



AGENDA OF THE SPECIAL SESSION OF THE
COUNCIL OF THE CITY OF WASHINGTON, IA
TO BE HELD IN THE
COUNCIL CHAMBERS
215 E. WASHINGTON STREET
AT 6:00 P.M., TUESDAY, September 12, 2023

To attend the meeting via Zoom go to:

<https://us02web.zoom.us/j/83446160915?pwd=cy9HWFhvYnl0QmthL2RUYXI0cHR2QT09>

Meeting ID: 834 4616 0915

Passcode: 6536584

Call to Order

Pledge of Allegiance

Roll call

Agenda for the Special Session to be held at 6:00 P.M., Tuesday, September 12th, 2023 to be approved as proposed or amended.

SPECIAL EVENT REQUESTS

- Purposefully You – Junkin Sisters Shop Hop – September 15 & 16

WORKSHOP

- Capital Improvement Plan

MAYOR & COUNCILPERSONS

Millie Youngquist, Mayor Pro Tem

Illa Earnest

Bethany Glinsmann

Elaine Moore

Ivan Rangel

Fran Stigers

ADJOURNMENT



SPECIAL EVENTS APPLICATION & HOLD HARMLESS AGREEMENT

PLEASE RETURN TO: Washington City Hall, 215 East Washington; ATTN: City Clerk
Contact info: Sally Hart, 319-653-6584 ext 131; sallyhart@washingtioniowa.gov

****Requires advance City Council approval- Council meets 1st & 3rd Tuesdays at 6 PM;
Completed applications are due the Thursday previous to the meeting****

1. **APPLICANT INFORMATION**

Name/Event: Junkin Sister's Shop Hop
Coordinator: Jen Ross / Leslie Allender
Contact Number: 319 653-2287
Email Address: leslie@shoprepurposeit.com

2. **EVENT INFORMATION**

Event Description: 2 day shopping event 9/15 & 9/16
in SE Iowa. We are hosting JT Sips,
Country Pumpkins and Eat n Kettle corn
Days/Dates of Event: 9/15 & 9/16
Time(s) of Event: (Include Set Up/Tear Down Time) 8am - 7pm
Event Location: Purposefully You, 107 W. 2nd Street, Washington, IA
Will event require an alcohol license or require modification of an existing license? Yes No

3. **REQUEST INFORMATION (Check All Applicable Items)**

If you are requesting the closing of a city street, a lane must be maintained for emergency vehicles at all times.

Temporarily close a street for a special event (specify street, times, and indicate on map:)

Description: See map - no street closure but
parking spaces in front of Carson Bldg
and in city parking

Method of Notification for businesses/downtown residents (if applicable):

Other Requests

Temporarily park in a "No Parking" area
location : _____
 Use of City Park (specify park : _____
Electrical Needs: _____

Use of gators/UTV/ATV on City streets

Parade (attach map of route and indicate streets to be closed)

Walk/Run (attach map of route and indicate streets to be closed)

Tent(s) to be used – over 400 sq ft or canopies over 1,000 sq ft

Fireworks (specify location :)

Other (please specify :)

4. ITEMS REQUESTED FROM THE CITY OF WASHINGTON

Street barricades

Yield signs for crosswalks

Emergency "No Parking" Signs

Garbage/Recycling Barrels

Traffic cones

Street Sweeping following (parades)

Picnic Tables

Other (please specify :)

5. SOUND SYSTEMS Please indicate if the following will be used (verify availability with Parks Dept):

Amplified Sound/Speaker System

Recorded/Live Music

Public Address System

If so: BMI/ASCAP License obtained?

6. SANITATION Applicant is responsible for the clean-up of the event area immediately following the event, including trash removal from the site unless special arrangements are made (event trash may be hauled to Parks Shop dumpster at Sunset Park).

Will additional restrooms be brought to the site? Yes No If yes, how many? _____
(General guideline of 1 restroom/100 people)

Will handwashing/hand sanitizer stations be provided? Yes No If yes, how many?)

Contact Person: _____

Phone: _____

7. INSURANCE

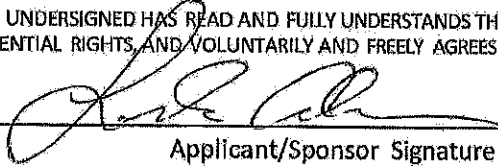
For events requiring an alcohol license, the minimum amount of coverage in the general liability insurance policy shall be \$2,000,000 general aggregate, \$1,000,000 personal injury and \$1,000,000 each occurrence. The minimum limits for the liquor liability policy shall be \$500,000. For all other events held on public property, the minimum amount of coverage for the general liability insurance policy will be \$500,000. Proof of proper insurance coverage must be submitted prior to City Council consideration of the application. City Council may require certificate of insurance with City listed as "additional insured" if deemed necessary.

Certificate of Insurance provided and accepted Certificate of Insurance not required

8. AGREEMENT

In consideration of the City of Washington, Iowa, granting permission for the activity described above, the undersigned indemnifies and holds harmless the City of Washington, Iowa, its employees, representatives and agents against all claims, liabilities, losses or damage for personal injury and/or property damage or any other damage whatsoever on account of the activity described above and/or deviation from normal City regulations in the area. The undersigned further agrees to indemnify and hold harmless the City of Washington, Iowa, its employees, representatives and agents against any loss, injury, death or damage to person or property and against all claims, demands, fines, suits, actions, proceedings, orders, decrees and judgments of any kind or nature and from and against any and all costs and expenses including reasonable attorney fees which at any time may be suffered or sustained by the undersigned or by any person who may, at any time, be using or occupying or visiting the premises of the undersigned or the above-referenced public property or be in, on or about the same, when such loss, injury, death or damage shall be caused by or in any way result from or rising out of any act, omission or negligence of any of the undersigned or any occupant, visitor, or user of any portion of the premises or shall result from or be caused by any other matters or things whether the same kind, as, or of a different kind that the matters or things above set forth. The undersigned hereby waives all claims against the city for damages to the building or improvements that are now adjacent to said public property or hereafter built or placed on the premises adjacent to said property or in, on or about the premises and for injuries to persons or property in or about the premises, from any cause arising at any time during the activity described above. The undersigned further agrees to comply with all the codes, rules, regulations, terms and conditions established by the City of Washington, Iowa.

THE UNDERSIGNED HAS READ AND FULLY UNDERSTANDS THIS DOCUMENT, INCLUDING THE FACT IT IS RELEASING AND WAIVING CERTAIN POTENTIAL RIGHTS, AND VOLUNTARILY AND FREELY AGREES TO THE TERMS AND CONDITIONS AS SET FORTH HEREIN.


 Applicant/Sponsor Signature

9/11/23
 Date

DEPARTMENT APPROVALS

Indicate Date Contacted	The applicant is responsible for coordinating with all applicable departments in advance of City Council consideration.		
_____	City Clerk (Liquor Licenses)	Sally Y. Hart	319-653-6584 ext 131 sallyhart@washingtioniowa.gov
_____		Comments/Restrictions:	
_____	Police Chief	Jim Lester	319-458-0264 jlester@washingtioniowa.gov
_____		Comments/Restrictions:	
_____	Fire Chief	Brendan DeLong	319-461-3796 bdelong@washingtioniowa.gov
_____		Comments/Restrictions:	
_____	Streets	JJ Bell	319-653-1538 jjbell@washingtioniowa.gov
_____		Comments/Restrictions:	
_____	Parks	Nick Pacha	319-321-4886 npacha@washingtioniowa.gov
_____		Comments/Restrictions:	
_____	County Environmental Health (if serving food): Jason Taylor; 319-461-2876; jtaylor@co.washington.ia.us Comments/Restrictions:		

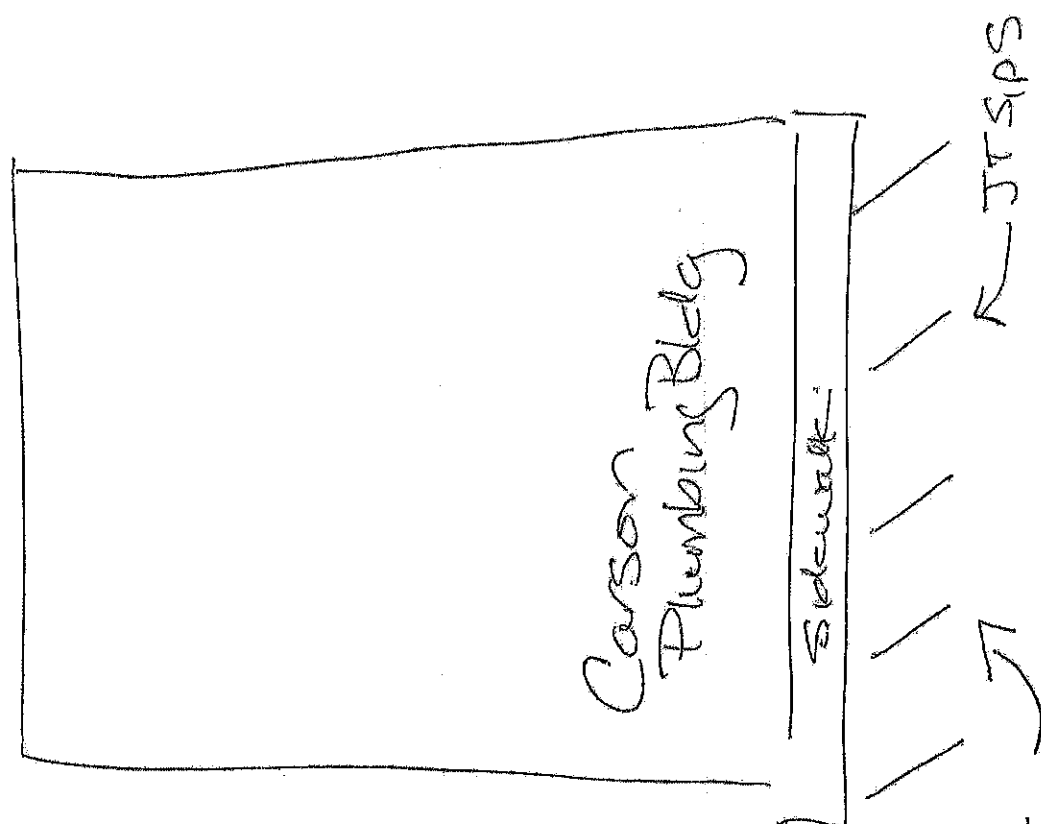
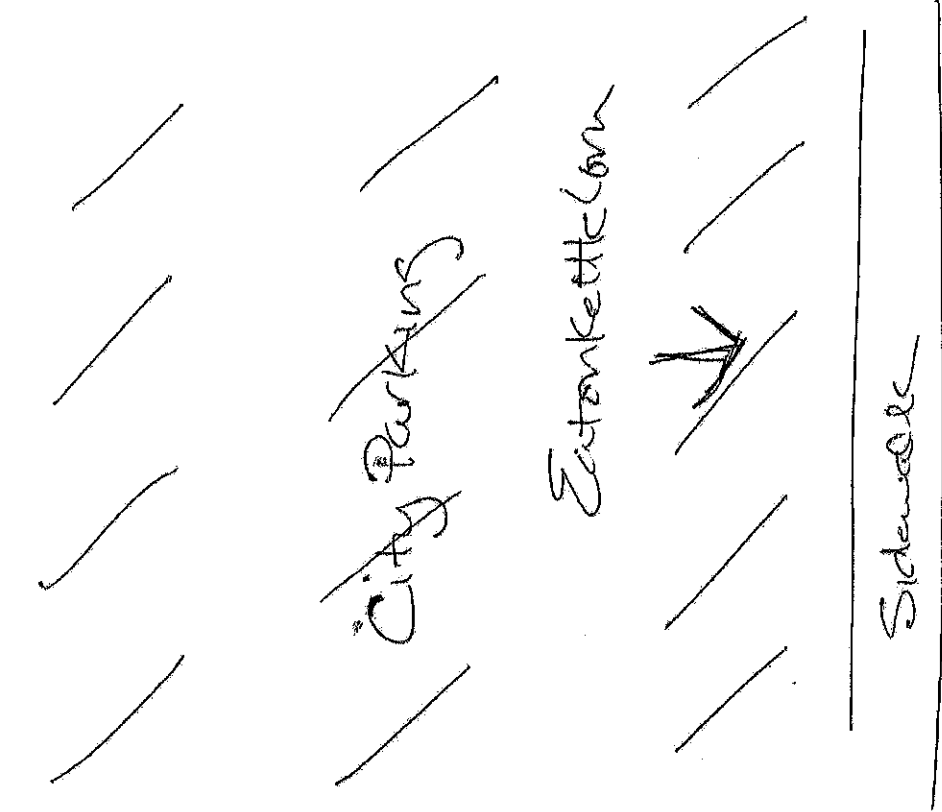
CITY COUNCIL APPROVAL

 City Clerk Signature

 Date of Action

Approved: _____ Denied: _____

CONDITIONS IMPOSED: _____



Tables set up but plenty of walking available

Country Pumpkin

Millie Youngquist, Mayor Pro Tem
Deanna McCusker, City Administrator
Kelsey Brown, Finance Director
Sally Hart, City Clerk
Kevin Olson, City Attorney



City of Washington
215 East Washington Street
Washington, Iowa 52353
(319) 653-6584 Phone
(319) 653-5273 Fax

September 8, 2023

To: Mayor & City Council
Cc: Sally Hart, City Clerk & Kelsey Brown, Finance Director

From: Deanna McCusker
City Administrator

Re: Capital Improvement Plan (CIP) Update for FY24-28

The City Council last updated the CIP in January 2021. Attached is a proposed update to that plan for your review and initial consideration. This will be reviewed and officially approved in December 2023 as we move into budget season. The total draft is around \$8,842,800 compared to \$21 million, which is good since we have accomplished or just about finished many projects over the past few years. Many of the larger planned projects like W. Buchanan, East Adams, NLW, W 5th/Lexington, MSJ subdivision and the water main project are done or near done. There are still many projects, mainly infrastructure and paving projects to do in the future. Another reason the programmed amount is less is that I moved the Downtown Streetscape to the unscheduled. I would like us to discuss this at this workshop if it needs to be moved back into the planned and how that looks.

The projects in green indicate projects that were completed in FY21, FY22, FY23:

- East Adams – 9th to 15th
- NLW Phase 2
- Pickleball
- W 5th/Lexington
- MSJ Subdivision

The planned projects for the current/future fiscal years are as follows:

FY24

- S 12th/E. Washington Traffic Signals
- Water Main Project – E Main & W Madison
- Wellness Park Playset
- Kewash Trail crack sealing

- Sunset Park/Dog Park Creek
- Restroom Remodel – Central Park
- Traffic Signal Upgrade to Camera System
- E. 3rd Water Main – 2nd to 7th
- S 7th Water Main – Washington to Madison
- N 2nd Underpass Engineering Evaluation

FY25

- Wellness Park Phase 2: Which includes the pond and trails.
- South Ave B Water Main – Van Buren to W Monroe, which will be an in-house project
- Lincoln Safe Routes to School
- E 3rd Watermain – 2nd to 7th which will be an inhouse project as well
- Egg Sewer Basin Evaluation
- Sidewalk N D Ave – tracks to 307 N D Ave

FY26

- Egg Sewer Basin Evaluation – evaluate how to eliminate this
- Drill New Well – hopefully with the maintenance we are doing on the wells, it can be pushed off a few more years. This project will only be possible if we have the funding cash flows. If we can hold off on this we can use some of the funding for more water main improvement projects
- Water Main -W Washington – this project was removed from the earlier water main project due to funding availability. It is one that is high priority though.
- Water Main S 12th – Van Buren to Taylor
- E 3rd Watermain – 7th -12th

FY27

- S 12th – Tyler to Adams paving
- S 4th Water Main – Main to Van Buren + Overlay
- E Main Water Main – 12th to 2nd

FY28

- Aquatic Center Plaster & Paint – this was originally scheduled for FY25 but with fixing the leak it will prolong this repair since the vessel is actually in very good condition.
- S Ave B Mill & Overlay – Sitler to Madison
- S 2nd Sewer – Monroe to Jackson
- W Jefferson Water main – S C Ave – S F Ave

As identified, there are important projects happening in FY24, and we accomplished many things in FY 21, FY 22 and FY23. Many of the projects in the coming fiscal years are infrastructure related since that was identified as an area of concern to keep improving in

the goal setting session. Additionally, we need to continue to improve streets as funds are available. The next large street project will be North 2nd, which includes upgrading the lift station at the underpass. We are currently reviewing to see how the storm sewer runs to remove water from this area. We did add some water main replacement projects due to the areas that have experienced water main breaks in 2023. We also moved some other water main projects up in the plan due to this same issue.

We need to discuss the priority of the 2nd phase of the Downtown Streetscape but keep in mind the Wellness Park Phase 2. We will have numbers for the 2nd phase of the Wellness Park in November so if we don't do the entire phase 2 as a project we can at least prioritize elements of it and plug it into the plan over the next 3 or so years.

With the 2nd phase of the Downtown Streetscape, we also need to keep in mind that today the cost estimate is \$10,478,000. That number is daunting, but the more we delay it the cost will increase.

Things to consider with the Streetscape

- Cost will increase each year it is delayed
- We could assess the project? What elements to assess?
- Plan a section every 3 years. But again the overall cost will increase.

Proj #	Year	Proj Budgeted Type	Amount Budgeted	GO Debt	Revenue Debt	Water	Sewer	Road Use	TIF	Quarterly Riverboat	Special Assess	Grant	Other	Notes
		FY 2021 Budgeted/Council Approved/Carryover												
		Woodlawn Gates & Building										\$25,000	\$25,000	
119	B	111B	\$50,000			\$50,000								In-House
	W		\$50,000											
	P		\$30,000											
	A		\$200,000											Airport 002 match
123	R/SS/S/W		\$1,959,632							\$475,000		\$1,378,347		
129	P		\$200,000							\$100,000		\$100,000		
154	P		\$2,489,632	\$1,245,300	\$0	\$50,000	\$0	\$0	\$0	\$575,000	\$0	\$3,085,950	\$105,000	Soccer #1 & prep BF #2
		FY21 Totals			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Fiscal 22 Budgeted/Council Approved/Carryover												
133	R/SS		\$1,350,000	\$1,000,000				\$275,000						
139	S		\$150,000				\$150,000				\$75,000			
		Old WWTF Demo												
		Parkside Estates Lift Station										\$89,837	\$89,837	
155	R/SS/S/W		\$850,000	\$800,000								\$50,000	\$50,000	Hsg 315 Match
156	P		\$75,000									\$25,000	\$25,000	
159	P		\$1,038,695									\$994,340	\$994,340	
		FY22 Totals		\$1,800,000	\$0	\$0	\$250,000	\$495,000		\$0	\$0	\$95,000	\$75,000	
		Fiscal 23 Budgeted/Council Approved/Carryover												
137/144	A		\$653,640					\$65,364				\$588,276		
160	MSJ Subdivision		\$800,000	\$800,000										
107/118	2023 W		\$3,109,175	\$1,895,000								\$600,000	\$540,000	Back GO w/water, CDBG
		FY23 Totals		\$1,000,000	\$0	\$375,000	\$0	\$90,364	\$2,205,000	\$1,195,000	\$0	\$1,588,276	\$300,000	
		Fiscal 24 Council Approved/Carryover												
149	R		\$522,255					\$182,999						USTEP, HSP, STBG
163	2023 P		\$346,000								\$100,000		\$96,000	
164	2023 P		\$15,000							\$15,000			\$15,000	
107/118	2023 W		\$3,109,175	\$1,895,000								\$600,000	\$614,175	GO, water, CDBG, ARPA
166	2023 P		\$30,000									\$30,000	\$30,000	
167	2023 P		\$40,000									\$30,000	\$40,000	
165	2023 R		\$22,000				\$22,000							
126	2023 W		\$105,000			\$105,000								In-House Project FY24-24
157	R		\$17,000			\$17,000		\$25,000						In-House Project
14	R		\$25,000			\$25,000		\$207,999		\$100,000				
		FY24 Totals	\$4,231,430	\$1,895,000	\$0	\$144,000	\$0	\$207,999	\$2,205,000	\$100,000	\$0	\$1,119,256	\$765,175	
		Fiscal 2025												
151	P		\$1,225,000											Riverboat MG, CG, Dest
142/143	R		\$147,000					\$77,000		\$725,000	\$20,000	\$500,000		
126	W		\$105,000			\$105,000								In-House FY24-26
158	A		\$473,000									\$150,000	\$323,000	Airport 002 match
120	S		\$110,000				\$110,000						\$0	
111	W		\$40,000			\$40,000							\$8,000	In-House Project
171	W		\$8,000									\$700,000	\$331,000	
		FY25 Totals	\$2,108,000		\$2,887,000	\$130,000	\$500,000	\$77,000	\$0	\$0	\$0	\$200,000	\$0	\$2,108,000
		Fiscal 2026												
145	S		\$1,500,000	\$1,000,000			\$500,000							
	W		\$2,500,000		\$2,500,000									
	W		\$587,000		\$387,000							\$200,000		Rev Bond & CDBG
	W		\$25,000											In-House Project
	W		\$105,000			\$105,000								In-House FY24-26
		FY26 Totals	\$4,717,000	\$1,000,000	\$2,887,000	\$130,000	\$500,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$4,717,000
		Fiscal 2027												
121	R/SS		\$1,207,000	\$957,000		\$75,000		\$100,000			\$75,000			
135	W/R		\$1,842,000	\$633,100		\$608,900					\$600,000			Jeff WM 3rd to 4th/ ADA
169	W		\$60,000			\$60,000								In-House Project
		FY27 Totals	\$3,109,000	\$1,590,100		\$743,900		\$100,000			\$75,000	\$600,000		\$3,109,000
		Fiscal 2028												
153	P		\$158,000	\$158,000								\$404,000		
162	R		\$504,000				\$170,000	\$100,000						In-House Project
168	S		\$170,000											In-House Project
170	W		\$25,000			\$25,000		\$100,000				\$404,000		
		FY28 Totals	\$857,000	\$158,000		\$25,000	\$170,000	\$100,000				\$404,000		\$857,000
		FY24-28 Programmed	\$15,022,430	\$4,643,100	\$2,887,000	\$1,187,900	\$780,000	\$484,999	\$0	\$825,000	\$95,000	\$3,023,256	\$1,096,175	\$15,022,430

Downtown Streetscape Notes

Steve from Fox Strand reviewed the segment of the proposed Downtown Streetscape project on E. Main Street from N. Iowa to N. 2nd. There appears to be a slightly elevated curb on the north side as well as a set of stairs to one building opening on the south side. We should be able to use street grades to adjust the curb height on the north side. The stairs appear to be part of the building and placed by the building owner? We'll need to decide during the project if a ramp will be installed, new stairs, or match to the existing stairs.

Steve did a quick rendering for the S. Iowa location. This is very rough but is an example of what reconfiguring the parking and sidewalk in this area will accomplish to account for the elevation challenges. We can provide more detail during the actual design phase to help show this with the selected wall type, colors, railing, etc. We can look at other options as well. (See the attached photo).

There are a variety of different ways we can handle the elevation changes including the example you provided. There are options for stairs, ramps, concrete walls with railing, etc. It really depends on the situation, the elevation changes, and the width available to complete the improvements. The example you provided is a little more aesthetic in nature and will work in areas where adequate width is available. However, it is generally more costly. These design details and elements generally need to be balanced based on the budget and the city's desires during the concept and preliminary design phase of the project to ensure the city's funds are maximized while providing the aesthetics and look desired by the city.

For N and S Iowa, we would review the roadway elevations first to see how much grade can be gained by changes to the roadway elevations. After that, we'd review bump outs, reconfiguration of the parking, and stairs at building entrances. Reconfiguration of the parking from angled to parallel to the curb allows for additional space in the building frontages to allow for configurations similar in the photo you provided. Unfortunately, the tradeoff includes reduced parking spaces.

Square Streetscape Project

Project was \$1,740,850

Funding:

Bond proceeds paid with debt service	\$1,615,850 (city match unsure of amount)
Riverboat competitive grant	\$125,000

Possible Funding Options for Streetscape if we plan for FY27

Municipal Riverboat Grant	\$2,070,000	FY22-28
Water Fund	\$700,000	
CDBG Grant/Great Place/Other Grants	\$1,500,000	
GO Bond – Downtown TIF	\$3,708,000	
GO Bond Debt Levy	\$1,000,000	
Assessments	\$1,500,000	





414 South 17th Street, Suite 107
Ames, Iowa, 50010



515-233-0000



info@strand.com



www.strand.com



DOWNTOWN STREETScape PROJECT

PHASE 2 CONCEPT PLAN

Washington, Iowa

February 2023

FOX Strand PN 7046.022

DRAFT

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- FIGURE 1 PROJECT OVERVIEW MAP**
- FIGURE A E. MAIN STREET - N. IOWA TO N. 2ND AVENUE**
- FIGURE B W. MAIN STREET - N. B AVENUE TO N. MARION AVENUE**
- FIGURE C W. WASHINGTON STREET - S. B AVENUE TO S. MARION AVENUE**
- FIGURE D S. MARION AVENUE - W. WASHINGTON STREET TO W. JEFFERSON STREET**
- FIGURE E S. IOWA AVENUE - E. WASHINGTON STREET TO E. JEFFERSON STREET**
- FIGURE F N. MARION AVENUE - W. MAIN STREET TO W. 2ND STREET**
- FIGURE G N. IOWA AVENUE - E. MAIN STREET TO E. 2ND STREET**

EXECUTIVE SUMMARY

The City of Washington contacted FOX Strand to request assistance in developing budget costs for a future Downtown Streetscape project. The project scope generally includes approximately a seven-block area of the downtown and continues the downtown enhancements completed as part of the Phase 1 project. The Phase 1 Downtown Enhancement Project included the central square area and E. Washington Street from S. Iowa Avenue to S. 2nd Avenue and was completed in approximately 2011. Phase 1 included five blocks around the central square and the interior square park for a cost of approximately \$1.8 Million. The downtown enhancement project included complete removal of the street section, sidewalk, curbs, some utilities, and streetscape amenities.

The Phase 2 Downtown Streetscape currently includes the following proposed project areas of the downtown:

- E. Main St. from N. Iowa Ave. to N. 2nd Ave.
- W. Main St. from N. B Ave. to N. Marion Ave.
- W. Washington Street from S. B Ave. to S. Marion Ave.
- S. Marion Ave. from W. Washington St. to W. Jefferson St.
- S. Iowa Ave. from E. Washington St. to E. Jefferson St.
- N. Marion Ave. from W. Main St. to W. 2nd St.
- N. Iowa Ave. from E. Main St. to E. 2nd St.

This study is intended to be the first step in the planning process to further the phase 2 improvement project to completion by developing an initial concept plan of the project area that includes an opinion of probable project cost of the improvements for budgetary purposes. The concept plan developed generally includes the following:

- A concept plan that generally conforms to the Phase 1 Enhancement project in scope and materials.
- Review of challenging grade change areas and develop conceptual level cost to account for the impacts as a result of the challenges.
- Inclusion of utility replacements within project areas.
- Allowances for streetscape amenities that will be determined in future phases of the project development.

Costs were developed based on the concept plan included in Figures A through G as attached. The approximate opinion of probable project costs developed for the concept plan are summarized in Table 1.

Table 1. Downtown Streetscape Improvements - Phase 2 Opinion of Probable Project Costs

Attachment Figure	Project Area	Opinion of Total Project Cost
Figure A	E. Main St. from N. Iowa Ave. to N. 2nd Ave.	\$1,369,000
Figure B	W. Main St. from N. B Ave. to N. Marion Ave.	\$1,635,000
Figure C	W. Washington Street from S. B Ave. to S. Marion Ave.	\$1,732,000
Figure D	S. Marion Ave. from W. Washington St. to W. Jefferson St.	\$1,307,000
Figure E	S. Iowa Ave. from E. Washington St. to E. Jefferson St.	\$1,477,000
Figure F	N. Marion Ave. from W. Main St. to W. 2nd St.	\$1,436,000
Figure G	N. Iowa Ave. from E. Main St. to E. 2nd St.	\$1,522,000
Total Opinion of Probable Project Cost		\$10,478,000

EXISTING CONDITIONS

Phase 1 of the downtown streetscape was completed in 2011 and included areas in the central square area of the downtown. This phase of the downtown streetscape project is projected to include additional area adjacent to phase 1 and continuing outward from the square as indicated on Figure 1.

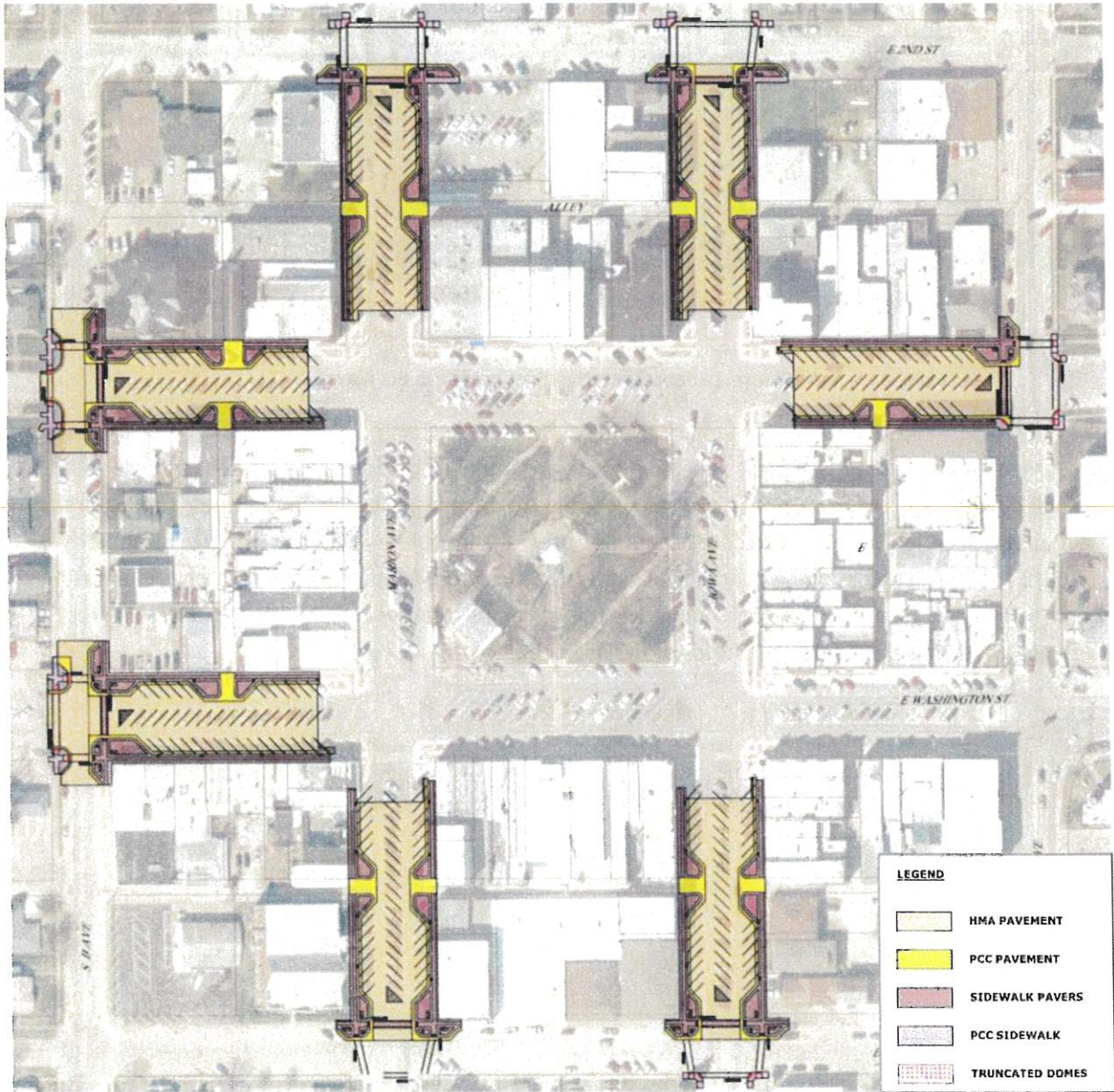


Figure 1. Downtown Streetscape Project Areas

The proposed improvement areas generally contain concrete sidewalks within the sidewalk areas, asphalt pavement within the street section, and a 6-inch curb and gutter section. The space available

within public right-of-way is approximately 99 feet from property line to property line. Figure 2 illustrates a street section of E. Main Street that is generally a representative cross section of each of the seven block project areas.

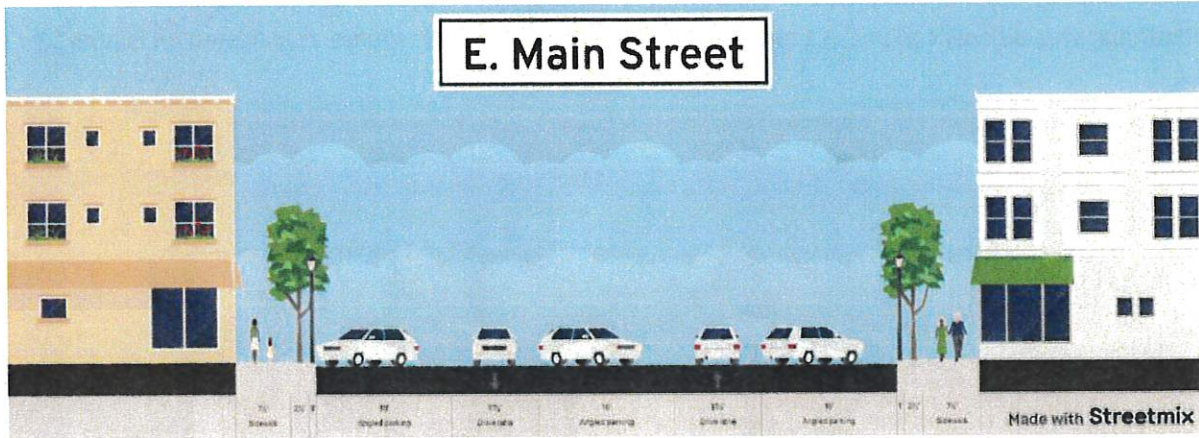


Figure 2. Representative Section of Project Areas

The street section currently includes angled parking areas along the sidewalk as well as a single section of angled parking in the middle of the street section with drive aisles between the three parking areas. The roadway section from curb to curb is approximately 80' in width with the remaining width behind the curb to the existing building generally as sidewalk. There are locations within the project areas where significant elevation changes require the use of ramps to enter building store fronts. Figures 3 through 13 depict representative photos of the project areas.



Figure 3. South Iowa Avenue

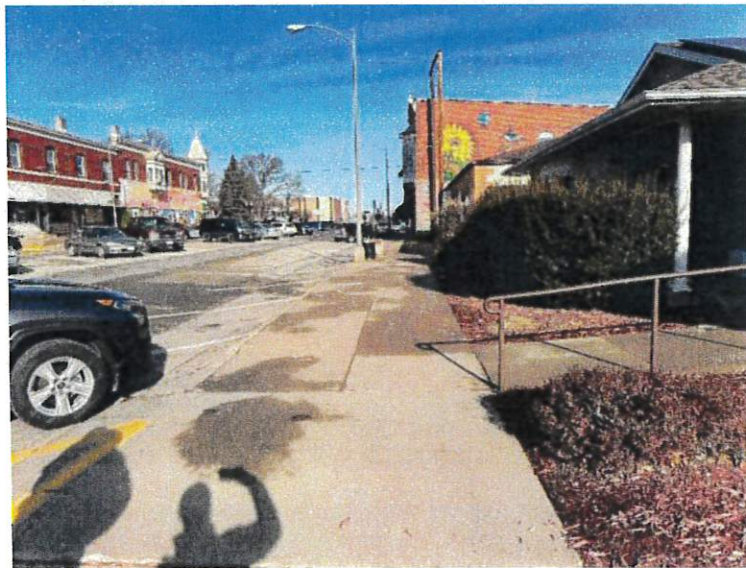


Figure 4. South Iowa Avenue



Figure 5. South Iowa Avenue Crosswalk at East Jefferson Street



Figure 6. North of West Alley on South Iowa Avenue



Figure 7. West Sidewalk on South Marion Avenue



Figure 8. South Sidewalk on W. Washington Street

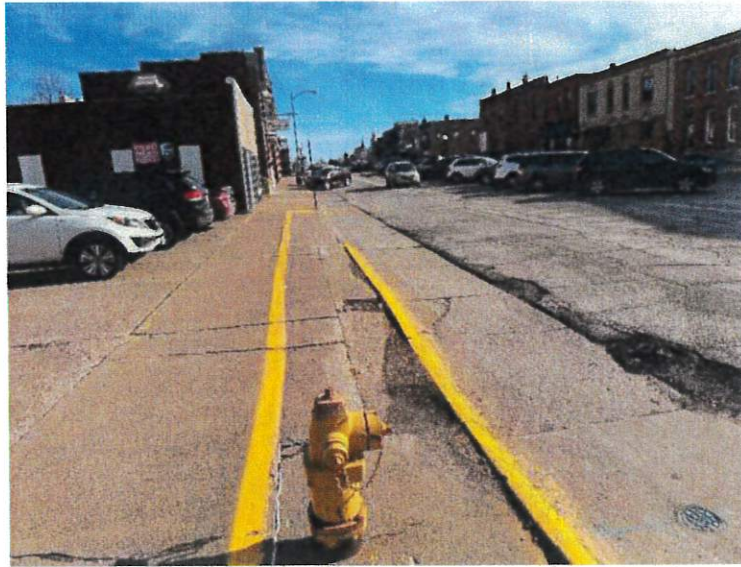


Figure 9. North Sidewalk on W. Washington Street

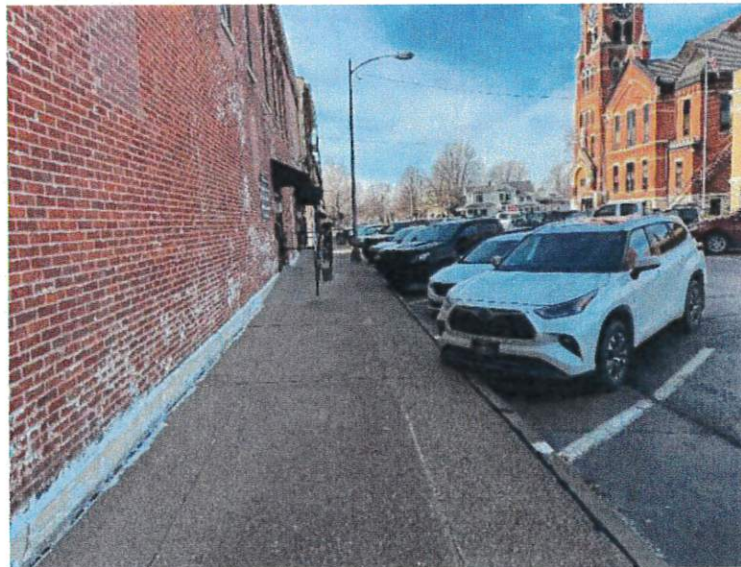


Figure 10. South Sidewalk on W. Main Street



Figure 11. East Sidewalk on N. Marion Avenue



Figure 12. West Sidewalk of N. Iowa Avenue



Figure 13. South Sidewalk of E. Main Street

UTILITIES

The project areas include existing utilities within the street and curb sections that include water main, sanitary sewer, and storm sewer. It is anticipated that several franchise utilities are within the project areas as well.

Sanitary Sewer

The sanitary sewer mains in the project areas ranges from 8-inch to 18-inch sanitary sewer. The existing sanitary sewer was not evaluated as part of this concept plan to determine if the sanitary sewer requires repair. However, it was determined by City staff that for the purposes of development of the concept plan and associated budget costs, the sanitary sewer will be replaced along with the sanitary sewer services within the street section. It is anticipated that an evaluation of the city's sanitary sewer system will likely need to be completed within the project areas to determine possible inflow and infiltration (I&I), or elicit storm sewer connections, to the sanitary sewer system prior to the project. It will be advantages to the City of Washington to eliminate any possible elicit connections while the street and sections are removed and connect to the new storm sewer system.

Water Main

The proposed project areas include water main varying in size from 4-inch to 12-inch. The following is a summary of the known water main sizes within the seven block project areas:

- W. Mains Street - 4-inch

-
- N. Marion Avenue - 12-inch
 - N. Iowa Avenue - 10-inch
 - E. Main Street - 4-inch
 - S. Iowa Avenue - 12-inch
 - S. Marion Avenue - 4-inch
 - W. Washington Street - 6-inch

It was determined by City staff that, for the purposes of determination of budgetary costs for the Downtown Streetscape Phase 2 project area, all water main and water services will be replaced.

Storm Sewer

There is generally existing storm sewer within a majority of the existing street sections of the seven-block project area. To accommodate the new pavement and street layouts, it is anticipated that new storm sewer will need to be installed along with new storm sewer inlets.

PROPOSED CONDITIONS

The project will incorporate streetscape elements to change the configuration and layout of the street and sidewalk conditions in the seven-block project area. This generally includes adding bump outs at the pedestrian street crossings. The bump outs provide safe spaces for pedestrian traffic and control parking movements in areas of pedestrian traffic. In addition, the areas between the curb and the buildings will generally include sidewalk pavers, landscaping, and streetscape amenities including benches and bike racks. Lighting upgrades will be incorporated in the project areas to enhance lighting and to include more aesthetically appealing lighting fixtures. Figure 14 includes a detailed layout of a representative project area illustrating planned improvements.

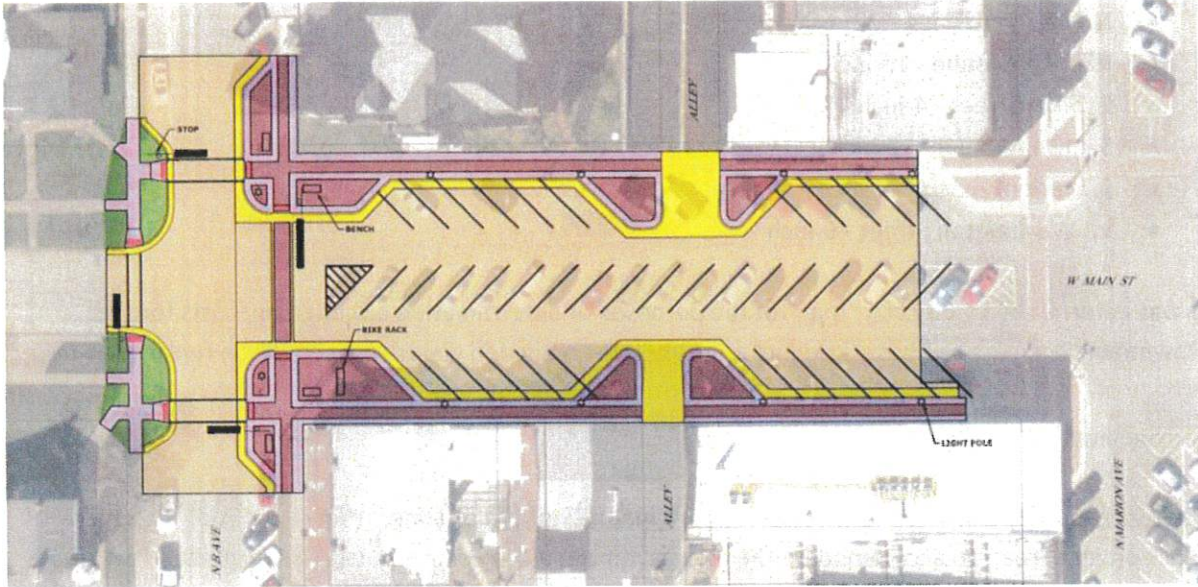


Figure 14. W. Main Street Area Downtown Streetscape Concept Plan

The concept plan currently includes bump outs in all pedestrian crosswalk areas and at alleys. The addition of bump outs in alley areas was added to the Phase 2 improvement concept plan to allow additional space for grading and sidewalk widths as many of the project areas will require additional space for sidewalk ramps and other elements to accommodate existing grade changes from the street to the existing doorways. It is anticipated that the city will evaluate the need and configuration of bump outs at alley areas as part of future development phases of the project.

Improvements generally include complete street and sidewalk removal and replacement from building to building within the project limits of each project area. City staff have determined that for the purposes of determining budgetary costs for the concept plan area indicated in Figure 1, the street section layout will generally be consistent with Phase 1 improvements that include new street surfaces and sidewalks. In addition, the proposed improvements include bike racks, benches, lighting, and other streetscape amenities that are consistent with Phase 1. Photos of existing downtown streetscape amenities are included in Figures 15 through 17.



Figure 15. Existing Downtown Streetscape Bench



Figure 16. Existing Downtown Streetscape Bike Rack



Figure 17. Existing Downtown Streetscape Signs and Lighting

Street crosswalks include bump outs to direct pedestrian traffic and provide safe spaces for crossing. Bump outs further direct traffic and vehicles to parking areas while avoiding crosswalk pedestrian traffic waiting to cross the street. A typical crosswalk configuration is illustrated in Figure 18.

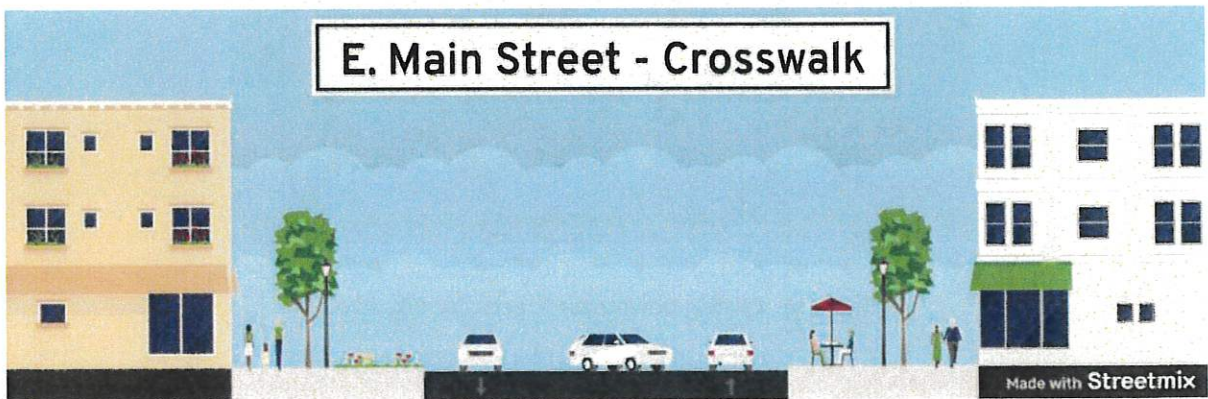


Figure 18. Downtown Streetscape Typical Crosswalk

Variations of the street section may be considered in future phases of the development plan including alternate sidewalk surfaces, street sections that include additional parking, bike lanes, and other streetscape amenities. Several examples of alternate streetscaping configurations are included in Figures 19 through 21.

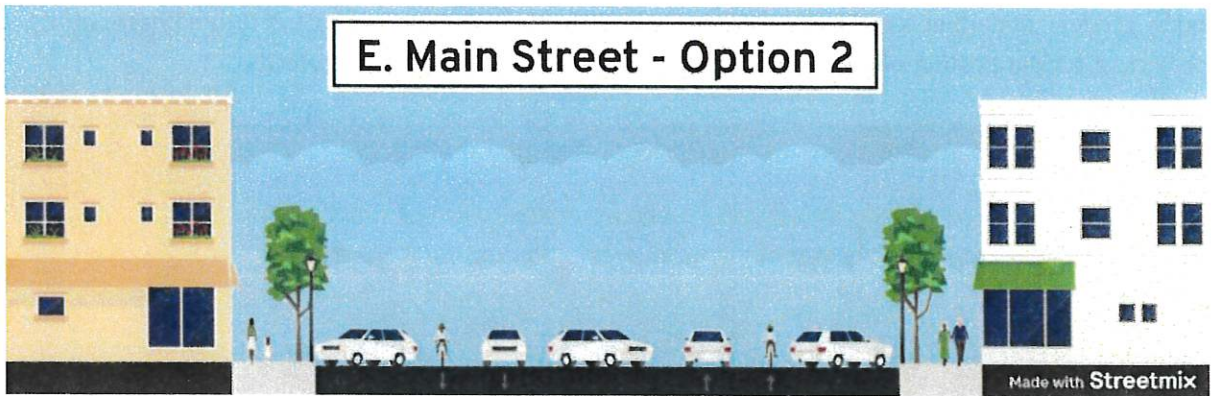


Figure 19. Downtown Streetscape Alternate Layout - Option 2

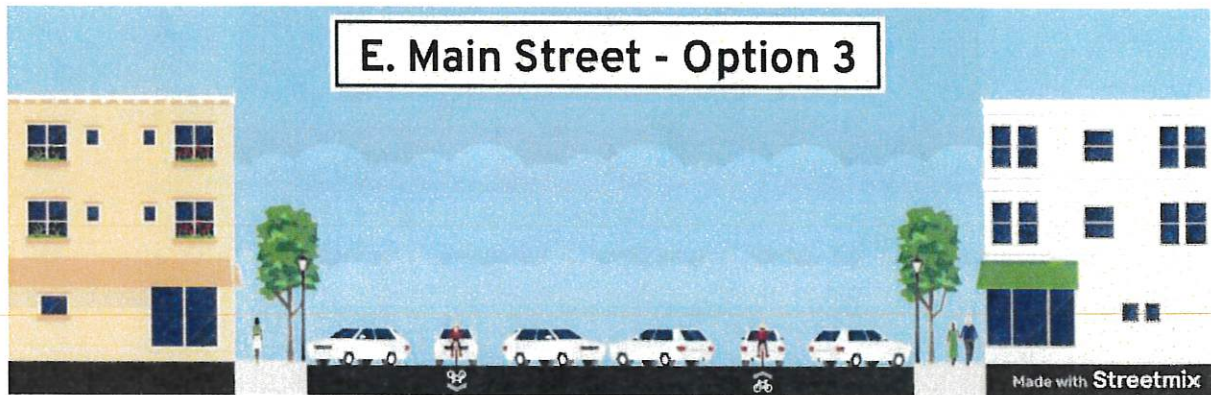


Figure 20. Downtown Streetscape Alternate Layout - Option 3

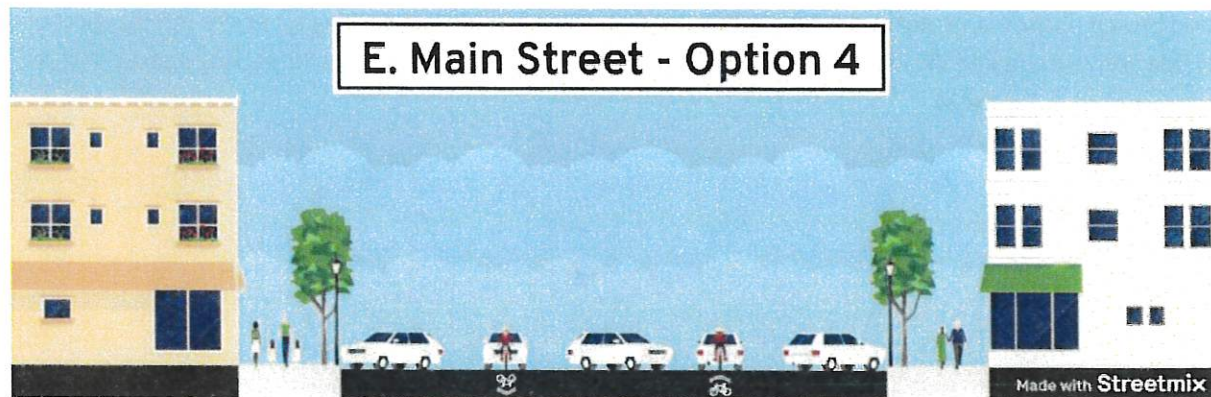


Figure 21. Downtown Streetscape Alternate Layout - Option 4

For purposes of the concept plan developed for this study, the existing sidewalk section is anticipated to generally match the existing paver and paver restraint system installed in the Phase 1 development area. Streetscape surfaces such as concrete walk areas with boarder pavers, stamped concrete, planting

beds, parklets, and other streetscape elements will be further evaluated as part of future phases of the project. A typical existing sidewalk streetscape paver layout is included in Figure 23.



Figure 22. Typical Existing Downtown Sidewalk Paver Section

PARKING

Existing parking lot areas within or adjacent to the proposed improvements are not currently included in the development concept plan. However, the City of Washington may consider parking lot improvements as part of the development plans for adjoining project areas as part of future planning and design phases. Currently, existing public parking areas include the parking lot at the intersection of N. Marion Avenue and W. 2nd Street. The parking lot contains approximately 32 parking spaces and is represented in Figure 24.



Figure 23. Existing Public Parking Area

There may be other opportunities to add public parking in other areas adjacent to the project improvements. The City may consider evaluating project parking needs as part of future planning phases of the project.

The proposed concept plan will impact the number of parking spaces available within the street section in each of the project areas. Table 2 includes a summary of the existing parking spaces available and the anticipated impact to loss of parking spaces as a result of the proposed improvements.

Table 2. Downtown Streetscape Improvements Summary of Potential Parking Impacts

Attachment Figure	Project Area	Existing Parking Spaces	Concept Plan Parking Spaces	Difference
Figure A	E. Main St. from N. Iowa Ave. to N. 2nd Ave.	49	45	-4
Figure B	W. Main St. from N. B Ave. to N. Marion Ave.	49	42	-7
Figure C	W. Washington Street from S. B Ave. to S. Marion Ave.	43	41	-2
Figure D	S. Marion Ave. from W. Washington St. to W. Jefferson St.	46	44	-2
Figure E	S. Iowa Ave. from E. Washington St. to E. Jefferson St.	44	42	-2
Figure F	N. Marion Ave. from W. Main St. to W. 2nd St.	39	37	-2
Figure G	N. Iowa Ave. from E. Main St. to E. 2nd St.	48	43	-5
Subtotal		318	294	-24

PROJECT COSTS

To evaluate the proposed Downtown Streetscape Phase 2 Area Improvements, FOX Strand included the following general improvement in the budgetary costs developed:

- Complete street section replacement from building to building in the project areas.
- Streetscape pavers and configuration generally matching the pattern and width of the existing Downtown Phase 1 Enhancement Project.
- New aesthetically appealing light poles and fixtures.
- Streetscape amenities such as landscaping, benches, and bike racks.
- Water main and water services replacement.
- Sanitary sewer and sanitary sewer service replacement.
- Installation of new storm sewer along the curb for all project areas.

Concept plans for each of the individual project areas are included in the attached Figures A through G. A summary of the opinion of probable project costs that includes a 20% contingency, engineering planning, engineering design, construction observation, construction administration, construction staking, inflow and infiltration studies, land acquisition and agreements, and legal fees are provided in Table 3.

Table 3. Downtown Streetscape Improvements - Phase 2 Opinion of Probable Project Costs

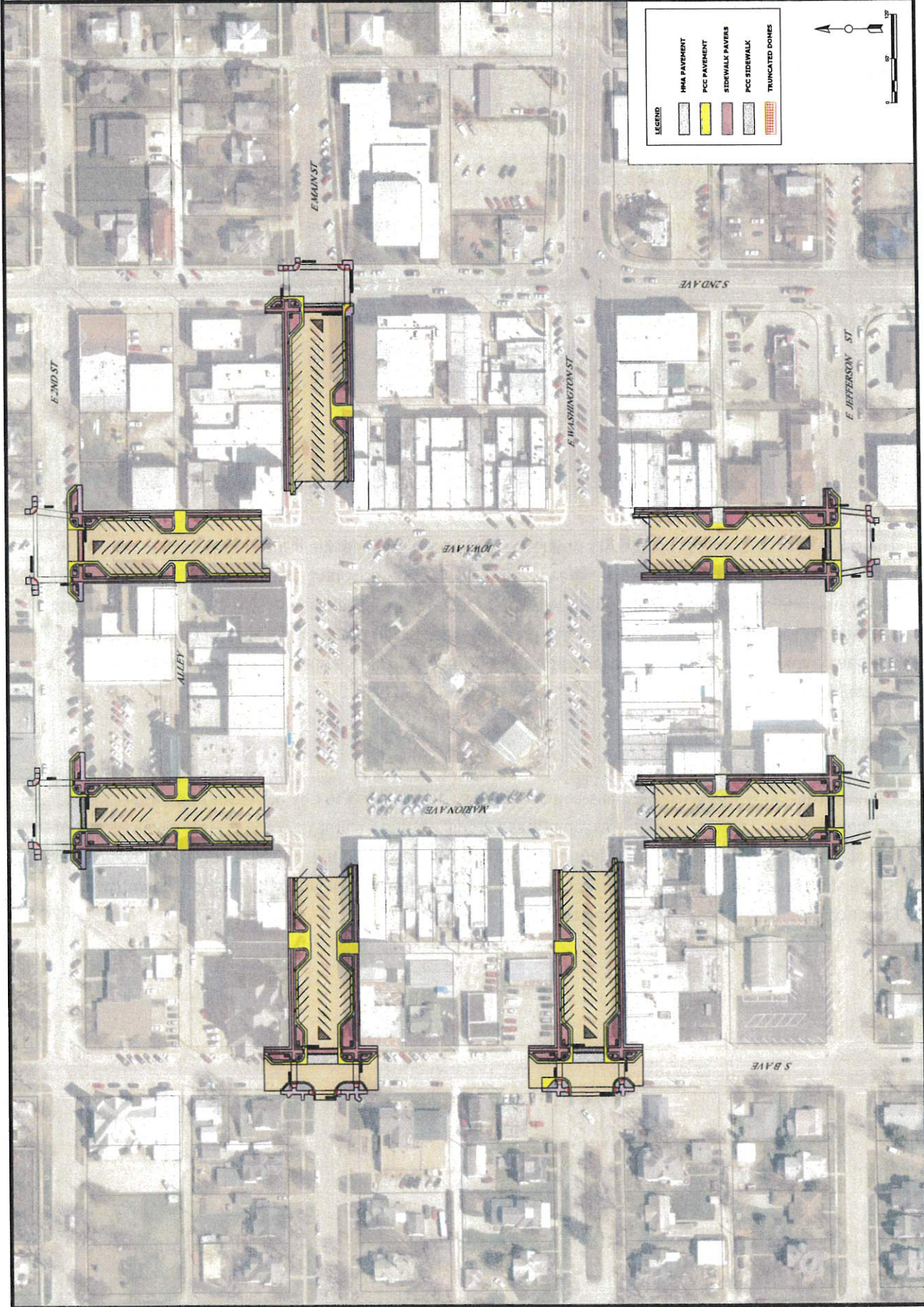
Attachment Figure	Project Area	Opinion of Total Project Cost
Figure A	E. Main St. from N. Iowa Ave. to N. 2nd Ave.	\$1,369,000
Figure B	W. Main St. from N. B Ave. to N. Marion Ave.	\$1,635,000
Figure C	W. Washington Street from S. B Ave. to S. Marion Ave.	\$1,732,000
Figure D	S. Marion Ave. from W. Washington St. to W. Jefferson St.	\$1,307,000
Figure E	S. Iowa Ave. from E. Washington St. to E. Jefferson St.	\$1,477,000
Figure F	N. Marion Ave. from W. Main St. to W. 2nd St.	\$1,436,000
Figure G	N. Iowa Ave. from E. Main St. to E. 2nd St.	\$1,522,000
Study Area Total Opinion of Probable Project Cost		\$10,478,000

The opinion of probable project costs presented are based on available information and concept plans developed for each individual project area to allow for a comparison of costs. It is anticipated that larger projects of two or more areas will provide an economy of scale and may result in additional cost savings. As the City progresses with future planning and design phases of the project, additional costs may be developed and updated based upon the number of project areas and size of the project selected.

SUMMARY

The information in this document has been developed to provide the City of Washington approximate budget costs for a Downtown Streetscape Phase 2 project that includes approximately seven blocks of the downtown area as included in Figure 1 attached. The improvements include complete replacement of the street section, utilities, and streetscape amenities that are similar to the Phase 1 Downtown Enhancement project completed previously.

PROJECT OVERVIEW

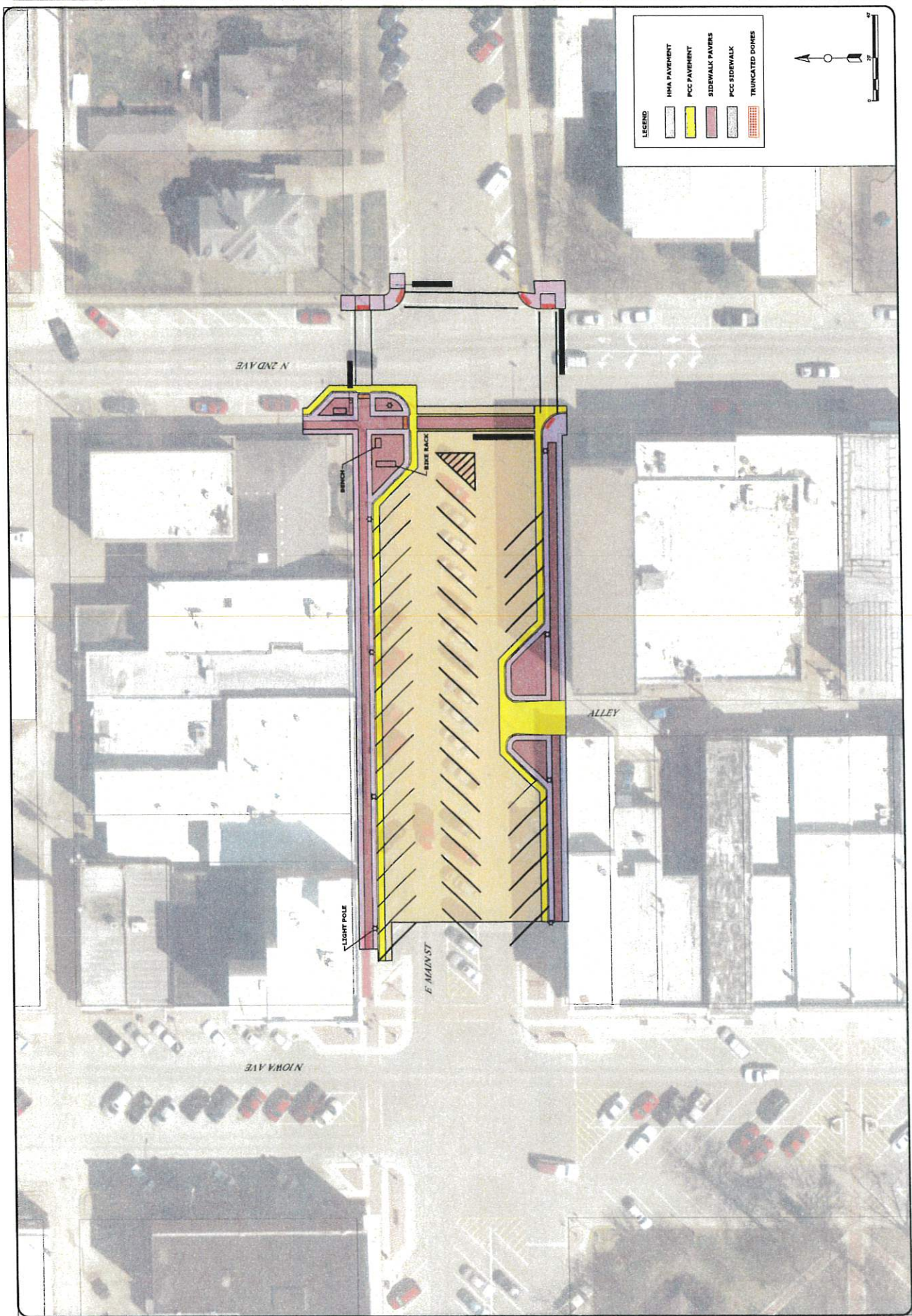


DATE	BY	REVISION

FOX STRAND ASSOCIATES
 414 South 17th Street, Suite 107
 Ames, Iowa 50010
 Phone: (515) 233-0000
 Fax: (515) 233-0103



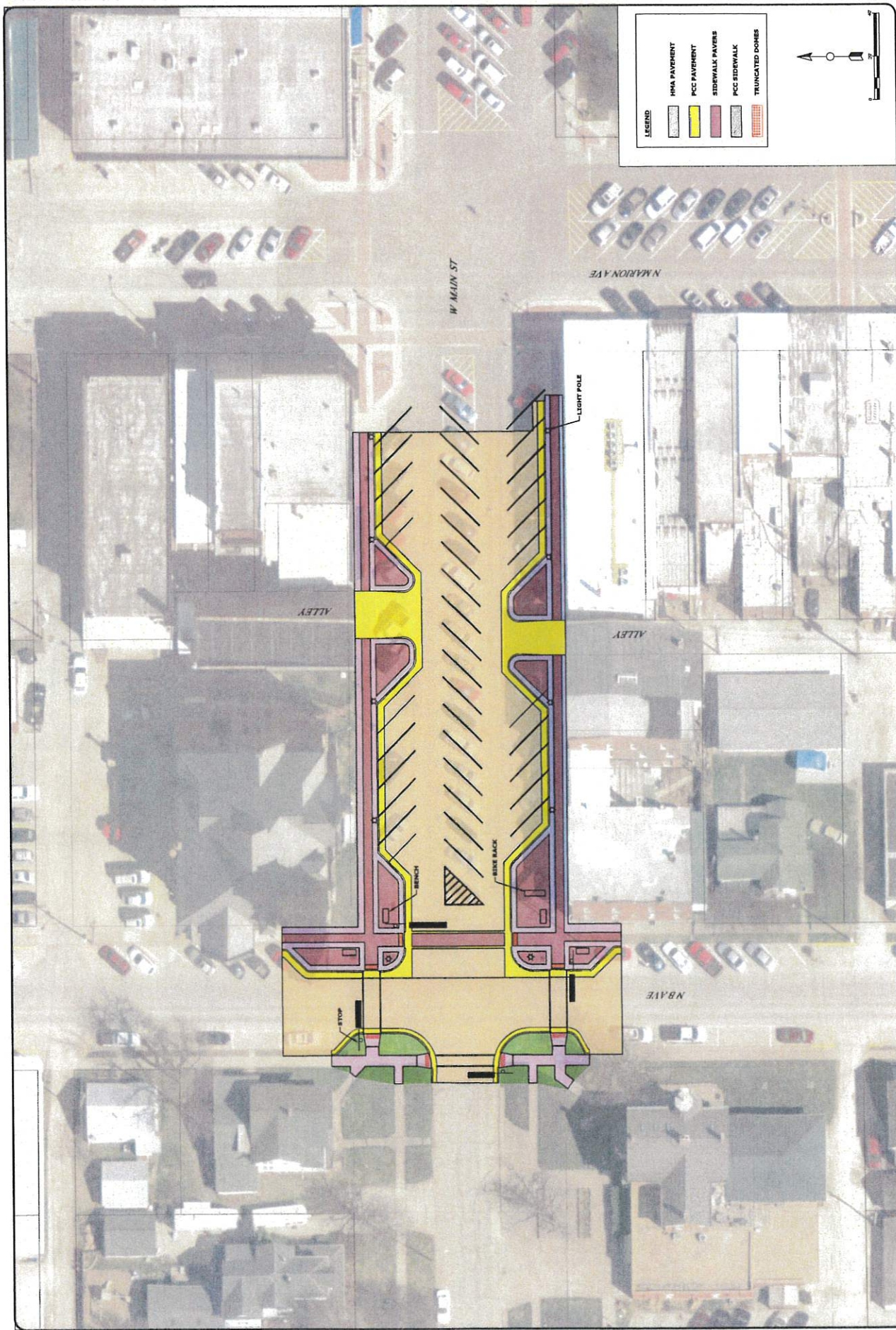
MAIN ST. - IOWA TO 2ND AVE
 WASHINGTON STREETSCAPE PROJECT
 202
 CITY OF WASHINGTON
 WASHINGTON, IOWA
 PROJECT NO.
 70445.022
 SHEET
 A

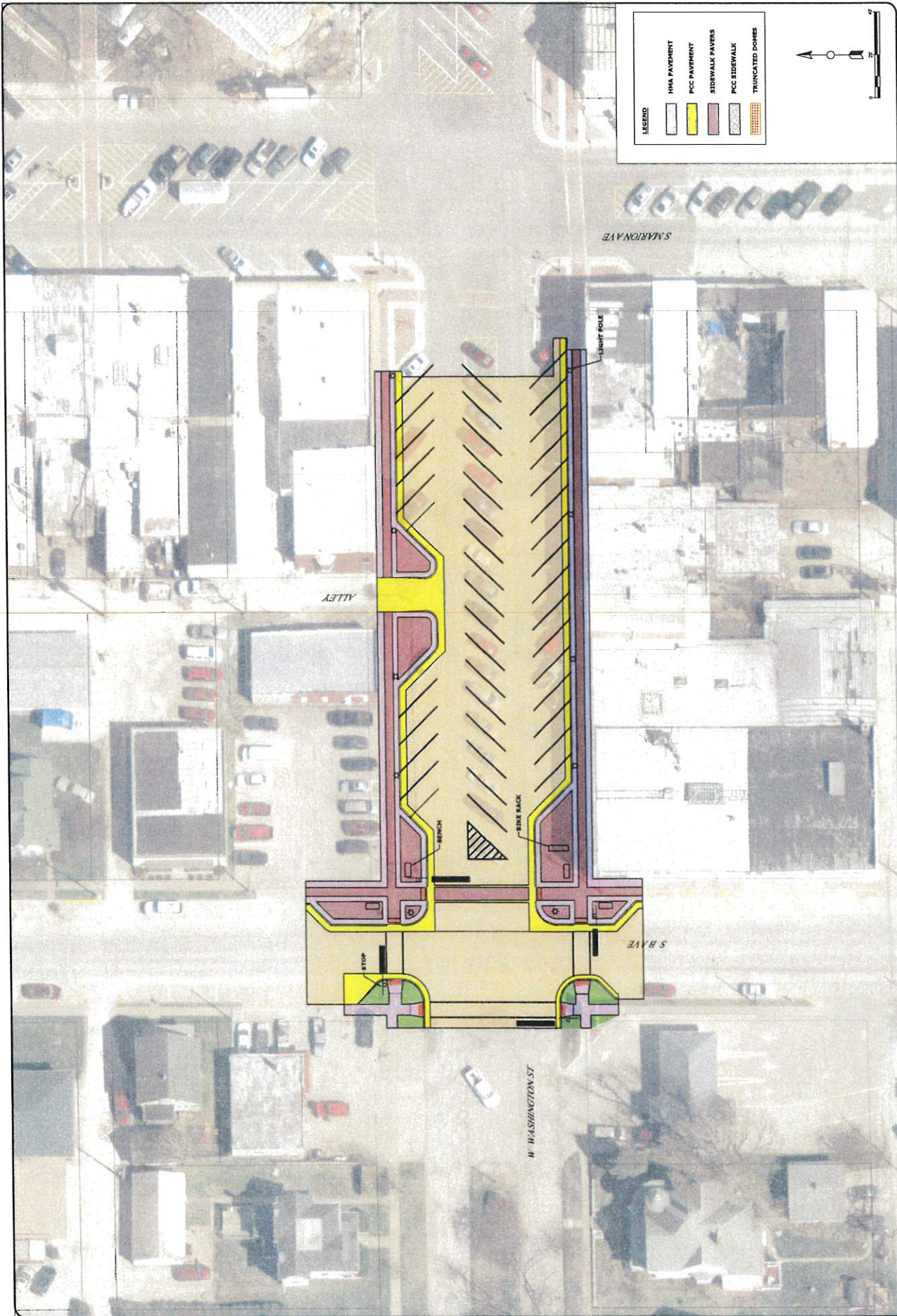


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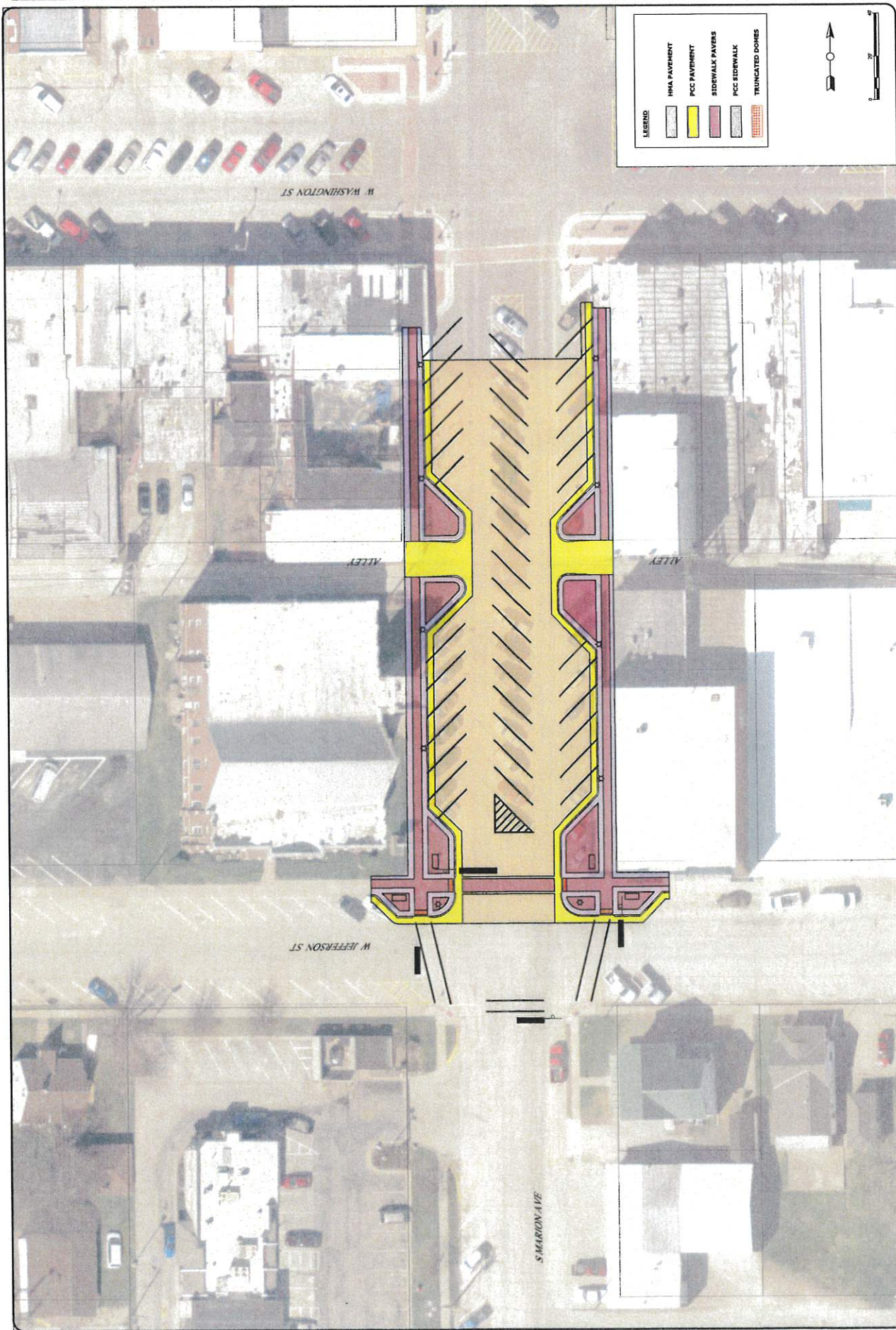
- HMA PAVEMENT
- PCC PAVEMENT
- BIKE RACK
- BENCH
- LIGHT POLE
- TRUNCATED DOWNS

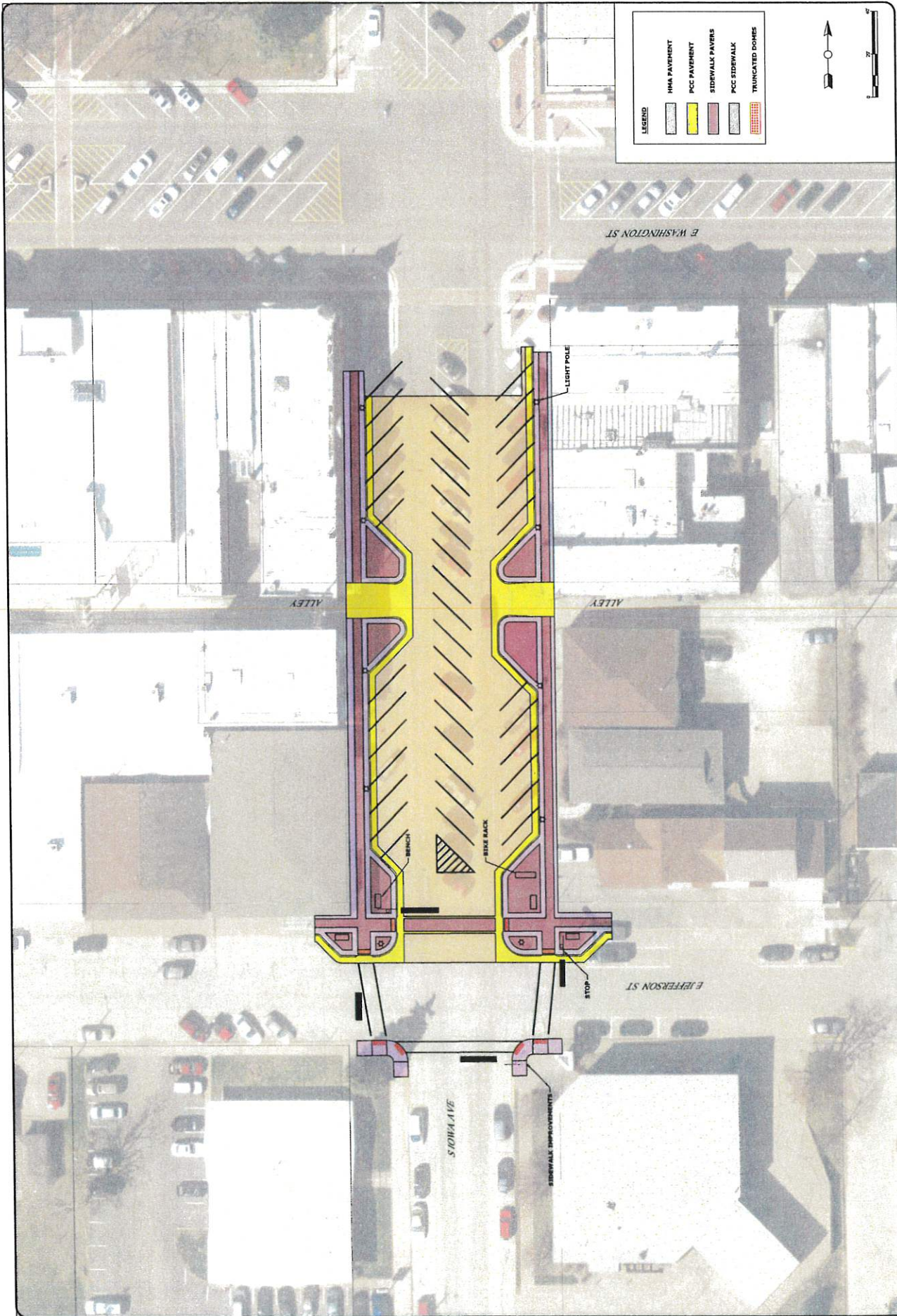
Scale: 0 10 20 Feet
 North Arrow





PLANING FIRM	FOX STRAND ASSOCIATES
PROJECT NO.	7044.032
SHEET	C
DATE	02/01/17



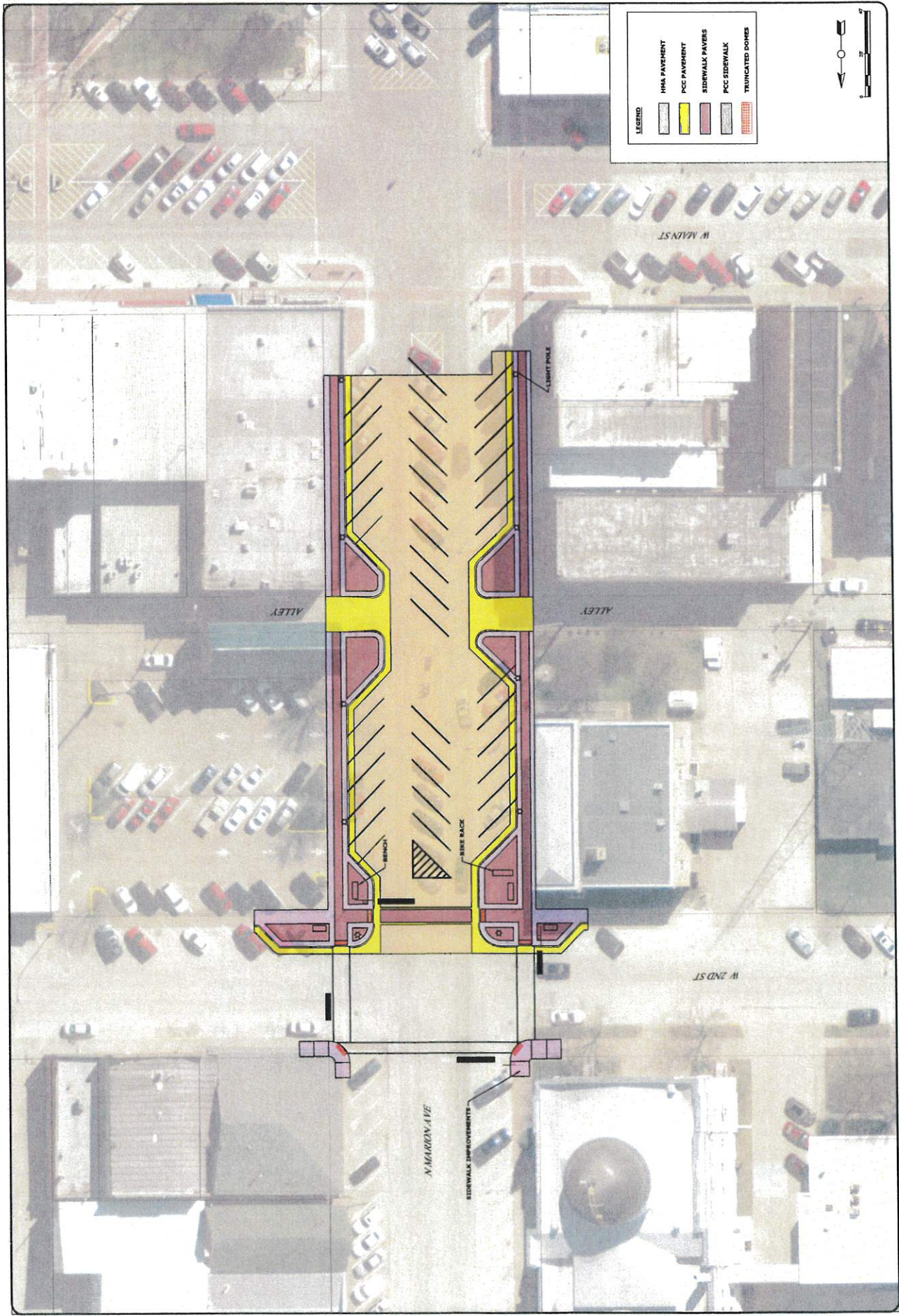


LEGEND

- HMA PAVEMENT
- PCC PAVEMENT
- SIDEWALK PAVERS
- PCC SIDEWALK
- TRUNCATED DOMES

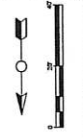
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North Arrow

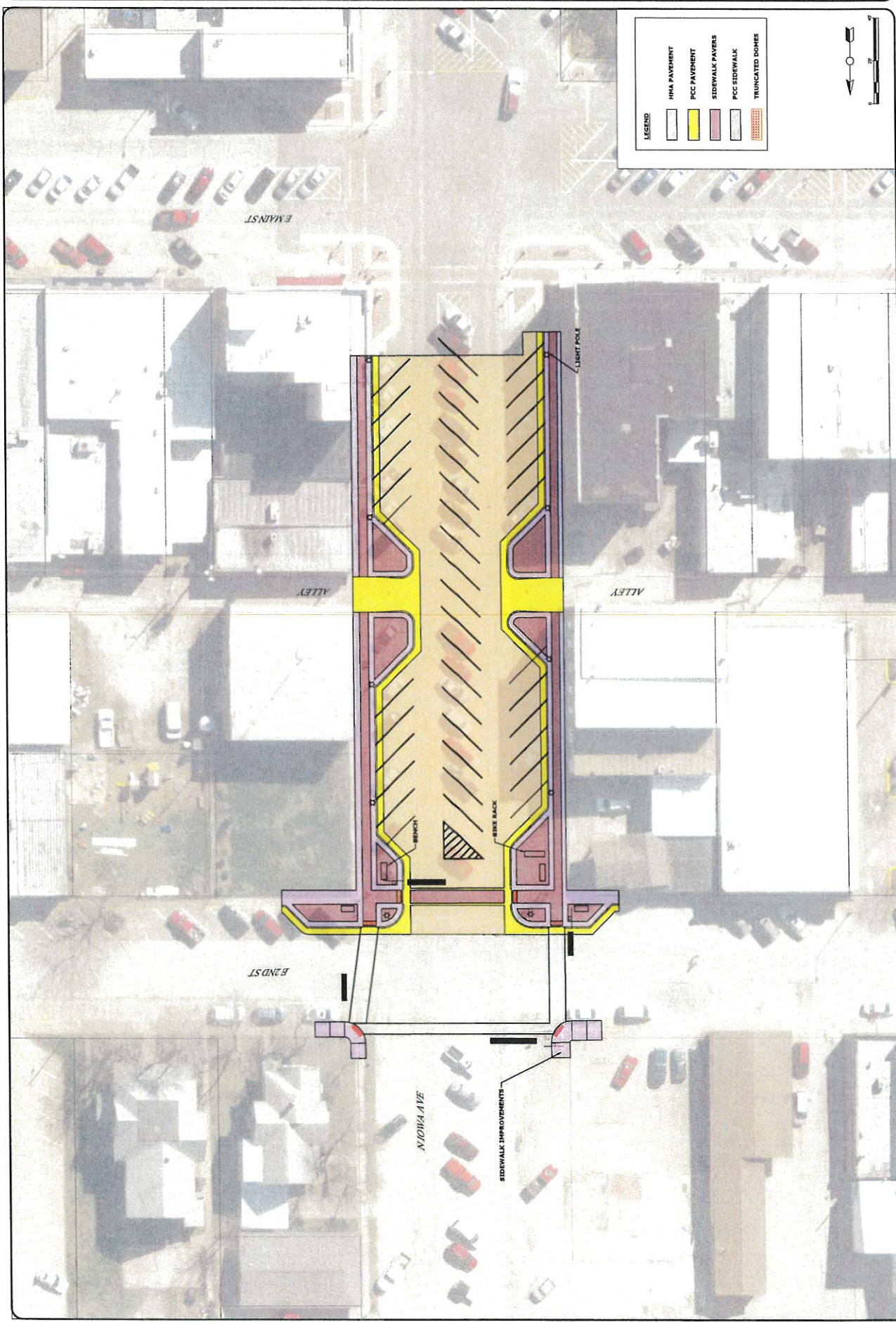


LEGEND

- HMA PAVEMENT
- PCC PAVEMENT
- SIDEWALK PAVERS
- PCC SIDEWALK
- TRUNCATED DOWNS



DRAWING NUMBER: 2013021002	PROJECT NAME: Marion - Main - 2nd
DATE: 02/10/17	DESIGNED BY: [Name]
DRAWN BY: [Name]	CHECKED BY: [Name]
SCALE: AS SHOWN	DATE: 02/10/17



DRAWING RELEASE	DATE	BY
REVISION	DATE	BY
LAYER NAME	DATE	BY
LAYER NUMBER	DATE	BY
DATE	BY	

September 7th, 2023



Dear City Council Members,

We, the members of the Washington Iowa Great Places Committee, are writing to you in support of Phase 2 of the downtown streetscape plan. We realize it is a challenging project, given its price tag and the many other projects that also need attention. However, we urge you to give this top priority.

Per the Iowa Economic Development Authority website, "Iowa Great Places seeks to cultivate the local character and authentic qualities of Iowa neighborhoods, districts, communities and regions. At its core, the program embraces 'creative placemaking', or the approach of building upon local creative and cultural assets to build more livable communities and vibrant public places." We strongly believe the streetscape project does precisely this.

There are many reasons why we support this project, chief among them are safety and accessibility. As you are aware, some of the sidewalks off of the square are inaccessible to those using wheelchairs or strollers or are otherwise limited in their mobility. If they can't get on the sidewalks, then they can't go into the businesses and spend their money there. Currently there are many trip hazards with uneven or crumbling sidewalks. With parking availability unlikely to increase and the local economy on the rise, we need to accommodate higher pedestrian traffic by improving walkability.

Another huge incentive is the necessary fixing and upgrading of the water and sewer lines that is part of the streetscape project. We cannot ignore the undeniable need for this to happen and the passing of time only makes it more dire. Whether it's the pretty top layer or the less appealing but also necessary underground infrastructure, none of it is going to get cheaper over time. As the saying goes, the best time to plant a tree is ten years ago, the second-best time is today.

Storefronts and upper story apartments on the square are limited, so we must look beyond to the super square if we are to boost our downtown economy. One huge way to do that is by expanding the streetscape to make the super square cohesive with the main square and lead shoppers and pedestrians in that direction. Something else to consider is the growing desire for outdoor seating, which is unlikely to happen without this improvement to the sidewalks on the super square. Downtown business owners and renters have been very vocal in their support of this project that was promised to all of us over a decade ago. We need to deliver on that promise.

Washington was recognized as an Iowa Great Place because we proved, in our extensive vision plan, that we have a history of advancing local economic growth, respecting and restoring historic buildings, supporting small businesses, and valuing clean, safe, and beautiful public places. Not only have we accomplished much already, our vision plan lays out how we hope to keep the momentum going and invest further time, energy, and money on said priorities.

As an Iowa Great Place, we do have the ability to apply for a grant to be used on a specific project, unfortunately those funds come nowhere close to covering the costs of the streetscape plan. So, even though we cannot support this financially, we do want you to know that we wholly and enthusiastically support the fruition of this project that has been identified as one of our top priorities and one of the reasons Washington was selected as a Great Place.

Lastly, this may seem obvious but it needs to be said - beautification matters. Vibrant and visually appealing public places matter. Our downtown, the heart of Washington, matters.

Thank you for your time and consideration.

A handwritten signature in blue ink that reads "Isabella Santoro". The signature is written in a cursive style and is positioned above a horizontal line.

Isabella Santoro, on behalf of the Washington Great Places Committee

Mary Audia Jackie Arreola Bethany Glinsmann Sally Hart Chris Marshall Deanna McCusker
Samantha Meyer Michelle Redlinger Jon Rees Jaron Rosien Isabella Santoro Millie Youngquist Mike Zahs