot level, but would like to look at 1 acre-plus development. Do you have anything on file that would relate to that? I sent an e-mail out on our city management listserv and got very little response.

Brent D. Hinson, City Administrator
City of Washington, Iowa (Pop. 7,266)
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From: Leland Belding [<mailto:belding@v-k.net>]
Sent: Monday, March 26, 2012 9:30 AM
To: 'Brent Hinson'
Subject: RE: Stormwater Management Ordinances

Hi Brent,

I spoke with Dave about how some of the other communities have been updating their ordinances. They have been adding into the Site Plan ordinance references to the SUDAS specifications and the Iowa Storm Water Management manual. The site plan ordinance addresses non-residential storm water requirements. Coralville and North Liberty have started requiring site plans for each residential lot as well. Perhaps it's a bit of over-kill but it helps prevent things like the Highland Ave drainage problems.

So, Site Plan submittals would require a Storm Water Pollution Prevention Plan for construction and a Storm Water Management Plan to address the post development runoff.

Lee

2A-4 Stormwater Management Criteria

A. Development criteria

This section presents a set of recommended minimum criteria for stormwater management for development activities in the state of Iowa in those communities with regulations. The overall aim is to provide an integrated approach to address both the water quality and quantity problems associated with stormwater runoff due to urban development.

The goal of a set of minimum stormwater management criteria for areas of new development and significant redevelopment is to reduce the impact of post-construction stormwater runoff on the watershed. This can be achieved, as discussed in Section 2A-1, by

- Maximizing the use of site design and nonstructural methods to reduce the generation of runoff and pollutants
- Managing and treating stormwater runoff through the use of structural stormwater controls
- Implementing pollution prevention practices to limit potential stormwater contaminants

It should be noted that the criteria presented here may be used in all communities in Iowa. They may be adopted by local jurisdictions as stormwater management development requirements as part of the jurisdiction post-construction runoff control ordinance and/or may be modified to meet local or watershed-specific stormwater management goals and objectives. Please consult your local review authority for more information.

The minimum guidelines for development are designed to assist local governments that are regulated, to comply with regulatory and programmatic requirements for various state and federal programs, including the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit program, and the National Flood Insurance Program under FEMA.

1. **Applicability.** The stormwater management guidelines for new development and redevelopment are intended to apply to any development site in a regulated agency that meets one or more of the following criteria and are intended to assist in the development of measurable goals for the post-construction runoff minimum control measure:
 - a. New development and/or redevelopment that involves land disturbing activity of 1 acre or more. Based on local conditions and the need for additional measurable water quality improvement, jurisdictions may consider including controls on development based on the addition of a threshold amount of impervious area. Examples of impervious area threshold values in other states are 5,000 ft² and 10,000 ft². A jurisdiction may consider an impervious area threshold to provide an incentive to reduce the increase in developed impervious area and encourage better site design planning.
 - b. Any commercial or industrial new development or redevelopment, regardless of size, with a Standard Industrial Classification (SIC) code that falls under the NPDES Industrial Stormwater Permit program or a hotspot land use as defined below.

2. **Definitions.**

- a. **New development** is defined as land disturbing activities, structural development (construction, installation, or expansion of a building or other structure), and/or creation of impervious surfaces on a previously undeveloped site.
- b. **Redevelopment** is defined as structural development (construction, installation, or expansion of a building or other structure), creation or addition of impervious surfaces, replacement of impervious surface not part of routine maintenance, and land disturbing activities associated with structural or impervious development. Redevelopment does not include such activities as exterior remodeling.
- c. **Hotspot** is defined as a land use or activity on a site that produces higher concentrations of trace metals, hydrocarbons or other priority pollutants than are normally found in urban stormwater runoff. Examples of hotspots include gas stations, vehicle service and maintenance areas, salvage yards, material storage sites, garbage transfer facilities, and commercial parking lots with high-intensity use.

- 3. **Special Requirements.** New development or redevelopment in critical or sensitive areas, or as identified through a watershed study or plan, may be subject to additional performance and/or regulatory criteria. Furthermore, these sites may need to utilize or restrict certain structural controls in order to protect a special resource or address certain water quality or drainage problems identified for a drainage area.

B. Minimum stormwater management guidelines

The following guidelines are recommended minimum stormwater management requirements for new development or redevelopment sites falling under the applicability criteria.

- 1. **Use of enhanced design practices for stormwater management.** Site designs are developed to preserve the natural drainage and treatment systems and reduce the generation of additional stormwater runoff and pollutants to the fullest extent practicable. All site designs are encouraged to implement a set of practices collectively known as “stormwater better site design” and/or “low impact development” (LID) to the fullest extent possible. Through the use of these practices and techniques, the impacts of urbanization on the natural hydrology of the site and water quality can be significantly reduced. The goal is to reduce the amount of stormwater runoff and pollutants that are generated, provide for natural on-site control and treatment of runoff, and optimize the location of stormwater management facilities. Better site design concepts can be viewed as both water quantity and water quality management tools and can reduce the size and cost of required structural stormwater controls.
- 2. **Stormwater runoff quality.** The post-construction stormwater runoff from the development site is managed to improve the water quality. A common water quality goal is to remove at least 80% of the calculated average annual post-development loading of total suspended solids (TSS) from the site. However, based on local water quality conditions, jurisdictions might use other parameters, i.e., nutrients. This can be achieved through the use of site design practices and structural stormwater controls. This requirement may be quantified and expressed in terms of engineering design criteria through the specification of a water quality volume (WQv) that is treated to the 80% TSS removal performance goal. The water quality volume is equal to the runoff generated on a site from the design rainfall event. The water quality volume is one of the unified stormwater sizing criteria, which are used in conjunction to size and design stormwater

management facilities to address stormwater impacts. The unified stormwater sizing criteria and methods to calculate the WQv are discussed in Part 2B.

It is presumed that a stormwater management system complies with this guideline if:

- a. It is sized to capture and treat the prescribed WQv. The design rainfall event that is recommended for computing the WQv is 1.25 inches and is equal to the 90% cumulative frequency rainfall depth for the area. In numerical terms, it is equivalent to the rainfall depth in inches (the 90% cumulative frequency rainfall depth) multiplied by the volumetric runoff coefficient (Rv) for the site, and the site drainage area. A statewide WQv of 1.25 inches is recommended for use or jurisdictions can use a similar value derived from an analysis of local historical rainfall data, i.e., adjusted based on location factors in Iowa (climate districts 1-9).
- b. Appropriate structural stormwater controls are selected, designed, constructed, and maintained according to the specific criteria in this manual.
- c. This design guideline is based on treatment of the WQv from a site to reduce post-development TSS loadings by 80%, as measured on an average annual basis. This performance goal is based upon EPA guidance and has been adopted nationwide by many local and statewide agencies. TSS is used as the representative stormwater pollutant for measuring treatment effectiveness for several reasons:
 - 1) The use of TSS as an indicator pollutant is well established.
 - 2) Sediment and turbidity, as well as other pollutants of concern that adhere to suspended solids, are a major source of water quality impairment in Iowa surface waters due to urban development and agricultural production activities.
 - 3) A large fraction of many other pollutants of concern are either removed along with TSS, or at rates proportional to the TSS removal.
 - 4) The 80% TSS removal level is reasonably attainable using well-designed structural stormwater controls (for typical ranges of TSS concentration found in stormwater runoff).
- d. Runoff from hotspot land uses and activities is adequately treated and addressed through the use of appropriate structural stormwater controls and pollution prevention practices.

Provide for treatment of the WQv for all developments where stormwater management is required. A minimum WQv of 0.2 inches per acre should be met at sites or in drainage areas that have less than 15% impervious cover. Drainage areas having no impervious cover and no proposed disturbance during development may be excluded from the WQv calculations. Designers are encouraged to use these areas as non-structural practices for WQv treatment. Structural stormwater controls are sized and designed to treat the WQv. Depending on their removal efficiency or site constraints, more than one structural control may need to be used in parallel or in series (treatment train) to meet the water quality treatment requirement. Further, this guideline assumes that structural stormwater controls will be designed, constructed and maintained according to the criteria in this manual. Stormwater discharges from land uses or activities with higher or special potential pollutant loadings may require the use of specific structural controls and pollution prevention practices. A detailed overview of structural stormwater controls is provided in Part 2D.

3. **Stream channel protection.** Protection of stream channels is accomplished through three complementary criteria:
 - a. Extended detention of the 1-year, 24-hour storm for a period of 24 hours using structural stormwater controls. It is known that the increase in runoff due to development can dramatically increase stream channel erosion. This standard is intended to reduce the frequency, magnitude, and duration of post-development bank full flow conditions. The volume to be detained is also known as the channel protection volume (CPv). The channel protection volume is one of the unified stormwater sizing criteria which are used in conjunction to size and design stormwater management facilities to address stormwater impacts. The use of nonstructural site design practices that reduce the total amount of runoff will also reduce CPv by a proportional amount. This requirement may be waived by a local jurisdiction for sites that discharge directly into piped stormwater drainage systems, larger streams, rivers, wetlands, lakes, or other situations where the reduction in the smaller flows will not have an impact on streambank or channel integrity.
 - b. Implement velocity control, energy dissipation, streambank stabilization, and erosion prevention practices and structures as necessary in the stormwater management system to prevent downstream erosion and streambank damage.
 - c. Establishment of riparian stream buffers on the development site. Stream buffers not only provide channel protection but also water quality benefits and protection of streamside properties from flooding. It is recommended that 100-foot buffers be established where feasible. For new development, an appropriate stream buffer is established by requiring a development setback from the centerline of the stream. In previously developed areas, where erosion of the bank material is an issue, structural controls may be required for bank stabilization. Providing a buffer strip planted with native vegetation in the boundary area between the developed property and the streambank can provide effective control.
4. **Overbank flood protection.** Overbank flood protection for downstream channels, and/or flooding from surcharging of downstream piped conveyances, is provided by controlling the post-development 5-year, 24-hour storm peak discharge rate (denoted Qp5) from exceeding the predevelopment (or natural conditions) discharge rate using structural stormwater controls. The overbank flood protection peak rate is one of the unified stormwater sizing criteria, which are used in conjunction to size and design stormwater management facilities to address stormwater impacts. The use of nonstructural site design practices that reduce the total amount of runoff will also reduce Qp5 by a proportional amount. See also the related discussion on minor and major design storms later in this section.

Smaller storm events (e.g., 2-year and 10-year) are often effectively controlled through the combination of the extended detention for the 1-year, 24-hour event (channel protection criterion) and the control of the 25-year peak rate for overbank flood protection. These design guidelines are intended to be used together. If the control of the 1-year, 24-hour storm under guideline #3 is exempted, then for overbank flood protection, peak flow attenuation of the 2-year (Qp2) through the 50-year (Qp-50) return frequency storm events must be provided. This guideline may be adjusted by a local jurisdiction for areas where all downstream conveyances and receiving waters have the natural capacity to handle the full build-out 50-year storm through a combination of channel capacity and overbank flood storage without causing flood damage. Evaluation of the impact of peak rate control under this guideline is evaluated in conjunction with guideline #6 to ensure the downstream effect on timing of release rates from single or multiple detention structures does not increase downstream flooding.

5. **Extreme flood protection.** Extreme flood protection is provided by controlling and/or safely conveying the 100-year, 24-hour storm event (denoted Q_f). This is accomplished either by:
- Controlling Q_f through structural stormwater controls to maintain the existing 100-year floodplain, or
 - Sizing the onsite conveyance system to safely pass Q_f and allowing it to discharge into a receiving water whose protected floodplain is sufficiently sized to account for extreme flow increases without causing damage. In this case, the extreme flood protection criterion may be waived by a local jurisdiction in lieu of provision of safe and effective conveyance to receiving waters that have the capacity to handle flow increases at the 100-year level.

The extreme flood protection peak rate is one of the unified stormwater sizing criteria, which are used in conjunction to size and design stormwater management facilities to address stormwater impacts. The use of nonstructural site design practices that reduce the total amount of runoff will also reduce Q_f by a proportional amount.

6. **Downstream analysis.** A downstream hydrologic analysis is performed to determine if there are any additional impacts in terms of peak flow increase or downstream flooding while meeting guidelines #1-#5. Due to peak flow timing and runoff volume effects, some structural controls fail to reduce discharge peaks to predevelopment levels downstream from the development site. A downstream peak flow analysis may be needed to the point in the watershed downstream of the site or the stormwater management system where the area of the site comprises 10% of the total drainage area. This is to help ensure that there are minimal downstream impacts from the developed site. The downstream analysis may result in the need to resize structural stormwater controls, or may allow the waiving of some unnecessary peak flow controls altogether. The use of a downstream analysis and the “ten-percent” rule are discussed in Part 2C.
7. **Groundwater recharge.** Recharge to groundwater is implemented to the extent practicable through the use of nonstructural better site design techniques that allow for recharge of stormwater runoff into the soil. The annual recharge from the post-development site should approximate the annual recharge from the pre-development or existing site conditions, based on soil types. Stormwater runoff from a hotspot should not be infiltrated without effective pretreatment.

The recommended stormwater runoff volume to be recharged to groundwater should be determined using the existing site (pre-development) soil conditions. The recommended rates of recharge for various hydrologic soil groups are as follows:

NRCS Hydrologic Soil Group	Volume to Recharge (x total impervious area) <i>(in acre-inches of runoff)</i>
A	0.51
B	0.34
C	0.17
D	0.08

Groundwater recharge is included as part of the water quality volume and is computed as recharge volume (Rev). Additional information is provided in Part 2B.

More information on site design practices that promote infiltration is found in Part 2E. Annual groundwater recharge rates should be maintained to the extent practicable through the use of nonstructural methods.

8. **Construction erosion and sediment control.** All new development and redevelopment sites should meet the regulatory requirements for land disturbance activities under the “Iowa Erosion Regulations” (i.e. < 5 tons/acre/year). See Iowa Code Section 161A.64, subsection 2 and/or the applicable NPDES General Permit #2 for construction activities. This involves the preparation and implementation of an approved Stormwater Pollution Prevention Plan (SWPPP), including appropriate best management practices, during the construction phase of development. Further guidance on practices for construction site erosion and sediment control can be found in Chapter 7 – Erosion and Sediment Control, and IDNR’s Iowa Construction Site Erosion Control Manual, which can be found at www.ctre.iastate.edu/erosion.

Better site design practices and techniques that can reduce the total amount of area that needs to be cleared and graded should be implemented wherever possible. It is essential that erosion and sediment control be considered and implemented in stormwater concept plans and throughout the construction phase to prevent damage to natural stormwater drainage systems and previously constructed structural stormwater controls and conveyance facilities.

9. **Stormwater management system operation and maintenance.** Implement a comprehensive operation and maintenance plan for the stormwater management system. An operation and maintenance plan is one of the required components of the post-construction minimum control measure for permitted MS4 jurisdictions. This is to include all of the stormwater management system components, including drainage facilities, structural stormwater controls, and conveyance systems. To ensure that stormwater management systems function as they were designed and constructed, the operation and maintenance plan provides:
- A clear assignment of stormwater inspection and maintenance responsibilities
 - The routine and non-routine maintenance tasks to be undertaken
 - A schedule for inspection and maintenance
 - Any necessary legally binding maintenance agreements
10. **Pollution prevention.** Consider pollution prevention measures in the design and operation for new development and redevelopment sites, and prepare a stormwater pollution prevention plan. Specific land use types and hotspots may need to implement more rigorous pollution prevention practices.
11. **Stormwater management plan.** Develop a stormwater management site plan for all new development and redevelopment sites. The stormwater site plan provides a narrative, technical information, and analysis, indicating how the proposed development meets minimum guidelines #1-10 (or the applicable local jurisdiction stormwater requirements).

C. Minor and major design storms

The concept of minor and major design storms is related primarily to the conveyance capacity design for storm sewer and surface drainage systems. Part 2C provides a discussion of rainfall/runoff analysis and the selection of the appropriate design storm for a particular component of the stormwater management system. The concept of the unified sizing criteria is covered in Part 2B. This discussion of minor and major design storms is related to the selection of the overbank flood protection (Q_p), which is one of the five components of the unified sizing criteria. Every urban area has two separate and distinct drainage systems, whether or not they are actually planned for and designed. One is the minor system corresponding to the minor (or ordinary) storm recurring at regular intervals, generally two to 10 years. The other is the major system corresponding to the major or extraordinary storm, generally 50- to 100-year or greater storm event. Since the effects and routing

of stormwater for the major storm may not be the same for the minor storm, all storm drainage plans submitted for approval should be submitted showing the routing path and effects of the major storm.

Table 1: Chance of a storm equaling or exceeding a given frequency during a given time period

Frequency (years)	Time Period in Years					
	1	5	10	25	50	100
2	50%	97%	99.9%	99.9%	99.9%	99.9%
5	20%	67%	89%	99.6%	99.9%	99.9%
10	10%	41%	65%	93%	99%	99.9%
25	4%	18%	34%	64%	87%	98%
50	2%	10%	18%	40%	64%	87%
100	1%	5%	10%	22%	40%	63%

1. **Minor storm provisions.** The minor storm drainage system should be designed to provide protection against regularly recurring damage, to reduce street and stormwater conveyance maintenance costs, to provide an orderly urban drainage system, and to provide convenience and protection to the urban residents. Storm sewer systems consisting of underground piping, natural drainage ways and other required appurtenances should be considered as part of the minor storm drainage system.
2. **Major storm provisions.** The major storm drainage system should be designed to not cause major property damage or loss of life from storm runoff expected from the major storm. The effects of the major storm on the minor drainage system should be noted.

D. Design frequencies for conveyance facilities

Design storms for drainage facilities are described below. A minimum cleaning velocity of 2 ft/s should be used for the 2-year storm, and 3 ft/s for the design storm. When detention or overland flow provisions for storms greater than 10 years are not available, regardless of the street system, the 100-year or greater storm is required for the design to minimize impact to private properties.

1. **Intakes** should have a minimum capacity to convey the 5-year storm under developed conditions for local streets and minor collectors during the peak flow rate. The Engineer may require 10-year frequency for intakes for major collectors, arterials, expressways, and freeways.
2. **Storm sewers** should have capacity to convey a 5-year storm under developed conditions within the pipe for local streets and minor collectors. The Engineer may require 10-year frequency for storm sewers for major collectors, arterials, expressways, and freeways. Provisions should be made for the minimum 100-year storm, greater in critical areas, when overland flow is not allowed or available to prevent damaging private property. Storm and/or surface water conveyance easements should be provided to the Jurisdiction.
3. For those storm sewers that will handle footing drains, the following discharge (Q) values should be used:
 - a. For less than 50 houses, Q=5.0 gpm per house.
 - b. For greater than 50 houses, Q=250 gpm plus 2.5 gpm per house for each additional house over 50.

4. **Culverts** should have capacity to convey the following:
 - a. 10-year storm without the headwater depth exceeding the diameter of the culvert
 - b. 50-year storm without the headwater depth exceeding 1 foot over the top of the culvert
 - c. 100-year storms should be conveyed through the culvert without the headwater depth exceeding one foot below the low point of the roadway/embankment, unless there are other, more restrictive elevations.
 - d. For culverts that drain areas over two square miles, the IDNR rules and regulations will apply.
5. **Ditches** should have capacity to convey a 50-year storm within the ditch banks. Provisions should be made for the 100-year storm to flow overland within the flowage easement. Surface water flowage easements should be provided to the Jurisdiction for all designed drainageways. For ditches that drain areas over two square miles, the IDNR rules and regulations will apply. Additional design guidance for vegetated swale BMPs is provided in Part 2I.
6. **Detention basins** should have the capacity to retain a 100-year storm at critical duration or safely pass the 100-yr discharge over an auxiliary spillway. The top of the detention dike should be a minimum of 1 foot above the 100-year storage elevation. The detention basin design requires the IDNR approval for 18 acre-feet of storage or greater. Additional design guidance for detention basins is provided in Parts 2C and 2G.

E. Street flow criteria

1. **Street capacity for minor storms.**
 - a. Pavement encroachment for minor design storms should not exceed the limitations set forth in Table 2:

Table 2: Allowable pavement encroachment and depth of flow for minor storm runoff

Street Classification	Maximum Encroachment ¹
Local	No curb overtopping. Flow may spread to crown of street.
Collector/Minor Arterial	No curb overtopping. Flow spread must not encroach to within 8 feet of the centerline of a two-lane street. The flow spread for more than two-lane streets must leave the equivalent of two 12-foot driving lanes clear of water; one lane in each direction. For one-way streets, a single 12-foot lane is allowed.
Major Arterials (4 lanes or greater)	No curb overtopping. Flow spread must not exceed 10 feet from the face of the curb of the outside lane. The flow spread for more than two-lane streets must leave the equivalent of two 12-foot driving lanes clear of water; one lane in each direction. For one-way streets, two 12-foot lanes are required. For special conditions, when an intake is necessary in a raised median, the flow spread should not exceed four feet from the face of the median curb for an inside lane.
¹ Where no curbing exists, encroachment shall not extend past property lines.	

- b. The storm sewer system will commence upstream from the point where the maximum allowable encroachment occurs. When the allowable pavement encroachment has been determined, the theoretical gutter carrying capacity for a particular encroachment will be computed using the modified Manning's formula for flow in a small triangular channel as shown in Part 2M. An "n" value of 0.016 will be used unless special considerations exist.
2. **Street capacity for major storms.** The allowable depth of flow and inundated area for the major design storm should not exceed the limitations set forth in Table 3:

Table 3: Allowable depth of flow and inundated area for 100-year storm runoff

Street Classification	Allowable Depth and Ponded Area
Local and Collector	The ponded area should not exceed the street right-of-way and the depth of water above the street crown should not exceed 6-in. There may be situations where other restrictions are necessary.
Major and Minor Arterial	A 12-ft lane is the minimum travel lane to be passable in the center of the street.

3. **Cross street flow.** Cross street flow (called cross pan) can occur by two separate means. One is runoff which has been flowing in a gutter and then flows across the street to the opposite gutter or inlet. The second case is flow across the crown of the street when the conduit capacity beneath the street is exceeded. If the inundated area exceeds the street right of way, flow easements must be obtained. The maximum allowable cross street flow depth based on the worst condition should not exceed the limitation stipulated in Table 4.

Table 4: Allowable cross street flow

Street Classification	Initial Design Storm Runoff	100-Year Design Storm Runoff
Local	6-inch depth at crown or in cross pan	9-inch depth at crown or in cross pan
Collector	Where cross pans are allowed, depth of flow or in cross pan should not exceed 3"	6-inch depth at crown
Arterial	None	3-inch or less over crown

THE CITY OF WASHINGTON

"Cleanest City in Iowa"

Sandra Johnson, Mayor
Brent Hinson, City Administrator
Illa Earnest, City Clerk
Craig Arbuckle, City Attorney

215 E. Washington St.
Washington, IA 52353

319-653-6584
Fax Only 319-653-5273

Memorandum

March 26, 2012

To: Mayor & City Council
Cc: Illa Earnest, City Clerk

FROM: Brent Hinson
City Administrator



Re: Tax Abatement

From 1992 until early 2009, the City of Washington had some form of tax abatement program for residential, commercial and/or industrial properties. I would like the Council to consider re-enacting the program to stimulate future growth and development within Washington's city limits.

A tax abatement program is generally described as the offering of partial tax exemptions for new construction and/or major renovation of eligible properties. Most cities I'm familiar with include the entire city limits in their plan, as was done in Washington's 2005 Urban Revitalization Plan. The State of Iowa allows a partial exemption for certain industrial properties, and this section has been used separately on several occasions, including ACH Foam's recent expansion. I believe what has been done in the past has been a bit of a mishmash that was unnecessarily confusing to all involved. Therefore, I'd like to start fresh by updating the City's Urban Revitalization Plan according to the guidelines laid out in Chapter 404 of the Iowa Code.

The Iowa Code sets the following maximum limits for tax exemptions: 10 year schedule, starting at 80% exemption and sliding to 20% in Year 10 (see attached table for more detail) or 100% exemption for the first 3 years. For residential properties, a city may offer an exemption of up to 100% for five years on the first \$75,000 of value added.

The reasons for enacting a tax abatement program are many, in my opinion. Tax abatement is by its nature an incentive to improve one's property or to construct new improvements. In the residential context, the existence of a tax abatement program may mean the difference between a home being constructed in the city limits of Washington or an outlying subdivision, or even another community. It can help reduce the cost of a new

or majorly renovated home in the first few years, which is often very helpful for young families of the sort we want to continue to attract to Washington. In the commercial/industrial context, the increased operating costs of a new or expanded operation may be partially offset for the first few years by the tax exemption.

It is always difficult to say whether or not a given development would have occurred “if not for the incentives”. However, I believe, as I have said in the past, that we should consider what we can do to be development-friendly, whether it is in processes or in incentives. Offering tax abatement is a way to be friendly to smaller and especially infill developments, whereas I would plan to develop a written TIF incentives plan to cover the larger projects and new subdivisions. In the end, a well-structured tax abatement program is easier & cheaper to administer than TIF for smaller developments. Finally, I believe that the best way reduce the tax rate over time while continuing to provide excellent services is to continually work to expand the tax base. In the scenario I propose, the City would give up a portion of the taxes for the first few years of a new development, but of course would collect full taxes every year beyond that. If we only incentivize a small amount of development that would not happen otherwise, we will be money ahead in the long term.

To achieve the full impact of tax abatement, it needs to be perceived as an on-going program rather than just short-term. In the past, Washington renewed its plan for just 3 years at a time. I believe a much better plan would be 10 years at a time, as it provides more certainty to a business possibly looking to expand in the future or a resident planning to build a new house or majorly renovate their existing house. The planning horizon for business expansion or even new home construction or renovation often extends beyond 3 years as it is. My perception is that this has created a sense of unfairness with the past program from some who had hoped to utilize the program but then found they were just outside the dates of eligibility after the plan expired.

Please see the attached table for my proposal, which I think is much easier to read and understand in that format rather than written-out.

Brent

City of Washington

Tax Abatement Examination 3/26/12

	<u>Proposed Plan</u>	<u>Most Recent Plan</u>	<u>State Maximum</u>
Residential	100% for 3 years on first \$75,000 of actual value	100% for 3 years on first \$100,000 of actual value	100% for 5 years on first \$75,000 of actual value
Commercial	Year 1: 75% of value Year 2: 60% Year 3: 45% Year 4: 30% Year 5: 15%	100% for 3 years on first \$50,000 of actual value	Year 1: 80% Year 2: 70% Year 3: 60% Year 4: 50% Year 5: 40% Year 6: 40% Year 7: 30% Year 8: 30% Year 9: 20% Year 10: 20% Or 100% for 3 years on full value of improvements
Industrial	Year 1: 75% of value Year 2: 60% Year 3: 45% Year 4: 30% Year 5: 15%	Year 1: 75% of value Year 2: 60% Year 3: 45% Year 4: 30% Year 5: 15%	Year 1: 80% Year 2: 70% Year 3: 60% Year 4: 50% Year 5: 40% Year 6: 40% Year 7: 30% Year 8: 30% Year 9: 20% Year 10: 20% Or 100% for 3 years on full value of improvements